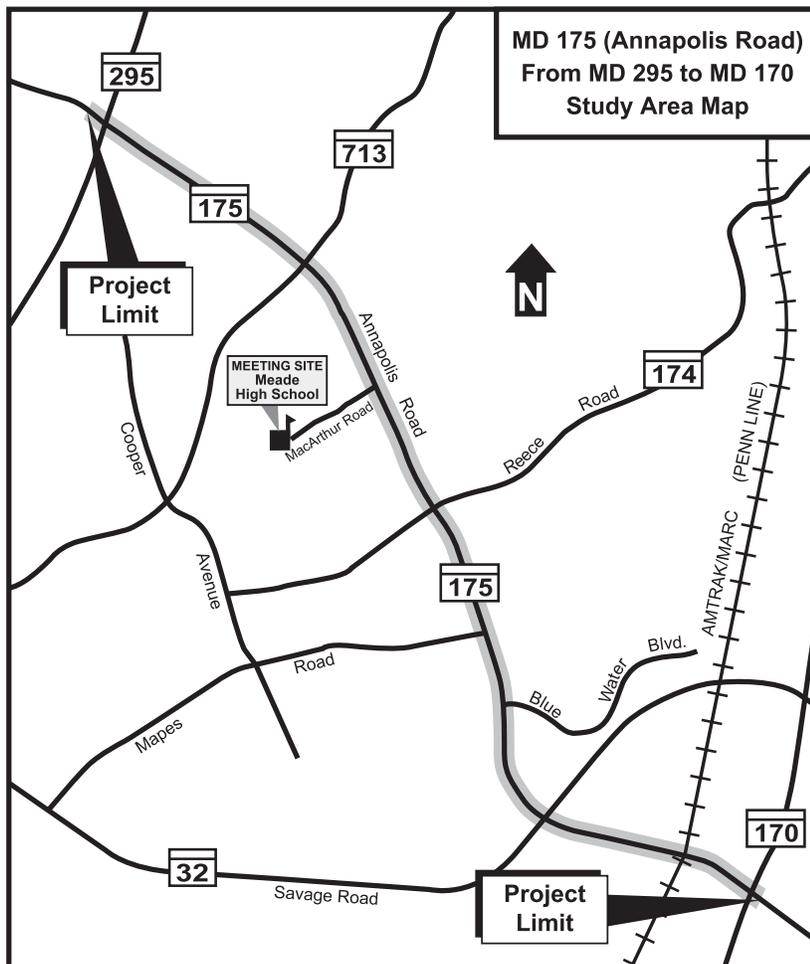


MD 175 from MD 295 to MD 170 Project Planning Study

ALTERNATES Public Workshop



**Wednesday
March 28, 2007
5:00 P.M. - 8:00 P.M.**

**Meade High School
1100 Clark Road
Fort Meade, MD
20755**

Project No. AA436B11



**Maryland Department
of Transportation
State Highway Administration**



**US Department of Transportation
Federal Highway Administration**

INTRODUCTION

The Maryland State Highway Administration (SHA) and the Federal Highway Administration (FHWA) are conducting a Project Planning Study along the MD 175 (Annapolis Road) corridor through Odenton and Fort Meade in Anne Arundel County. The project limits extend from just west of MD 295 (Baltimore-Washington Parkway) to MD 170 (Telegraph Road).

PURPOSE OF THE STUDY

The purpose of the MD 175 Project Planning Study is to improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety on MD 175, while supporting existing and planned development in the area. Currently, MD 175 serves as primary access to Fort Meade and Odenton from MD 295 and MD 32. In addition, this project will serve to accommodate future transportation needs in and around Fort Meade and assist in revitalizing the commercial district in North Odenton. By improving MD 175, the project will improve connectivity between Odenton and MD 295.

PURPOSE OF THE WORKSHOP

The purpose of the Alternates Public Workshop is to familiarize interested citizens with the Project Planning process and the project's Purpose and Need, present the findings of the environmental studies to date, and display preliminary alternatives.

The workshop is being conducted in an interactive open house format. Each attendee can conduct a self-paced review of important project information. You will have the opportunity to visit project information displays, which include maps depicting the preliminary alternatives currently under consideration, traffic data, and environmental impacts. Project Team members will be available to receive comments and answer your questions; however, there will be no formal presentation at this workshop.

The public is encouraged to provide input on the range of alternatives for this project. The Project Team will use the comments to help determine which alternatives will be carried to the next phase of study for detailed analysis.

HOW TO PROVIDE COMMENTS ON THE PROJECT

The public is encouraged to participate in the workshop to ensure citizen input during the Project Planning process. These studies are preliminary, and appropriate changes can be made after comments from the public are received and evaluated. You may choose any or all of the following methods to provide suggestions to the Project Team:

- Provide verbal or written comments to Project Team representatives;
- Fill out the pre-addressed, postage-paid comment form included in this brochure; or
- Contact the SHA Project Manager, Mrs. Nicole Washington, at 410-545-8570, toll free at 1-800-548-5026, or email at nwashington@sha.state.md.us.

PROJECT MAILING LIST

If you would like to be added to the project mailing list, you may do so by completing the enclosed mailer or by giving your information to the receptionist at the workshop. If you have received this brochure in the mail, you are on the project mailing list and do not need to resubmit your name and address.

PROGRAM STATUS

The MD 175 Project Planning Study is included in the Development and Evaluation Program of the Fiscal Year 2007–2012 Consolidated Transportation Program (CTP) and is funded for Project Planning only.

If a build alternative is selected and the project's location and design are approved, the project may become eligible for future funding for Final Design, Right-of-Way Acquisition, and Construction.

PROJECT HISTORY

The MD 175 study area is one of the fastest growing areas in Anne Arundel County and is projected to grow rapidly over the next decade due to employment and residential expansion in the Fort Meade area, development of the Odenton Town Center, and revitalization of the MD 175 corridor.

Fort Meade is currently transitioning to an information and administrative center and is expecting employment growth in the near future as a result of the 2005 Base Realignment and Closure (BRAC) process. With the additional jobs in the area, development is also expected to increase.

MD 175 within these project limits has been the focus of several transportation studies over the past 15 years. The MD 175 & Odenton Town Center Plan was completed by Anne Arundel County in 1999 and focused on improving the function, vehicular and pedestrian safety, access management, and aesthetics along the corridor. This study did not receive any additional funding, and the plan was not implemented. In March 2006, Anne Arundel County completed a MD 175 Feasibility Study that developed a draft Purpose and Need and analyzed potential transportation facility improvements.

MD 175 is included in the 2004 Highway Needs Inventory and has been identified by Anne Arundel County as its top priority transportation project. SHA initiated the MD 175 Project Planning Study in early 2006 to investigate possible transportation solutions for the MD 175 corridor extending from the MD 295 interchange in the west to the MD 170 intersection in the east.

CONTEXT SENSITIVE SOLUTIONS

As part of this project, the Project Team will consider suggestions from the public received at tonight's meeting and from comment cards, letters, and emails. SHA will continue to coordinate with Anne Arundel County

representatives and Fort Meade to further develop or refine the alternatives to incorporate "Context Sensitive Solutions" (CSS) concepts, wherever possible. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the study area.

CSS concepts address the following:

- Pedestrian and bicyclist circulation and safety
- Local traffic circulation in and out of the neighborhoods and businesses
- Disturbance to traffic circulation during construction
- Access to mass transit
- Reduction of right-of-way impacts
- Effects on police, fire, and emergency rescue response times
- Aesthetics / landscape / streetscape opportunities
- Other specific community issues

Your comments will help assure that the proposed alternatives developed to improve the study area reflect the local character and the aesthetic desires of the community. We encourage you to comment on CSS issues using the comment card in the back of this brochure.

EXISTING CONDITIONS

The existing roadway on MD 175 is variable throughout the corridor (*See Table 1 on the next page and Figure 1 on page 13*). The typical section for MD 175 from MD 295 to Rockenbach/Ridge Road is a two-lane undivided roadway with a speed limit of 45 mph. From Rockenbach/Ridge Road to Disney Road, MD 175 widens briefly to five lanes to accommodate a turn lane and commercial traffic. From just east of Disney Road, MD 175 again becomes a two-lane roadway with no median and this section extends to the main gate for Fort Meade at MD 174 (Reece Road). The posted speed limit

Table 1: MD 175 – Existing Roadway Conditions

Segment of MD 175	Typical Section	Speed	Lanes	Median Type
MD 295 to Rockenbach / Ridge Road	Undivided	45	2	None
Rockenbach / Ridge Road to Disney Road	Divided	40	5	Center Turn Lane
Disney Road to Reece Road	Undivided	40	2	None
Reece Road to MD 32	Undivided	40	5	Center Turn Lane
MD 32 to MD 170	Undivided	40	4	None

along this portion of MD 175 is 40 mph. From Reece Road to MD 32, MD 175 is a five-lane roadway with a continuous left turn lane. From MD 32 to MD 170 (Telegraph Road), MD 175 is a four-lane roadway with no median. The speed limit along both of these sections of MD 175 is also 40 mph.

PROJECT NEED

Background

Traffic volumes in the area around Fort Meade are expected to increase by more than 50 percent by 2030. Fort Meade and the National Security Agency (NSA) combined represent the largest employers in the State of Maryland. Fort Meade’s workforce is composed of more than 39,000 military, civilian, and contractor personnel. Numerous developments including Arundel Mills, growth in the BWI Business District, and growth at Fort Meade have contributed to increased traffic volumes in the area. As a result of the 2005 BRAC recommendations, Fort Meade is expected to grow dramatically. Approximately 5,300 new jobs will be added at Fort Meade, as well as 7,500 at NSA, by 2010. As many as 20,000 private sector jobs are also anticipated as a result of the new jobs at both federal installations, primarily in the defense and support industries.

This study will investigate a variety of approaches to facilitate the anticipated traffic volumes from planned and future development in and around the study area and attempt to calm congestion. Further, this study will focus on potential safety hazards and identify measures which may alleviate the magnitude and severity of future crashes along MD 175.

Traffic Operations

A Level of Service (LOS) analysis was conducted for existing (2004) and forecasted (2030) No-build conditions for the study area intersections. The LOS is a measure of the congestion experienced by drivers and ranges from A (free flow with little or no congestion) to F (failure with stop-and-go conditions). The LOS is normally computed for the peak periods of a typical weekday, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at capacity. Once an intersection passes over its theoretical capacity, extensive delay begins. LOS F represents conditions where demand exceeds capacity and where there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections.

The 2004 LOS analysis shows that the study area intersections have LOS ranges from “A” to “F”, with only one intersection currently operating at a failing LOS during the AM (7am to 8am) and PM (5pm to 6pm) peak hours. In the 2030 design year, all signalized intersections will have failing LOS in either or both the AM and PM peak hours, with the exception of the MD 32 interchange.

In 2004, Average Daily Traffic (ADT) volumes within the study area ranged from 23,500 to 91,200 vehicles per day. Based on approved future land uses, traffic volumes are forecasted to increase by the year 2030 to a range of 35,600 to 112,700 vehicles per day, representing an increase of 52 percent in the ADT.

ALTERNATIVES CURRENTLY UNDER CONSIDERATION

Safety

A vehicle crash analysis was performed through the project area for the three-year period from January 1, 2002 through December 31, 2004. The crash history was divided into four roadway segments: MD 295 to MD 713, MD 713 to MD 174, MD 174 to MD 32, and MD 32 to MD 170.

The average total crash rates for the four roadway segments were between 252 and 283 crashes per 100 million vehicle miles, with the segment from MD 295 to MD 713 having a total crash rate significantly higher than the statewide rate. In addition, this segment has significantly higher injury and left turn crashes than the statewide rate.

The section from MD 713 to MD 174 has a left-turn crash rate that is significantly higher than the statewide rate. The MD 175/MD 170 intersection has met the criteria for a Candidate Safety Improvement Location.

Intermodal Connectivity

There are two limited Connect-A-Ride (CAR) local bus routes, Route K (Arundel Mills/Odenton) and Route M (Odenton/Piney Orchard/Route 170 Circulator), provided by the Corridor Transportation Corporation (CTC). CAR Route M circulates between the MARC parking areas throughout the Odenton Town Center and the Odenton MARC station platform. The Route K bus travels from Arundel Mills Mall to Odenton. Primary stops within the study area are: Severn, Lake Village, Meade Village, Pioneer City, Seven Oaks, Odenton MARC station and Johns Hopkins Medical Center on MD 175. Separate from the MD 175 study, CTC and Anne Arundel County are evaluating enhanced transit service throughout the study area, particularly between the Odenton MARC station and Fort Meade. There are no anticipated impacts to bus service due to any of the alternatives under consideration; however, any proposed improvements considered will include pedestrian and bicycle amenities to promote access to transit.

Alternative 1 - No-Build

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the Purpose and Need for the project. However, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Build Alternatives – Common Features

Each of the build alternatives will include the following three basic elements:

- MD 175 Mainline Widening
- MD 175/MD 295 Interchange Modifications
- Fort Meade Access Improvement Options to provide improvements in the access to Fort Meade from MD 175

MD 175 Mainline Widening

Typical sections depicting each of the build alternatives are illustrated on pages 16-17. Each of the build alternatives include the widening of MD 175 to improve safety, traffic capacity and overall operations (see descriptions of Alternatives 2, 3, 4, 5 and 6 below).

Alternative 2 - Transportation Systems Management (TSM) (See pages 14-15)

The Transportation Systems Management (TSM) Alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. TSM improvements generally could be constructed with relatively low costs and few environmental impacts, but would provide no substantial improvements in capacity or operations to address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

- Intersection improvements, such as the addition of turning lanes or improved signal timing.
- Geometric improvements to sharp curves, crests, or dips in the roadway allowing improved sight distance and safety.
- Access management strategies to improve safety and operations at access points with acceleration or deceleration lanes and/or reductions in the number of entrances onto MD 175 through construction of medians, roundabouts/jughandles and/or consolidation of entrances onto service roads.
- Adding a center turn lane in areas with a high frequency of entrances generating left-turning traffic.
- Providing auxiliary lanes to improve current traffic operations in areas that would not have substantial environmental impacts.

Alternative 3 – Six-Lane Roadway on Existing Centerline (See page 16)

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner Road and MD 170 from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot-wide roadways (one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane in each direction) separated by an 18-foot median. Additional pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for the six-lane section is 126 feet. The proposed Alternative 3 alignment follows the existing centerline of MD 175 and ties into Alternative 4 (four-lane section) or Alternative 5 (five-lane section) west of Sellner Road. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX, close to their current alignment.

Alternative 4 – Four-Lane Roadway West of Reece Road (See page 17)

Alternative 4 applies only to the western three-mile-long segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. From Brock Bridge Road to MD 295, the proposed typical section consists of a 54-foot-wide roadway (two 11-foot travel lanes and a five-foot bike lane in each direction). Additional pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for the four-lane section is 84 feet.

From MD 295 to west of Reece Road, the typical section consists of two 28-foot-wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike lane in each direction), separated by an 18-foot median. The proposed right-of-way width for the four-lane divided section is 104 feet.

The proposed Alternative 4 alignment follows the existing centerline of MD 175 and can tie into Alternative 3 or Alternative 6 east of Reece Road. Analyses will be done during detailed study to see if Alternative 4 can accommodate future traffic projections.

Alternative 5 – Five-Lane Roadway Including a Center Turn Lane West of Reece Road (See page 17)

Alternative 5 applies only to the western three-mile-long segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a 66-foot-wide roadway (two 11-foot travel lanes and a five-foot bike lane in each direction; additionally, the section includes one continuous 12-foot vehicle center turn lane). Additional pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way

width for the five-lane section is 96 feet. The proposed Alternative 5 alignment follows the existing centerline of MD 175 and can tie into Alternative 3 (six-lane roadway) or Alternative 6 east of Reece Road. Analyses will be done during detailed study to see if Alternative 4 can accommodate future traffic projections.

Alternative 6 – Six-Lane Roadway on Shifted Centerline (See page 16)

Alternative 6 includes the same typical section as Alternative 3. The proposed centerline for Alternative 6 uses the existing centerline in some locations but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. The Alternative 6 alignment proposes new bridges at two locations, MD 175 over MD 295 and MD 175 over the MARC/CSX Railroad. Additional pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. Alternative 6 can tie into Alternatives 4 or Alternative 5 west of Sellner Road.

MD 175/MD 295 Interchange Modifications (See pages 18-19)

The five options under consideration for the improvement of the MD 175/MD 295 interchange are:

Option A – with the Single Point Urban Interchange (SPUI) all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge to control all conflicting movements.

Option B – the Partial Cloverleaf Interchange option would eliminate the loop ramps in the northeast and southwest quadrants and relocate the traffic movements provided by these loop ramps onto left turns at signalized intersections with MD 175 in the southeast and northwest quadrants, respectively.

Option C – the Partial Cloverleaf Interchange option would eliminate the loop ramps in northwest and southeast quadrants and relocate the traffic movements provided by these loop ramps onto left turns at signalized intersections with MD 175 in the southwest and northeast quadrants, respectively.

Option D – the Full Diamond Interchange option would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants. So named because of the diamond-like appearance resulting from the interchange geometry, this option would result in the most compact design of the options under consideration.

Option E – the Full Diamond Interchange with Alignment Shift option would be similar to Option D, but would include a northerly shift in the alignment of MD 175 at the overpass of MD 295, to better maintain traffic during construction and further reduce impacts to adjacent properties.

Fort Meade Access Options

Various combinations of improved intersections, possibly including interchanges at several locations, will be considered at/near the four MD 175 intersections where access to Fort Meade is provided:

- MD 713 (Rockenbach Road)
- MD 174 (Reece Road)
- Mapes Road
- Llewellyn Avenue

SHA is working closely with Fort Meade to develop intersection improvements along MD 175 in combination with Fort Meade gate access improvements and internal roadway improvements to accommodate the security needs and increasing traffic volumes forecasted for the post. Each of the preliminary intersection improvement options under consideration is compatible with Alternatives 3, 4, 5 or 6.

General Fort Meade Access Option

(See page 20)

This option consists of at-grade intersection widening at MD 713 (Rockenbach Road), MD 174 (Reece Road), Mapes Road, and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

Mapes Road Intersection Options

(See pages 20-21)

Mapes Road Option A – This option would provide an additional MD 175 access point to and from Fort Meade at a new signalized intersection between Mapes Road and Llewellyn Avenue. Traffic could turn left into Fort Meade from westbound MD 175, but could not turn left out of this entrance. Traffic exiting Fort Meade could use the improved Mapes Road gate. All of the other MD 175 entrances to Fort Meade would remain in operation and be widened. This new intersection would be partially signalized since only the eastbound MD 175 through traffic and westbound left turn traffic movements would stop; all other movements would flow continuously.

Mapes Road Option B – This option would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road and MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

Reece Road Intersection Options

(See pages 21-23)

Reece Road Option A – This option would provide an additional MD 175 access point to and from Fort Meade at a new signalized intersection at 19th Street, west of Reece Road. Only eastbound MD 175 traffic would be able to enter

at this location; westbound MD 175 entering the Fort would do so by turning left at a widened Reece Road intersection. Traffic would exit Fort Meade at this new intersection location onto westbound MD 175 using a special intersection configuration known as the “Continuous Green-T (CGT).” The CGT intersection would include a traffic signal that would stop only eastbound MD 175 traffic to allow traffic to turn left out of Fort Meade. Westbound MD 175 would have a continuous green light condition, and traffic turning left out of Fort Meade would merge into the westbound traffic from the left-hand side.

Reece Road Option B – This option would provide a new exit from Fort Meade at 18th Street. Drivers traveling eastbound exiting Fort Meade would use a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Neither direction of MD 175 would have to stop for this movement. Drivers entering Fort Meade from the east and exiting to the east would still use Reece Road. All of the other MD 175 entrances to Fort Meade, including Reece Road, would remain in operation and be widened.

Reece Road Option C – This option would provide an additional access point to and from Fort Meade at 19th street without any additional traffic signals on MD 175. Westbound traffic entering Fort Meade would exit MD 175 from the right and use a ramp that would pass over both eastbound and westbound MD 175 into the Fort. Eastbound traffic to and from Fort Meade would be able to use this new access point, while westbound MD 175 exiting Fort Meade would need to use the signalized and widened Reece Road intersection.

Reece Road Option D – This option would be similar to Option C, except that this new access point would be dedicated to traffic entering Fort Meade only. All exiting traffic would need to use the signalized and widened Reece Road intersection.

Reece Road Option E – This option would also be similar to Option C except that westbound traffic entering Fort Meade would exit from the left side of the roadway. Retaining walls would be constructed in the MD 175 median, allowing the westbound left turn lane to elevate above

MD 175 and curve over the eastbound roadway to enter Fort Meade at 20th Street, west of Reece Road. Eastbound traffic to and from Fort Meade would be able to use this new access point, while westbound MD 175 exiting Fort Meade would need to use the signalized and widened Reece Road intersection.

ENVIRONMENTAL SUMMARY

An environmental inventory was conducted to identify the socioeconomic, cultural and natural environmental resources within the study area. A preliminary assessment of impacts which could result from the alternatives under consideration is included in the Summary of Impacts on page 12. Detailed analysis of noise conditions, air quality, natural environmental and community impacts, and other analyses will be completed following the selection of alternatives retained for detailed study. Impacts to these resources will be further refined as the alternatives are developed in more detail.

Socioeconomic Resources

Currently, the project area consists primarily of commercial and residential uses, with several large wooded areas interspersed. Mixed use development and industrial zoning areas are also located throughout the project area. Fort Meade encompasses a large portion of the study area, from approximately MD 713 to south of MD 32. Other government land in the study area includes Jessup Provinces Park, located along Disney Road. Proposed land use in the study area includes additional office and industrial space, as well as residential and transit-oriented development. The MD 175 study is consistent with the Anne Arundel County General Development Plan (1997), the Odenton Small Area Plan (2003), and the Odenton Town Center Master Plan (2003).

The study area is located within the designated Priority Funding Area (PFA) and contains neighborhoods designated for revitalization by the Department of Housing and Community Development (Designated Neighborhoods) under the 1997 Smart Growth Priority Funding Areas Act. PFAs are locations where state and local

governments target their efforts to encourage and support economic development and new growth.

There are three publicly owned public schools with associated recreational facilities located in the study area, including Meade Heights Elementary School, Meade Middle School, and Meade High School, though there are currently no impacts to the schools or their associated recreational facilities. The project will impact approximately 9.6 to 10.6 acres of the Baltimore-Washington Parkway (MD 295) and/or its associated land. The portion of the Parkway south of MD 175 is owned by the National Park Service, and is a significant historic property listed on the National Register of Historic Places (NRHP). Any use of a publicly owned public park, recreation area, or significant historic property will require development and evaluation of avoidance/minimization alternatives under Section 4(f) of the US Department of Transportation Act of 1966, as amended.

Depending upon the alternative chosen, between 5 and 100 acres of right-of-way may be required, along with up to 5 residential and 42 commercial property displacements.

In compliance with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in the Minority and Low-Income Populations," SHA is taking steps to identify and avoid disproportionately high and adverse effects on minority and low-income populations throughout the study area. Review of census data indicates that minority and/or low-income populations may exist in the western and central portions of the study area, and that in a number of locations, there are populations who may not speak or understand English.

Cultural Resources

In accordance with the Section 106 procedures of the National Historic Preservation Act, this Workshop provides the opportunity for public input regarding historic properties.

Thirteen archeological sites have been recorded within or immediately adjacent to the study area.

Nine of the thirteen sites have been determined to be not eligible for the NRHP. Additional Phase I archeological survey may be necessary, once the project scope is further defined.

There are several previously recorded historic standing structures located within the project area. The Baltimore-Washington Parkway (AA-5) is listed in the NRHP. There are several properties included in the Maryland Inventory of Historic Properties (MIHP); Trusty Friend (AA-123), Concrete Block Bungalow (AA-754), the Jones House (AA-743), and the Odenton Survey District (AA-869). SHA will consult with the Maryland Historical Trust (MHT) regarding the NRHP eligibility of these resources, as well as all other resources within the study area that are fifty years old or older. The Fort George G. Meade Historic District (AA-2095), which is eligible for the NRHP, is outside of the study area. Coordination with MHT will continue throughout the project regarding the NRHP eligibility of historic properties and effects on significant historic properties.

Natural Environmental Resources

The project area is within the Little Patuxent River and Severn Run watersheds. Two streams, Midway Branch and Franklin Branch, are identified in the vicinity of the project area, south and west of MD 175. The streams are classified as Use I-P waters (protection of fish and aquatic life and contact recreation, including drinking water) by the Maryland Department of the Environment (MDE) and have an instream work prohibition period of March 1 to June 15. In addition, several small intermittent and ephemeral streams occur throughout the study area. There are up to three stream crossings depending on the alternative chosen, and approximately 1500 to 1600 linear feet of streams impacted. The majority of these waterways are located within forested areas adjacent to the roadway. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, there are no 100-year floodplains associated with any of the streams within the study area.

An initial wetland review has identified the presence of several potential wetland systems

associated with the roadside drainage network, as well as three large forested wetlands located adjacent to MD 175. Depending on the alternative chosen, up to 2.2 acres of wetland impact may occur. Permits will be required from the US Army Corps of Engineers (USACOE) and MDE for aquatic resource impacts. Stormwater management, and sediment and erosion control plans to minimize impacts to water quality will be prepared and implemented in accordance with MDE regulations.

The majority of forested areas and specimen trees within the project area are associated with the forested wetland area west of MD 175 south of Ballantines Way, and within the southbound loop of MD 32. There are approximately 1.0 to 33.7 acres of woodland impacts depending on the alternative selected. Coordination with the Maryland Department of Natural Resources (DNR) will be required to comply with forest conservation regulations.

Through coordination with the US Fish and Wildlife Service (USFWS) and DNR, no State or Federally-listed rare, threatened, or endangered species were identified in the project area. However, DNR's records show that the State endangered and federally threatened Swamp Pink is known to occur in nontidal wetland habitat in the vicinity of the project. State threatened Wild Lupine may also occur in suitable habitats in the project vicinity. In addition, Fort Meade has known habitat for 11 State-listed rare, threatened, and endangered species, including the State threatened Glassy Darter which is one of only two locations in the State of Maryland where the fish is known to exist. Further coordination with USFWS and DNR will occur once alternatives are selected for detailed study to identify and determine the potential for impacts to these species.

Due to the many commercial properties adjacent to MD 175, there may be several facilities that generate, handle, or store hazardous materials (i.e., gas stations, car maintenance shops, dry cleaners, fire stations). Further coordination with MDE will occur once alternatives are selected for detailed study to identify and determine the potential for hazardous materials.

OTHER TRANSPORTATION PROJECTS

There are three other transportation projects located in the study area listed in the Construction Program of the 2007 – 2012 CTP and are described below:

- MD 295 from just north of I-195 to I-695 (1.5 miles) - construction will begin in Summer 2007.
- MD 295 from MD 100 to I-195 and Hanover Road from High Tech Drive in Howard County to MD 170 – funded for project planning to evaluate widening MD 295 from four to six lanes from just south of MD 100 to just north of I-195 (3.27 miles), construction of a new interchange at Hanover Road, as well as improvements to Hanover Road from High Tech Drive in Howard County to MD 170. This project is located approximately two miles north of the MD 175 study area.
- MD 198 from MD 295 to MD 32 – funded for project planning to evaluate widening MD 198 in this segment. This project is located approximately three miles south of MD 175.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

The following steps are required to complete the Project Planning Process:

- Evaluate and address public and agency comments resulting from studies to date and from the Alternates Public Workshop (*April/May 2007*)
- Identify alternatives for detailed study and complete detailed engineering/environmental analyses (*Fall/Winter 2007*)
- Complete Draft Environmental Document and hold a Location/Design Public Hearing (*Winter / Spring 2008*)
- Address Public Hearing comments

- Coordinate with Federal and State environmental resource agencies throughout the process
- Identify the SHA Preferred Alternative and Conceptual Mitigation (*Fall 2008*)
- Prepare Final Environmental Document
- Obtain Location/Design Approval (*Spring 2009*)

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

For information concerning non-discrimination in federally assisted and state-aid programs, please contact:

- Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-0315
Toll Free within Maryland: 1-888-545-0098
Email: jjenkins4@sha.state.md.us

RIGHT-OF-WAY AND RELOCATION

The proposed project may require additional right-of-way. Residential and commercial relocations may be required. For information regarding right-of-way acquisition and relocation assistance, please contact:

- Ms. Susan K. Bauer, Chief
District 5, Office of Real Estate
Maryland State Highway administration
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1057
Toll Free within Maryland: 1-800-331-5603
Email: sbauer@sha.state.md.us

MEDIA USED FOR MEETING NOTIFICATION

An advertisement appeared in the following newspapers to announce the Alternates Public Workshop:

- **Maryland Gazette**
- **The Capital**
- **The Sun**
- **Arundel Sun**

YOUR OPINION MATTERS

These workshops are intended to provide an opportunity for the public to discuss with the Project Team its thoughts and concerns about the project and to provide written comments to us. The Project Team will carefully review and consider the concerns and preferences expressed by the public during these public meetings. To assist you in providing comments, we have provided a pre-paid postage mailer as well as team member addresses and telephone numbers as part of this brochure.

PROJECT PLANNING TEAM

If you should have any questions following the Alternates Public Workshop, please feel free to contact one of the Team Members listed below:

- Mr. Raja Veeramachaneni, Director
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- Mr. Gregory Welker, District Engineer
District 5 (Anne Arundel County)
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401

THANK YOU

Thank you for your participation in the MD 175 Project Planning Study. Your feedback is important to us, so please do not hesitate to send us your comments. In addition, please feel free to call one of the project team members should you have any questions or concern.

For more information about this project and others, please visit our internet site at: www.marylandroads.com.

MD 175 PROJECT PLANNING STUDY
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND COSTS

CATEGORY	ALTERNATIVES							
	1 (No-Build)	2 (TSM)	3	4/3	5/3	6	4/6	5/6
Social Environment								
1. Potential Displacements (No.)								
A. Residential	0	0	6	6	6	6	6	6
B. Commercial ¹	0	0	43	41	41	19	20	20
Total	0	0	49	47	47	25	26	26
2. Properties/Resources Affected (No.)								
A. Residential	0	11	41	41	41	41	41	41
B. Commercial ¹	0	12	119	118	118	117	118	118
Total	0	23	160	159	159	158	159	159
3. Right-of-Way Required (Acres)								
A. Residential	0	0.5	15.4	13.7	14.1	16.1	13.4	13.6
B. Commercial ¹	0	5.2	76.9	72.9	72.4	62.5	62.9	62.6
Total	0	5.7	92.3	86.6	86.5	78.6	76.3	76.2
Natural Environment								
Wetlands (acres)	0	0.1	2.1	1.4	1.3	2.2	1.5	1.4
Stream Crossings (No.)	0	0	3	3	3	3	3	3
Waters of US Impacts (LF)	0	0	1555	1515	1500	1545	1530	1515
Woodlands (Acres)	0	1.0	30.6	28.2	27.3	33.7	30.8	30.1
Parkland (Acres)	0	0	10.6	10.6	10.6	9.6	9.6	9.6
Length of Bridge (LF)	0	0	535	535	535	545	545	545
Cost (\$million)								
Preliminary Total	0	\$24 -	\$294 -	\$274 -	\$269 -	\$295 -	\$275 -	\$271 -
Construction Cost Range²		\$30	\$377	\$354	\$350	\$378	\$356	\$351

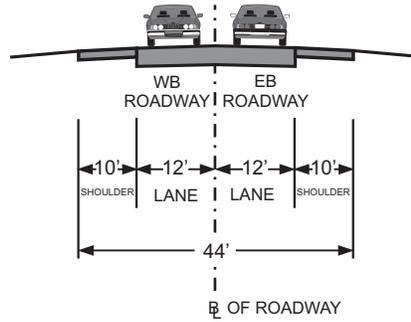
Description of Alternatives

- 1 – No-Build Alternative
- 2 – Transportation Systems Management (TSM) Alternative, Brock Bridge Road to MD 170
- 3 – Mainline Alternative using 6-lane section (4-lane section from Brock Bridge Road to Sellner Road), centered on existing roadway
- 4/3 – Mainline Alternative using 4-lane divided/undivided section from Brock Bridge Road to Reece Road, with Alternative 3 from Reece Road to MD 170
- 5/3 – Mainline Alternative using 5-lane section with center turn lane from Brock Bridge Road to Reece Road, with Alternative 3 from Reece Rd. to MD 170
- 6 – Mainline Alternative using 6-lane section (4-lane section from Brock Bridge Road to Sellner Road), with shifted alignment to minimize property impacts
- 4/6 – Mainline Alternative using 4-lane divided/undivided section from Brock Bridge Road to Reece Road, with Alternative 6 from Reece Road to MD 170
- 5/6 – Mainline Alternative using 5-lane section with center turn lane from Brock Bridge Road to Reece Rd., with Alternative 6 from Reece Rd. to MD 170

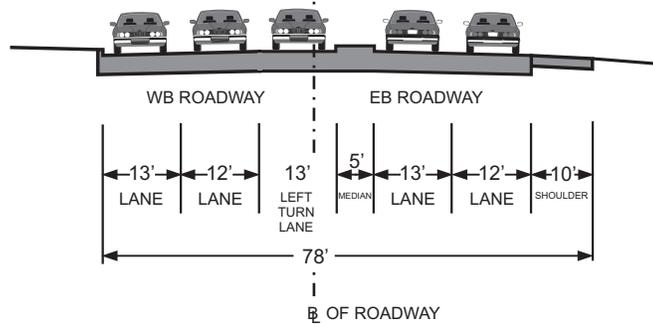
¹ Ft. Meade property impacts are included within Commercial category

² Costs do not include potential Right-of-Way costs

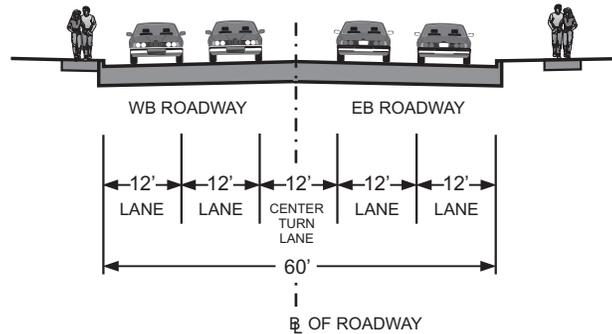
WEST OF MD 295 TO ROCKENBACH / RIDGE ROAD DISNEY ROAD TO REECE ROAD



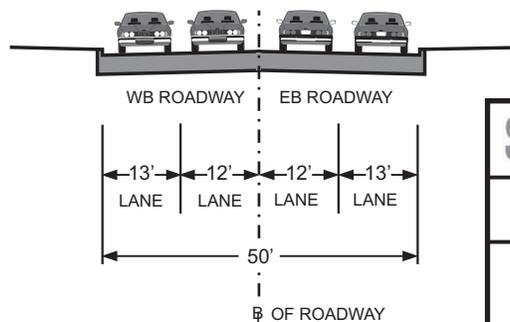
ROCKENBACH / RIDGE ROAD TO DISNEY ROAD



REECE ROAD TO MD 32



MD 32 TO MD 170

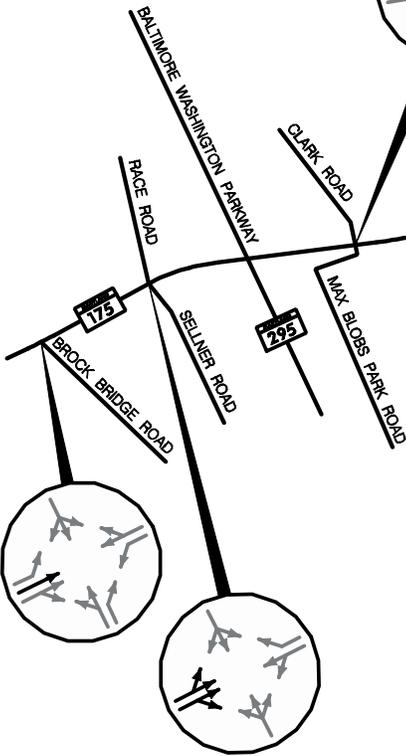
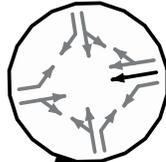


LEGEND	
	EXISTING ROADWAY

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
EXISTING TYPICAL SECTIONS	
SCALE NO SCALE	DATE MAR. 2007
FIGURE	1



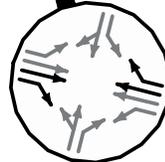
◆ ADDITIONAL THROUGH LANE
MD 175 - WB



◆ SEPARATE RIGHT TURN LANE
ROCKENBACH RD. - NB



◆ SEPARATE RIGHT TURN LANES
MD 175 - EB AND WB



◆ ADDITIONAL THROUGH LANE
MD 175 - EB



ALTERNATIVE 2 -
TRANSPORTATION SYSTEMS MANAGEMENT ALTERNATIVE (T.S.M.)

—→ EXISTING CONDITION

—→ A NEW LANE OR DIFFERENT CONFIGURATION
THAN EXISTING CONDITIONS.



◆ SEPARATE RIGHT TURN LANES
MD 175 - EB AND WB

◆ ADDITIONAL LEFT TURN AND THROUGH LANE
MD 170 - NB
◆ ADDITIONAL THROUGH LANE
MD 170 - SB

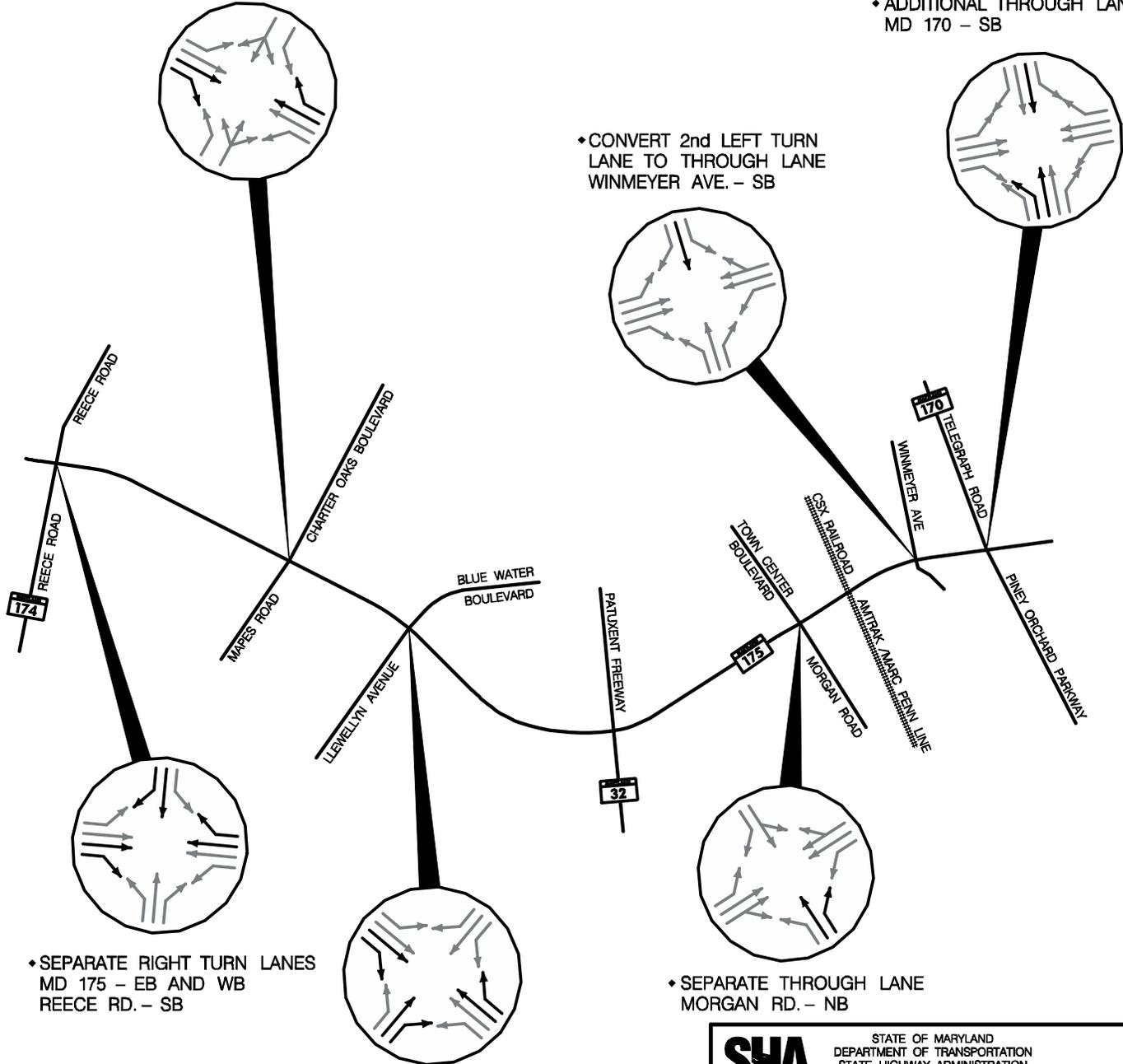
◆ CONVERT 2nd LEFT TURN LANE TO THROUGH LANE
WINMEYER AVE. - SB

◆ SEPARATE RIGHT TURN LANES
MD 175 - EB AND WB
REECE RD. - SB

◆ SEPARATE THROUGH LANE
MORGAN RD. - NB

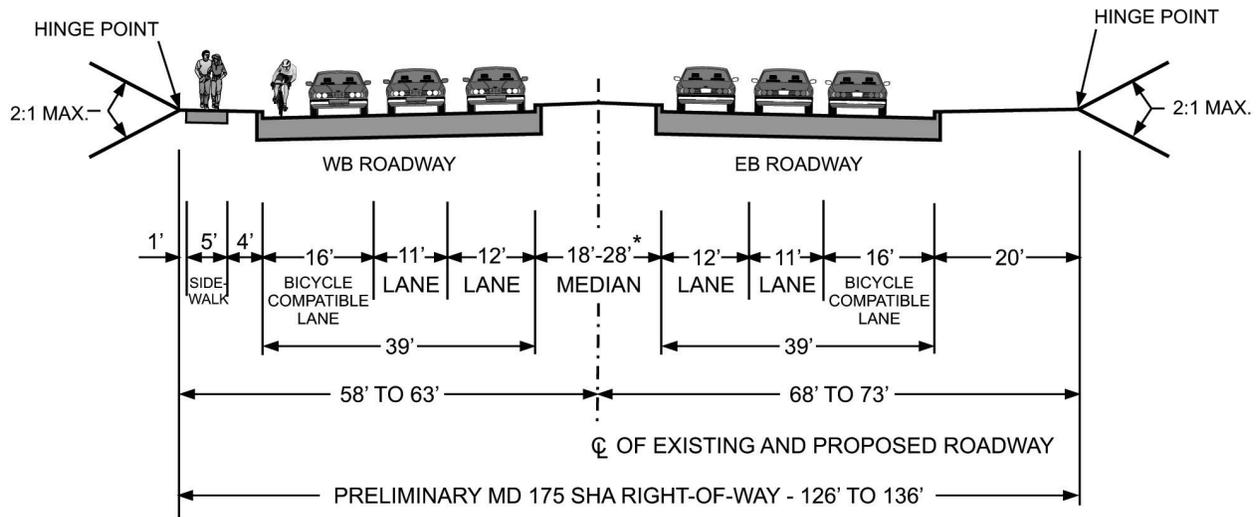
◆ SEPARATE RIGHT TURN LANES
MD 175 - EB AND WB
LLEWELLYN AVE. - NB

Match Line to Page 16



SNA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PROPOSED ALTERNATIVE 2 TRANSPORTATION SYSTEMS MANAGEMENT (T.S.M.) IMPROVEMENTS	
SCALE NO SCALE DATE MAR. 2007	FIGURE 2

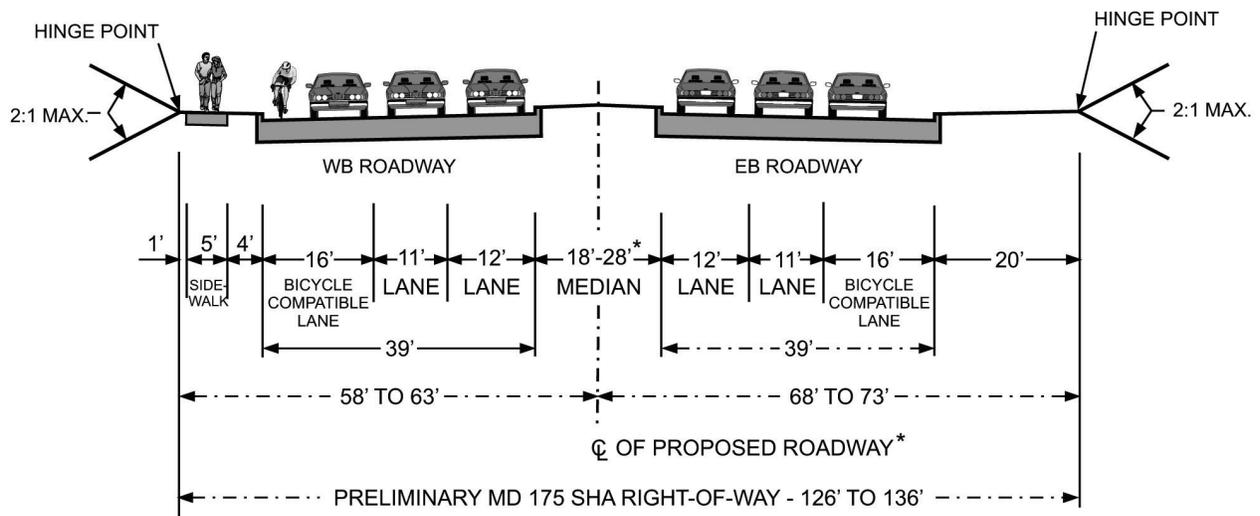
ALTERNATIVE 3: 6-LANE TYPICAL SECTION



SELLNER / RACE ROAD TO MD 170

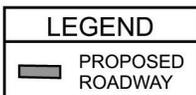
*NOTE:
THE WIDER (28') MEDIAN IS NEEDED AT THE APPROACHES TO INTERSECTIONS WHERE DOUBLE LEFT TURN LANES ARE PROPOSED.

ALTERNATIVE 6: 6-LANE TYPICAL SECTION



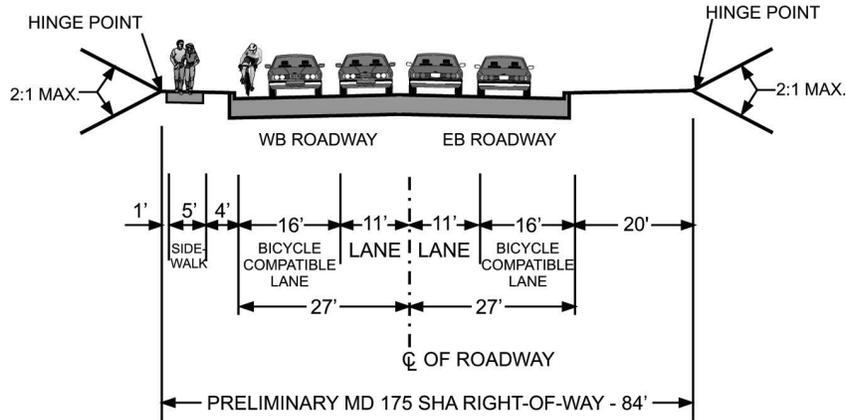
SELLNER / RACE ROAD TO MD 170

* NOTE:
THE PROPOSED ALTERNATIVE 6 CENTERLINE WOULD BE SHIFTED FROM THE EXISTING ROADWAY CENTERLINE TO REDUCE IMPACTS TO RESIDENTIAL AND BUSINESS PROPERTIES, AS COMPARED TO ALTERNATIVE 3.

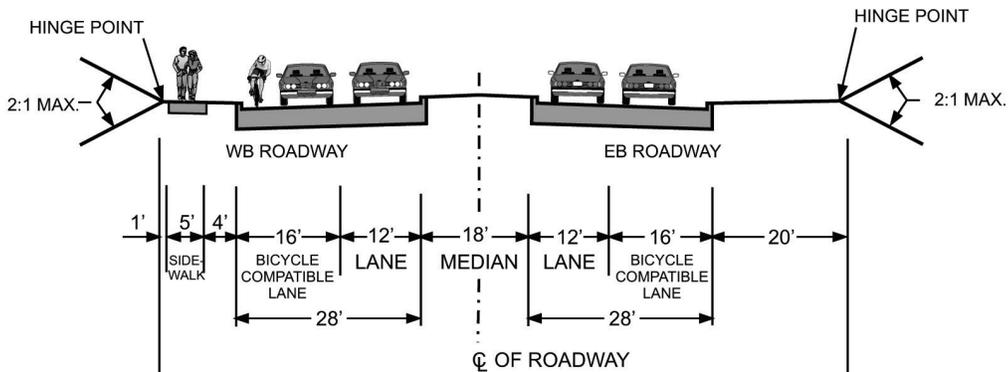


STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
TYPICAL SECTIONS	
SCALE <u>NO SCALE</u> DATE <u>MAR. 2007</u>	FIGURE <u>3</u>

ALTERNATIVE 4: 4-LANE TYPICAL SECTION

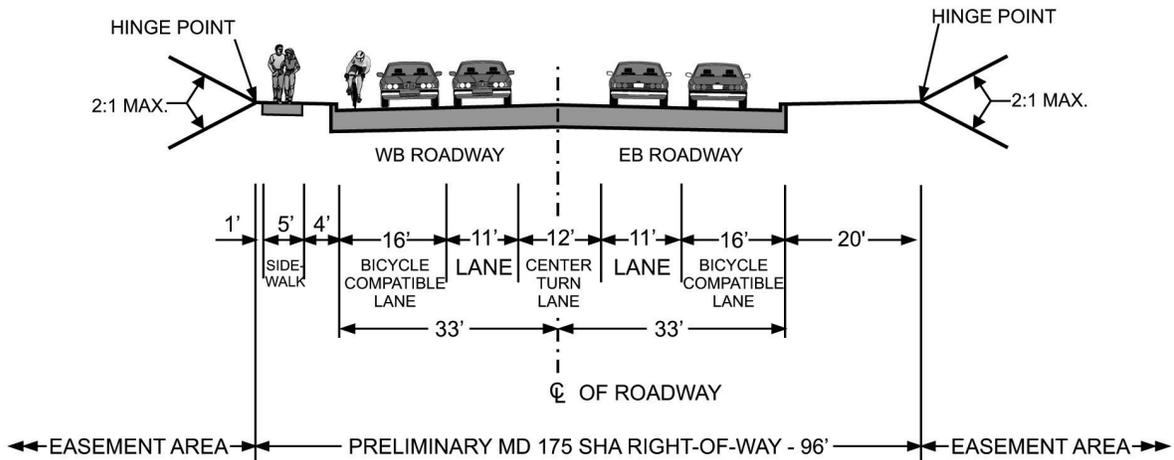


UNDIVIDED SECTION - BROCK BRIDGE ROAD TO SELLER / RACE ROAD



DIVIDED SECTION - MAX BLOB'S PARK / CLARK ROAD

ALTERNATIVE 5: 5-LANE TYPICAL SECTION



BROCK BRIDGE ROAD TO SELLNER / RACE ROAD
MAX BLOB'S PARK / CLARK ROAD TO REECE ROAD



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

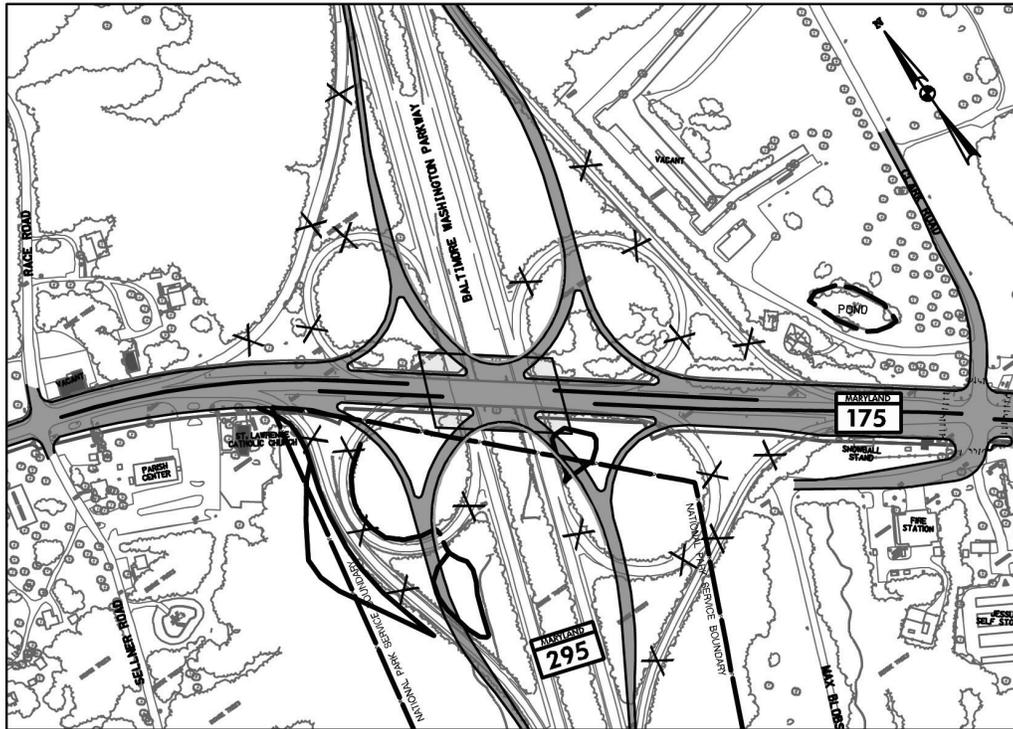
MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

TYPICAL SECTIONS

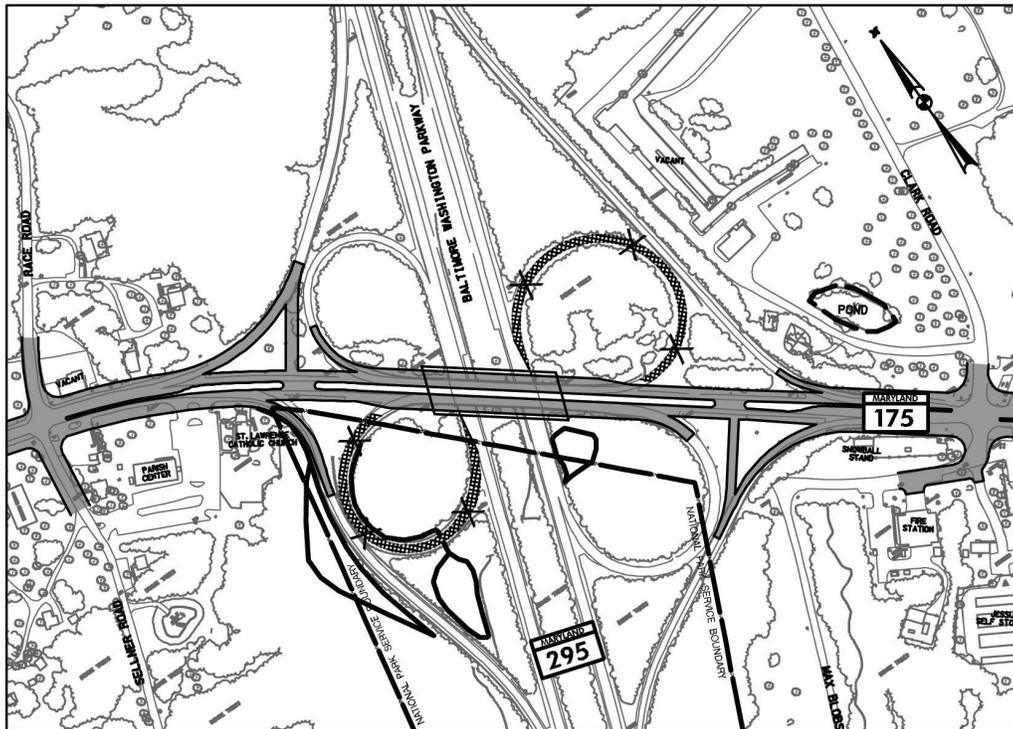
LEGEND	
	PROPOSED ROADWAY

SCALE NO SCALE DATE MAR. 2007

FIGURE 4



INTERCHANGE OPTION A



INTERCHANGE OPTION B



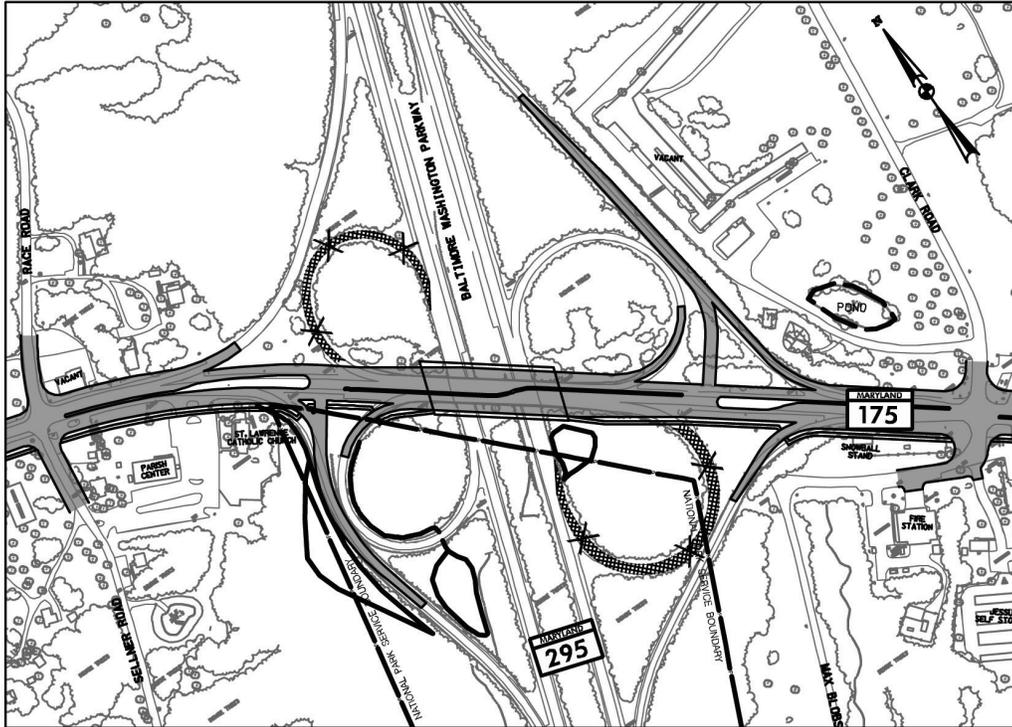
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

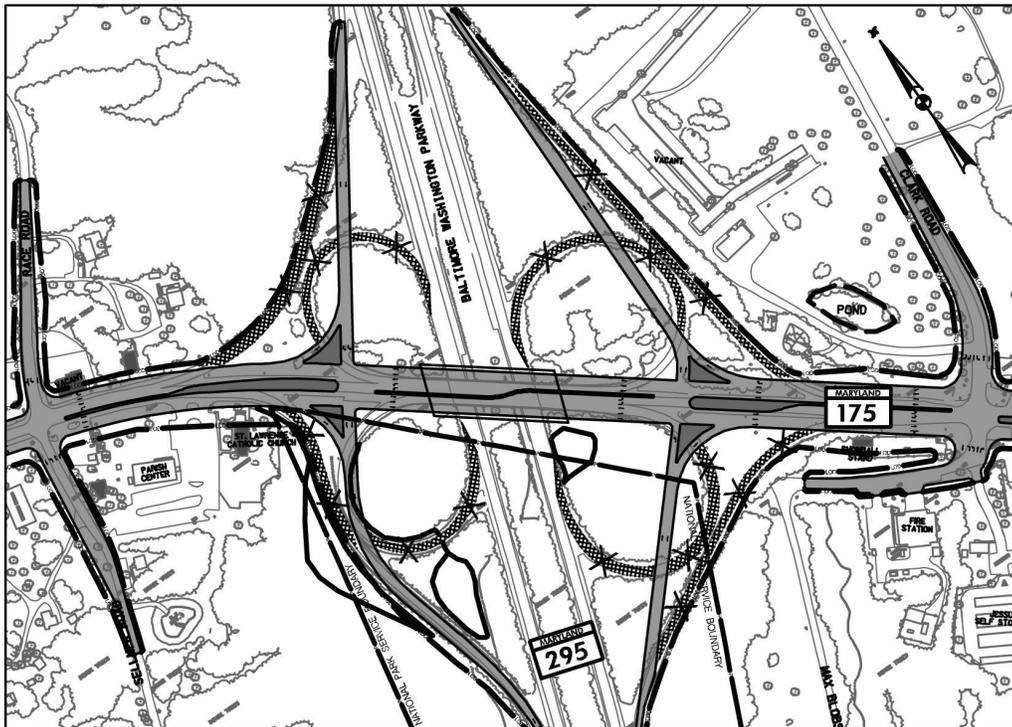
MD 295
INTERCHANGE OPTIONS

SCALE NOT TO SCALE DATE MAR. 2007

FIGURE 5a



INTERCHANGE OPTION C



INTERCHANGE OPTION D

NOTE:
SEE SHEET 1 FOR INTERCHANGE OPTION E



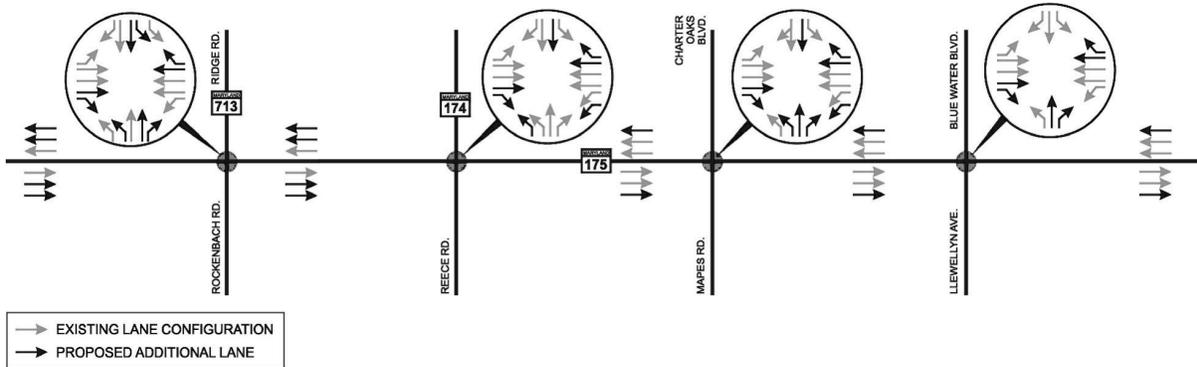
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

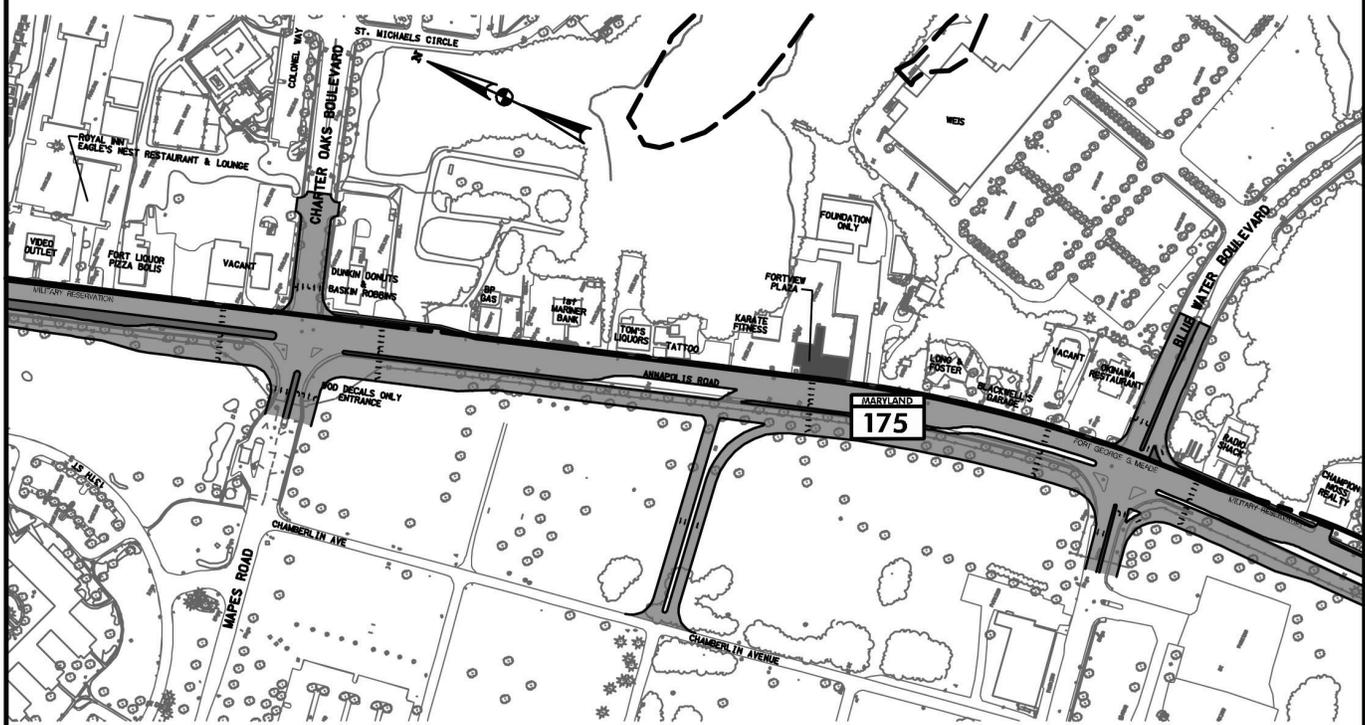
MD 295
INTERCHANGE OPTIONS

SCALE NOT TO SCALE DATE MAR. 2007

FIGURE 5b

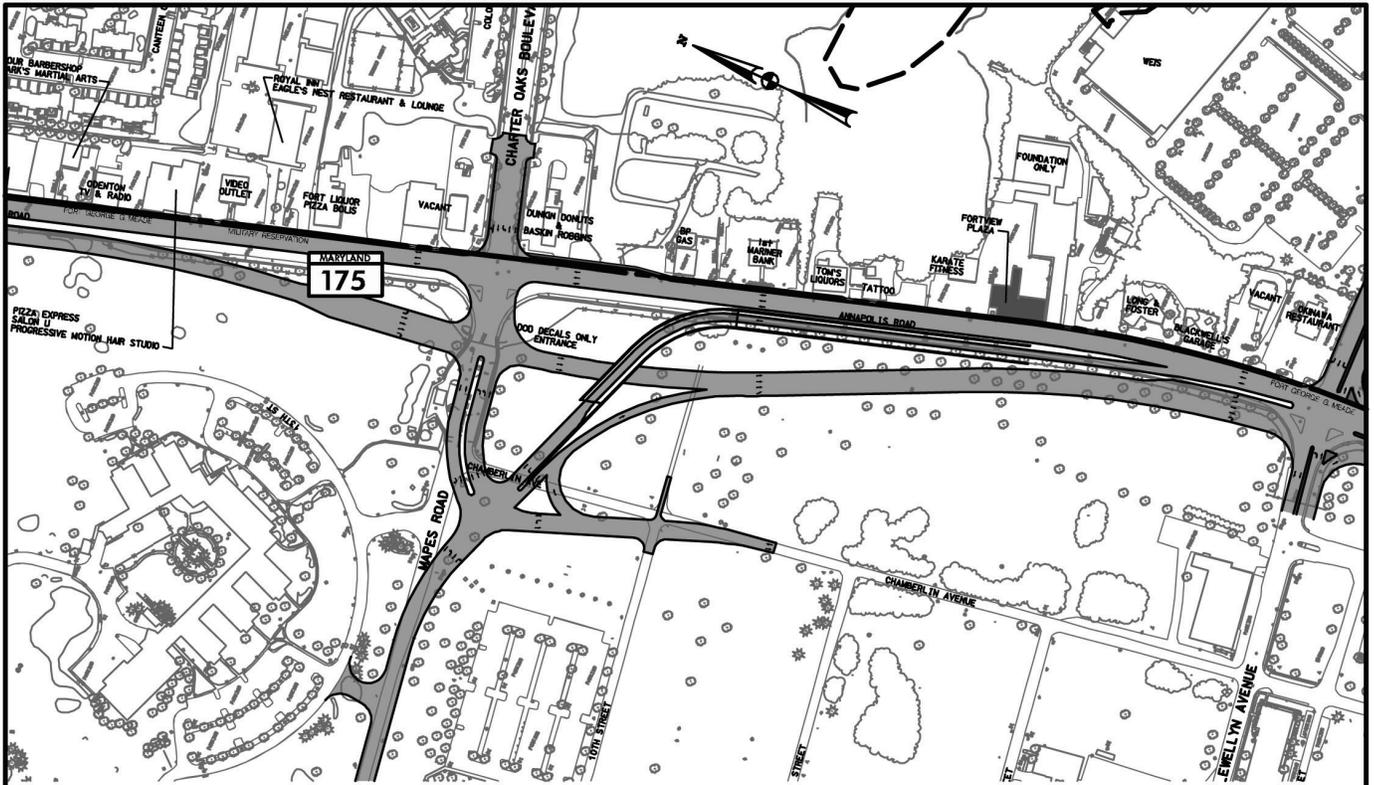


GENERAL Ft. MEADE ACCESS OPTION

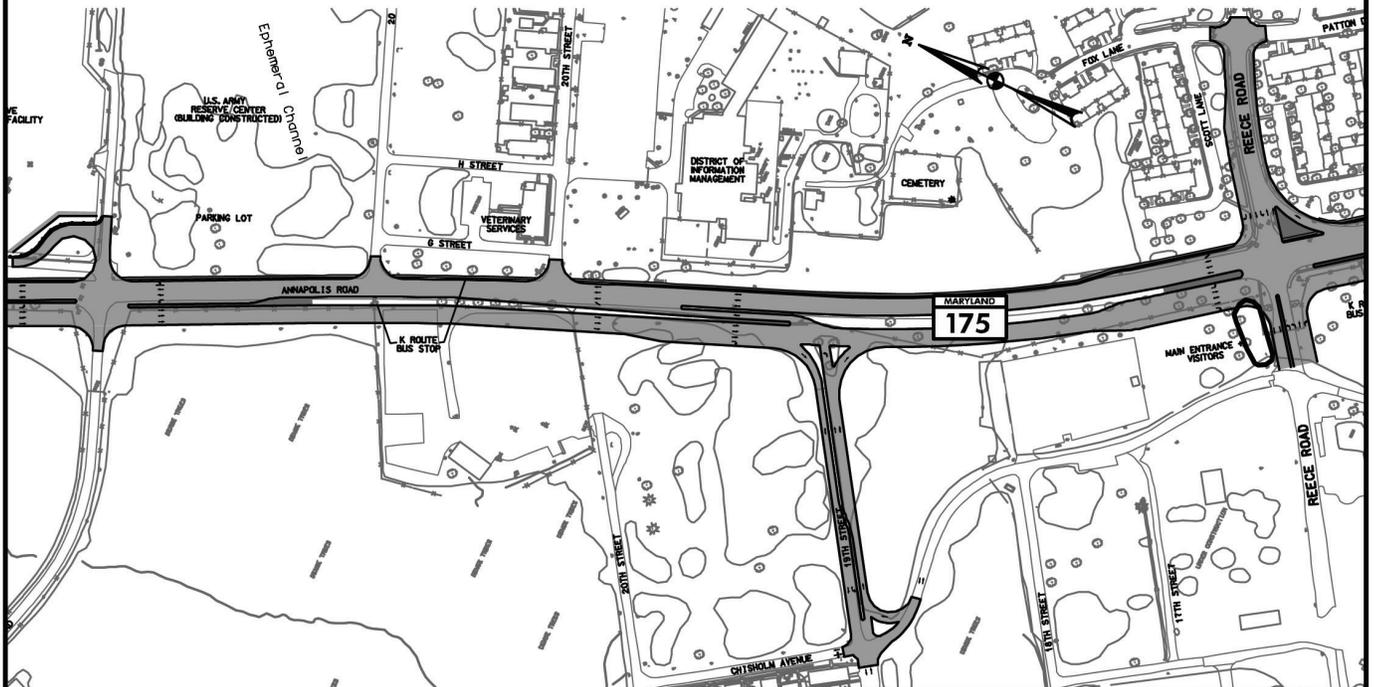


MAPES ROAD OPTION A

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
	Ft. MEADE ACCESS OPTIONS
SCALE 1" = 400' DATE MAR. 2007 FIGURE 6a	



MAPES ROAD OPTION B



REECE ROAD OPTION A



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

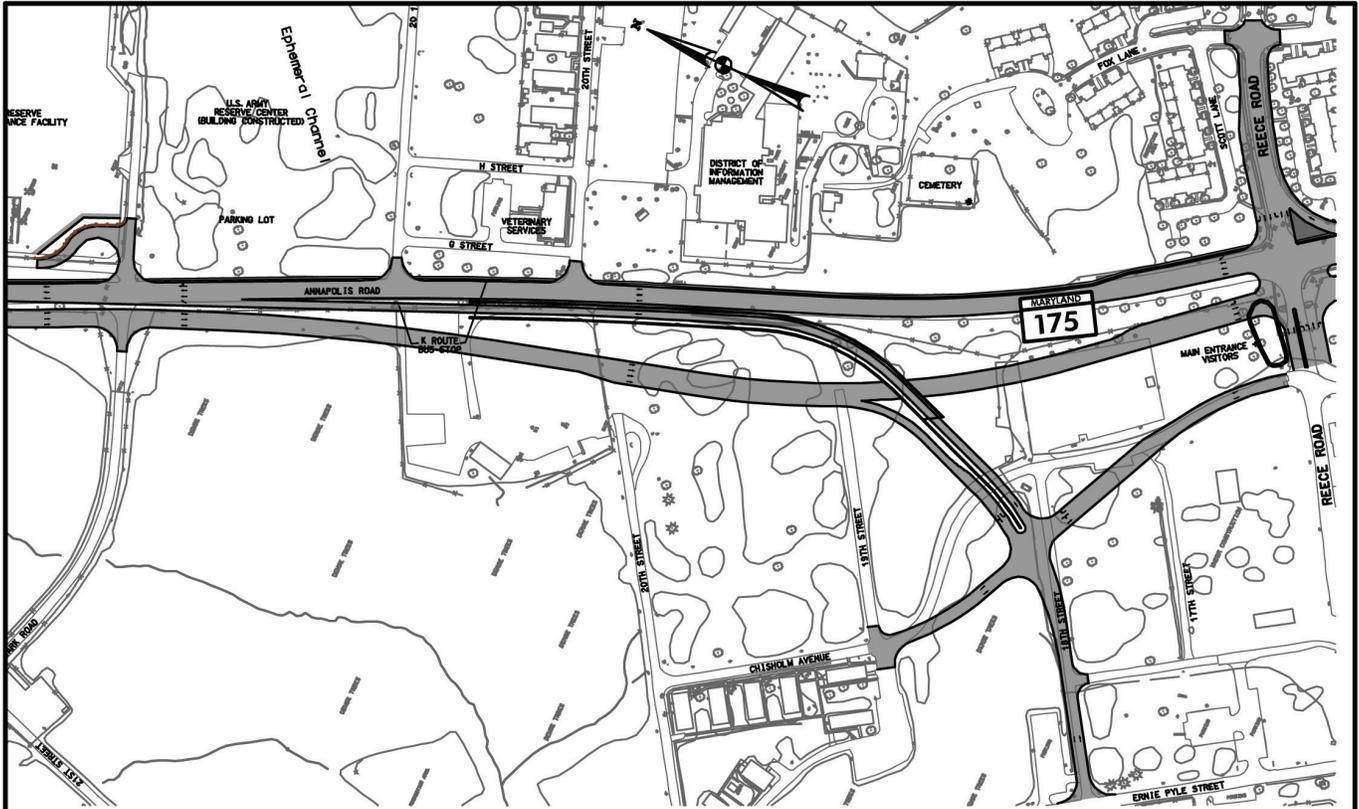
MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

Ft. MEADE ACCESS OPTIONS

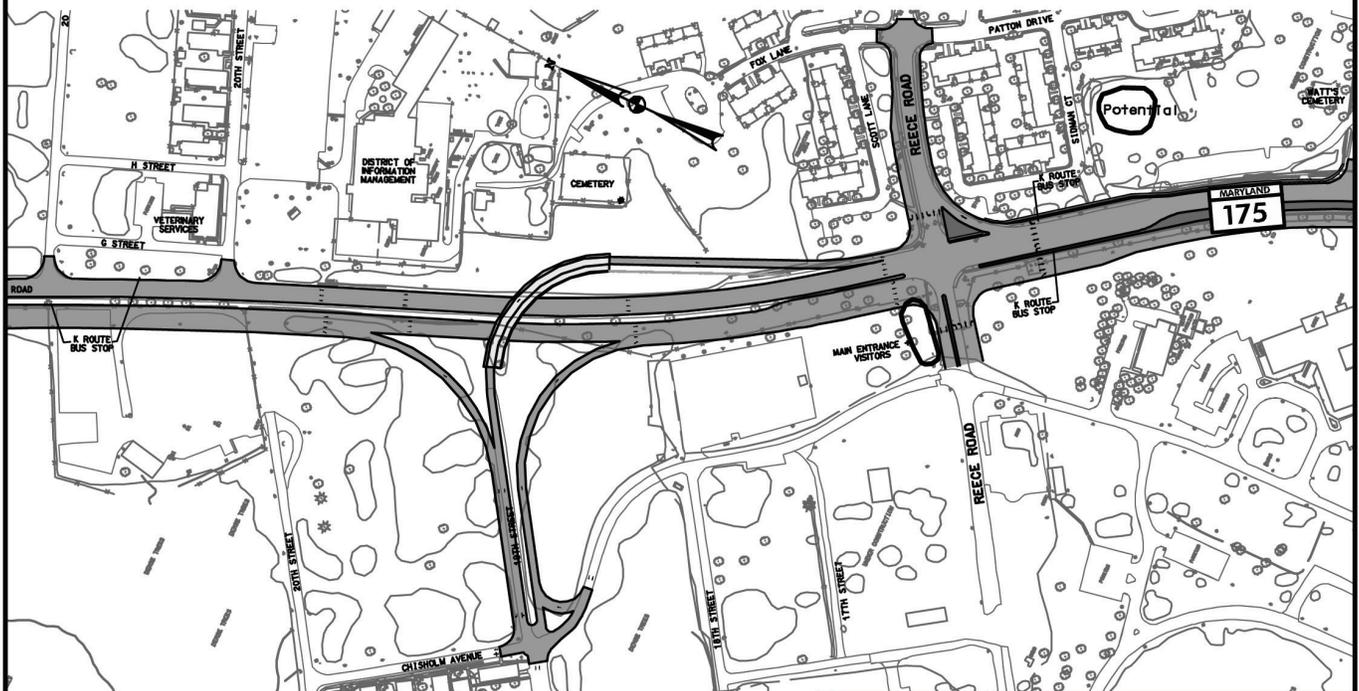
SCALE 1" = 400'

DATE MAR. 2007

FIGURE 6b



REECE ROAD OPTION B



REECE ROAD OPTION C



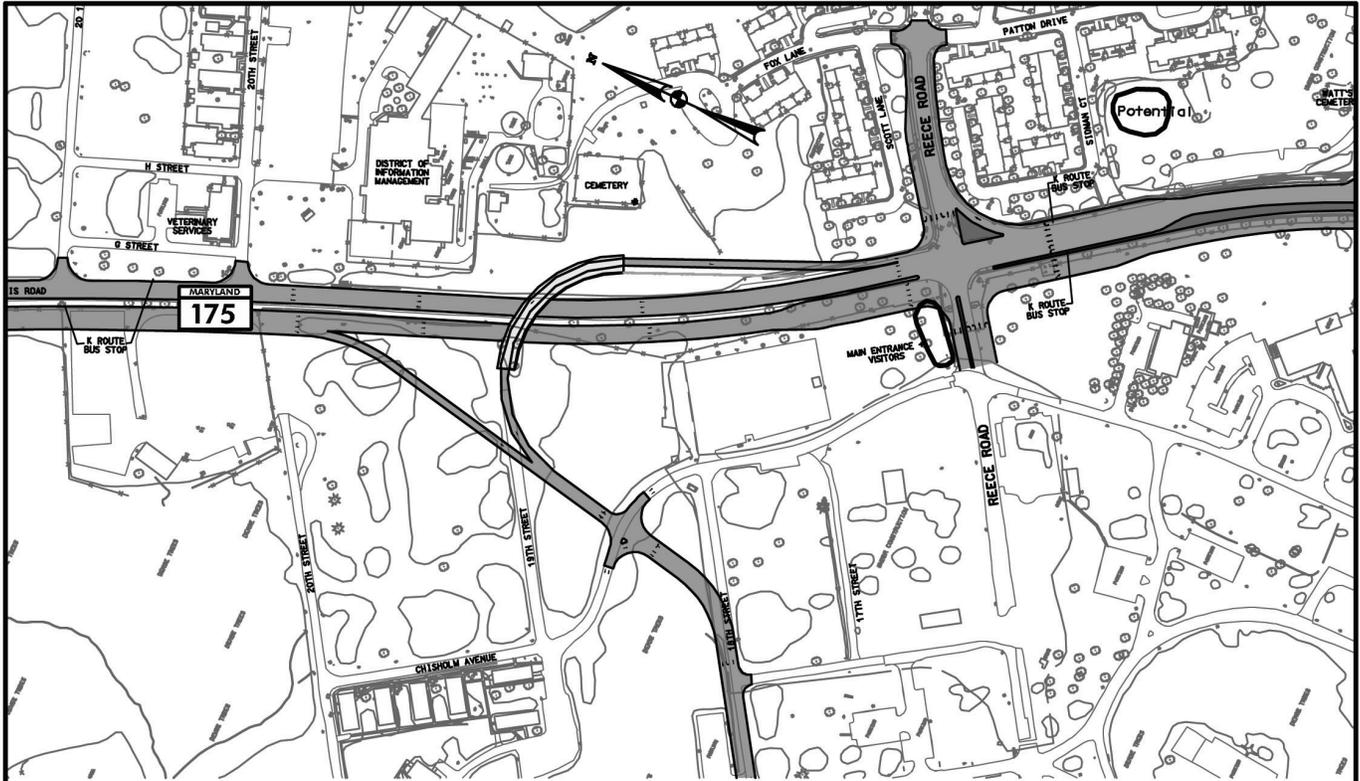
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

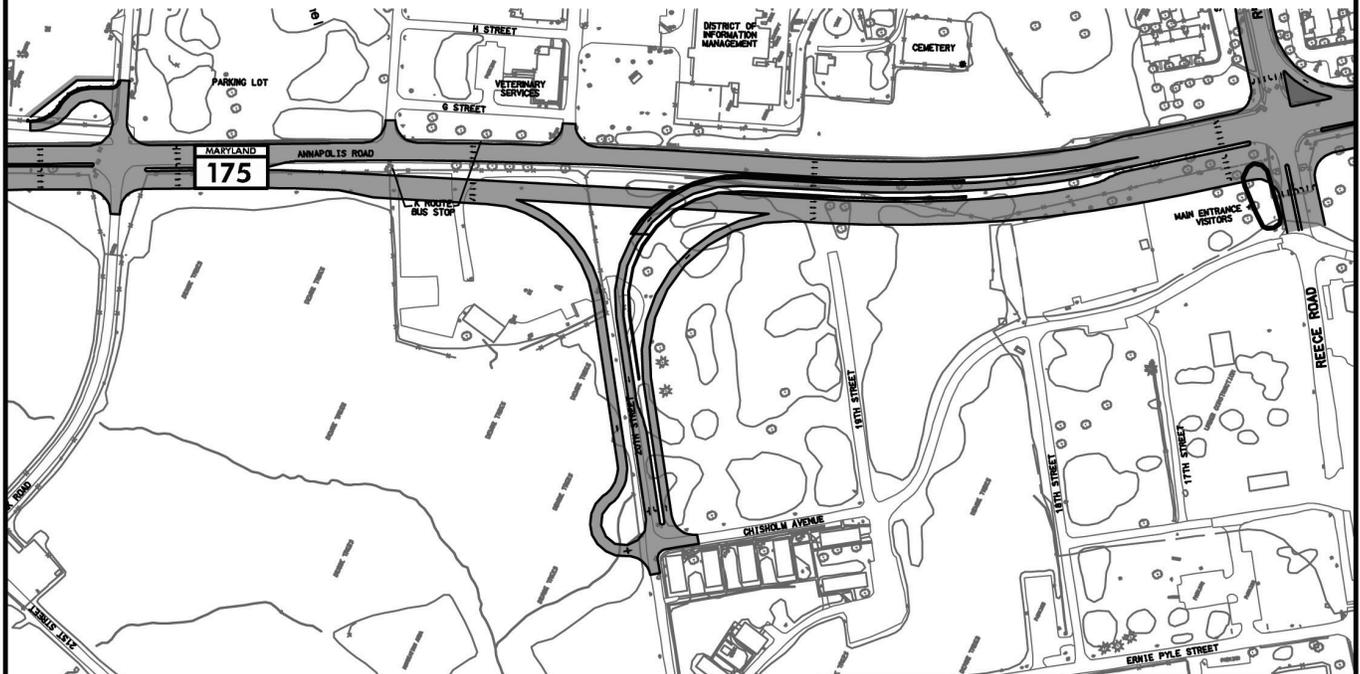
Ft. MEADE ACCESS OPTIONS

SCALE 1" = 400' DATE MAR. 2007

FIGURE 6c



REECE ROAD OPTION D



REECE ROAD OPTION E



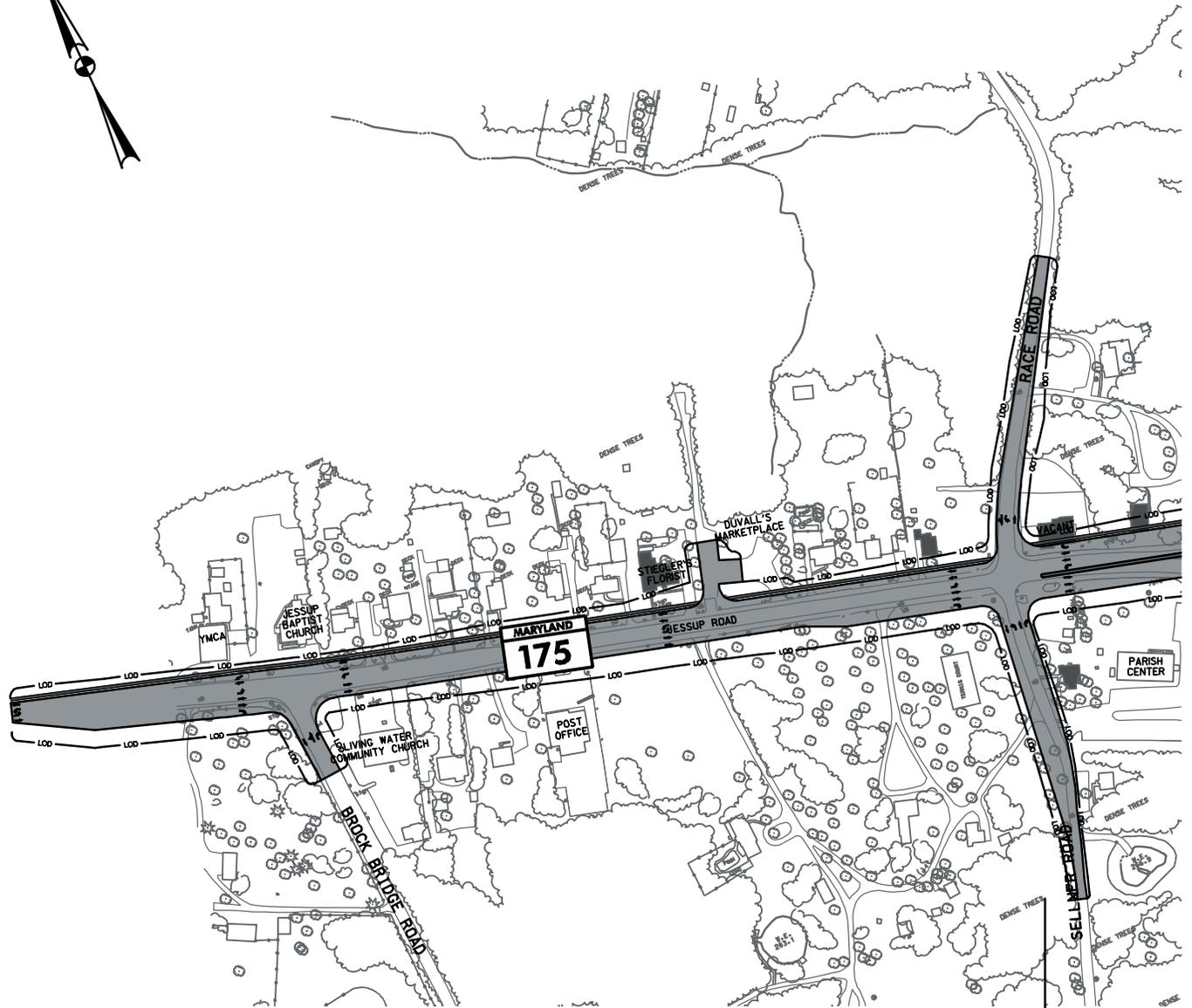
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

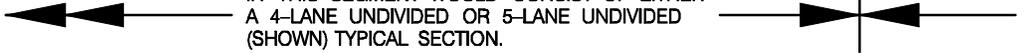
Ft. MEADE ACCESS OPTIONS

SCALE 1" = 400' DATE MAR. 2007

FIGURE 6d

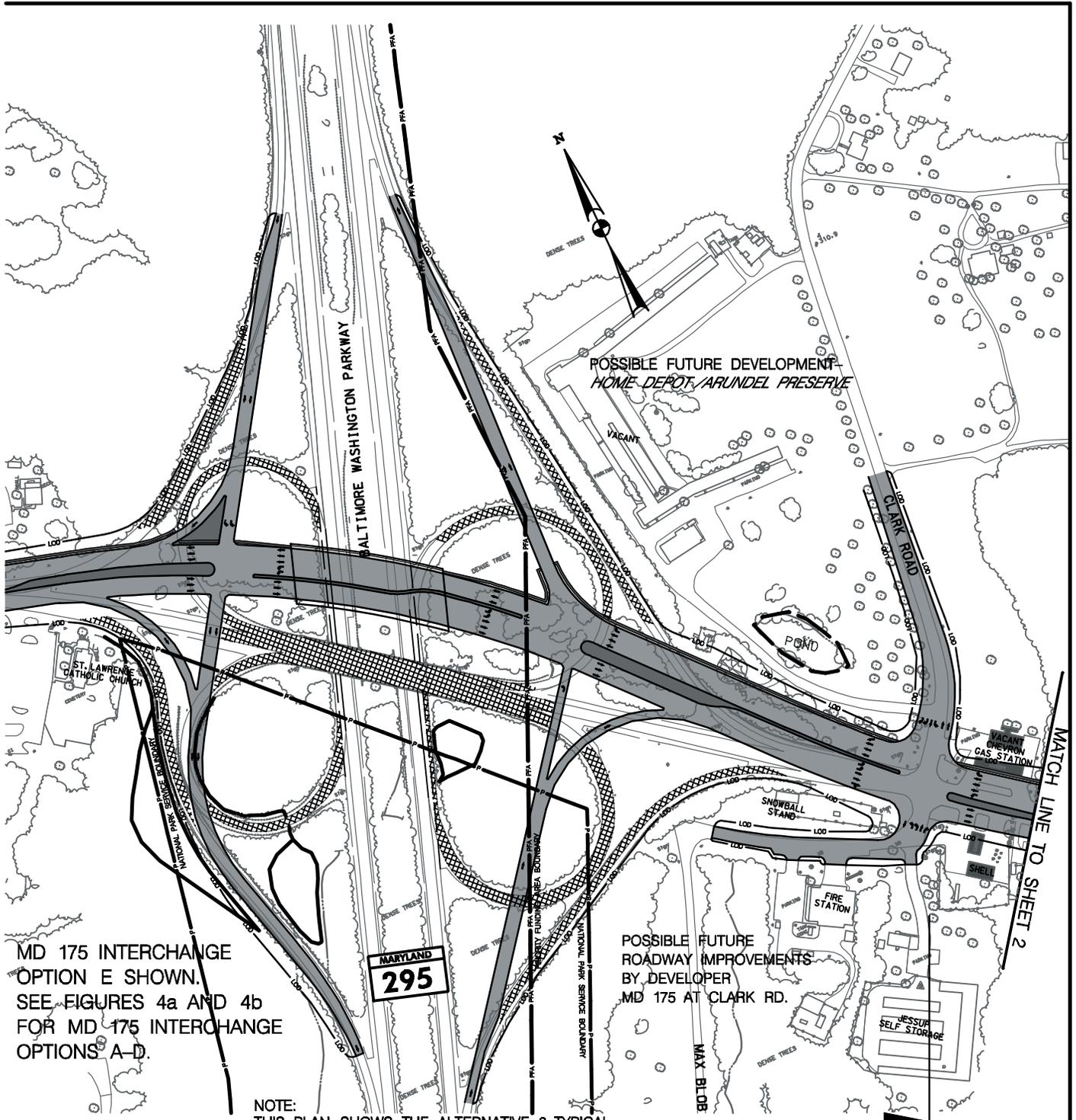


NOTE:
 THIS PLAN SHOWS ALTERNATIVE 6, WHICH
 IN THIS SEGMENT WOULD CONSIST OF EITHER
 A 4-LANE UNDIVIDED OR 5-LANE UNDIVIDED
 (SHOWN) TYPICAL SECTION.



LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
|  | PARK BOUNDARY |  | PROPOSED COUNTY MASTER PLAN TRAIL |
|  | HISTORIC BOUNDARY | | |

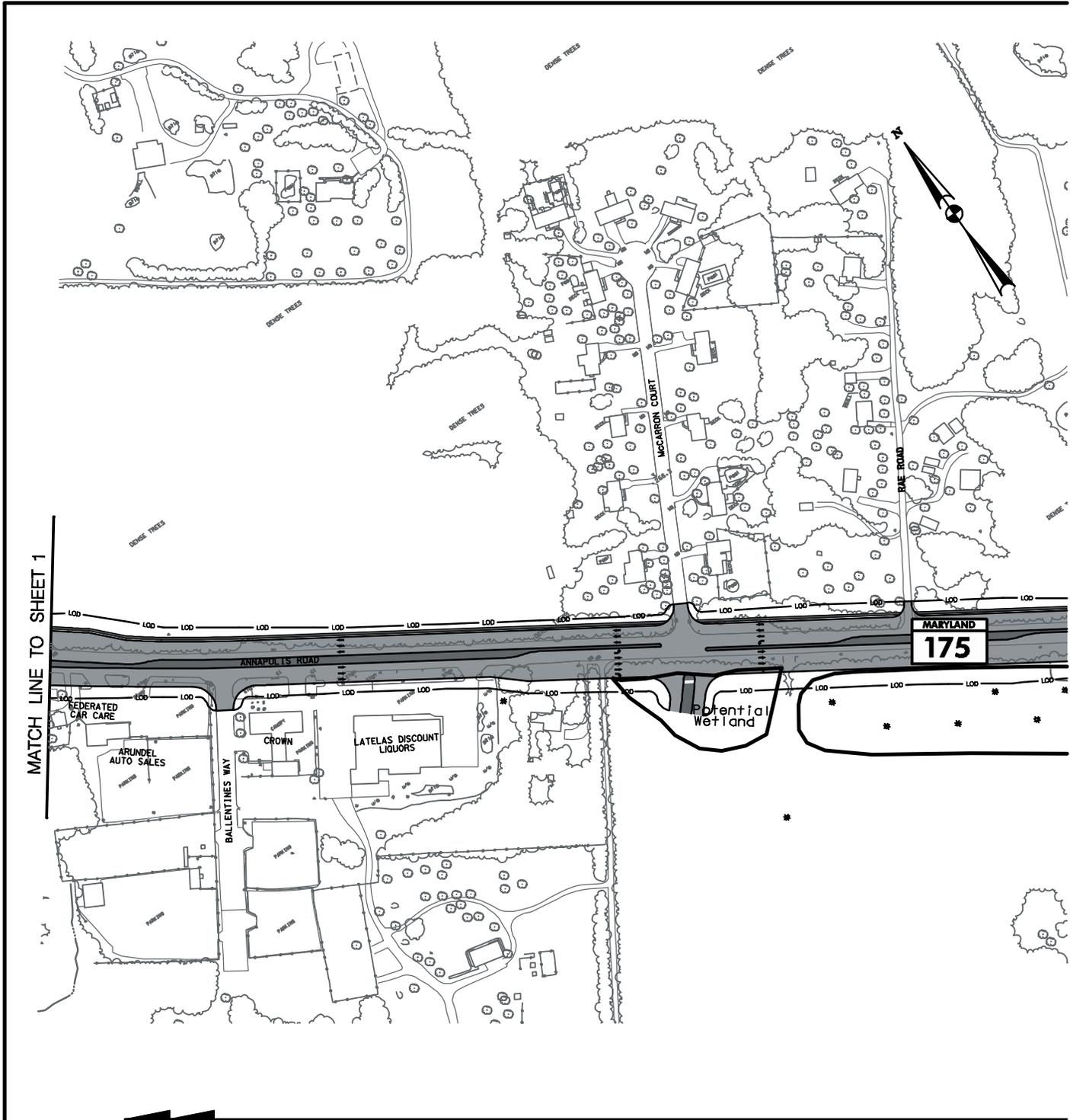


MD 175 INTERCHANGE
 OPTION E SHOWN.
 SEE FIGURES 4a AND 4b
 FOR MD 175 INTERCHANGE
 OPTIONS A-D.

POSSIBLE FUTURE
 ROADWAY IMPROVEMENTS
 BY DEVELOPER
 MD 175 AT CLARK RD.

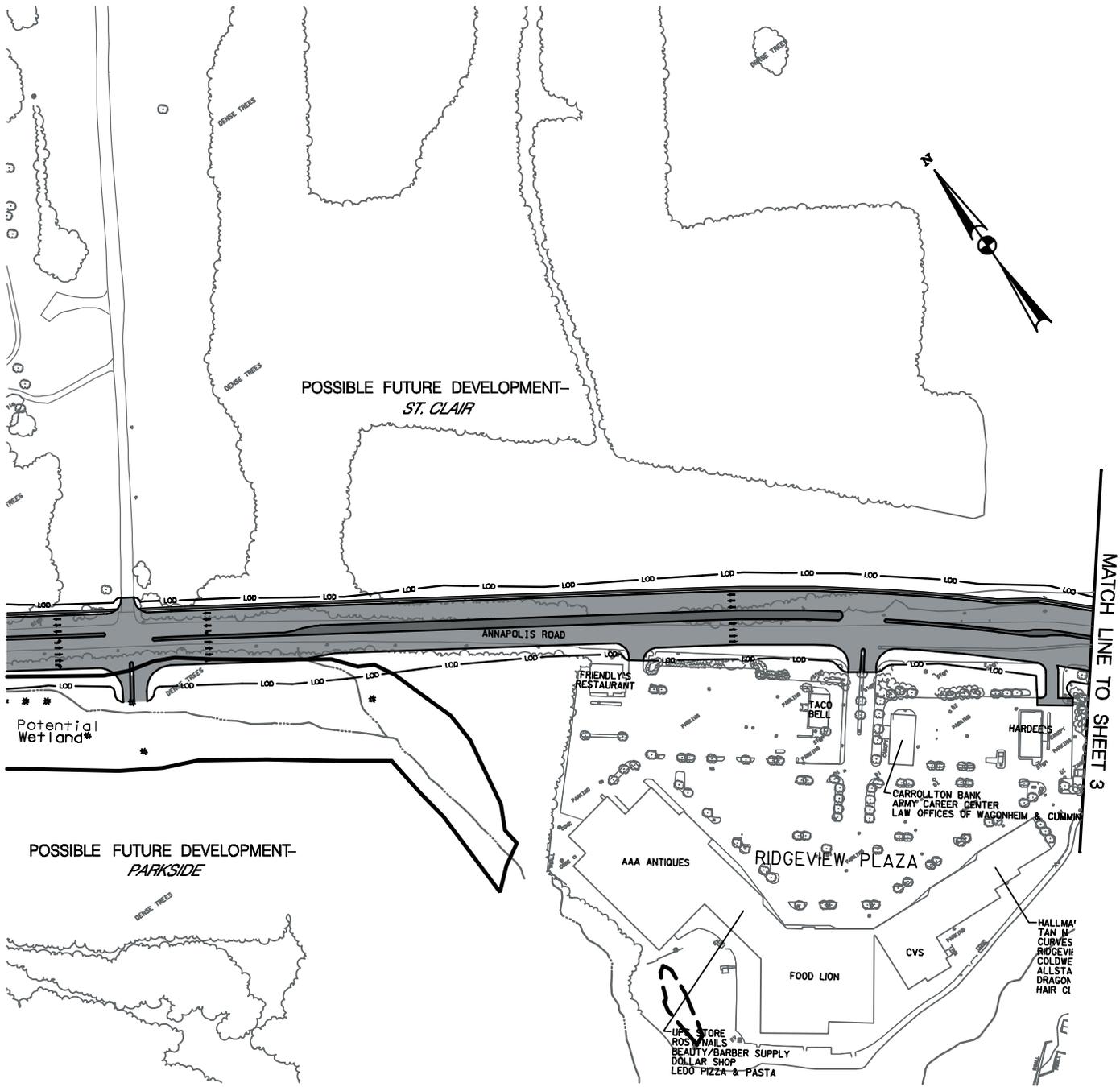
NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 TYPICAL
 SECTION AND ALIGNMENT. THE ALTERNATIVE 3
 TYPICAL SECTION AND ALIGNMENT COULD BE
 USED IN THIS SEGMENT.

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
PRELIMINARY PLAN ALTERNATIVE 6		
SCALE 1" = 300'	DATE MAR. 2007	SHEET 1



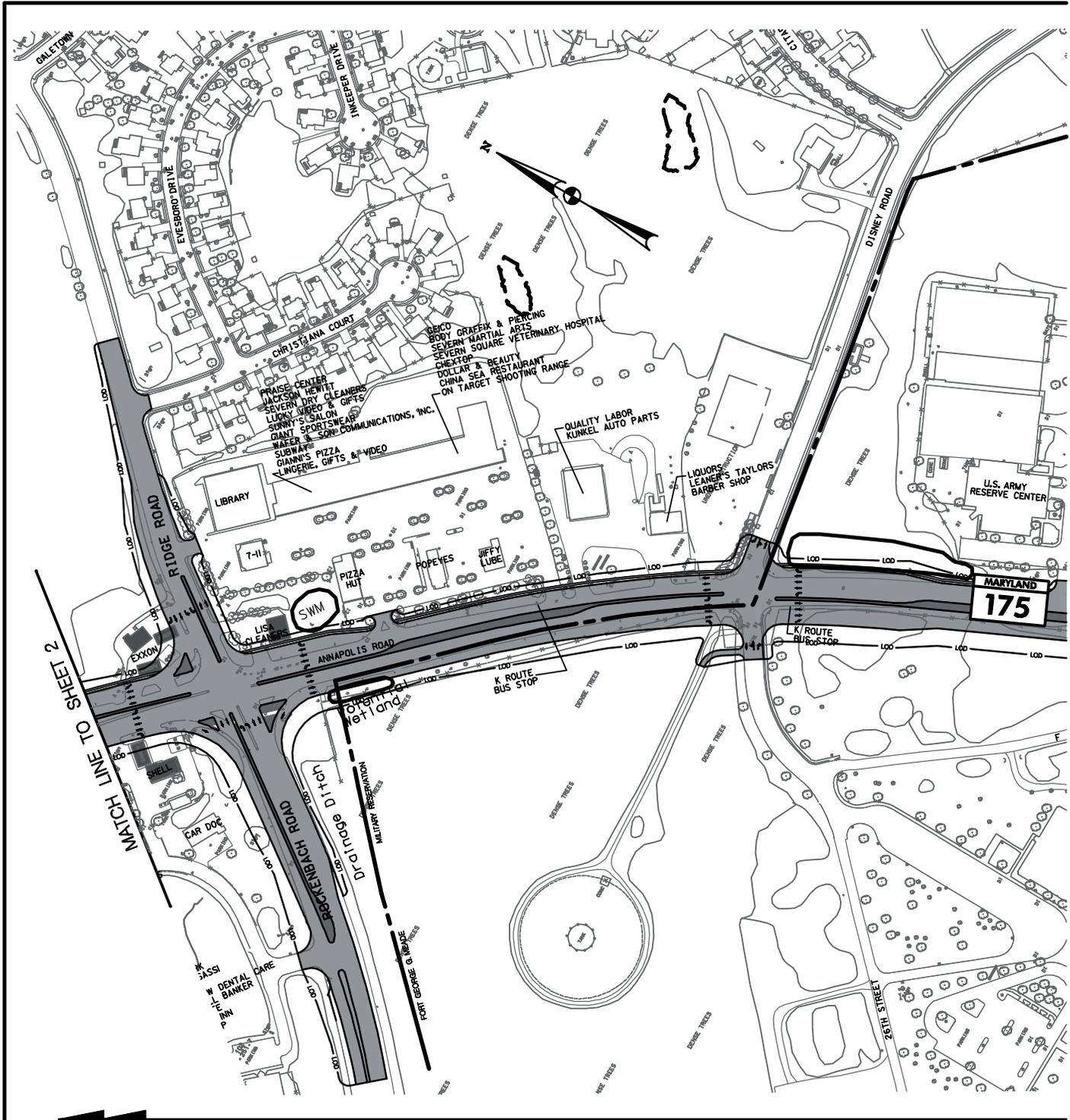
LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
|  | PARK BOUNDARY |  | PROPOSED COUNTY MASTER PLAN TRAIL |
|  | HISTORIC BOUNDARY | | |



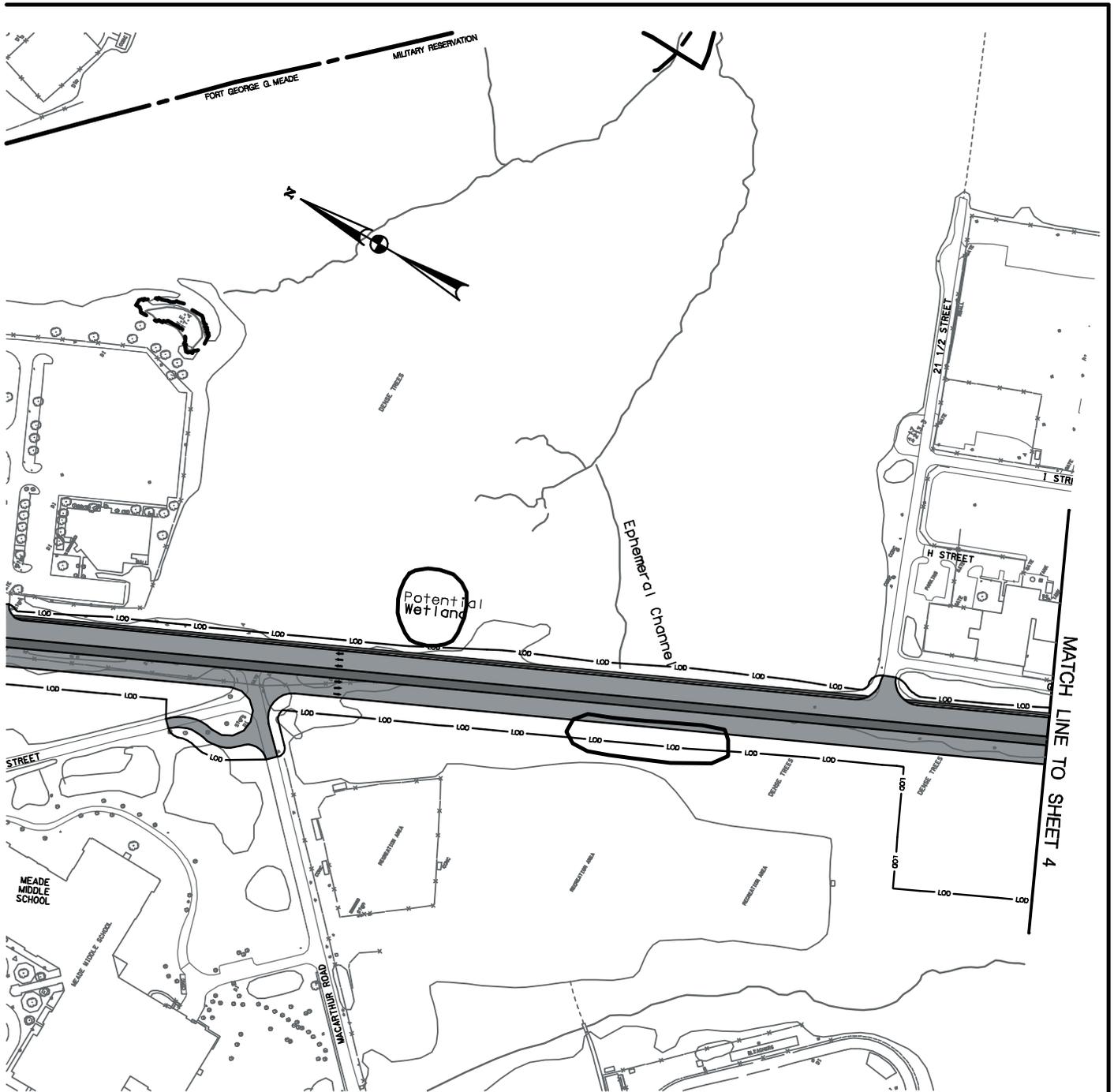
NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 3, 4 OR 5 TYPICAL SECTION COULD BE USED IN THIS SEGMENT.

SHA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PRELIMINARY PLAN ALTERNATIVE 6	
SCALE 1" = 300'	DATE MAR. 2007
SHEET 2	



LEGEND

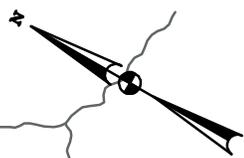
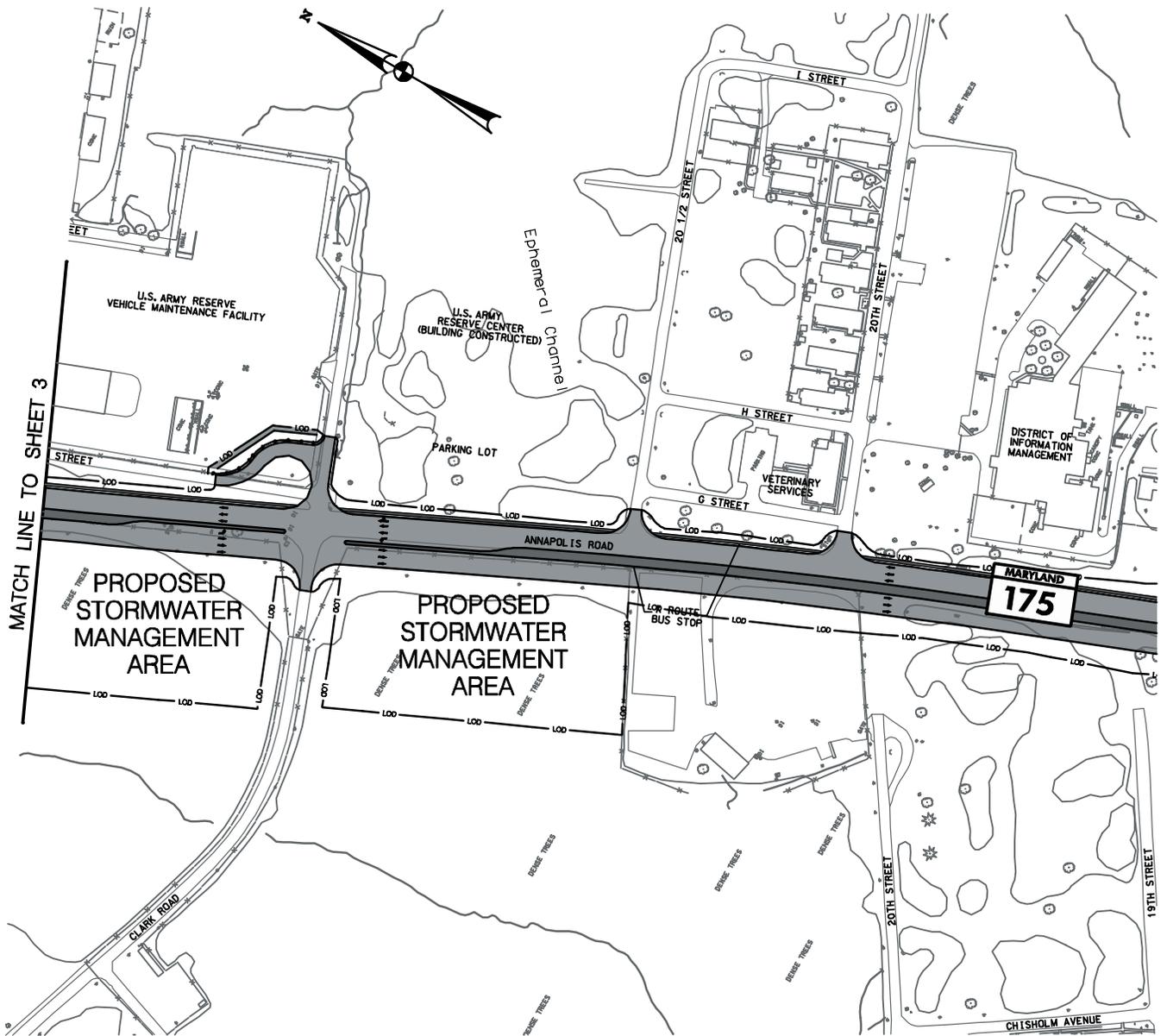
- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
|  | PARK BOUNDARY |  | PROPOSED COUNTY MASTER PLAN TRAIL |
|  | HISTORIC BOUNDARY | | |



NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 3, 4 OR 5 TYPICAL SECTION COULD BE USED IN THIS SEGMENT.



	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION		
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170		
PRELIMINARY PLAN ALTERNATIVE 6			
SCALE 1" = 300'	DATE MAR. 2007	SHEET 3	

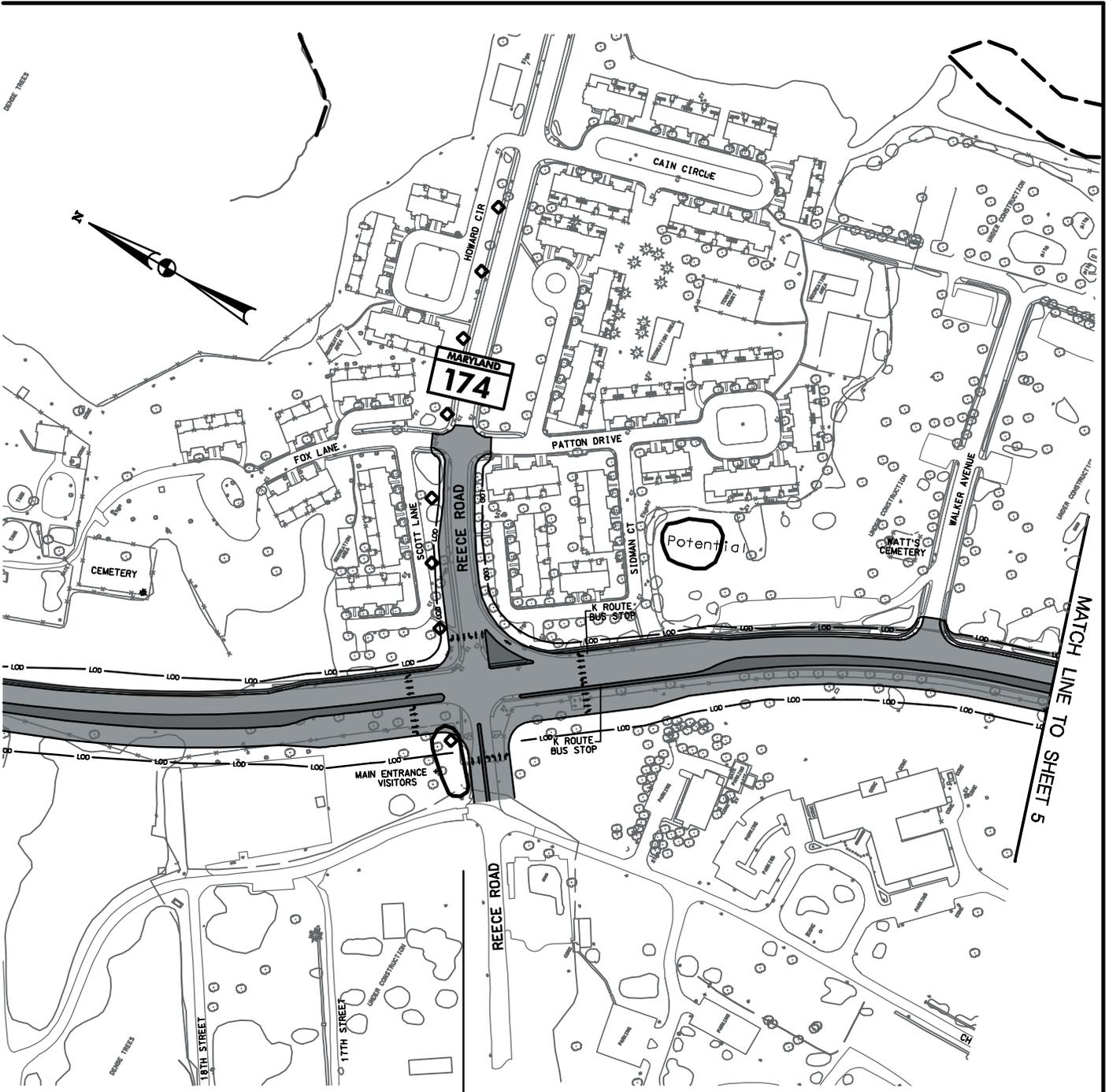


MATCH LINE TO SHEET 3

NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 3, 4 OR 5 TYPICAL SECTION COULD BE USED IN THIS SEGMENT.

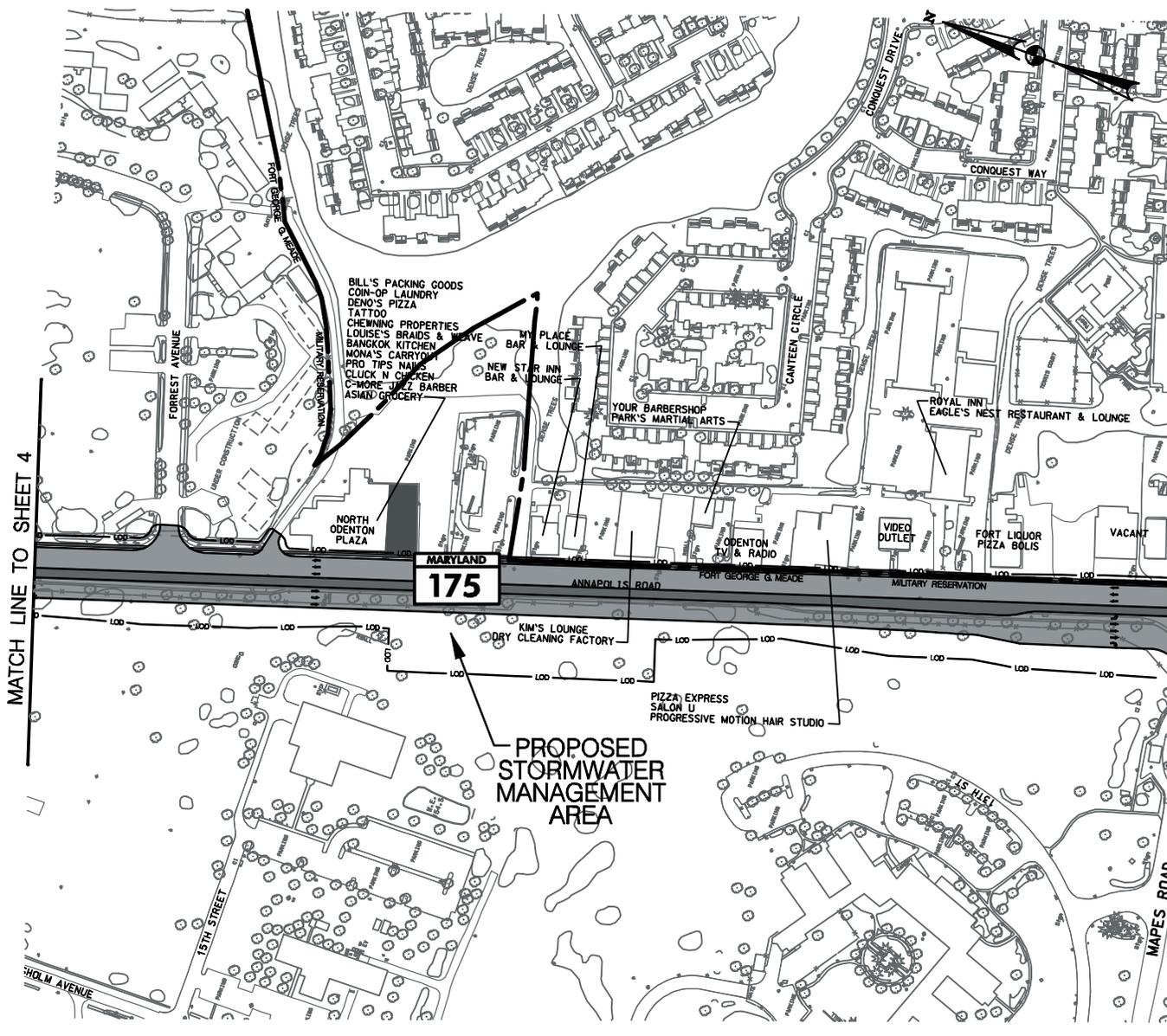
LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
|  | PARK BOUNDARY |  | PROPOSED COUNTY MASTER PLAN TRAIL |
|  | HISTORIC BOUNDARY | | |



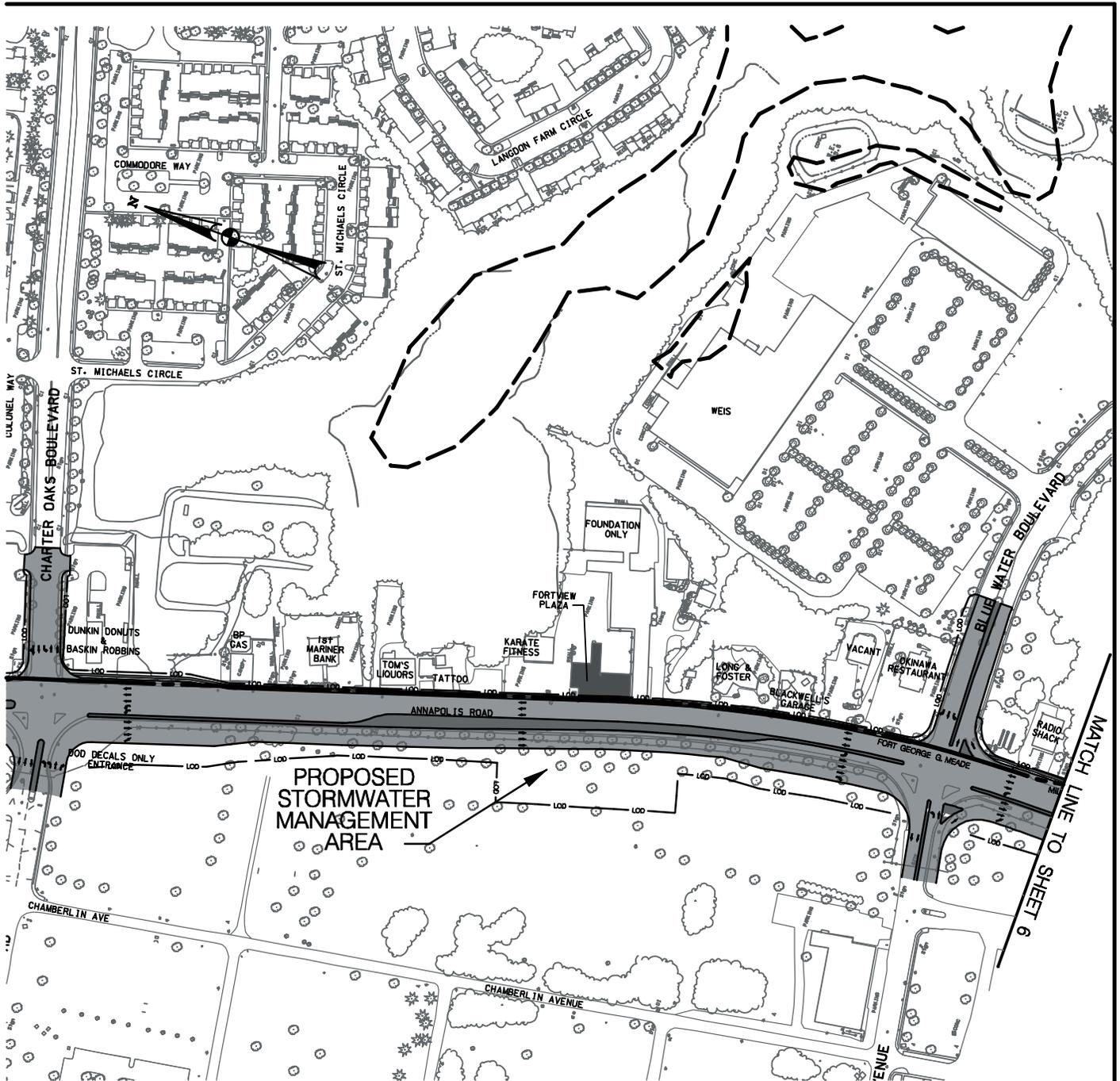
NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 3 TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PRELIMINARY PLAN ALTERNATIVE 6	
SCALE 1" = 300'	DATE MAR. 2007
SHEET	4



LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
|  | PARK BOUNDARY |  | PROPOSED COUNTY MASTER PLAN TRAIL |
|  | HISTORIC BOUNDARY | | |

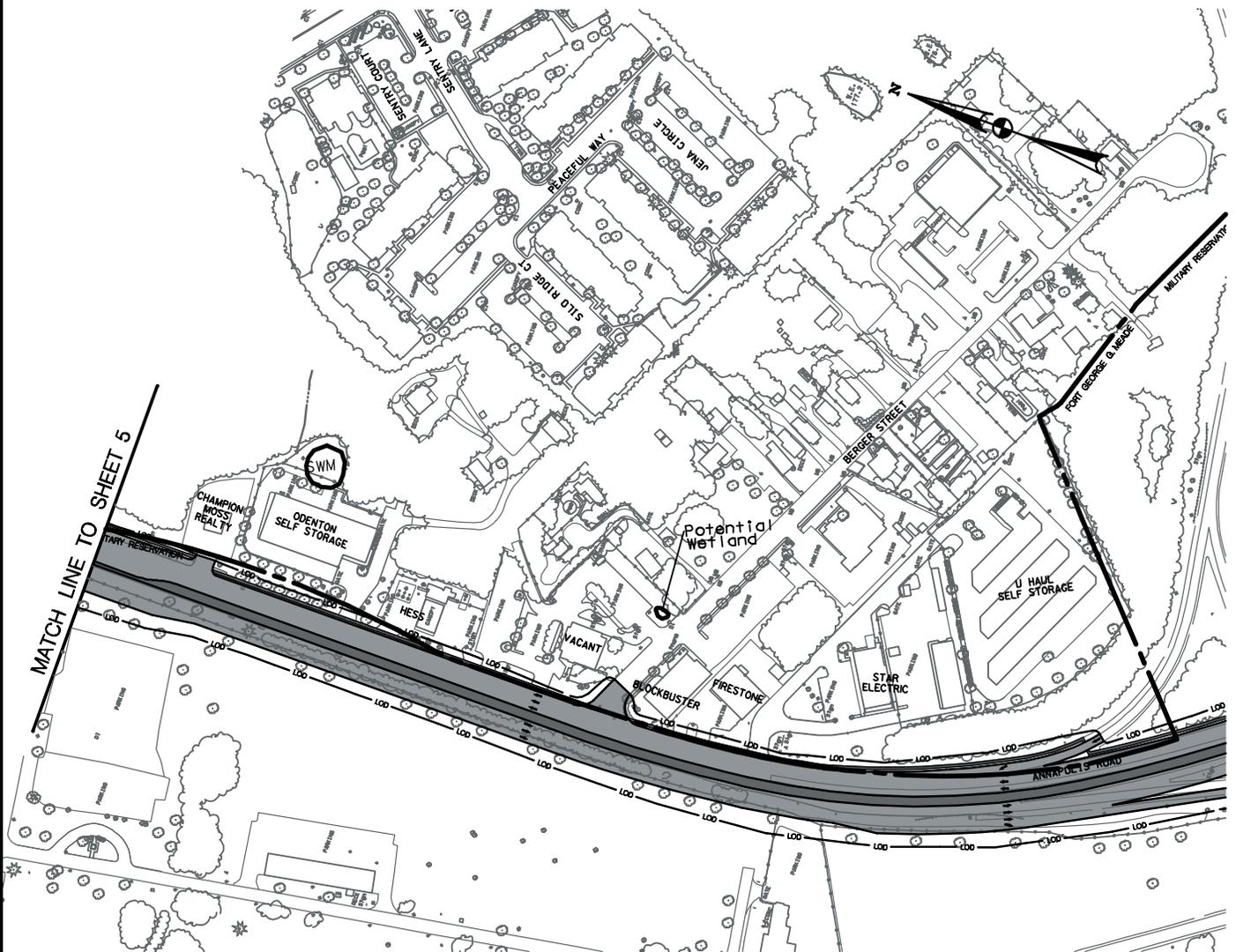


NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 3 TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PRELIMINARY PLAN ALTERNATIVE 6	
SCALE 1" = 300'	DATE MAR. 2007
SHEET 5	

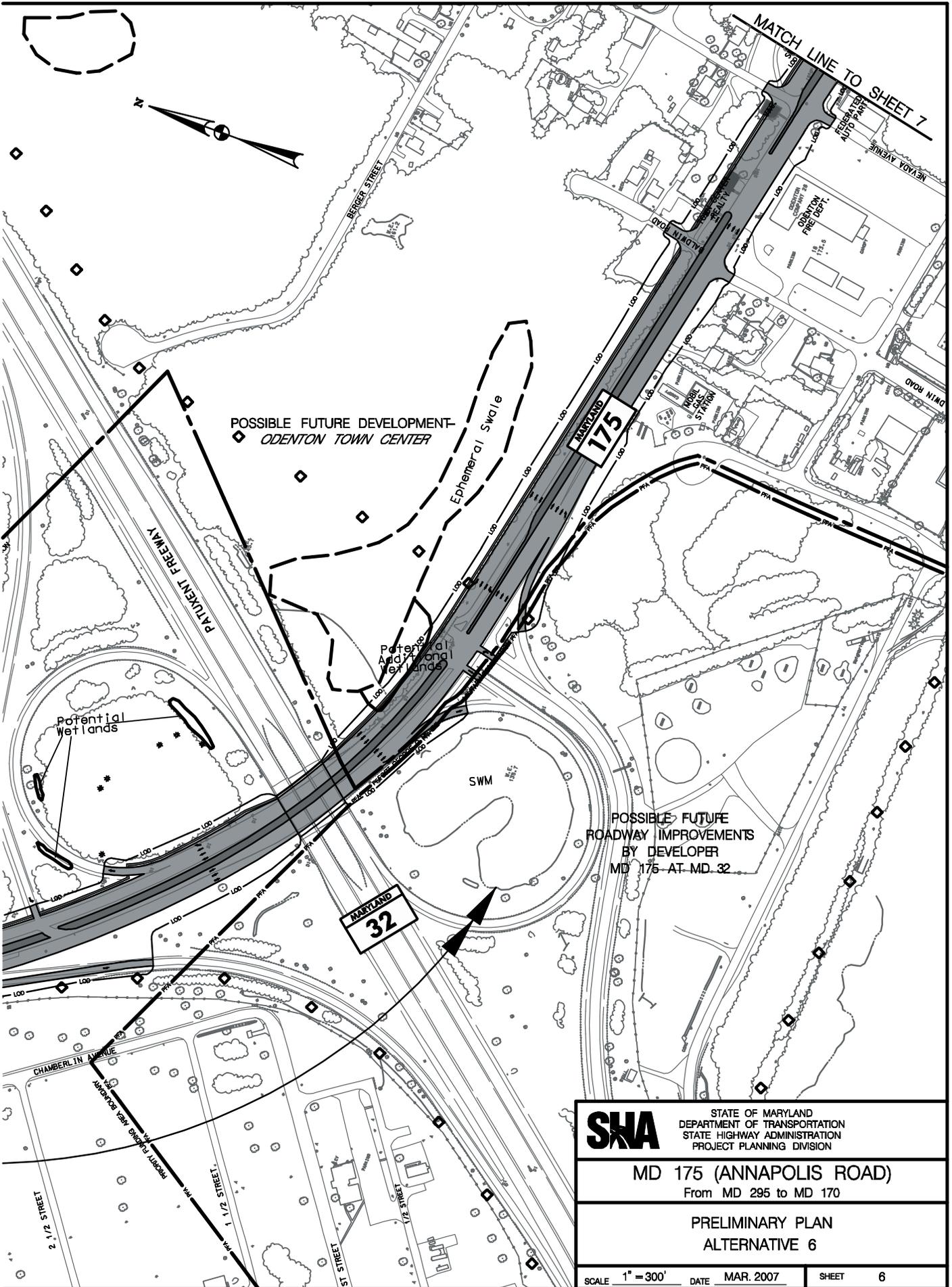
LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
|  | PARK BOUNDARY |  | PROPOSED COUNTY MASTER PLAN TRAIL |
|  | HISTORIC BOUNDARY | | |

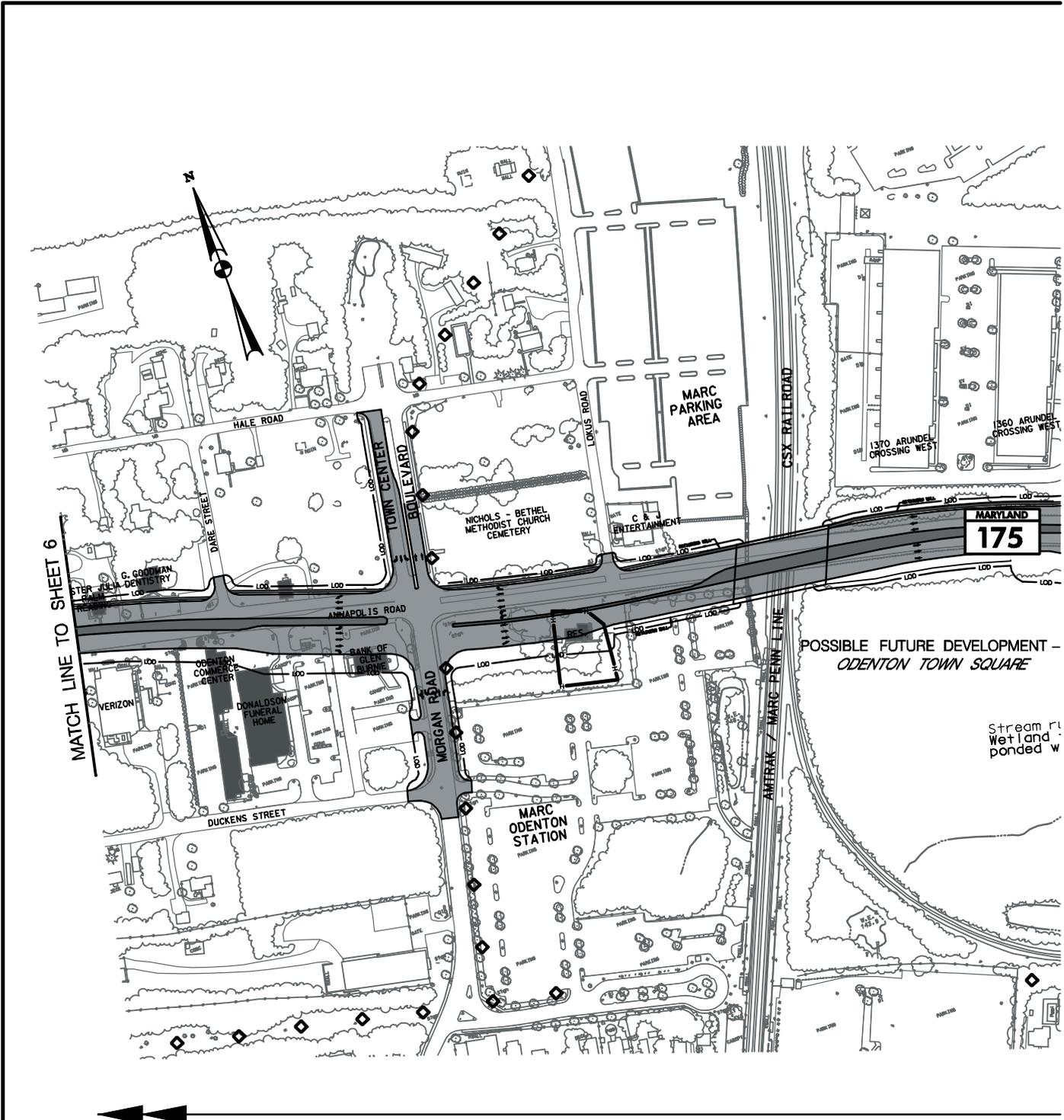


NOTE:
THIS PLAN SHOWS THE ALTERNATIVE 6 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 3 TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.



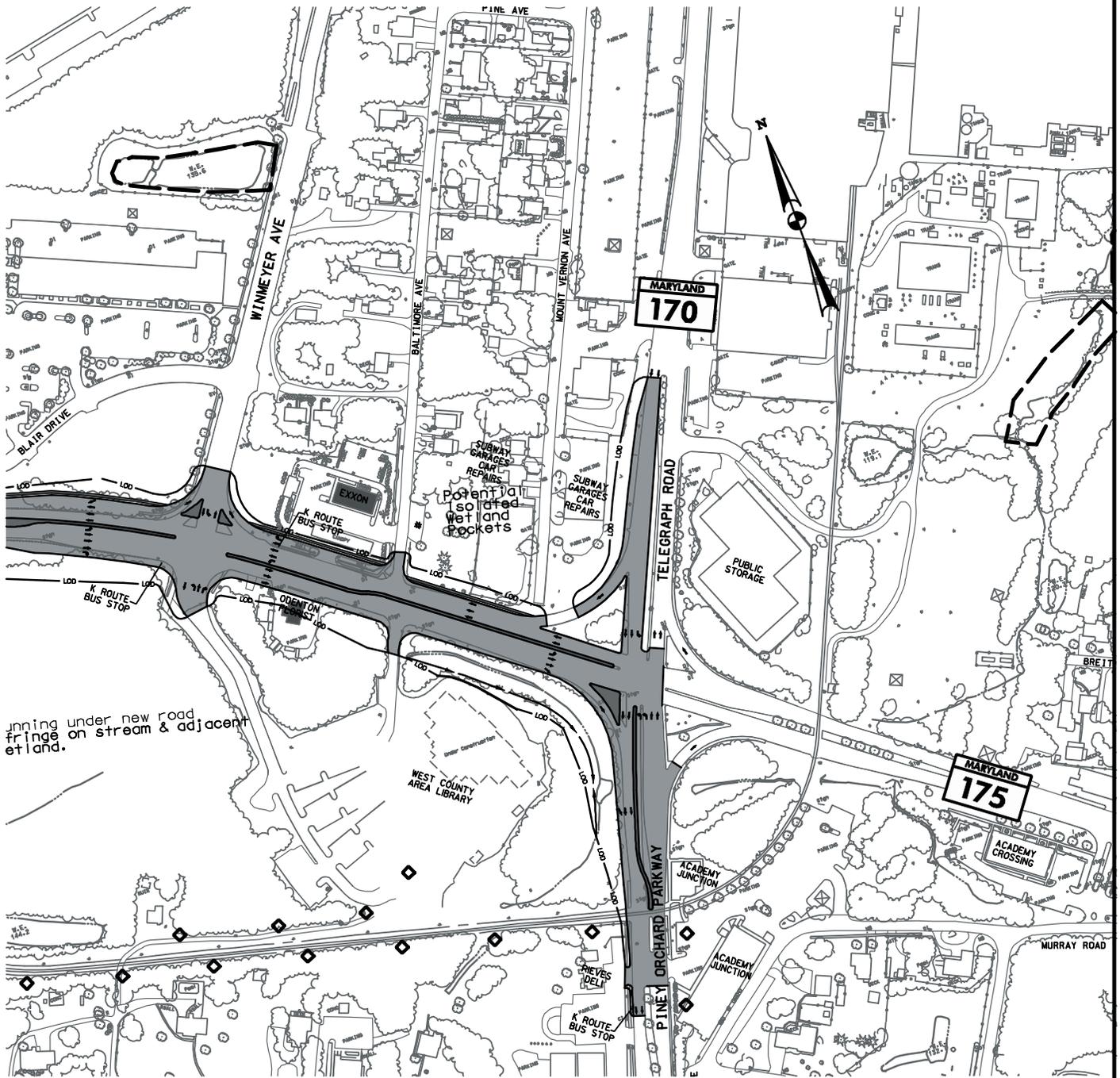


	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PRELIMINARY PLAN ALTERNATIVE 6	
SCALE 1" = 300'	DATE MAR. 2007
SHEET 6	



LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
|  | PARK BOUNDARY |  | PROPOSED COUNTY MASTER PLAN TRAIL |
|  | HISTORIC BOUNDARY | | |



Joining under new road fringes on stream & adjacent wetland.

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
PRELIMINARY PLAN ALTERNATIVE 6		
SCALE	1" = 300'	DATE
	MAR. 2007	SHEET
		7

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AA436B11
ALTERNATES PUBLIC WORKSHOP

MD 175 FROM MD 295 TO MD 170
PROJECT PLANNING STUDY

WEDNESDAY, MARCH 28, 2007
5:00 P.M. - 8:00 P.M.

MEADE HIGH SCHOOL
1100 CLARK ROAD
FORT MEADE, MD 20755

NAME _____ DATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TO HELP US IN EVALUATING THE ALTERNATIVES PRESENTED AT THE ALTERNATES PUBLIC WORKSHOP, PLEASE ANSWER THE QUESTIONS BELOW:

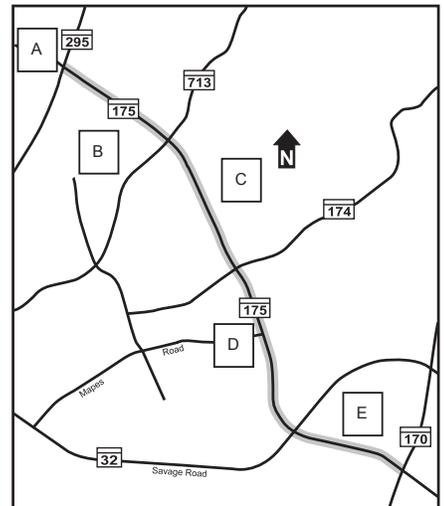
(1) Where do you live (see map)? A B C D E
F (outside of the study limits) If so, where? _____

(2) What alternative do you like the most? 1 2 3
4 5 6 Why? _____

(3) What alternative do you like the least? 1 2 3
4 5 6 Why? _____

(4) Do you currently walk or bike along MD 175? Yes No
a) If not, why? _____
b) If yes, what is your destination? _____

(5) When using MD 175, where are you traveling? Columbia Annapolis Washington DC
 Baltimore Odenton MARC Station Other



Additional Comments: _____

Please add my/our name(s) to the Mailing List.

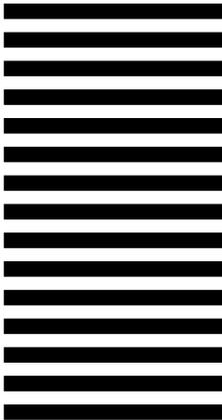
Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this *project brochure*.

Please circle the most appropriate number.

	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
<u>Was each part of the brochure easy to understand?</u>				
Purpose of the Study	1	2	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

Which part of the brochure was least valuable?

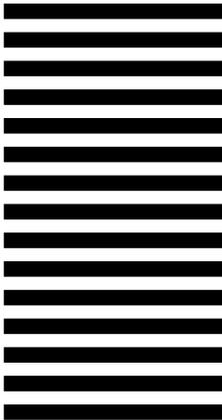
How can we improve the brochure?

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

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Maryland Department of Transportation
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Project Planning Division
Mail Stop C-301
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