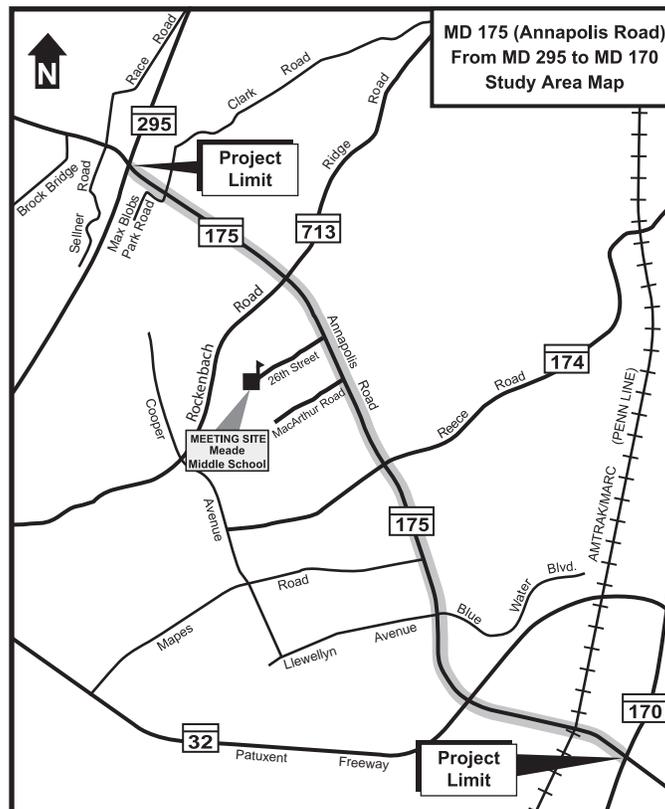


MD 175 - from MD 295 to MD 170 Project Planning Study

JOINT LOCATION/DESIGN Public Hearing



Thursday, June 26, 2008
6:00 P.M. - Maps/Displays Available
7:00 P.M. - Presentation/Testimony

Meade Middle School
1103 26th Street
Fort Meade, MD 20755

Project No. AA436B11



Maryland Department
of Transportation
State Highway Administration



US Army Corps
of Engineers®



US Department of Transportation
Federal Highway Administration

INTRODUCTION

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (COE), is 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), a distance of approximately 5.5 miles.

PURPOSE OF THE STUDY

The purpose of the MD 175 Project Planning Study is to improve existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety on MD 175, while supporting existing and planned development in the project 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 to 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 HEARING

The purpose of the Location/Design Public Hearing, which will be held on Thursday, June 26, 2008, at Meade Middle School, is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The Public Hearing will provide an opportunity for interested individuals, associations, citizen groups, or government agencies to offer verbal or written comments for the project record before an alternative is selected.

HEARING FORMAT

Maps and other exhibits depicting the studied alternatives will be on display for public viewing beginning at 6:00 p.m. Representatives from SHA, FHWA, and the COE will be available to answer

questions related to this project. A formal presentation lasting approximately 30 minutes will begin at 7:00 p.m. and will be followed by public testimony, which may be limited to three minutes per speaker, depending on the number of speakers signed up to provide testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review within approximately eight weeks after the Public Hearing, at the locations indicated in this brochure.

HOW TO COMMENT ON THE STUDY

The public is encouraged to participate in the Public Hearing to ensure citizen input in the Project Planning process. The postage-paid return mailer included in this brochure will enable interested persons to submit their comments. Additional copies of these mailers will be available at the receptionist's desk during the Public Hearing. Written comments for inclusion in the project record and the Public Hearing transcript may be submitted until Thursday, July 31, 2008.

PROJECT MAILING LIST

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the Public Hearing. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already included on the project mailing list and do not need to resubmit.

EXISTING CONDITIONS

The existing roadway typical section on MD 175 is variable throughout the corridor (See Table 1 and Figure 1). The section on 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. This section extends to the main gate of Fort Meade at MD 174 (Reece Road). The posted speed limit 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 Telegraph Road (MD 170), 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

The area around Fort Meade is one of the fastest growing areas of Anne Arundel County, and traffic volumes 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 comprises more than 39,000 military, civilian, and contractor personnel. Numerous developments including Arundel Mills, BWI Business District, and Fort Meade have contributed to increased traffic volumes in the area. As a result of the 2005 Base Realignment and Closure (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 will attempt to address congestion. Further, this study will focus on potential safety hazards and identify measures that may alleviate the magnitude and severity of future crashes along MD 175.

PROJECT HISTORY

The MD 175 Project Planning Study is currently listed in the Development and Evaluation Program of the Fiscal Year 2008–2013 Maryland Department of Transportation’s (MDOT) Consolidated Transportation Program (CTP) for Project Planning. This study is also 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.

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 document and analyzed potential transportation improvements.

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	45	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

Table 1

On March 28, 2007, SHA held an Alternates Public Workshop at Meade High School. Approximately 402 citizens attended the event and provided the project team with feedback concerning the proposed alternatives. Six build alternatives along with the No-Build Alternative were presented. Subsequent to the Alternates Public Workshop, two new mainline alternatives and one option, three MD 295 interchange options, and two Fort Meade access options were added to the study.

The MD 175 Project Planning Study is funded for project planning only and will be a candidate for the design, right-of-way acquisition, and construction phases when funding is available.

TRAFFIC OPERATIONS AND CONGESTION

A Level of Service (LOS) analysis was conducted for existing (2004) and forecasted (2030) No-Build conditions for the study area intersections. 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 ranging from “A” to “F”, with only one intersection currently operating at a failing LOS during the AM (7 am to 8 am) and PM (5 pm to 6 pm) 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 (See Table 2).

In 2004, Average Daily Traffic (ADT) volumes on MD 175 in the study area ranged from 24,600 to 35,300 vehicles per day (VPD). Based on approved future land uses, traffic volumes are forecasted to increase by the year 2030 to a

2004 Existing Level of Service					
Intersection of MD 175 and (from west to east)	AM Peak LOS	V/C*	PM Peak LOS	V/C*	ADT
Brock Bridge Road	D	0.87	F	1.14	28,400
Sellner/Race Road	F	1.04	F	1.21	29,600
Clark/Max Blob's Park Road	F	1.15	F	1.01	31,500
Rockenbach/Ridge Road	E	0.95	E	0.96	27,800
Disney Road/26th Street	B	0.63	C	0.72	24,600
Reece Road	B	0.68	D	0.87	23,500
Mapes Road/Charter Oaks Boulevard	A	0.58	C	0.74	24,900
Llewellyn Avenue/Blue Water Boulevard	D	0.82	D	0.89	33,800
MD 32 Ramp W (WB)	A	0.32	A	0.48	37,600
MD 32 Ramp W (EB)	A	0.59	B	0.70	50,400
Morgan Road/Town Center Boulevard	A	0.55	C	0.77	34,400
Winmeyer Avenue	A	0.61	B	0.68	34,800
MD 170	C	0.77	E	0.96	35,300

Table 2

* Volume to Capacity (v/c) ratios show number of vehicles or volume of traffic in comparison to capacity of the roadway. Note: All intersections are signalized except Sellner/Race Road and Clark/Max Blob's Park Road (which has a flashing light to allow access to the fire station).

range from 35,400 to 57,900 VPD, representing an increase of 54 percent in the ADT (See Table 3).

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 (CSIL).

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 for highways of similar design. In addition, this segment has significantly higher injury and left-turn crashes than the statewide rate for highways of similar design.

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

2030 No-Build Level of Service					
Intersection of MD 175 and (from west to east)	AM Peak LOS	V/C*	PM Peak LOS	V/C*	ADT
Brock Bridge Road	F	1.14	F	1.20	40,500
Sellner/Race Road	F	1.92	F	2.10	43,350
Clark Road	F	2.03	F	2.31	57,900
Rockenbach/Ridge Road	F	1.61	F	1.55	43,800
Disney Road	D	0.84	F	1.15	38,400
Reece Road	F	2.27	F	1.97	35,600
Mapes Road	F	1.55	F	1.68	39,400
Llewellyn Avenue	F	1.24	D	0.90	50,000
Morgan Road/Town Center Boulevard	F	1.32	F	1.62	42,200
Winmeyer Avenue	F	1.16	E	0.99	52,800
MD 170	F	1.28	F	1.09	50,200

Table 3

* Volume to Capacity (v/c) ratios show number of vehicles or volume of traffic in comparison to capacity of the roadway.
 Note: All intersections are signalized except the intersections of MD 175/Sellner/Race Road, MD 175/MD 295, and MD 175/Clark Road, which has a flashing light to allow access to the fire station.

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.

CONTEXT SENSITIVE SOLUTIONS

The Project Team will consider suggestions from the public received at the Public Hearing 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 a 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 time
- Aesthetics / landscape / streetscape opportunities
- Other specific community issues

Your comments will help ensure 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.

ALTERNATIVES RETAINED FOR DETAILED STUDY

Seven mainline alternatives, including the No-Build Alternative and one mainline option, were retained for detailed study. Additionally, five MD 175/MD 295 interchange options and four Fort Meade access options were retained. Preliminary mainline Alternative 4, MD 295 Interchange Options A1, B, C and D, as well as Fort Meade Mapes Road Access Option A and Reece Road Access Options A, C, D and E were dropped from further consideration.

MAINLINE ALTERNATIVES

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.

Alternative 2 – Transportation Systems Management (TSM)

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 (See Figure 2). The TSM improvements generally could be constructed with relatively low costs, 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 to allow improved sight distance and safety
- Access management strategies to improve safety and operations at access points

- 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

Alternative 3 – Six-Lane Roadway on Existing Centerline

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner/Race Road and MD 170 (Telegraph Road/ Piney Orchard Parkway) from two/four lanes to six lanes generally 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-wide median (See Figure 3 for the typical section). Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX Railroad, close to their current alignment. This alternative can tie into Alternative 4 or Alternative 5 west of Sellner/Race Road. Pedestrian and bicycle accommodations would be included as part of this alternative (See Figures 7a through 7g).

Alternative 4 (Modified) – Four-Lane Divided Roadway West of Reece Road

Alternative 4 (Modified) applies only to the western three-mile-long segment of the MD 175 study area, between Brock Bridge Road and MD 174 (Reece Road). The proposed 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-wide median (See Figure 4 for the typical section). This alternative is similar to Alternative 4 that was presented at the Alternates Public Workshop except the 18-foot-wide median extends from Brock Bridge Road to Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative. The proposed Alternative 4 (Modified) alignment would widen the roadway to four lanes, generally following the existing centerline of MD 175, and can tie into Alternatives 3, 6, or 6A at Reece Road.

Alternative 5 – Five-Lane Roadway with Center Turn Lane West of Reece Road

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 five-foot bike lanes in each direction, and one continuous 12-foot center turn lane). The proposed Alternative 5 alignment would widen the roadway to five lanes (including a center turn lane), generally following the existing centerline of MD 175, and can tie into Alternatives 3, 6 or 6A at Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative (See Figure 4 for the typical section).

Alternative 6 – Six-Lane Roadway on Shifted Centerline

Alternative 6 would incorporate all of the improvements of Alternative 3, but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. Pedestrian and bicycle accommodations would be included as part of this alternative. The Alternative 6 alignment proposes new bridges at two locations: MD 175 over MD 295, and MD 175 over the MARC/CSX Railroad (See Figures 8a through 8g).

Alternative 6A – Resource Minimization Alignment

Alternative 6A includes the same typical section and utilizes the same alignment as Alternative 6 between Sellner/Race Road and MD 32, but proposes a northern alignment shift to minimize or avoid environmental impacts and/or commercial displacements along the south side of MD 175 between MD 32 and MD 170. The shifted alignment proposes a new bridge at MD 175 over the MARC/CSX Railroad (See Figures 10a and 10b).

OPTIONS

MAINLINE OPTION

21 ½ STREET SHIFT OPTION

The alignment shift is compatible with Alternatives 4 (Modified), 5 and 6 and proposes

a southern alignment shift from east of MD 713 (Rockenbach/Ridge Road) to Reece Road in order to provide the minimum standoff distance from existing Fort Meade buildings to the proposed roadway edge. The alignment shift will avoid the need to blastproof the existing Fort Meade buildings that fall within the standoff distance (See Figures 9a and 9b).

MD 175/MD 295 INTERCHANGE OPTIONS **Option A2**

Alternative 6 Interchange Option A2 utilizes a mainline shift to the north with the Single Point Urban Interchange (SPUI) in which 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 over MD 295 to control all conflicting movements (See Figure 5a).

Option E

Alternative 6 Interchange Option E utilizes a northerly shift in the alignment of MD 175 with a full diamond interchange that 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 (See Figure 5a).

Option F

Compatible with Alternative 3, this partial cloverleaf interchange option would hold the existing southern edge of the roadway in the interchange area and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants (See Figure 5b).

Max Blob's Option A

With this option, the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Drivers destined to Clark/Max Blob's Park Road would exit mid-ramp onto Max Blob's Park Road, and for Clark Road access, travel to the signalized intersection with MD 175. Drivers destined to MD 175 eastbound

and westbound will continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection (See Figure 5c).

Max Blob's Option B

With this option, the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Drivers destined to Clark/Max Blob's Park Road and MD 175 eastbound would exit mid-ramp onto Max Blob's Park Road and travel to the signalized intersection with MD 175. Drivers destined to MD 175 westbound would continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection (See Figure 5c).

FORT MEADE ACCESS OPTIONS

Fort Meade Access Option A

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 (See Figure 6a).

Fort Meade Access Option B - Continuous Flow Intersection (CFI)

The CFI option consists of an at-grade intersection improvement at either MD 174 (Reece Road) or Mapes Road. The result is a reduction in travel delays and increased capacity at the intersection (See Figures 6a and 6b).

Reece Road Option B (Modified)

This option would provide a new exit from Fort Meade at 18th Street. Drivers wanting to travel westbound on MD 175 would exit Fort Meade using a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Fort Meade officials have requested that the proposed MD 175 eastbound ramp into the Fort be eliminated, thereby not requiring new gate control. All of the other MD 175 entrances into Fort Meade, including Reece Road, would remain in operation and would be widened (See Figure 6b).

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/MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection (See Figure 6c).

ENVIRONMENTAL SUMMARY

Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify the potential impacts to natural, cultural, and socioeconomic resources within the study area. A comparison and summary of potential impacts and costs for each alternative and option is included in Tables 4 and 5 (See pages 9 and 10).

Land Use

Six master plans govern land use in the study area including: the 1997 Anne Arundel County General Development Plan, the 2003 Odenton Small Area Plan, the 2003 Odenton Town Center Master Plan, the 1999 MD 175 Roadway and Streetscape and Odenton Town Center Master Plan, the Jessup-Maryland City Small Area Plan and the Severn Small Area Plan. The MD 175 project is consistent with the goals and objectives of both local and regional master planning efforts. The MD 175 project is an integral part of efforts to support employment growth at and around Fort Meade and to improve traffic operations and vehicular and pedestrian safety on MD 175. Existing land use in the study area is a mixture of residential, retail, office, industrial, government/institutional, recreation and parks, natural open space and agricultural. A substantial portion of the study area consists of the Fort Meade military installation, located in the central and southern portions of the study area. NSA is located within Fort Meade at the southern end of the study area.

Residential uses are located predominately north of MD 175 and in the Odenton area, while retail and office uses are mostly located along MD 175. Industrial uses are, in general, concentrated in the eastern portion of the study area in the vicinity of the MARC Penn Line and MD 170. Institutional uses (e.g., schools and churches) are scattered throughout the study area. Parks and recreational areas as well as natural open space are mostly located north of MD 175, while agricultural uses occur sparsely in the western and central portions of the study area.

A number of proposed land use changes are defined in the small area plans which govern future land use in the study area. These include: Blob's Park on the south side of MD 175 just east of MD 295, and Clarks 100 on the south side of MD 175 between MD 295 and Brock Bridge Road, both of which are proposed to change land use designation from residential low-medium density to mixed-use residential. The Kirk Property, north of MD 175 up to Arundel Mills Boulevard between MD 295 and Clark Road, is proposed to change land use designation to employment mixed-use. The Odenton Town Center has been divided into seven sub-areas, each with a specific character and purpose within the overall planning concept. As a result of the 2005 BRAC process which will bring thousands of Department of Defense jobs and related private sector jobs to Fort Meade, the study area is expecting a large increase in development.

Except for the areas at the MD 175/MD 295 and MD 175/MD 32 interchanges, the project area is located within a designated Priority Funding Area (PFA). PFAs are locations where state and local governments target their efforts to encourage and support economic development and new growth, in accordance with the 1997 Smart Growth and Priority Funding Areas Act.

Summary of Environmental Impacts

		ALTERNATIVES						6A
		1	2	3	4 (Modified)	5	6	
RESOURCES		No-Build	TSM	Six-Lane Roadway on Existing Centerline ²	Four-Lane Divided Roadway West of Reece Road ¹	Five-Lane Undivided Roadway with Center Turn Lane West of Reece Rd ¹	Six-Lane Roadway on Shifted Centerline ³	Resource Minimization Alignment
Displacements								
1	a. Residential	0	0	4	2-4	2-4	4	4
	b. Business/Commercial	0	0	41	6-40	6-40	17	16
	c. Historical	0	0	1	0-1	0-1	1	0
TOTAL DISPLACEMENTS		0	0	46	8-45	8-45	22	20
No. of Properties & Resources Affected								
2	a. Residential	0	10	37	32-39	30-37	39	37
	b. Business/Commercial	0	7	118	36-118	36-118	111	103
	c. Fort Meade	0	2	2	2	2	2	2
	d. NPS Property/Recreation Area	0	0	1 ⁴	1 ⁴	1 ⁴	1 ⁴	1 ⁴
	e. Church/School	0	2	4	3-4	3-4	4	4
	f. Historical/Archeological	0	2	8 ⁴	4-8 ⁴	4-8 ⁴	8 ⁴	6 ⁴
TOTAL PROPERTIES		0	23	169⁴	77-171⁴	75-169⁴	164⁴	152⁴
Right-of-Way Required - Acres								
3	a. Residential	0	0.4	15.4	12.0-15.2	11.1-14.5	16.5	16.5
	b. Business/Commercial	0	1.0	51.3	18.7-50.9	18.7-50.9	34.0	33.6
	c. Fort Meade	0	4.1	41.7	28.2-40.9	27.9-40.9	42.1	42.1
	d. NPS Property/Recreation Area	0	0	1.4 ⁴	1.4-3.6 ⁴	1.4-3.6 ⁴	3.6 ⁴	3.6 ⁴
	e. Church/School	0	0.1	0.9	0.6-2.0	0.5-2.0	0.7	1.8
	f. Historical/Archeological	0	0.5	3.3 ⁴	2.0-5.9 ⁴	1.9-5.8 ⁴	5.9 ⁴	4.9 ⁴
TOTAL ACRES		0	6.1	112.6⁴	61.5-114.9⁴	60.1-114.1⁴	99.2⁴	98.9⁴
1	Number of Stream Crossings	0	0	7	3-7	3-7	7	7
2	Linear Feet of Stream	0	0	1355	590-1610	585-1615	1630	1635
3	100-Year Floodplain Affected (acres)	0	0	0.6	0.0-0.6	0.0-0.6	0.6	0.6
4	Wetlands Affected (acres)	0	0.2	1.92	1.30-1.85	1.15-1.72	1.94	2.25
5	Woodlands Affected (acres)	0	1.0	20.1	11.9-23.4	11.7-23.4	23.9	25.1
6	Prime Farmland & Soils of Statewide Importance Affected (acres)	0	0	12.78	8.21-12.32	7.78-11.94	14.27	13.37
Total Cost (\$million)⁵		0	\$20	\$579	\$275 - \$563	\$272 - \$559	\$456	\$472

Table 4

See Table 3 for a Summary of Impacts for the various design options under consideration with the main build alternatives summarized above.

Notes:

¹ Alternative 4 (Modified) & 5 extends from Brock Bridge Road to Reece Road. The range of impacts include Alternative 2 (TSM), 3, 6 and 6A from Reece Road to MD 170.

² Alternative 3 Base Alternative contains 4-Lane Divided typical section from Brock Bridge Road to Sellner/Race Road, MD 295 Interchange Option F and General Fort Meade Access Option A intersection improvements.

³ Alternative 6 Base Alternative contains 4-Lane Divided typical section from Brock Bridge Road to Sellner/Race Road, MD 295 Interchange Option E and General Fort Meade Access Option A intersection improvements.

⁴ The NPS Property impact shown has also been accounted for in the Historical/Archeological impacts but has only been added once to create the total impact.

⁵ Total Cost includes construction and right-of-way costs

Summary of Environmental Impacts

RESOURCES		MD 175/MD 295 Interchange Options			Fort Meade Access Options			Mainline Alternative Alignment Shift
		Interchange Option A2*	Max Blobs Option A**	Max Blobs Option B**	General Fort Meade Access Option B (CFI) ***	Mapes Road Option B ***	Reece Road Option B Modified ***	21 1/2 Street Shift*
1	Displacements							
	a. Residential	0	0	0	0	0	0	0
	b. Business/Commercial	0	0	0	0	0	0	0
	c. Historical	0	0	0	0	0	0	0
TOTAL DISPLACEMENTS		0	0	0	0	0	0	0
No. of Properties & Resources Affected								
2	a. Residential	0	0	0	0	0	0	0
	b. Business/Commercial	-1	+1	+1	0	0	0	0
	c. Fort Meade	0	0	0	0	0	0	0
	d. NPS Property/Recreation Area	0	0	0	0	0	0	0
	e. Church/School	0	0	0	0	0	0	0
	f. Historical/Archeological	0	0	0	0	0	0	0
TOTAL PROPERTIES		-1	+1	+1	0	0	0	0
Right-of-Way Required - Acres								
3	a. Residential	0	0	0	0	0	0	0
	b. Business/Commercial	-0.1	+0.1	+0.1	0	0	0	0
	c. Fort Meade	0	0	0	+3.8	+8.9	+7.5	+6.1
	d. NPS Property/Recreation Area	+0.3 ⁴	+0.2 ⁴	+0.2 ⁴	0	0	0	0
	e. Church/School	0	0	0	0	0	0	0
	f. Historical/Archeological	+0.3 ⁴	+0.2 ⁴	+0.2 ⁴	0	0	0	0
TOTAL ACRES		+0.2⁴	+0.3⁴	+0.3⁴	+3.8	+8.9	+7.5	+6.1
1	Number of Stream Crossings	0	0	0	0	0	0	0
2	Linear Feet of Stream	-70	0	0	0	0	0	-160
3	100-Year Floodplain Affected (acres)	0	0	0	0	0	0	0
4	Wetlands Affected (acres)	0	0	0	0	0	0	+0.01
5	Woodlands Affected (acres)	+1.2	0	0	0	0	+1.4	+4.5
6	Prime Farmland Affected (acres)	0	0	0	0	0	0	+1.39
Total Cost (\$million)⁵		\$6	\$2	\$2	\$8	\$25	\$15	\$9

Table 5

How to Use Tables 2 and 3: Table 3 is to be used together with Table 2 in determining the impacts for design options that have been developed to work in combination with the basic alternatives presented in Table 2. The numbers above do not represent total impacts for the option, rather the numbers above indicate what value to add to or subtract from the impacts in corresponding impact categories on Table 2. Example: Determine the amount of right-of-way required from Fort Meade with "Mapes Road Option B for Alternative 6". In Table 2, the Alternative 6 column shows that 42.1 acres of land are required from Fort Meade property. In Table 3, the "Mapes Road Option B" column shows that an additional 8.9 acres of land are needed for this option; therefore, the resulting total right-of-way required from Fort Meade with "Mapes Road Option B for Alternative 6" is 42.1 acres plus 8.9 acres, or 51.0 acres.

*This option is only compatible with Alternatives 4 Modified, 5, 6 and 6A.;

** This option is only compatible with Alternatives 4 Modified, 5, 6 and 6A with Interchange Option E and Alternative 3, 4 Modified and 5 with Interchange Option F.;

*** This option is only compatible with Alternatives 3, 6 and 6A

Socioeconomic Resources

The study area includes portions of three geographic areas – Jessup, Severn, and Odenton, which includes the Odenton Town Center. All of these areas contain a combination of long-established communities and newer developments. The build alternatives are expected to result in minimal impacts to neighborhoods and communities in the study area. Depending on the build alternative, up to five residential displacements (including one historic residence) and up to 41 business displacements would occur as a result of proposed roadway improvements. From 5.8 to 128.6 acres of right-of-way would also be required, depending on the build alternative selected.

There are two schools and four churches located in or bordering the MD 175 project area. None of the schools or churches would be displaced by any of the alternatives. The two schools, Meade Middle School and Meade High School, are located on Fort Meade, and right-of-way acquisition from Fort Meade property associated with the schools would be required by the build alternatives. Right-of-way acquisition from the church properties would be required by the build alternatives. Two emergency services facilities, Jessup Volunteer Fire Company 29 and Odenton Volunteer Fire Company 28, are located in the project area. Except for Alternative 2, right-of-way acquisition from the Jessup Volunteer Fire Company would be required by the build alternatives. Alternative 3 would require the displacement of the Odenton Volunteer Fire Company, while Alternative 6 would require only minor right-of-way acquisition. Alternative 6A would not require any property acquisition from the fire station. The Nichols-Bethel United Methodist Church Cemetery borders the project area. Alternatives 3 and 6 would require right-of-way acquisition from the cemetery property, while Alternative 6A would displace the entire cemetery. All displacements would be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970, as amended.

Emergency response time in the study area is expected to improve due to the greater accessibility

provided by the build alternatives. SHA will continue to coordinate with emergency services providers to identify potential traffic delays during construction and detour routes that may affect response times.

The Baltimore-Washington Parkway is located in the project area. The portion of the Parkway south of MD 175 is owned by the National Park Service (NPS) and is also a significant historic resource listed on the National Register of Historic Places (NRHP). Depending on the build alternative, except for Alternative 2, 1.4 to 3.9 acres of NPS property would be impacted. A Section 4(f) Evaluation has been prepared to address these impacts including a description of avoidance, minimization and mitigation measures. Coordination with NPS is ongoing and will continue throughout the MD 175 project regarding impacts to the Parkway.

In compliance with Executive Order (EO) 12898 “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,” SHA is taking steps to identify and avoid disproportionately high and adverse effects on minority and low-income communities throughout the study area. An analysis of 2000 census data indicates that potential minority and/or low-income populations 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.

The project includes an extensive outreach program to involve these communities in the MD 175 Project Planning Study. This program includes various meetings with community groups, public meetings, and a newsletter mailing campaign which includes project fliers published in Korean and Spanish. A letter was also sent to 27 facilities/organizations in the study area (schools, churches, community associations and libraries) that are located in or near the areas potentially containing minority and/or low-income populations. The letter included project information and an offer from SHA to meet with representatives of the facility/organization to address any questions and concerns regarding the project. SHA will continue to involve these communities in the project area through mailing list notifications, public meetings, and presentations.

No disproportionately high and/or adverse effects to minority populations are expected as a result of the MD 175 project.

Cultural Resources

SHA, in consultation with the Maryland Historical Trust (MHT), has conducted a survey of the study area for cultural resources. MHT determined that three sites, the Odenton Historic District (AA-869), the Jones House (AA-743) and Trusty Friend (AA-123), are eligible for listing on the NRHP. A fourth resource, the Baltimore-Washington Parkway (AA-5), is parkland owned by NPS and is listed on the NRHP. Previous archeological surveys have determined that nine of 13 known sites have been determined ineligible for NRHP listing. The remaining four sites were determined not eligible by SHA with concurrence of MHT on May 2, 2008. It should be noted that depending on the future project design, remote sensing is likely to be required to determine possible impacts to human remains at the Nichols-Bethel Cemetery. On May 2, 2008, MHT concurred with SHA's determination that the project will have an adverse effect on historic resources. In accordance with the Section 106 procedures of the National Historic Preservation Act, this public hearing provides the opportunity for public input regarding impacts to historic properties. Public views on the resolution of adverse effects on historic properties are being sought.

Natural Environmental Resources

SHA, through consultation with the Corps, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This public hearing provides the opportunity to present views, opinions and information which will be considered by the Corps in evaluating a Department of the Army permit. The Corps regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. This study also satisfies the alternatives analysis requirements of the Maryland Department of the Environment (MDE) for a Maryland Nontidal Wetlands and Waterways Permit for proposed impacts to nontidal wetlands. In addition, a water

quality certification, pursuant to Section 401 of the Clean Water Act, will be required from MDE. Written statements expressing concern for aquatic resources may be submitted to Mr. Jack Dinne, U.S. Army Corps of Engineers, CENAB-OP-RT, P.O. Box 1715, until July 11, 2008.

The MD 175 study area is located within the Little Patuxent River and Severn Run watersheds. Two streams, Midway Branch and Franklin Branch, were 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 Natural Resources (DNR) and have an in-stream work prohibition period of March 1 to June 15. Based on review of the Federal Emergency Management Agency (FEMA) maps for Anne Arundel County, 100-year floodplains occur along waters of the U.S., at the eastern end of the study area near the West County Library. Potential impacts to floodplains within the project area range from 0.0 to 0.6 acre.

A total of 10 surface water resource areas and 17 wetland areas were identified during the study. The build alternatives would, to varying degrees, impact surface water resources in the study area. Depending on the alternative chosen, potential wetland impacts range up to 2.3 acres. Potential impacts to waterways for the build alternatives range up to 1,635 linear feet. In general, the stream impacts that would result from the build alternatives are due to pipe and culvert extensions and grading for proposed fill slopes. Adverse impacts to water quality during construction would be minimized through strict adherence to SHA's sediment and erosion control procedures. To minimize impacts to water quality, plans for stormwater management and sediment and erosion control would be developed in accordance with MDE criteria to minimize adverse effects to water resources. The plans would include measures to address both quality and quantity controls that capture and treat runoff from a storm event.

Existing vegetation includes a mix of residential plantings and landscape species, and deciduous and mixed second-growth forest. Conversion of existing forest lands to transportation use would

range from 1.0 to 32.2 acres of forest impact and may include from 8 to 73 specimen trees. All forest impacts will occur along existing forest edges along existing roadways, as opposed to forest interior or other undisturbed habitats.

Coordination with the U.S. Fish and Wildlife Service (USFWS) and the DNR Wildlife & Heritage Service was initiated to determine if there are rare, threatened, or endangered species within the project area. 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. Based on field investigation, habitat for the swamp pink occurs within wetland W1; however, no specimen of this species was found during the surveys. State records also indicate that wild lupine is state listed as a threatened species and roughish panic grass is of uncertain status. Both species are known to occur near the project area. However, due to the maintained and mown nature of most edge habitats along MD 175, it is unlikely that the habitat for either wild lupine or roughish panic grass exists.

In addition, Fort Meade has known habitat for 11 State rare, threatened, and endangered species, including the state threatened glassy darter, and is one of only two locations in the State of Maryland where the fish is known to exist. The glassy darter inhabits the Little Patuxent River. Best management practices (BMPs) will be utilized during construction and in stormwater management planning and implementation. Stream habitat protection measures for this project will focus on minimization of sedimentation and water quality impacts to downstream areas.

Up to 80 properties with potential for hazardous materials could be affected by the build alternatives. Depending on the area required for acquisition, further investigations of some or all of these sites could be required and would be conducted prior to acquisition.

Air and Noise Impacts

Detailed air quality and noise analyses have been conducted for this project. The State and National Ambient Air Quality Standards (S/NAAQS) for

carbon monoxide would not be exceeded by any of the build alternatives, including the TSM Alternative.

As Anne Arundel County is considered to be in "non-attainment" for particulate matter (PM2.5), an analysis was performed to determine the extent of impacts associated with the proposed MD 175 improvements. The project area falls under the jurisdiction of the Baltimore Regional Transportation Board (BRTB). BRTB is the federally recognized Metropolitan Planning Organization for transportation planning in the Baltimore Region. BRTB approved the 2008-2012 Transportation Improvement Plan (TIP) on November 27, 2007, and the 2004 Baltimore Regional Transportation Plan on August 22, 2006, and has concluded that the region's transportation plan and program are in conformity with the SIP relative to air quality goals. Therefore, the MD 175 project has been included in a conforming plan and program in accordance with 40 CFR 93.115. The current conformity determination is consistent with the final conformity rule found in 40 CFR, Parts 51 and 93.

Twenty-one Noise Sensitive Areas (NSAs) were identified in the project area. Future predicted noise levels at eight NSAs would experience Build Year noise levels which approach or exceed the FHWA/SHA noise impact criteria (67dBA) and were considered for noise abatement. Based on the noise analysis study completed to date, noise abatement measures in the form of barriers will be considered at two of the eight NSAs during final design. A final determination of the feasibility and reasonableness of noise barriers will be made after SHA has identified its preferred alternative and additional design information becomes available.

OTHER RELATED TRANSPORTATION PROJECTS

MDOT, Fort Meade, Anne Arundel County, and SHA are undertaking studies to address proposed expansion of military and civilian employment at both Fort Meade and NSA, due to

BRAC-related developments in the vicinity of the MD 175 Project Planning Study.

MDOT:

MDOT's mission for BRAC is "to facilitate the safe and efficient movement of people and goods to support Maryland's military installations while sustaining and enhancing the quality of transportation and Maryland's communities throughout the State." Statewide Vision and BRAC Transportation choices consisting of Near-Term Actions, Mid-Term and Long-Term Actions include Transit, Smart Growth, Demand Management, and Strategic Investments. Some of the projects underway include:

- **BRAC Commuter Bus Study:** The Maryland Transit Administration (MTA) is funding a study to determine bus routes including Baltimore City; Carroll, Queen Anne's, Montgomery, and Prince George's counties; Northern Virginia (Alexandria & Reston), and B-30 (to/from Greenbelt and BWI) to address growth resulting from the BRAC initiatives. Future service locations still under consideration based on demand include Montgomery County, utilizing the proposed ICC Route, the Washington Metropolitan Area Transit Authority (WMATA) Greenbelt as possibly a 'B-31', and shuttle service from the Harry S. Truman Park & Ride lot in Annapolis.
- **MARC Growth and Investment Plan:** MTA is analyzing funding longer-term needs for MARC service to BRAC facilities, to Baltimore, and to Washington, DC. This analysis evaluated Potential Future Improvements through 2035, which would include Mid-Day / Evening / Weekend Service, Engine and Rail Car Improvements/Purchases, Station Improvements, Track Improvements/Expansion, and Additional Yard Facilities.
- **Central Maryland Transit Facility:** The proposed facility would provide storage and maintenance functions for a 120-bus operation employing 200 people. The project would provide a more cost-effective solution to providing local bus service because currently, without a maintenance/layover facility of its own, the County bids to one lone vendor

that can provide maintenance and operating facilities. A Memorandum of Understanding (MOU) has been signed between Fort Meade and Howard and Anne Arundel counties agreeing that it is mutually beneficial to construct a transit operations facility at Fort Meade and that they'll work cooperatively toward that goal. Funding is as follows:

- A total of \$6.2 million of Federal funds has been allocated for the project to date. MDOT is contributing \$800,000 toward planning and design.
- MTA recently agreed to act as grant recipient in applying to the Federal Transit Administration (FTA) for earmarks on Howard County's behalf.

Additional Information regarding MDOT's efforts to prepare for the arrival of military and non-military personnel and their families in Maryland is provided online at www.mdot.state.md.us/planning/brac or toll free 1-888-713-1414. In addition, BRAC-related projects that are under development and funded for various phases are identified in the FY 2008-2013 CTP, which can be accessed at www.marylandroads.com.

SHA BRAC Improvements:

As part of BRAC activities at Fort Meade, SHA has identified several intersections in the MD 175 Project Planning Study area to be potentially broken out and constructed in the 2011 BRAC deadline timeframe. These priority intersections were identified because the intersections are close to Fort Meade. The impacts are minimal, the costs are relatively low, and the intersections offer the greatest improvements to traffic operations. Through the revenue increase, the following intersections were included in the Fiscal Year 2008-2013 CTP for design activities. Construction funding is not yet available:

- MD 175 at MD 713/Rockenbach Road
- MD 175 at MD 174 (Reece Road)
- MD 175 at Mapes Road
- MD 175 at Max Blob's Park Road/Clark Road
- MD 175 at Disney Road
- MD 174 at Severn Road

In addition to these efforts, several counties impacted by the BRAC initiative at Fort Meade have obtained a Department of Defense grant to conduct a traffic study similar to those conducted by SHA at the Aberdeen Proving Ground and the National Navy Medical Center to identify low costs and low-impact improvements to intersections servicing Fort Meade. The study area will include 50 intersections on various roadways in the Fort Meade area. Additional information can be obtained by contacting:

- Ms. Barb Solberg, Assistant Division Chief
Highway Design Division
Office of Highway Development
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-8830
Toll-free within Maryland: 1-888-228-5003
Email: bsolberg@sha.state.md.us

Other SHA Projects:

- MD 295 from just north of I-195 to I-695 (1.5 miles) - funded for construction for widening from four to six lanes.
- 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, and 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.

Fort Meade:

Fort Meade is the nation's preeminent center for information and intelligence. The installation is committed to enhancing quality-of-life for its service members and their families and engaging local citizens, communities, jurisdictions, and state

and federal agencies in myriad initiatives that will benefit everyone. The annual direct economic impact of Fort Meade on the local economy is over \$4 billion. BRAC growth is estimated to add an additional \$1 billion for a total post-BRAC direct economic impact of over \$5 billion annually.

Currently, proposed improvements on the installation include:

- The identification of all requirements to support BRAC actions that will add approximately 5,700 military, civilian, and contractor personnel to the Fort's workforce.
- The Enhanced Use Lease (EUL) project and development which consists of replacing the golf courses and long-term relocation of commercial activities on the periphery of the installation. Privatization of on-post housing and the gas and electric system are well underway.

Anne Arundel County:

Through grant funding provided by the Office of Economic Adjustment, US Department of Defense, Anne Arundel County is conducting three separate studies to assess the impact of the forthcoming BRAC Recommendations for Fort Meade and to identify strategies and/or improvements to reduce that impact. These consist of:

1. An 18-month study of level of service changes for approximately 50 major intersections
- Study area: I-97 to the east, MD 100 to the north, I-95 to the west, and MD 32 and MD 198
 - Objective: To identify up to 10 intersections where low-cost, near-term (within three years) improvements can be constructed and to develop plans and specifications for those locations
 - Length of study: 18 months
2. Identifying transit and rideshare (car and van pool) strategies and information about available transit services
- Study area: Rappahannock River in Virginia to the Patapsco River in Maryland

- Objective: To develop a transit/rideshare database and marketing and outreach strategies to offer alternatives for workers and residents in and around Fort Meade
 - Length of study: 12 months
3. To identify the extent of housing availability for those workers and families that will be moving to the Fort Meade area
- Study area: Within a 45-minute drive shed to Fort Meade
 - Objective: Study to involve the direct jobs (BRAC jobs), the contractors working at Fort Meade because of those BRAC jobs, and the induced jobs (new jobs created because of the change in area household income)
 - Length of study: 12 months

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 received from the Location/Design Public Hearing (Summer 2008)
- Administrator Concurrence on Preferred Alternative (Fall 2008)
- Receive Location Approval from the Federal Highway Administration and Design Approval from the State Highway Administrator for the Preferred Alternative (Spring 2009)

FREQUENTLY ASKED QUESTIONS

Question - Why can't traffic currently using MD 175 to access Fort Meade be diverted to MD 32?

Answer – The SHA Study Team, in consultation with our agency partners from Fort Meade, has discussed this issue and determined that

traffic using MD 175 to access Fort Meade cannot be solely diverted onto MD 32 for the following reasons:

1. Based on Fort Meade Master Plan and BRAC related improvements, new and relocated facilities will be primarily located closer to MD 175.
2. Traffic model results show that a large amount of traffic along MD 175 is destined to residences, businesses, and developments along MD 175, not just Fort Meade.

Question – Can Fort Meade open another gate along MD 32 to divert traffic along MD 175?

Answer – Another gate for Fort Meade along MD 32 is not feasible because the land immediately adjacent to MD 32 is owned by the Architect of the Capitol, which will not allow construction of an additional access point. Also, an additional gate is not warranted because the Fort Meade Master Plan and BRAC related improvements call for facilities to be primarily located close to MD 175.

Question – Has SHA met with any community groups and/or organizations about this project?

Answer – SHA has held several meetings with local groups, organizations and business owners. The groups include: Odenton Town Center Oversight Committee, Fort Meade Transportation Alliance, North Odenton Business Associations, Greater Odenton Improvement Association, Jessup Improvement Association, as well as many study area business owners.

Question – Have any groups/organizations suggested options/alternatives for SHA to analyze?

Answer – Yes, particularly the Jessup Improvement Association, which requested SHA to consider using traffic circles at the MD 175/ Clark Road/Max Blob's Park Road and MD 175/ Race Road/Sellner Road intersections. SHA analyzed the potential use of traffic circles at these locations and determined that because of potential construction costs, right-of-way impacts and projected traffic volumes, traffic circles would not be prudent options at these locations.

Question – Has a four-lane typical section been considered east of MD 32?

Answer – Currently, 2030 traffic projections indicate that a six-lane roadway is the optimal typical section in this area. However, refinement of the traffic model is being undertaken and a four-lane typical section has not been precluded from this study in this area.

Question – Do the proposed alternative improvements follow the Anne Arundel County Master Plan?

Answer – The MD 175 project is consistent with the goals and objectives of both local and regional master planning efforts.

Question – Is SHA still considering service/access roads along MD 175?

Answer – After meeting with the local business community and listening to their concerns, as part of Phase III of the project after the Public Hearing, SHA will undertake studies to determine if service/access roads are feasible, especially in the North Odenton area.

QUESTION – The proposed MD 175 Project Planning Study is not funded for Design, Right-of-Way, or Construction; however, BRAC is coming in 2011. Will improvements be made to MD 175 by 2011?

Answer - As part of BRAC activities at Fort Meade, SHA has identified several intersections in the MD 175 Project Planning Study area to potentially be broken out and constructed in the 2011 BRAC deadline timeframe. These intersections are provided previously under SHA BRAC Improvements.

**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 ASSISTANCE**

The proposed project may require additional right-of-way. Residential and commercial relocations may also be required. For information regarding right-of-way 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

**DOCUMENTS AVAILABLE
FOR REVIEW**

To confirm availability of the Location/Design Public Hearing Transcript (available by late August 2008), please call ahead, Monday through Friday, at:

- Maryland State Highway Administration
District 5 Office
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1000
Toll-free in Maryland: 1-800-331-5603
- Maryland State Highway Administration
Public Involvement Section
Mail Stop C-301
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-8522
Toll-free in Maryland: 1-800-548-5026

- Maryland State Highway Administration
Dayton Shop
4401 Rt. 32
Dayton, MD 21036
Telephone: (410) 531-5533
- Anne Arundel County Library
Linthicum Branch
400 Shipley Road
Linthicum, MD 21090
Telephone: (410) 222-6265
- Anne Arundel County Library
West County Area Branch
1625 Annapolis Road
Odenton, MD 21113
Telephone: (410) 222-6277

MEDIA USED FOR MEETING NOTIFICATION

An advertisement appeared in the following newspapers to announce this Location/Design Public Hearing:

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

YOUR OPINION MATTERS

These meetings are intended to provide an opportunity for the public to discuss thoughts and concerns about the project and provide written and oral comments to the Project Team. 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 included a postage-paid mailer and team members' addresses and telephone numbers as part of this brochure.

PROJECT PLANNING TEAM

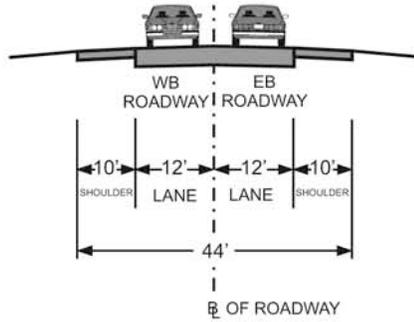
Following the Public Hearing, questions and comments can be addressed to any of these Team Members:

- Mr. Raja Veeramachaneni
Director, Office of Planning and Preliminary Engineering
Maryland State Highway Administration
Mailstop C-411
707 North Calvert Street
Baltimore, MD 21202
- Ms. Danielle Edmonds,
Assistant Project Manager
Project Planning Division
Maryland State Highway Administration
Mail Stop C-301
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-8516
Toll-free within Maryland: 1-800-548-5026
Email: dedmonds@sha.state.md.us
- Mr. Bradley Smith, Environmental Manager
Project Planning Division
Maryland State Highway Administration
Mail Stop C-301
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-8698
Toll-free within Maryland: 1-800 548-5026
Email: bsmith9@sha.state.md.us
- Mr. Gregory D. Welker, District Engineer
District 5 (Anne Arundel County)
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1001
Toll-free in Maryland: 1-800-331-5603
Email: gwelker@sha.state.md.us

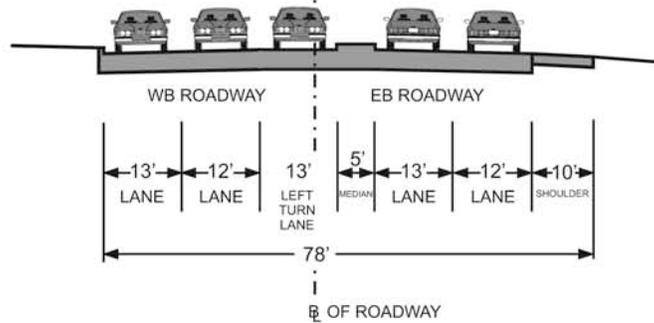
THANK YOU

Thank you for your participation in the MD 175 Project Planning Study. Your feedback is important to us. Please address your comments, questions, or concerns to Team Members in writing or by phone. The Project Team is available to meet with community groups, homeowner associations, business groups, etc. Please contact the Project Manager to schedule a presentation. For more information about this project and others, please visit our internet site at: www.marylandroads.com, and click **Projects**.

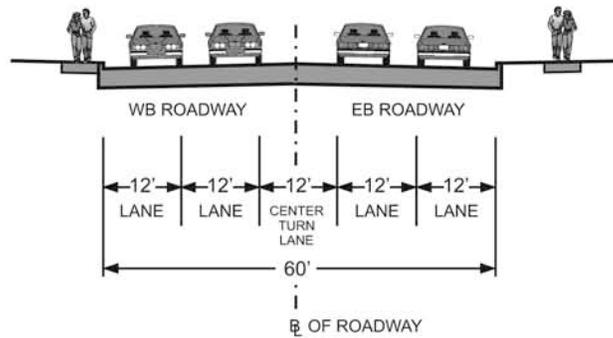
WEST OF MD 295 TO ROCKENBACH / RIDGE ROAD DISNEY ROAD TO REECE ROAD



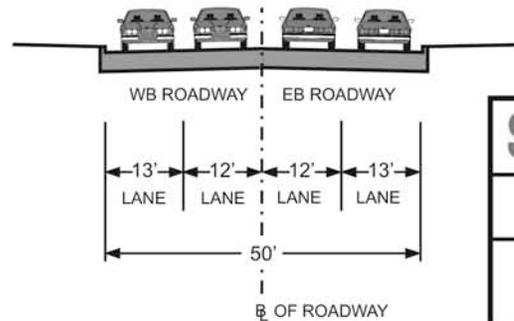
ROCKENBACH / RIDGE ROAD TO DISNEY ROAD



REECE ROAD TO MD 32



MD 32 TO MD 170

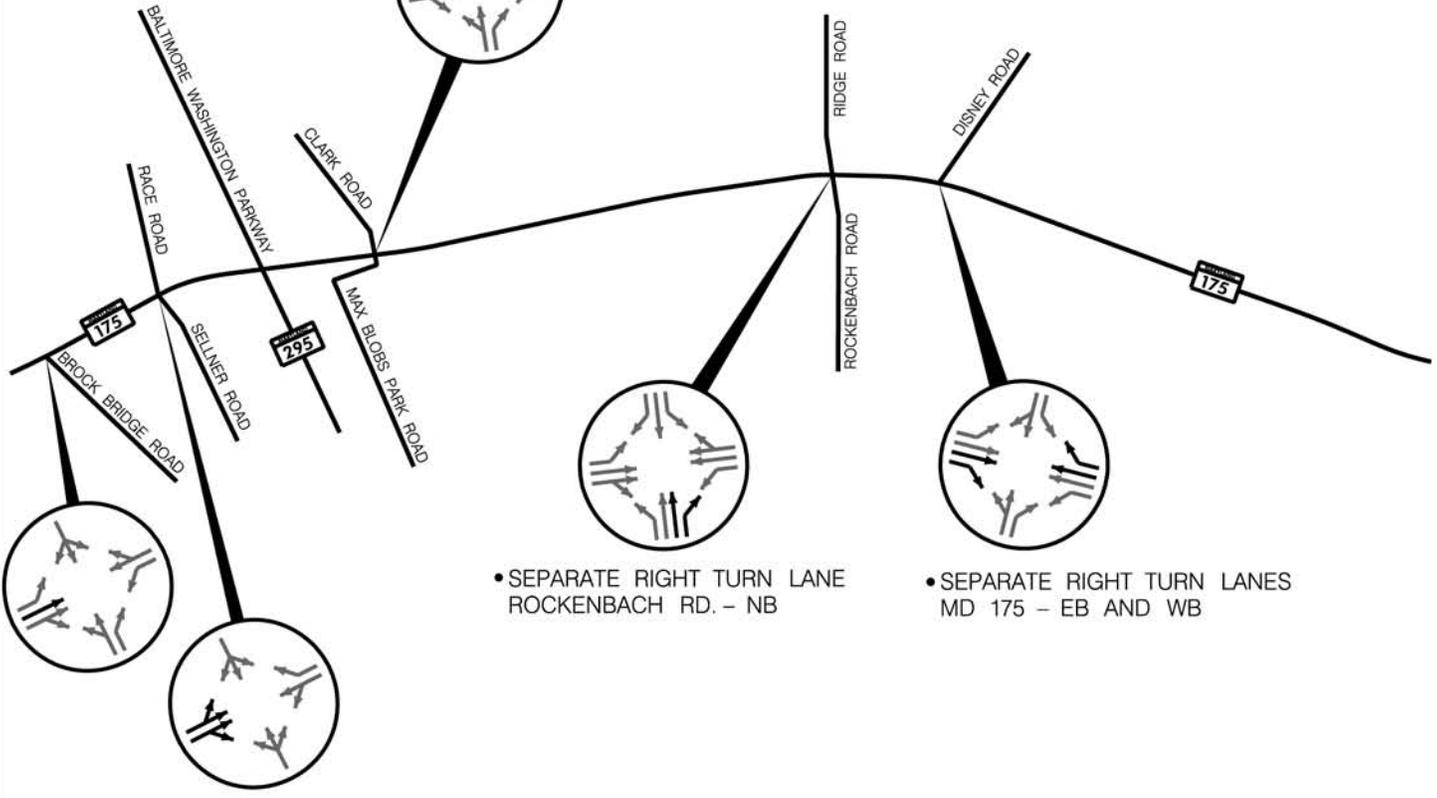
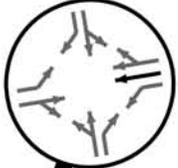


LEGEND	
	EXISTING ROADWAY

 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 JUNE, 2008
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

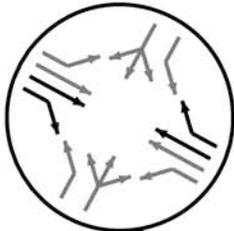


ALTERNATIVE 2 -
TRANSPORTATION SYSTEMS MANAGEMENT ALTERNATIVE (T.S.M.)

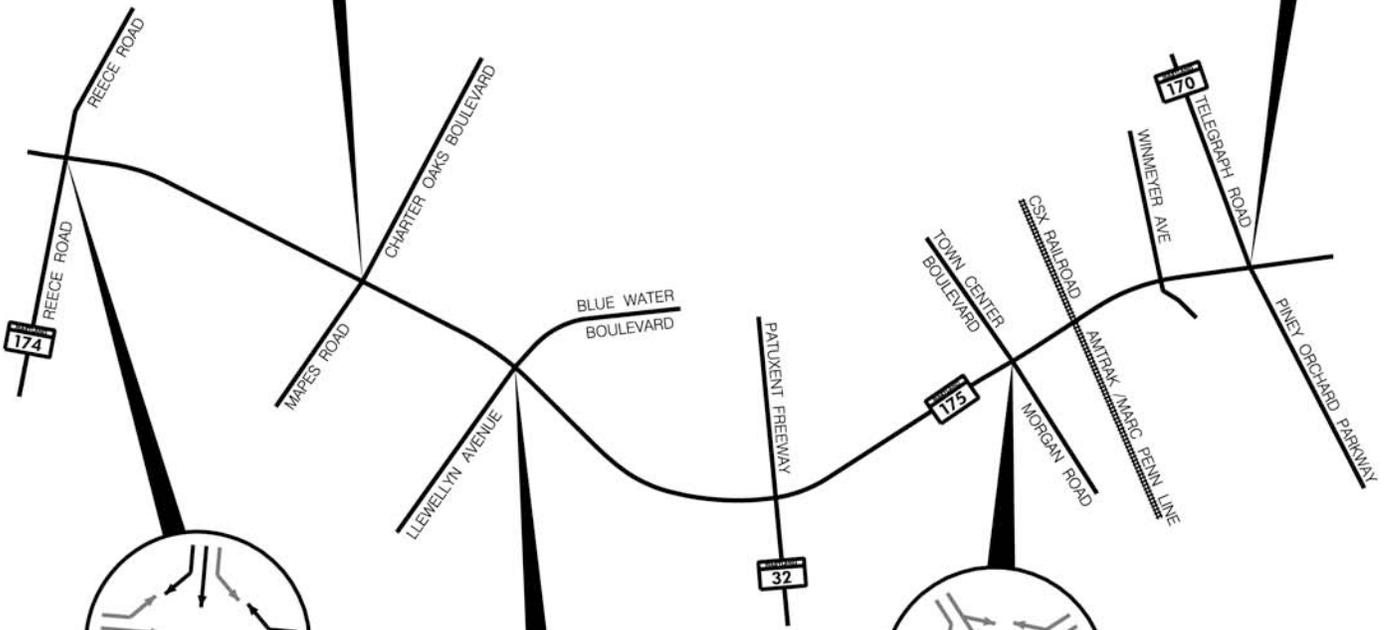
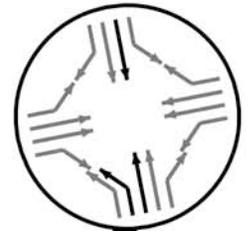
- EXISTING CONDITION
- A NEW LANE OR DIFFERENT CONFIGURATION THAN EXISTING CONDITIONS.



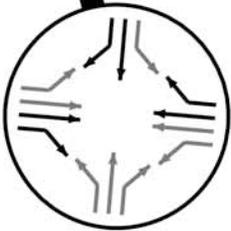
- SEPARATE RIGHT TURN LANES
MD 175 - EB AND WB



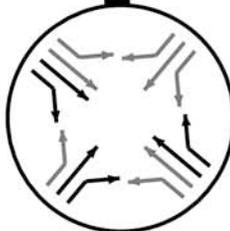
- ADDITIONAL LEFT TURN AND THROUGH LANE
MD 170 - NB
- ADDITIONAL THROUGH LANE
MD 170 - SB



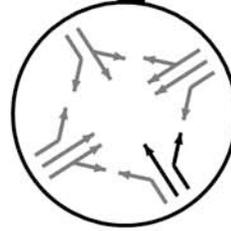
- SEPARATE RIGHT TURN LANES
MD 175 - EB AND WB
REECE RD. - SB



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



- SEPARATE THROUGH LANE
MORGAN RD. - NB



STATE OF MARYLAND
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STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)

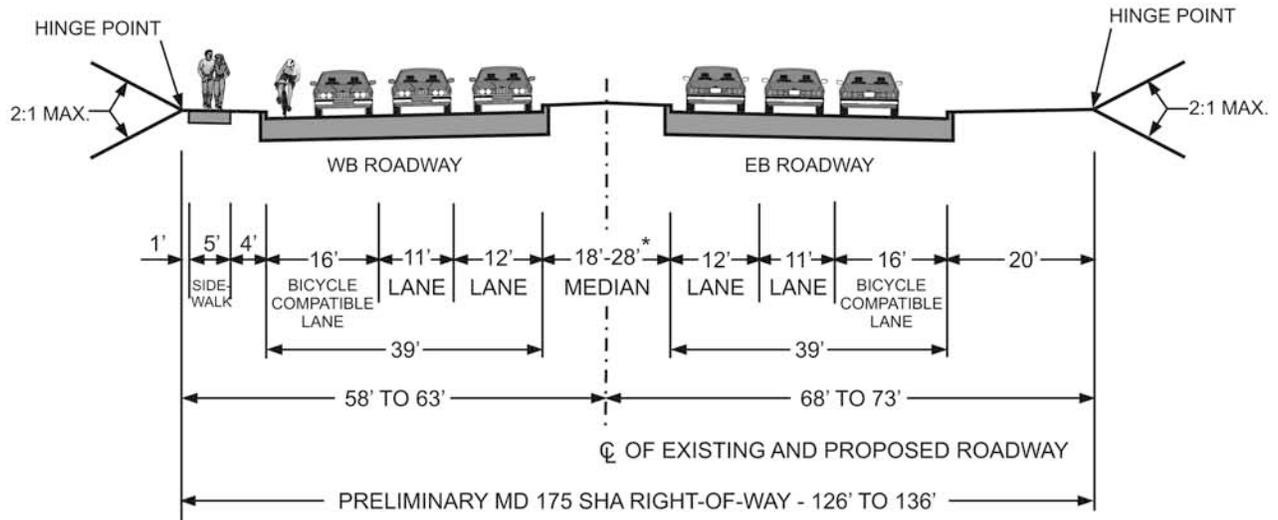
From MD 295 to MD 170

PROPOSED ALTERNATIVE 2 TRANSPORTATION
SYSTEMS MANAGEMENT (T.S.M.)
IMPROVEMENTS

SCALE NO SCALE DATE JUNE, 2008

FIGURE 2

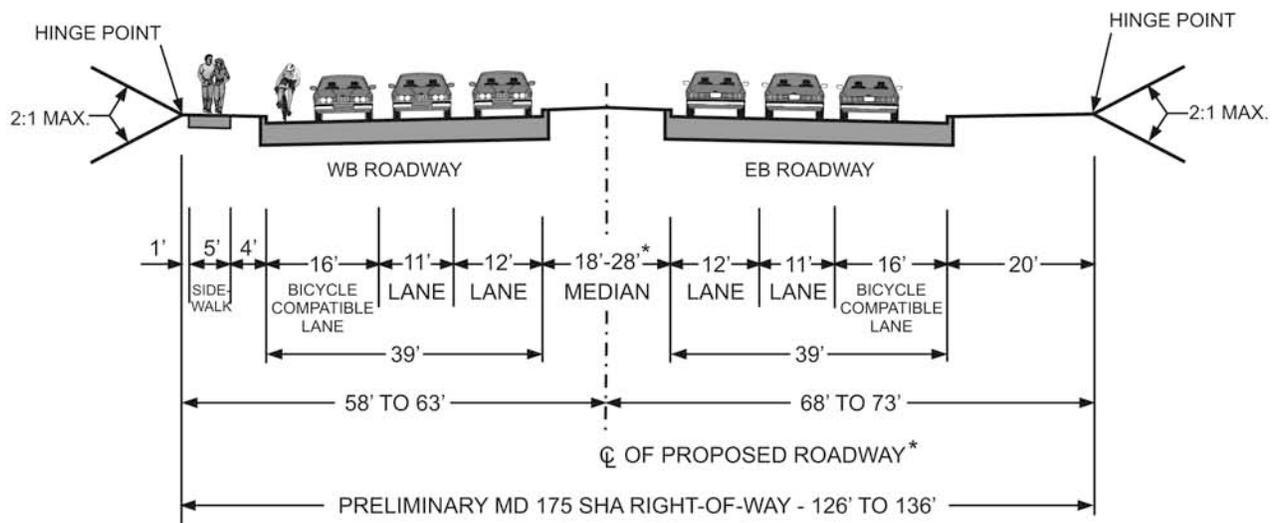
ALTERNATIVE 3: 6-LANE TYPICAL SECTION



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 / 6A: 6-LANE TYPICAL SECTION



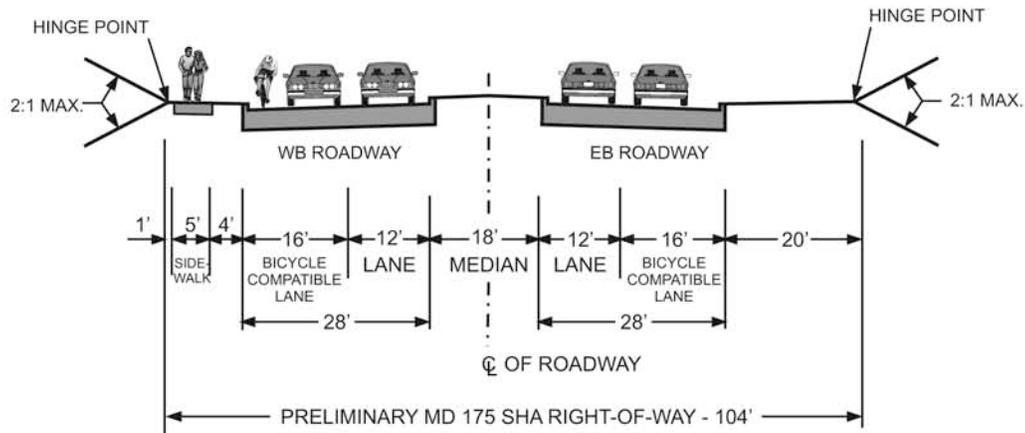
SELLNER / RACE ROAD TO MD 170

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

LEGEND	
	PROPOSED ROADWAY

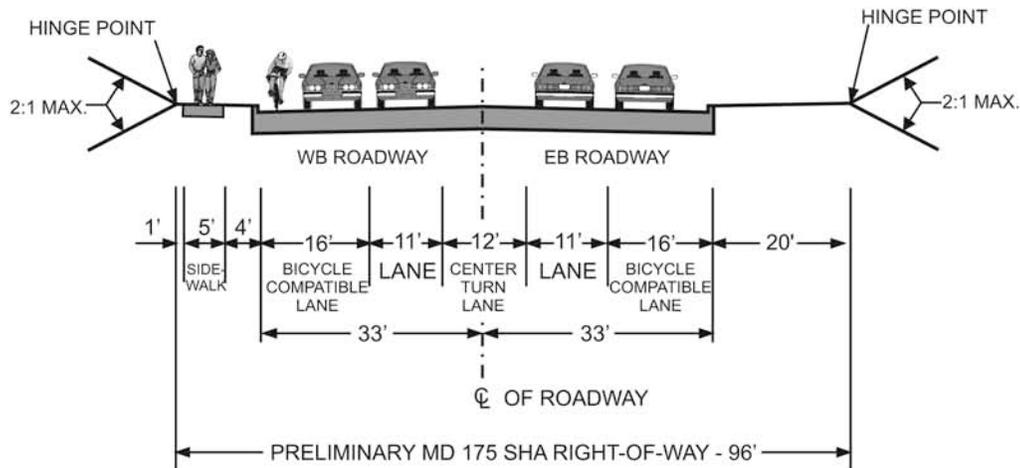
SHA		STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170		
TYPICAL SECTIONS		
SCALE NO SCALE	DATE JUNE, 2008	FIGURE 3

ALTERNATIVE 4 MODIFIED: 4-LANE TYPICAL SECTION



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

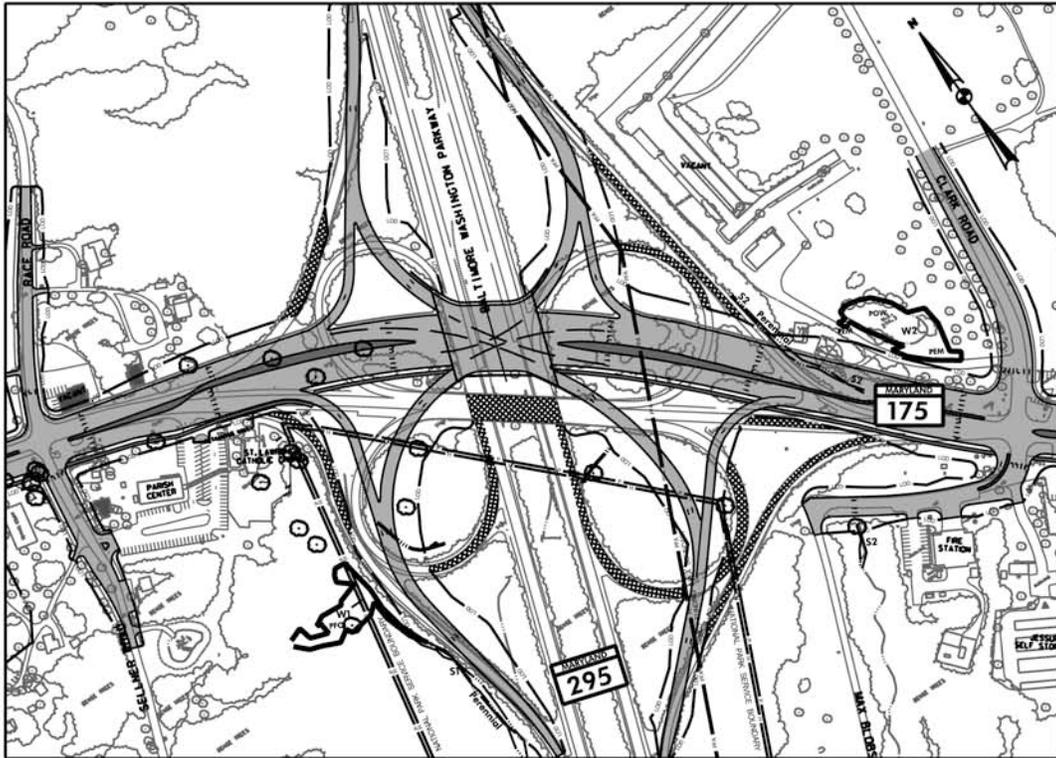
ALTERNATIVE 5: 5-LANE TYPICAL SECTION



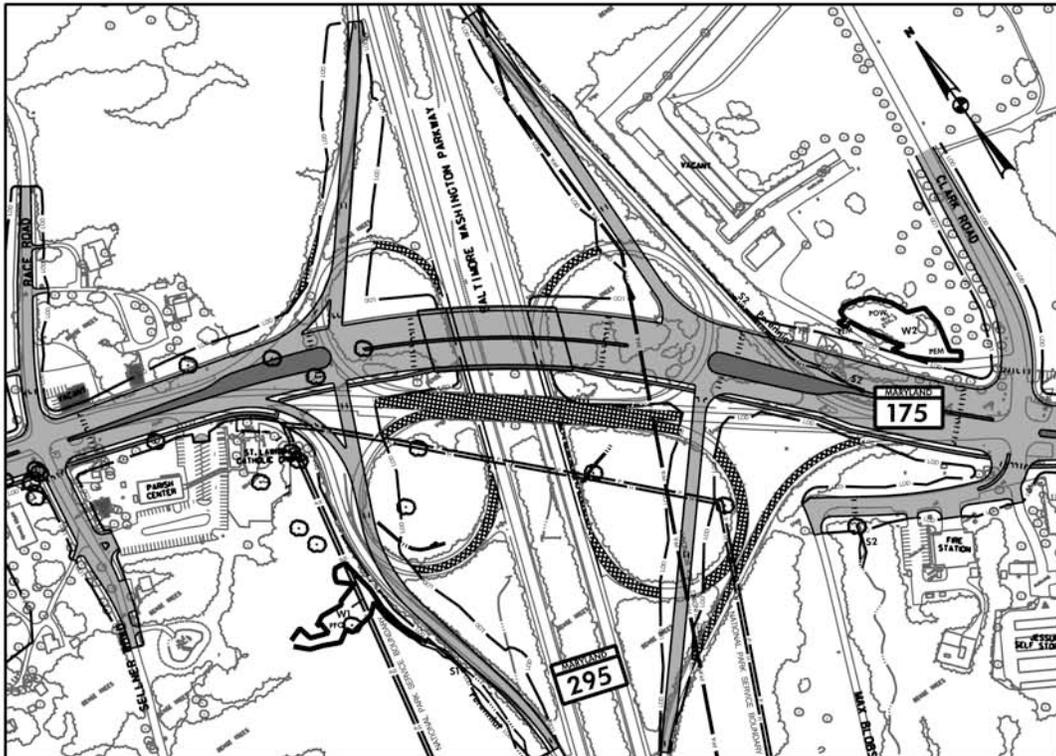
**BROCK BRIDGE ROAD TO SELLNER / RACE ROAD
MAX BLOB'S PARK / CLARK ROAD TO REECE ROAD**

LEGEND	
	PROPOSED ROADWAY

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
TYPICAL SECTIONS	
SCALE NO SCALE	DATE JUNE, 2008
FIGURE 4	



INTERCHANGE OPTION A2



INTERCHANGE OPTION E

LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT



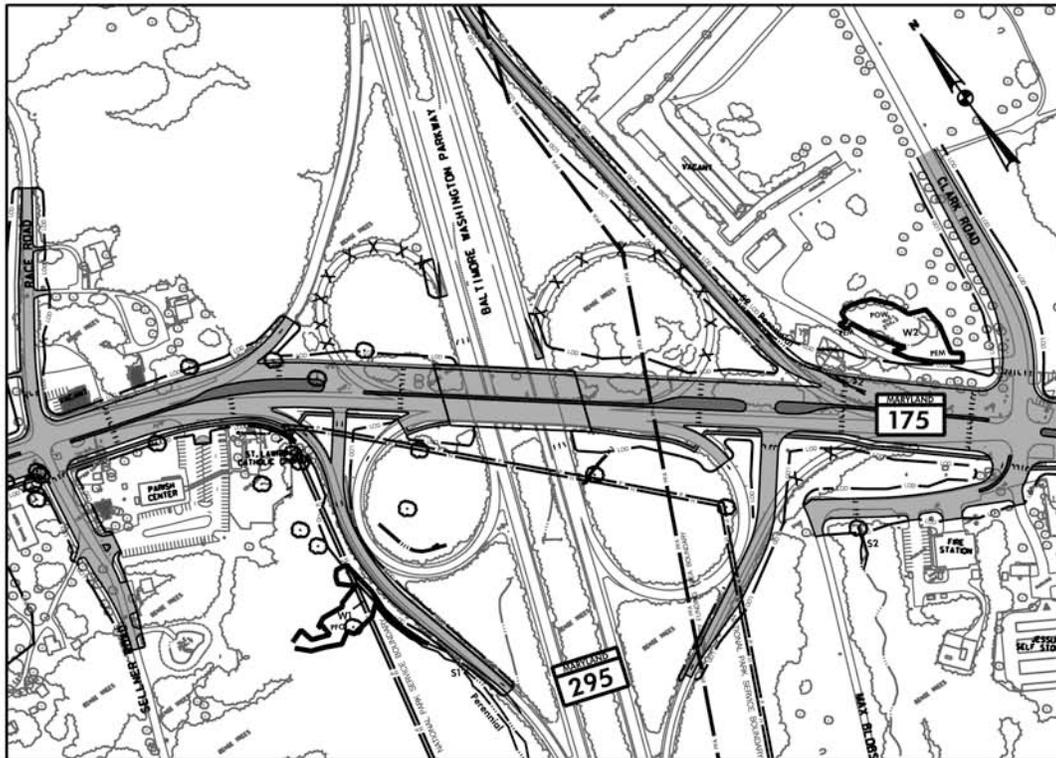
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

MD 295

INTERCHANGE OPTIONS



INTERCHANGE OPTION F

LEGEND

- | | | | |
|---|--------------------------------|---|------------------------|
|  | PROPOSED ROADWAY |  | PARK BOUNDARY |
|  | PAVEMENT REMOVAL |  | HISTORIC BOUNDARY |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |



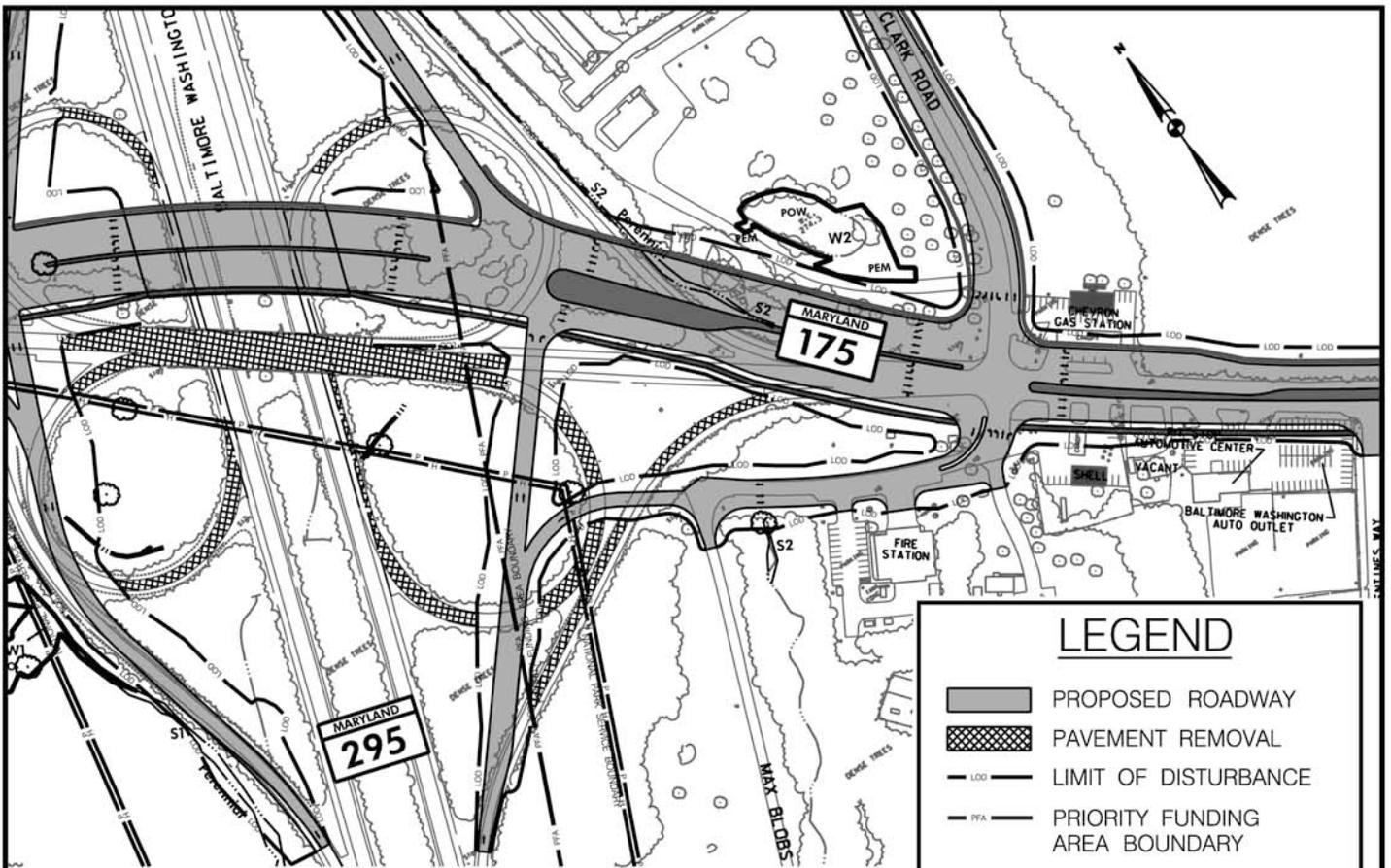
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

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

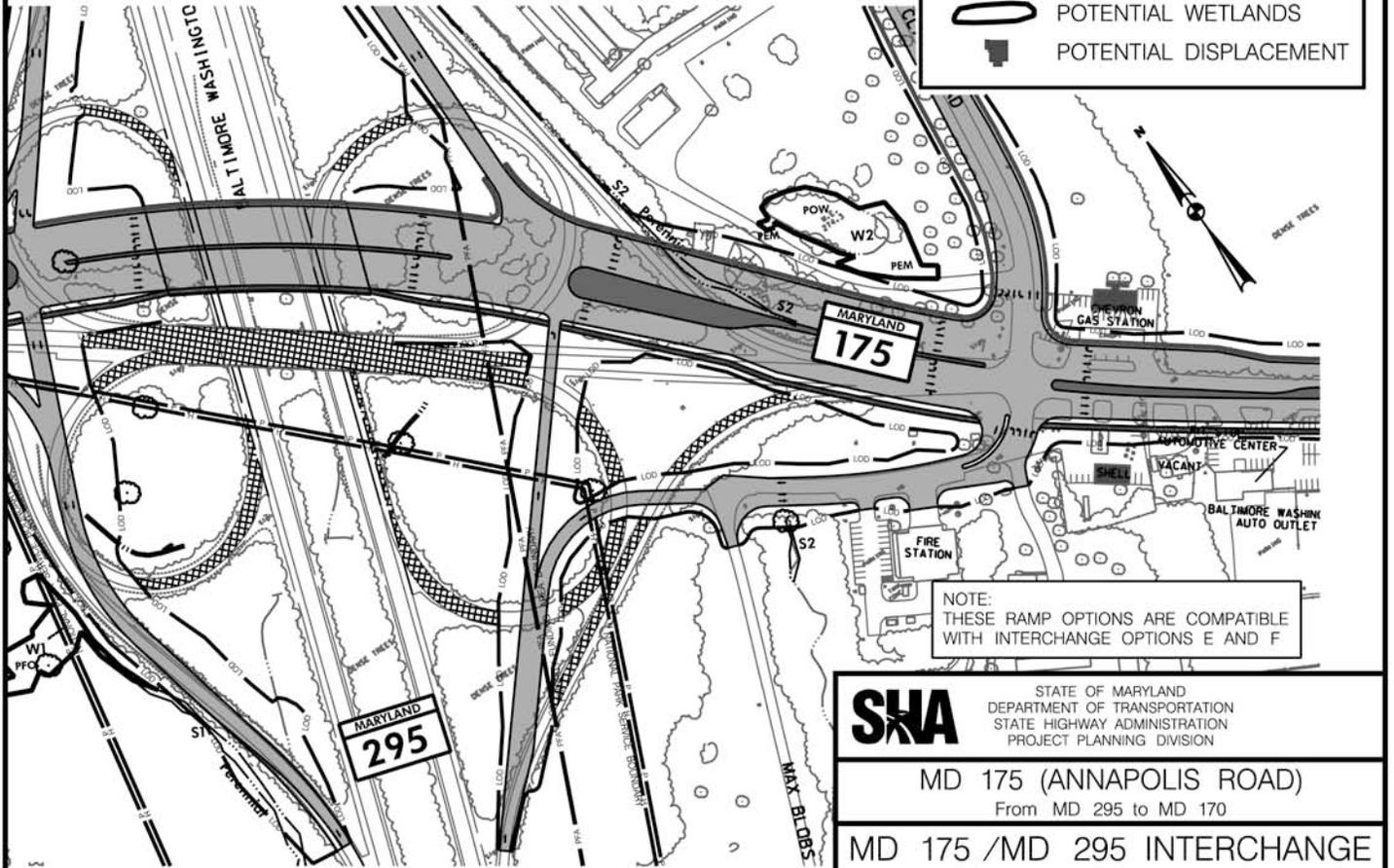
MD 295
INTERCHANGE OPTIONS

SCALE NOT TO SCALE DATE JUNE, 2008

FIGURE 5b



MAX BLOBS OPTION A



MAX BLOBS OPTION B

NOTE:
THESE RAMP OPTIONS ARE COMPATIBLE
WITH INTERCHANGE OPTIONS E AND F



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

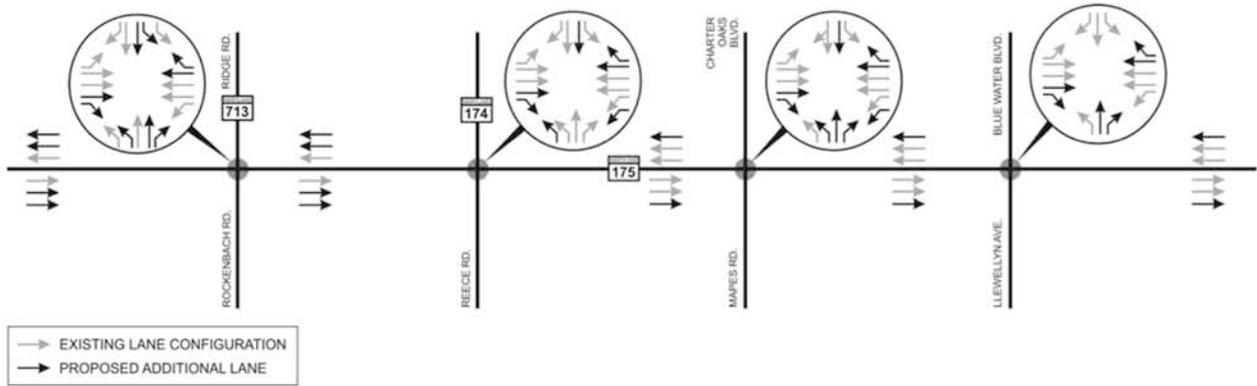
MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

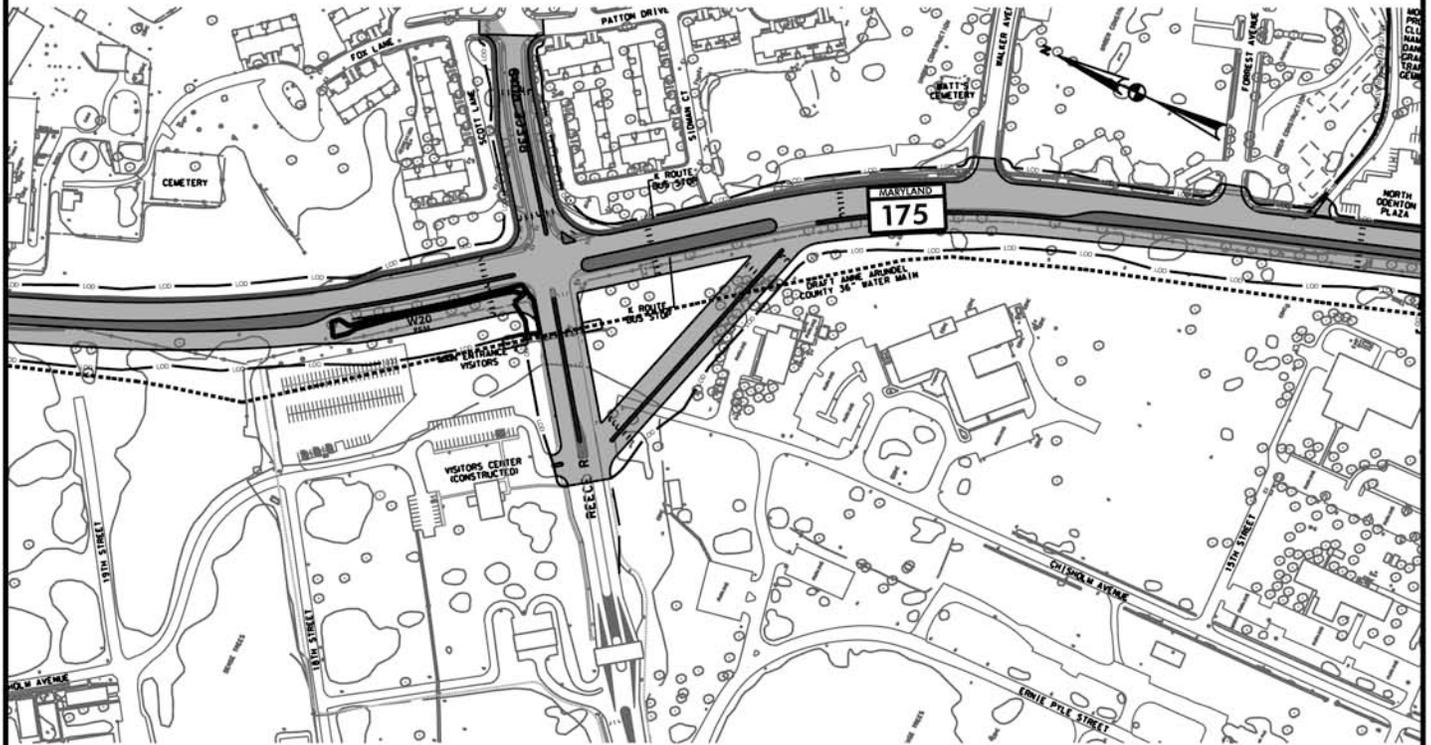
MD 175 /MD 295 INTERCHANGE
MAX BLOBS OPTIONS

SCALE 1" = 300' DATE JUNE, 2008

FIGURE 5c



GENERAL FT. MEADE ACCESS OPTION A



GENERAL FT. MEADE REECE ROAD ACCESS OPTION B (CFI)

LEGEND

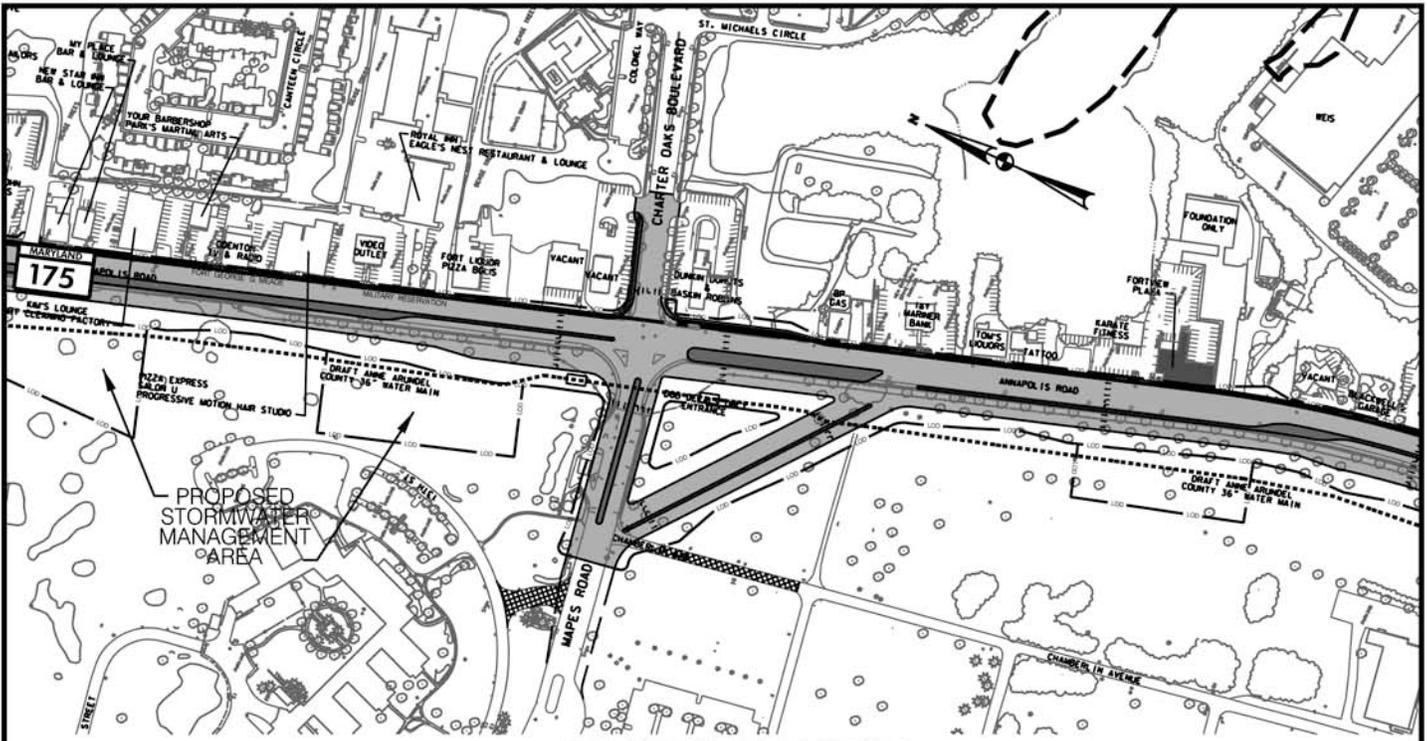
- PROPOSED ROADWAY
- PAVEMENT REMOVAL
- LIMIT OF DISTURBANCE
- FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- POTENTIAL WETLANDS
- POTENTIAL DISPLACEMENT

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

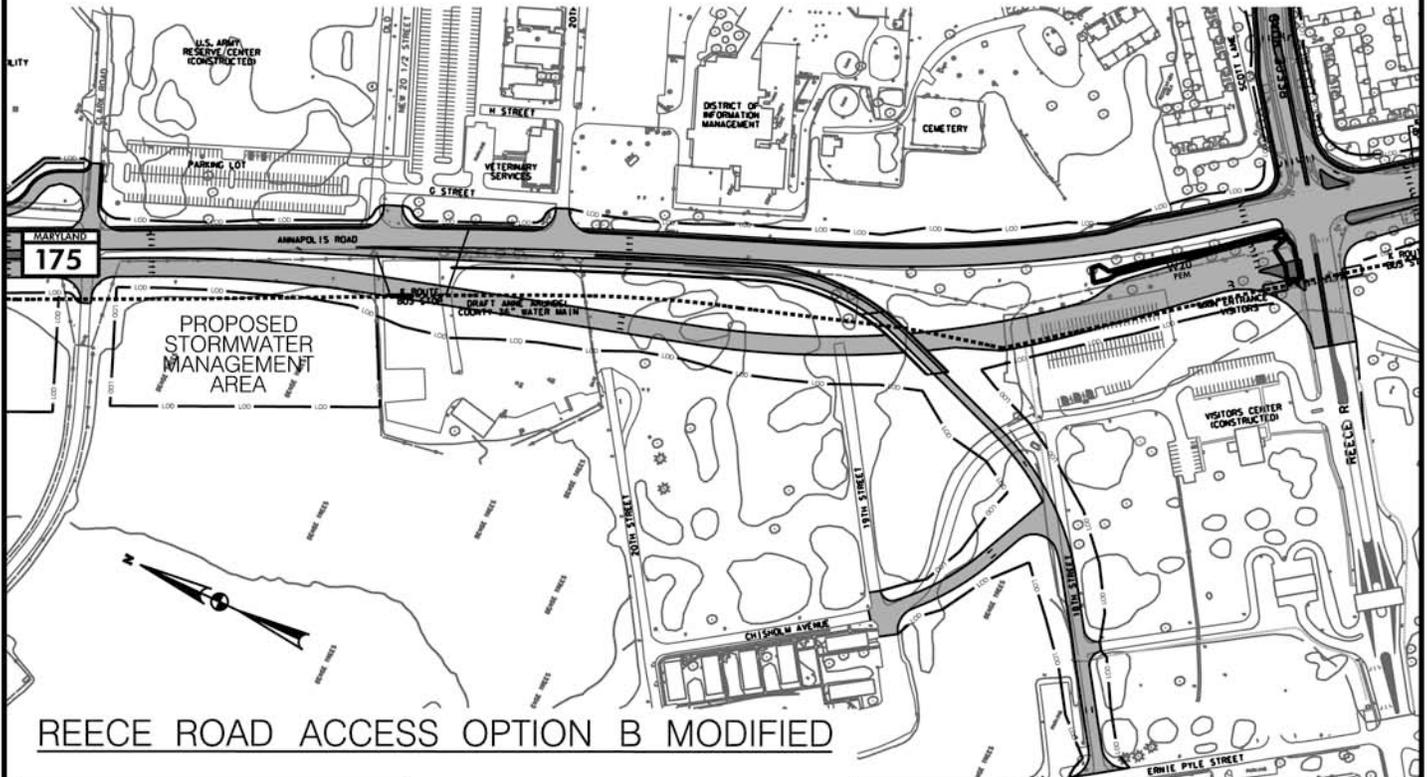
MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

Ft. MEADE ACCESS OPTIONS

SCALE 1" = 400' DATE JUNE, 2008 FIGURE 6a



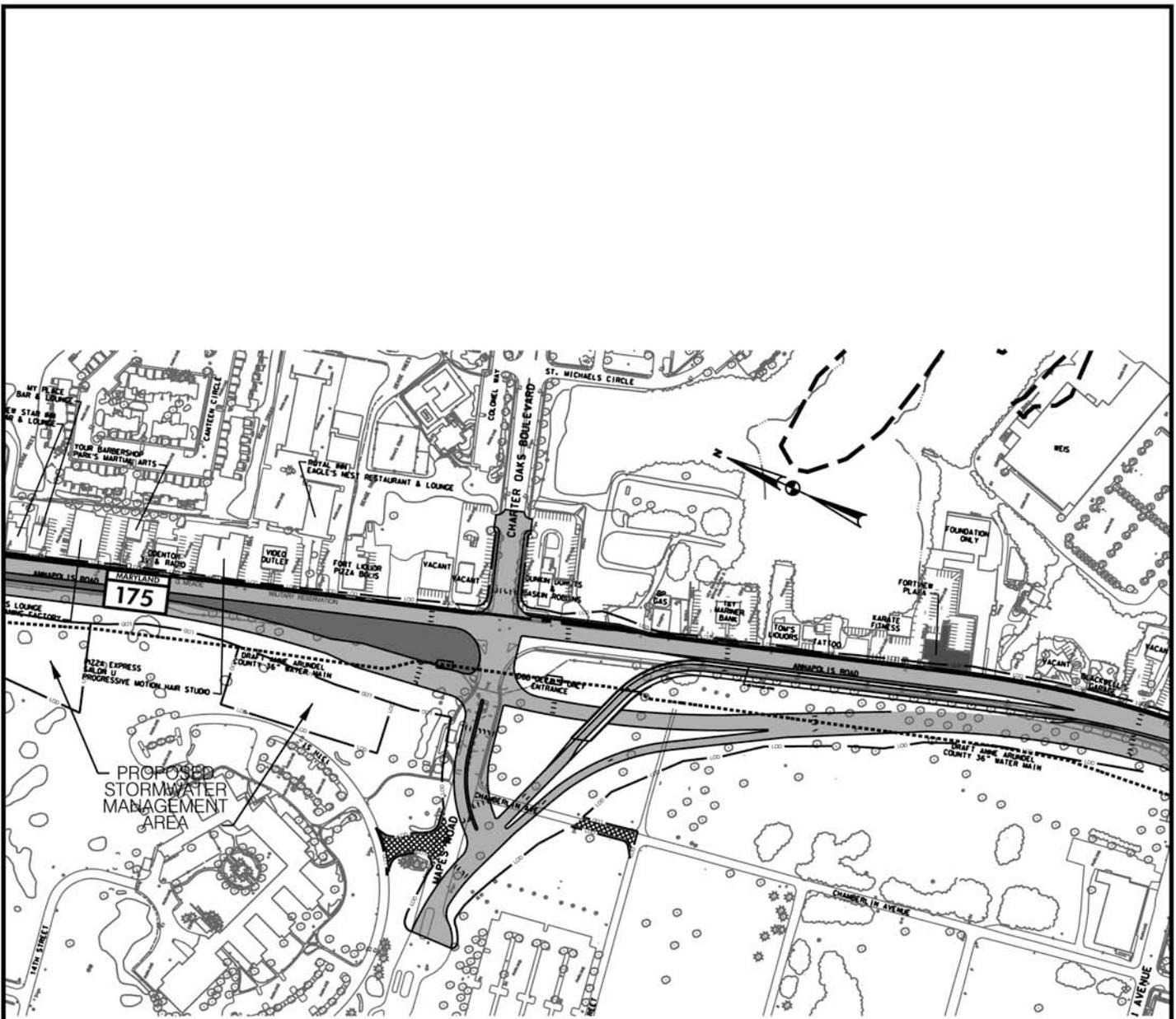
GENERAL FT. MEADE
 MAPES ROAD ACCESS OPTION B (CFI)



REECE ROAD ACCESS OPTION B MODIFIED

LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT

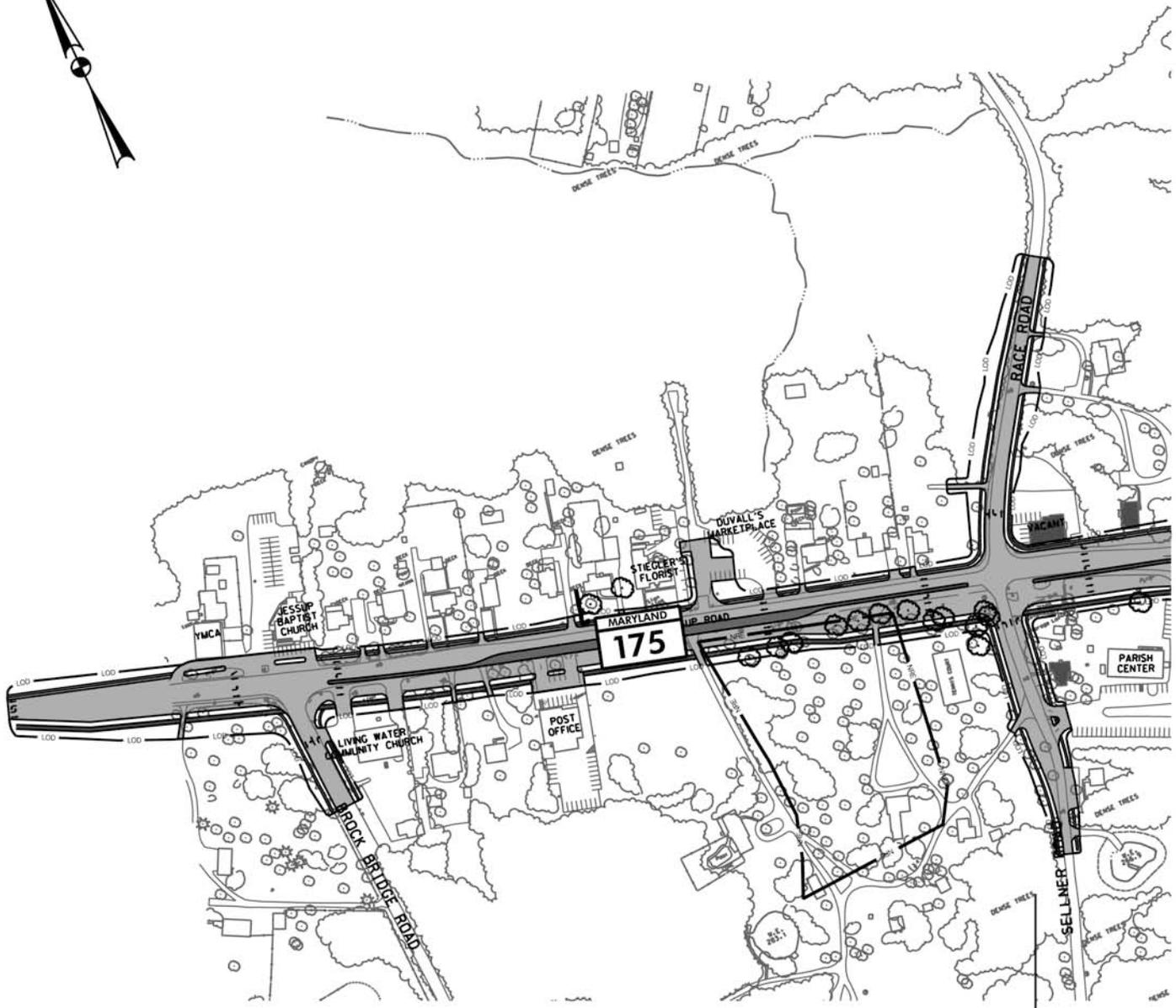
	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
Ft. MEADE ACCESS OPTIONS	
SCALE 1" = 400'	DATE JUNE, 2008
FIGURE 6b	



MAPES ROAD ACCESS OPTION B

LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT

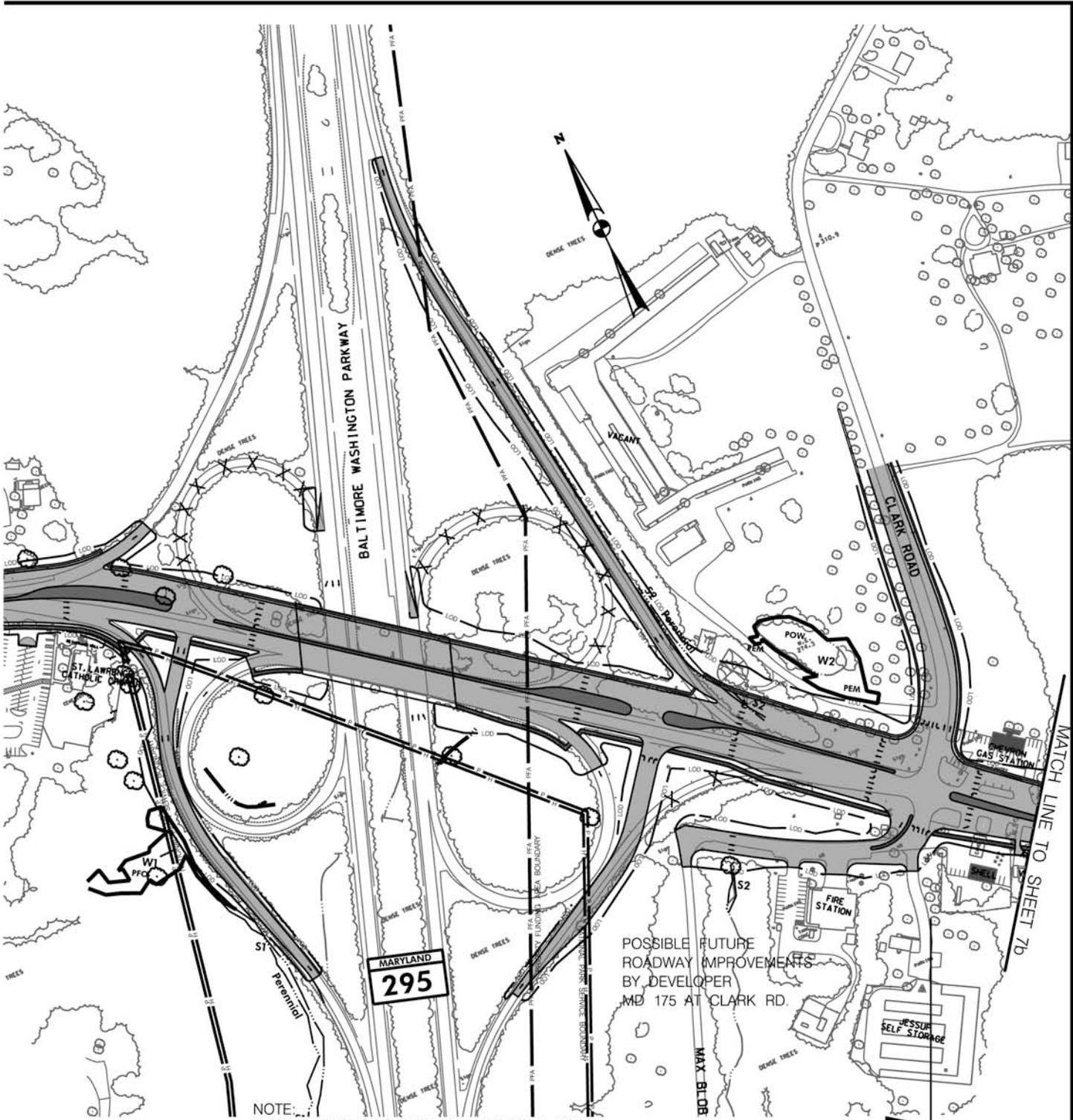
	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
Ft. MEADE ACCESS OPTIONS	
SCALE 1" = 400' DATE JUNE, 2008	FIGURE 6c



NOTE:
 THIS PLAN SHOWS ALTERNATIVE 3, WHICH
 IN THIS SEGMENT WOULD CONSIST OF EITHER
 A 4-LANE DIVIDED OR 5-LANE UNDIVIDED
 TYPICAL SECTION.

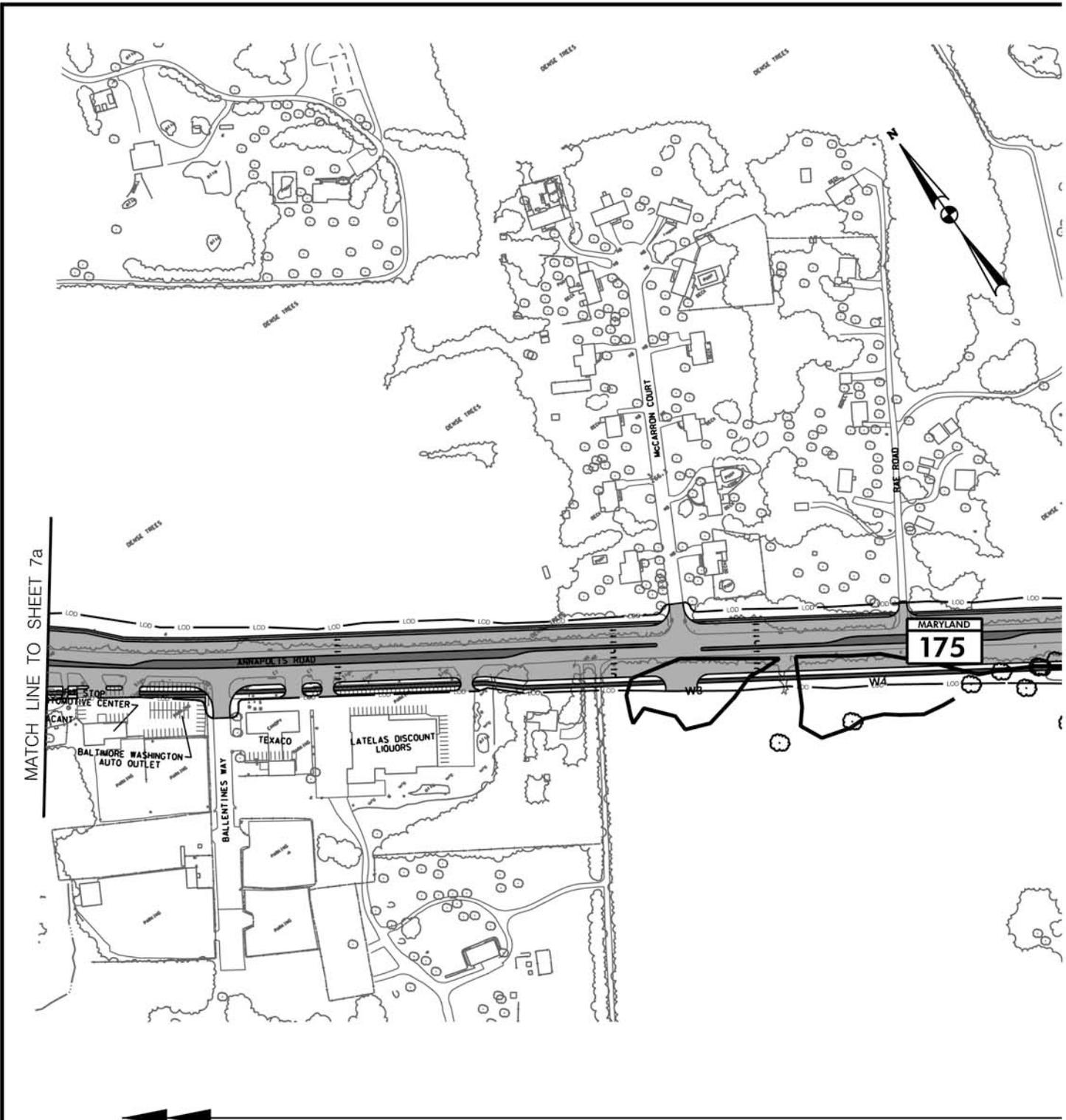
LEGEND

	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		



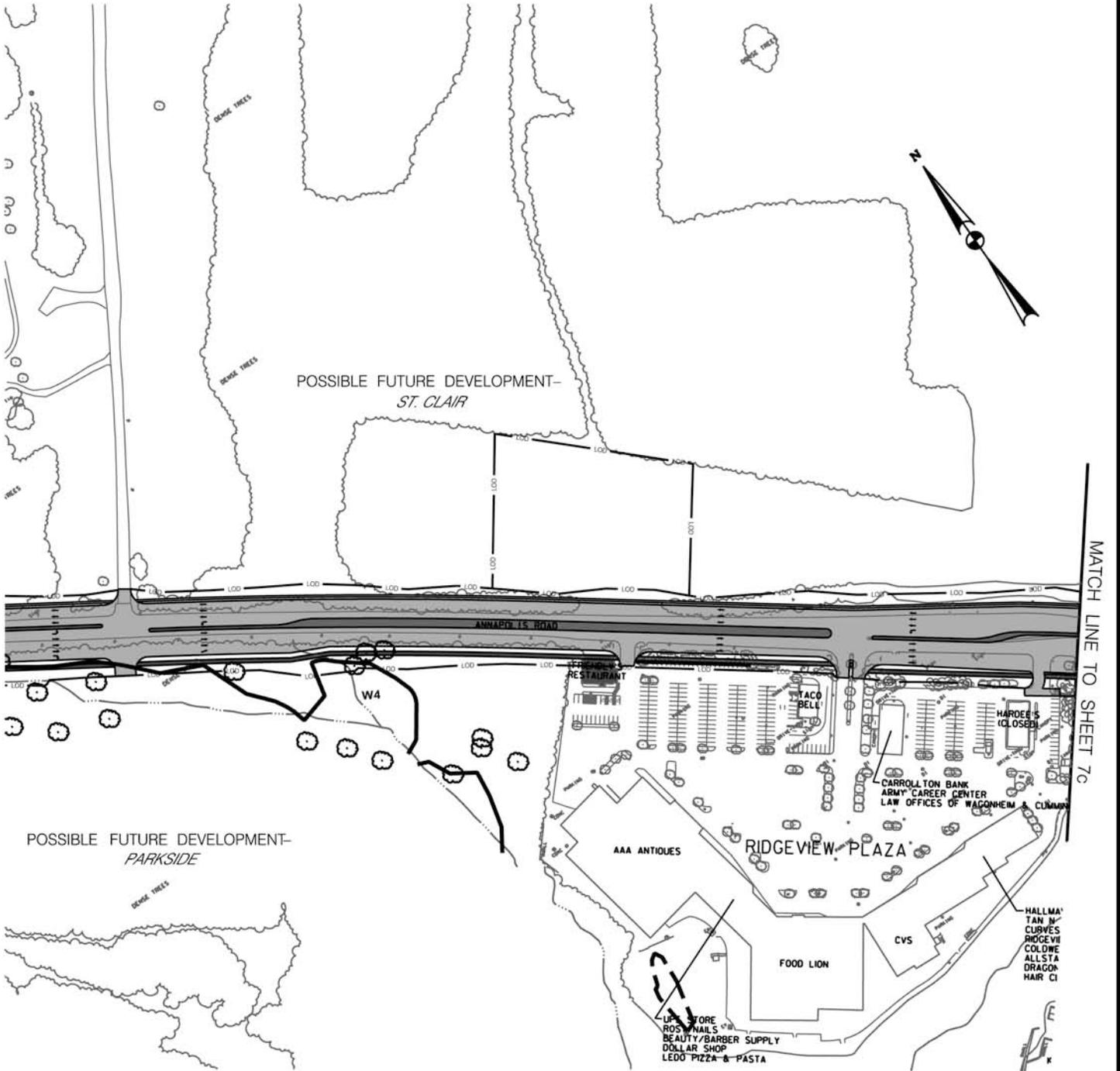
NOTE: THIS PLAN SHOWS THE ALTERNATIVE 3 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 6 OR 6A TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.

	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 3	
SCALE 1" = 300'	DATE JUNE, 2008
SHEET 7a	



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 | | |



MATCH LINE TO SHEET 7c

POSSIBLE FUTURE DEVELOPMENT-
PARKSIDE

POSSIBLE FUTURE DEVELOPMENT-
ST. CLAIR

ANNAPOLIS ROAD

W4

RESTAURANT

TACO BELL

HARDEE'S (CLOSED)

CARROLLTON BANK
ARMY CAREER CENTER
LAW OFFICES OF WAGONHEIM & CUMMINS

AAA ANTIQUES

RIDGEVIEW PLAZA

FOOD LION

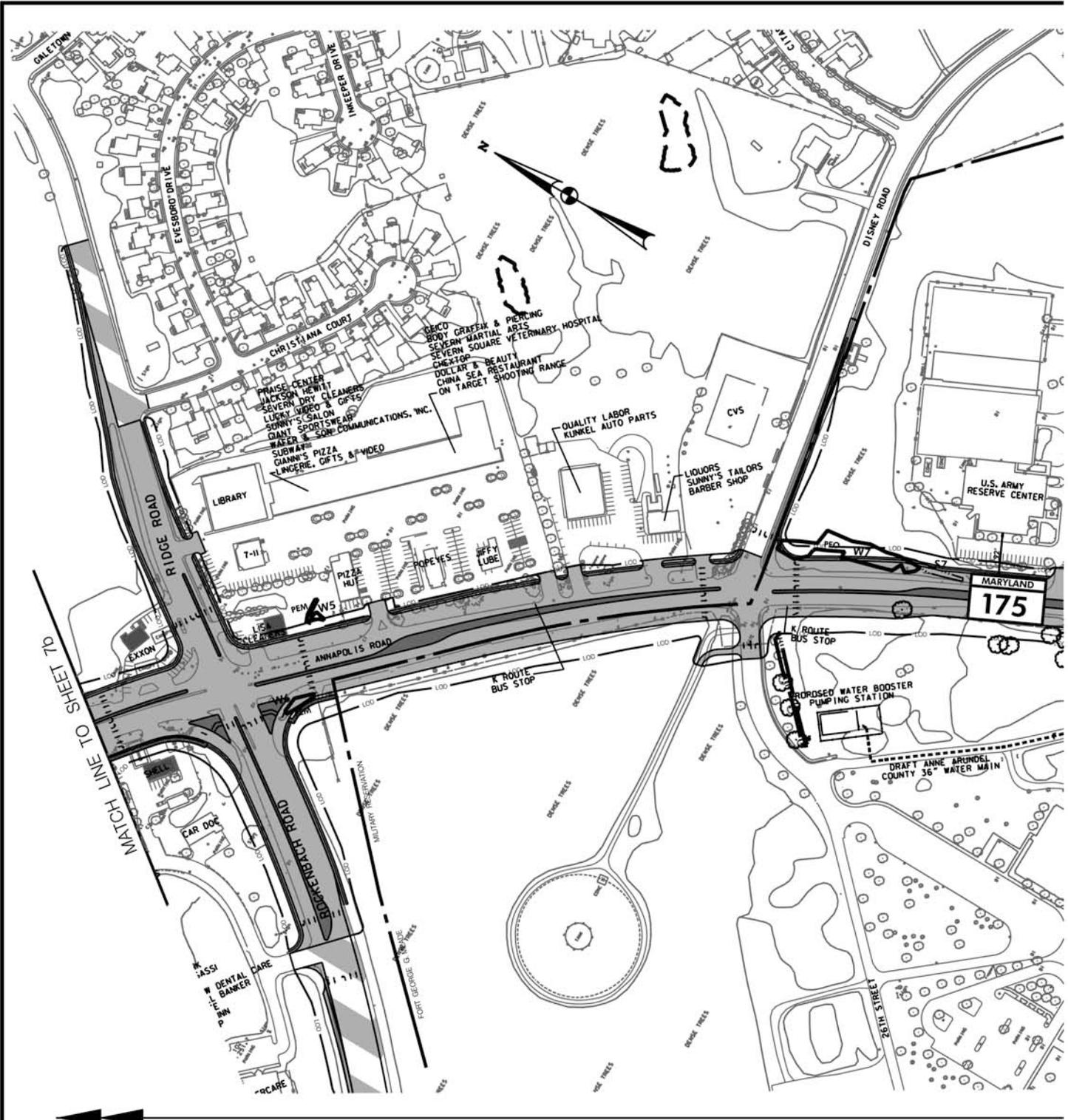
CVS

HALLMAN
TAN N
CURVES
RIDGEVIEW
COLDWELL
ALLSTA
DRAGON
HAIR CI

LIQUOR STORE
ROSE NAILS
BEAUTY/BARBER SUPPLY
DOLLAR SHOP
LEDO PIZZA & PASTA

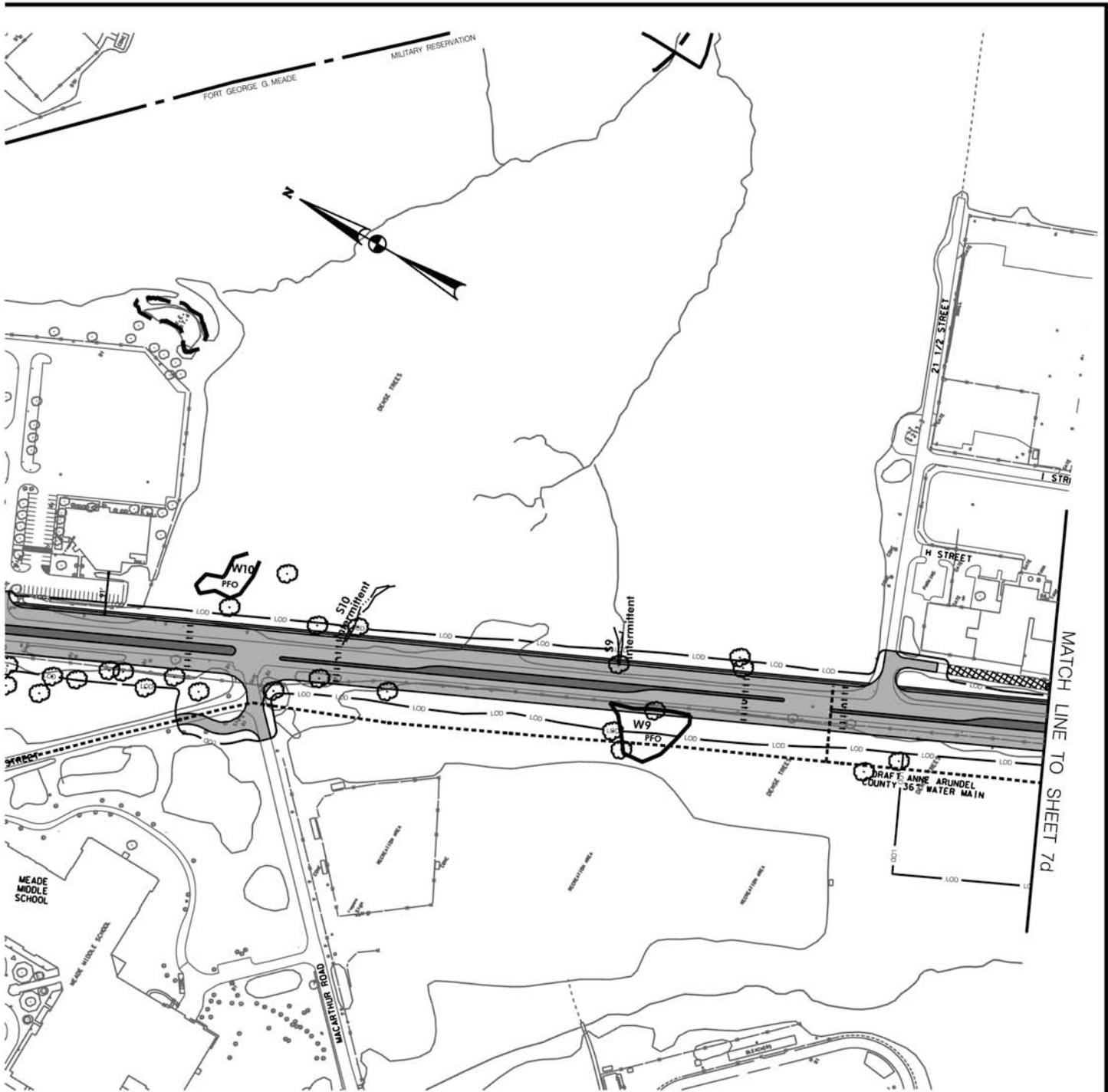
NOTE:
THIS PLAN SHOWS THE ALTERNATIVE 3 TYPICAL
SECTION AND ALIGNMENT. THE ALTERNATIVE 4 MOD.,
5, 6 OR 6A TYPICAL SECTION COULD BE USED IN
THIS SEGMENT.

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 3	
SCALE 1" = 300'	DATE JUNE, 2008
SHEET 7b	



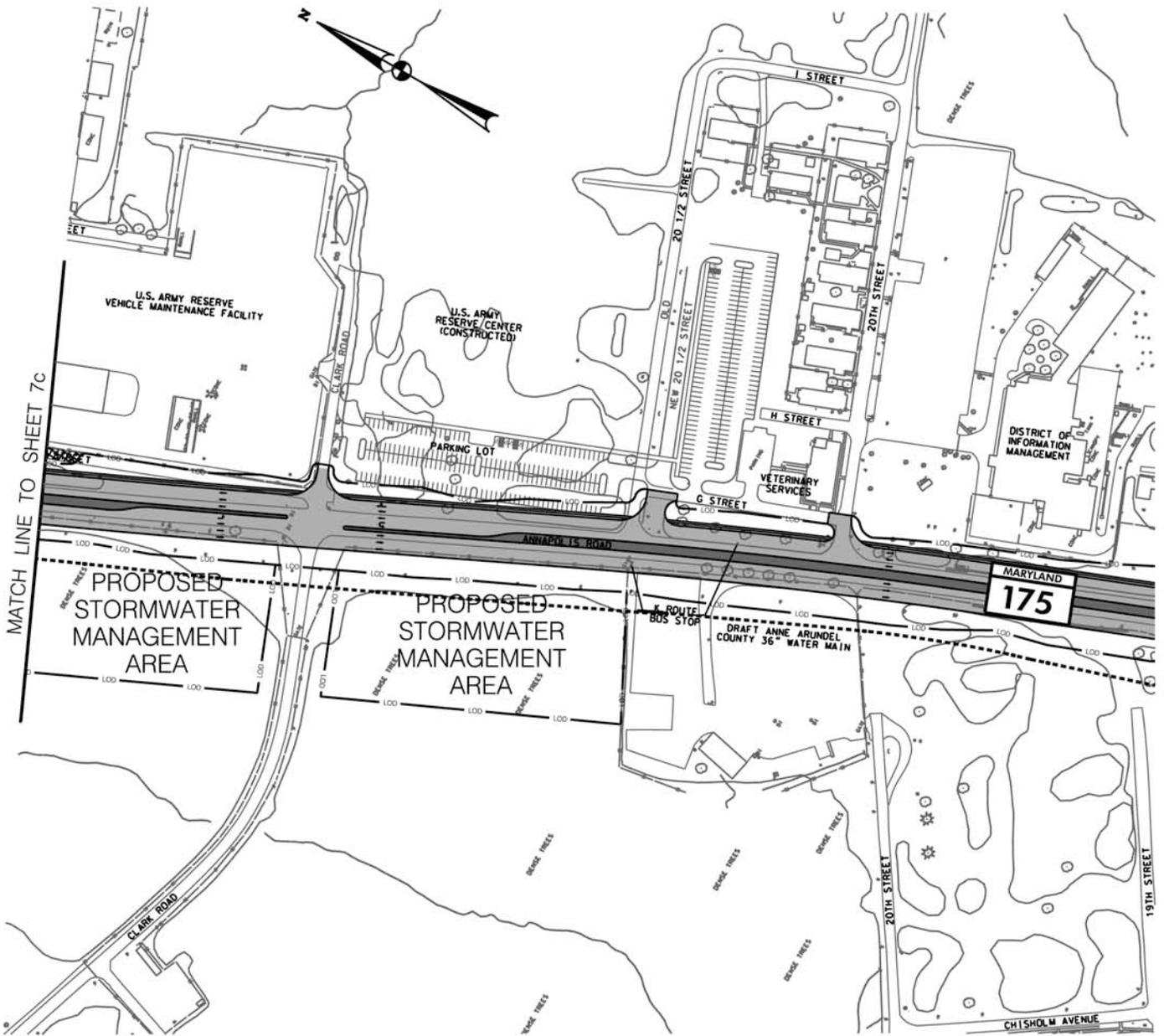
LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | 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 3 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 4 MOD., 5, 6 OR 6A TYPICAL SECTION COULD BE USED IN THIS SEGMENT.

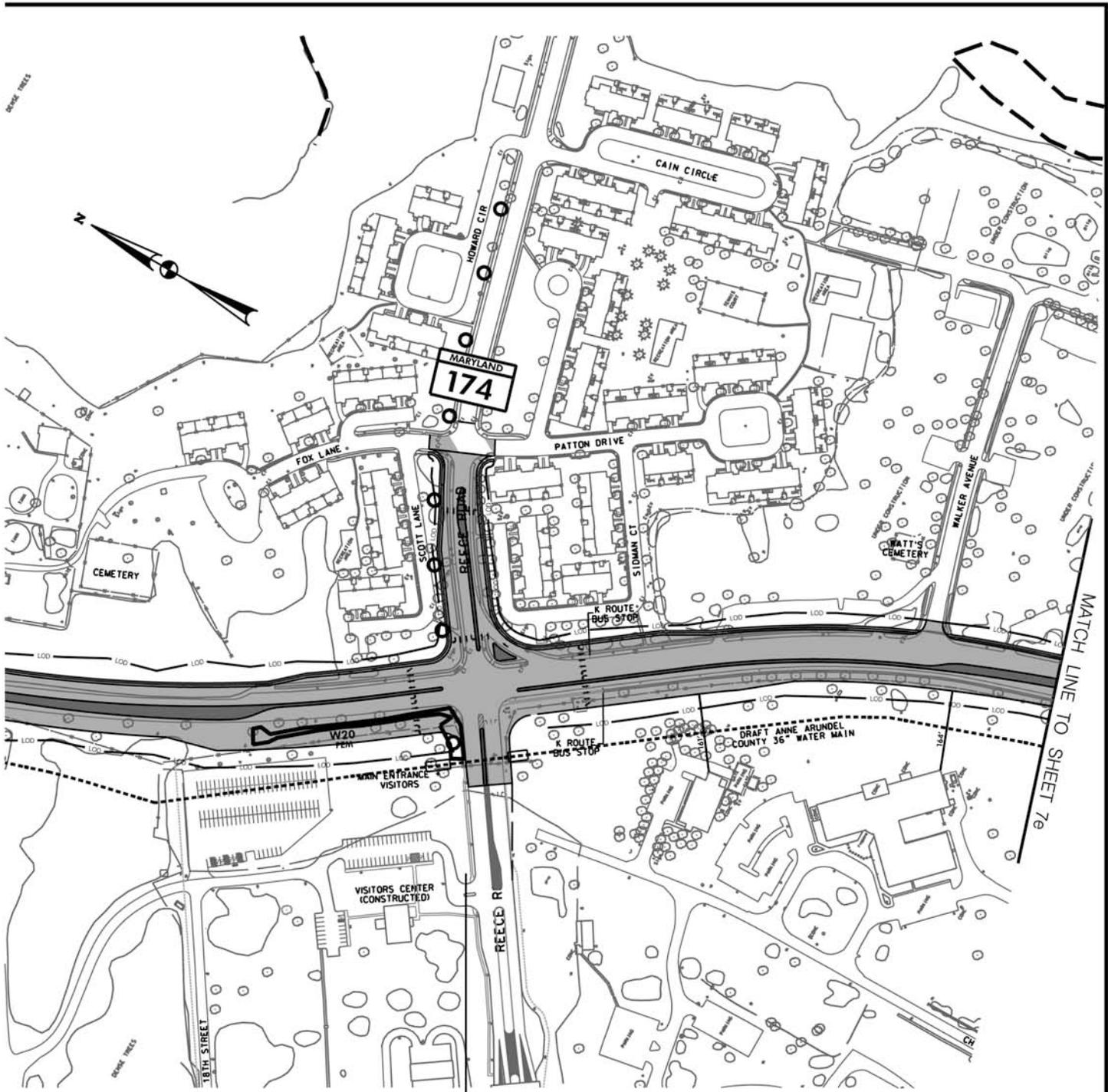
SHA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
PRELIMINARY PLAN ALTERNATIVE 3		
SCALE 1" = 300'	DATE JUNE, 2008	SHEET 7c



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

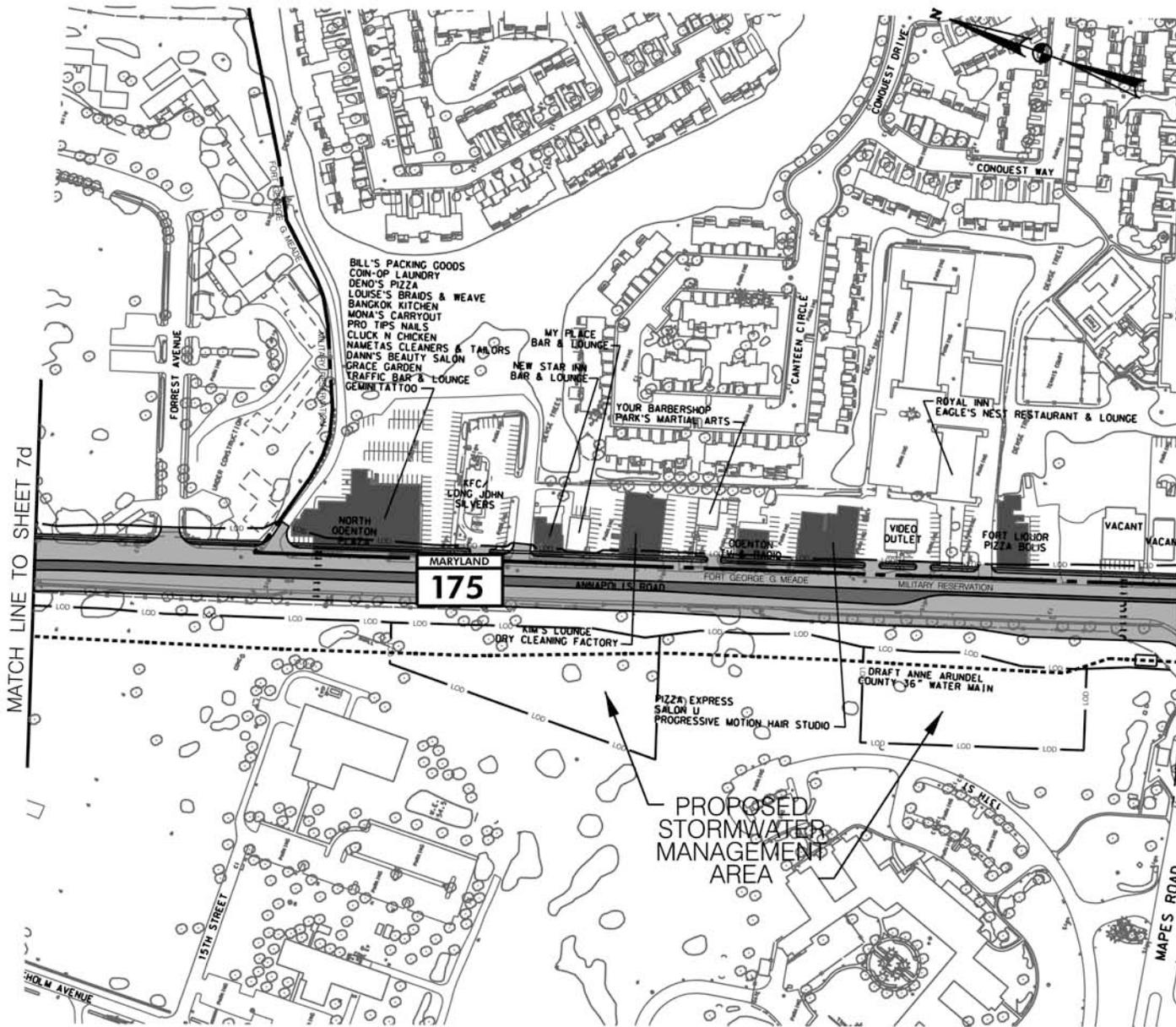
LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | 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 3 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 6 OR 6A 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 3		
SCALE 1" = 300'	DATE JUNE, 2008	SHEET 7d

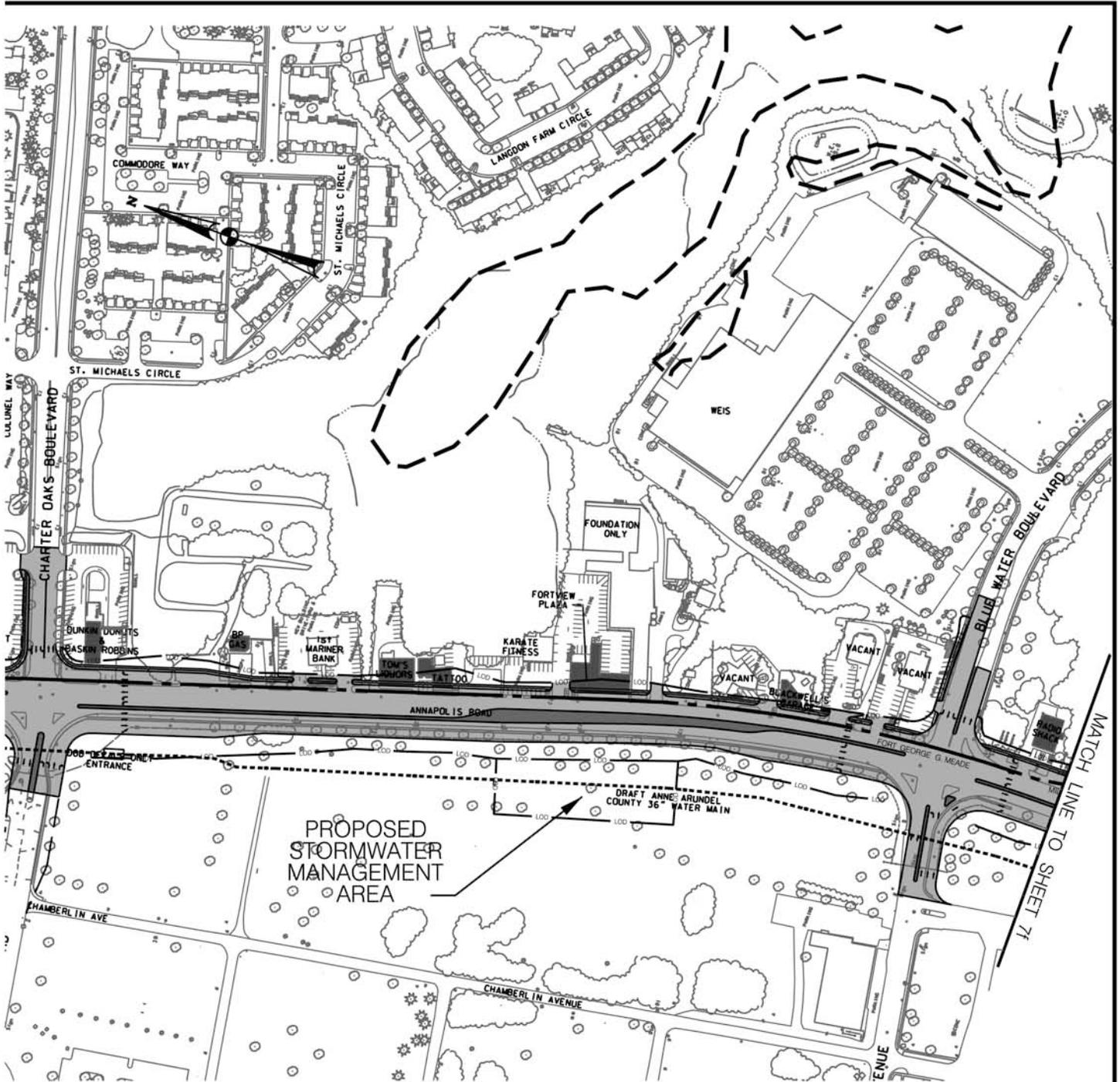


MATCH LINE TO SHEET 7d



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 | | |

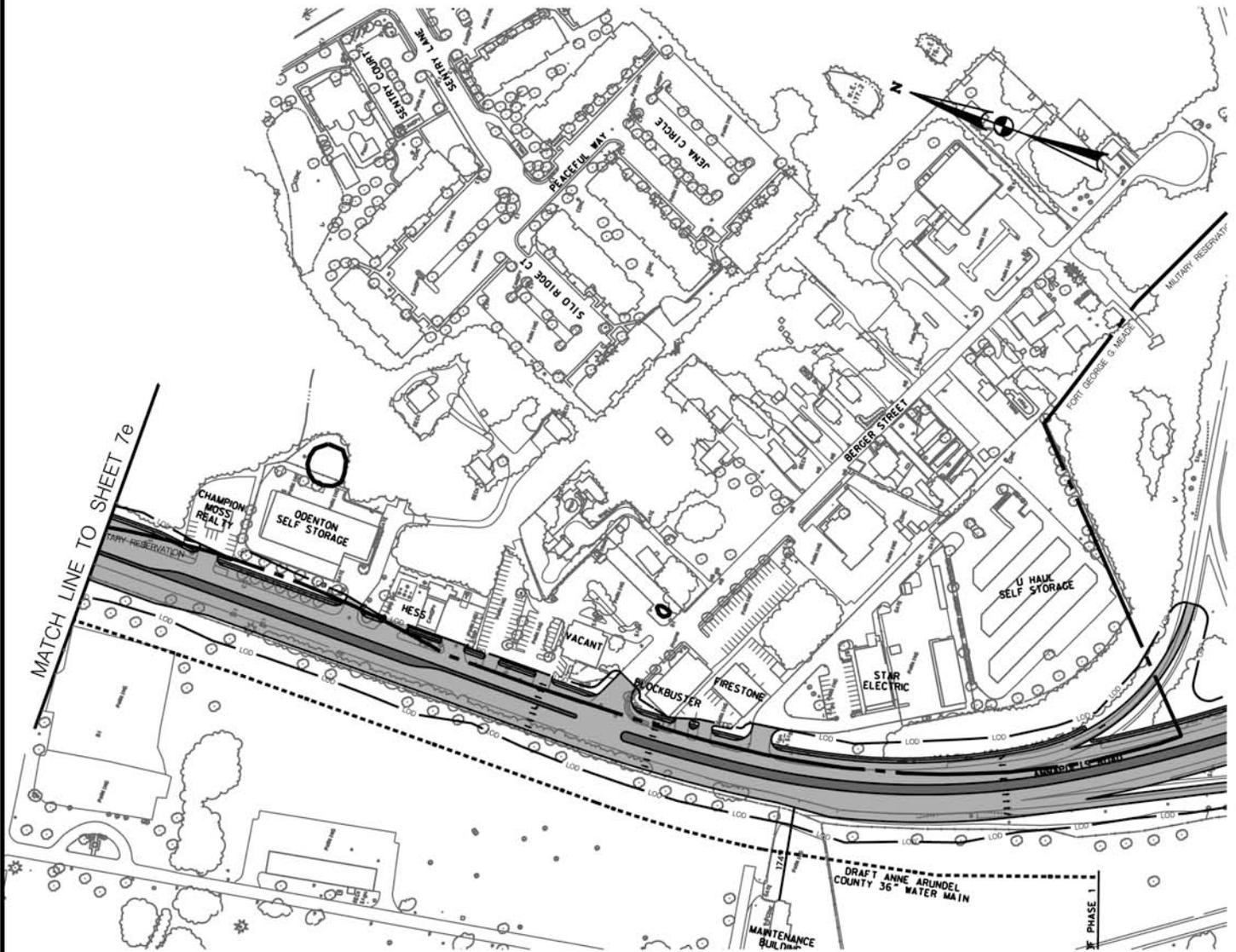


NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 3 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 6 OR 6A TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.

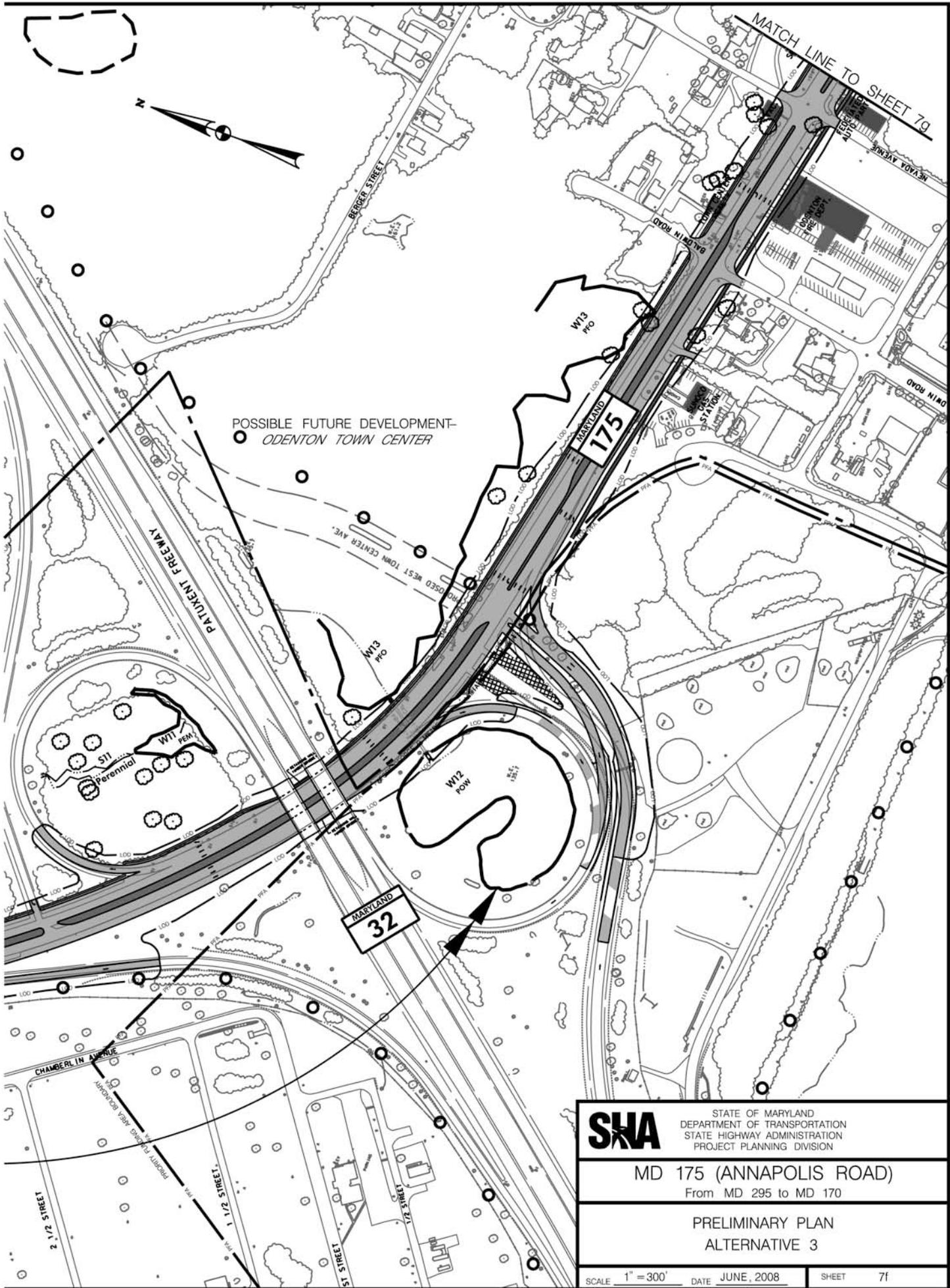
SHA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PRELIMINARY PLAN ALTERNATIVE 3	
SCALE 1" = 300'	DATE JUNE, 2008
SHEET 7e	

LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | FL. 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 | | |

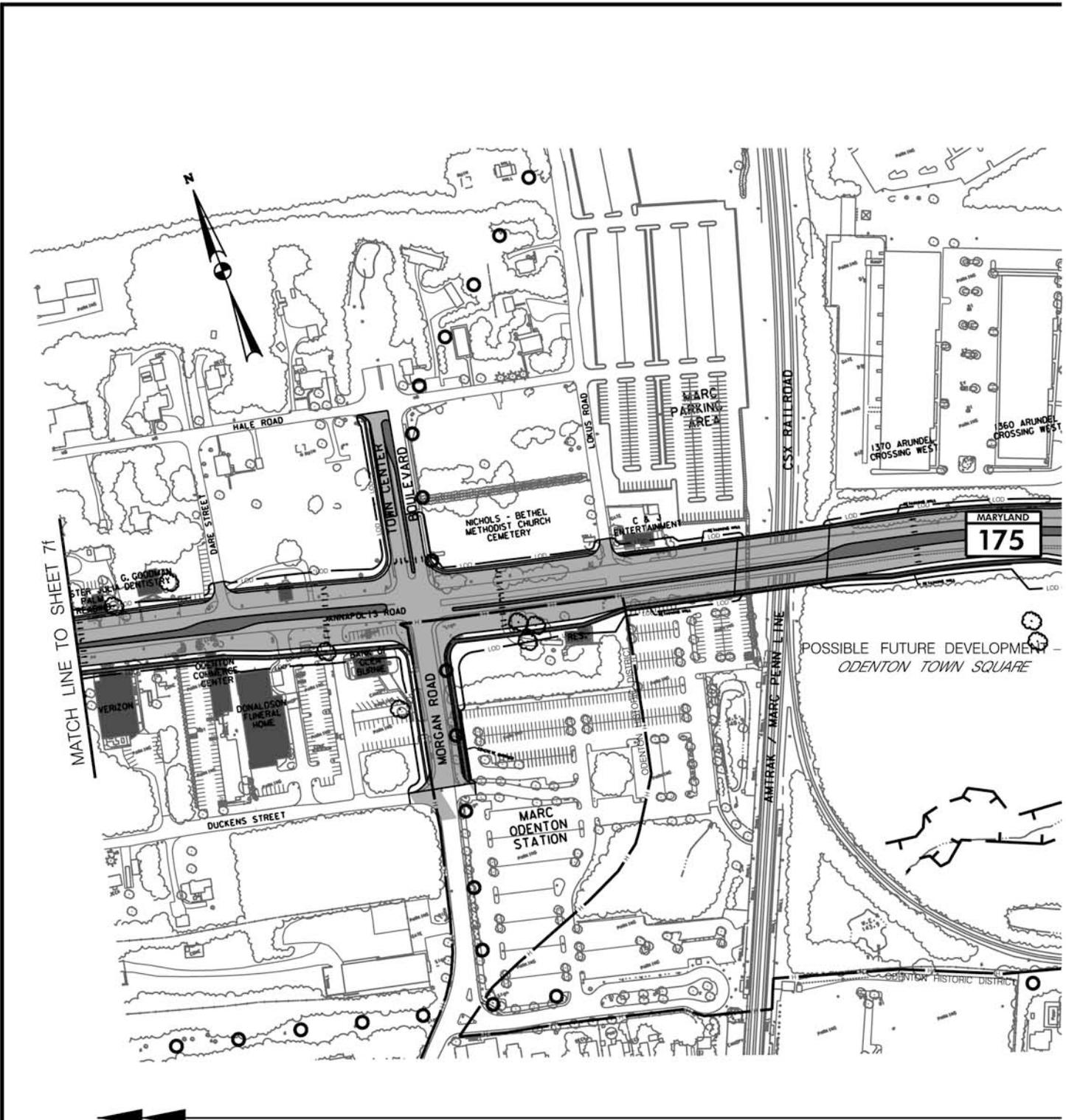


NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 3 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 6 OR 6A TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.



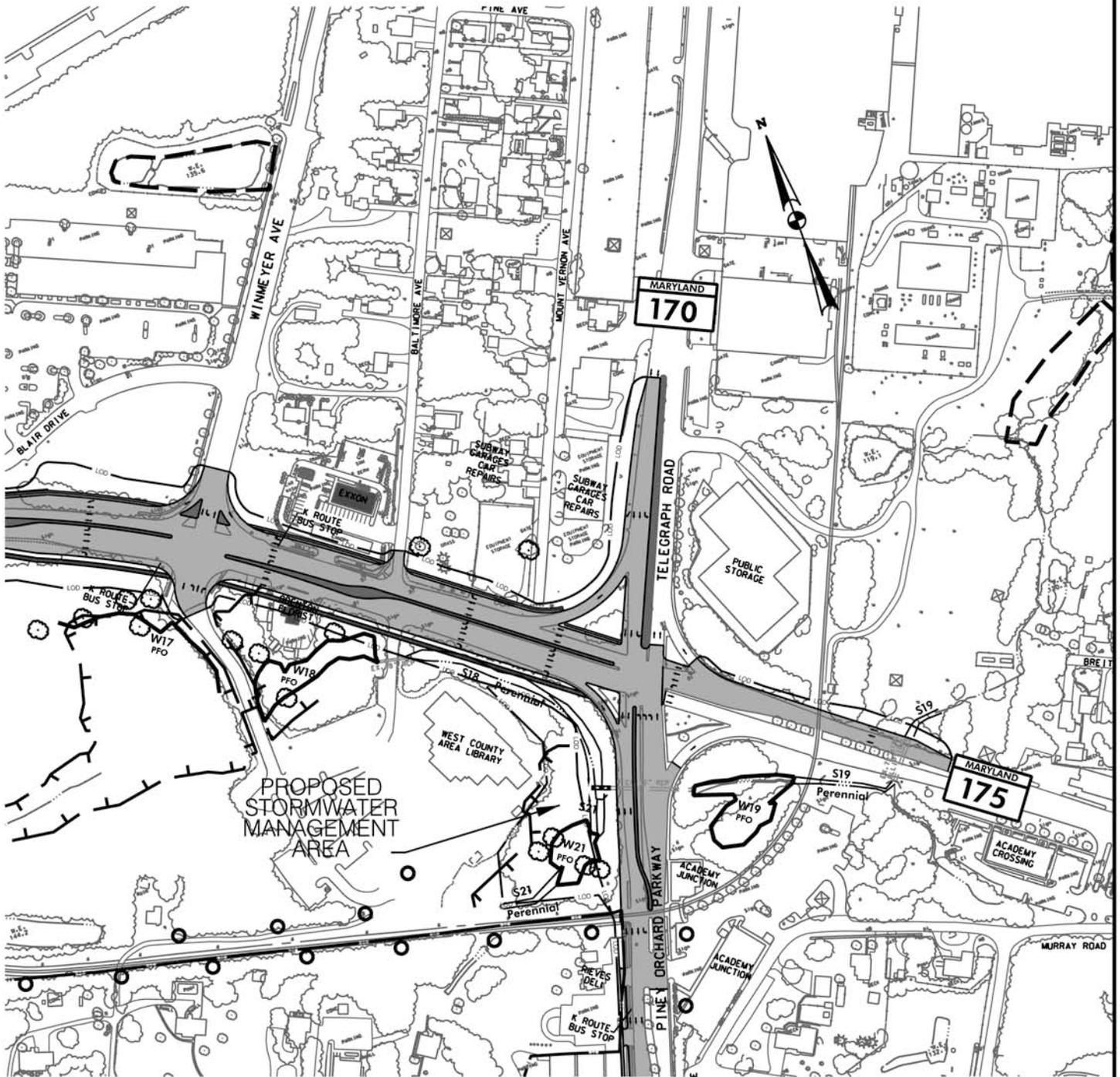
POSSIBLE FUTURE DEVELOPMENT -
 ○ ODENTON TOWN CENTER

	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 3	
SCALE 1" = 300'	DATE JUNE, 2008	SHEET 71



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 3 TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 6 OR 6A 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)

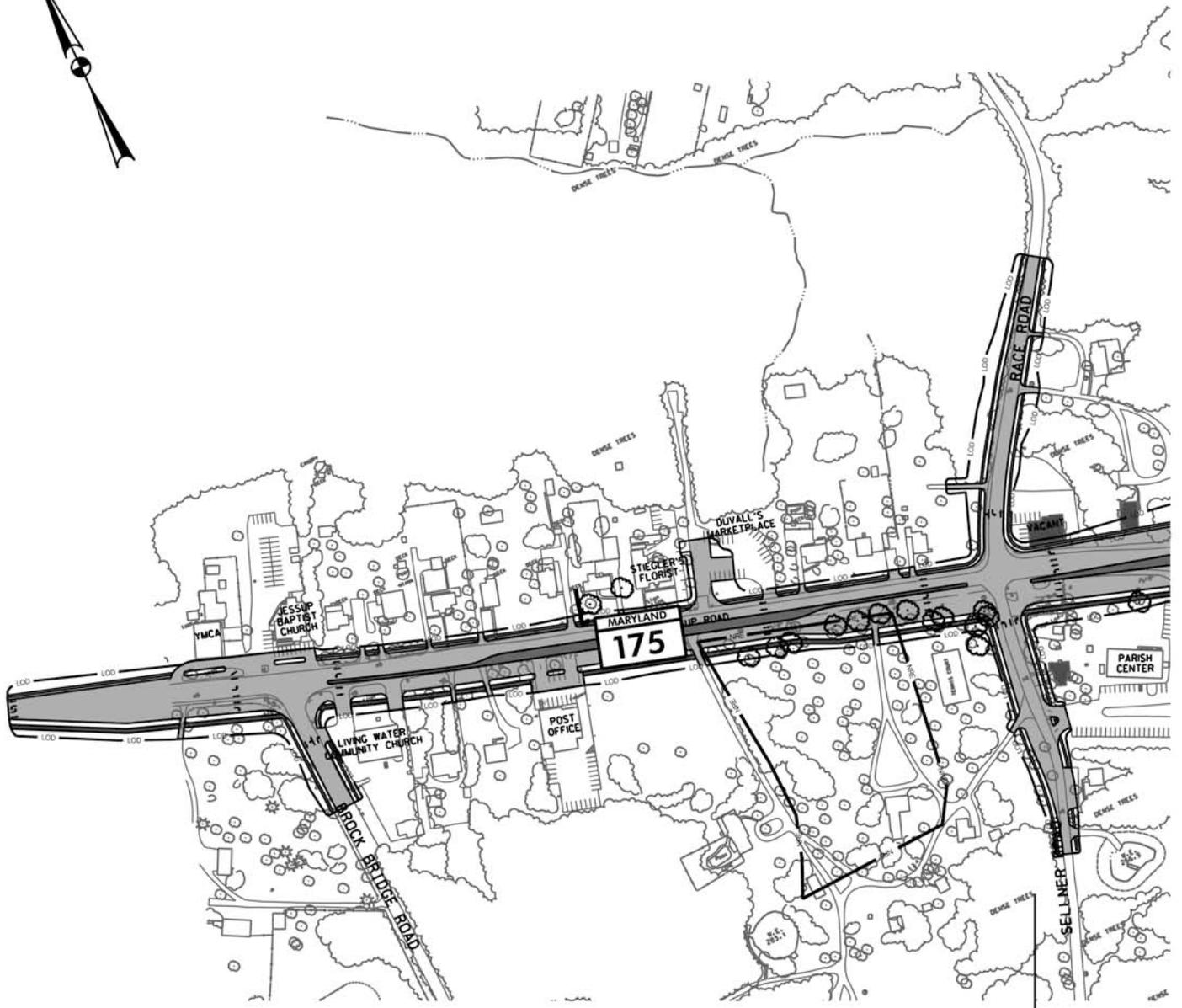
From MD 295 to MD 170

PRELIMINARY PLAN
 ALTERNATIVE 3

SCALE 1" = 300'

DATE JUNE, 2008

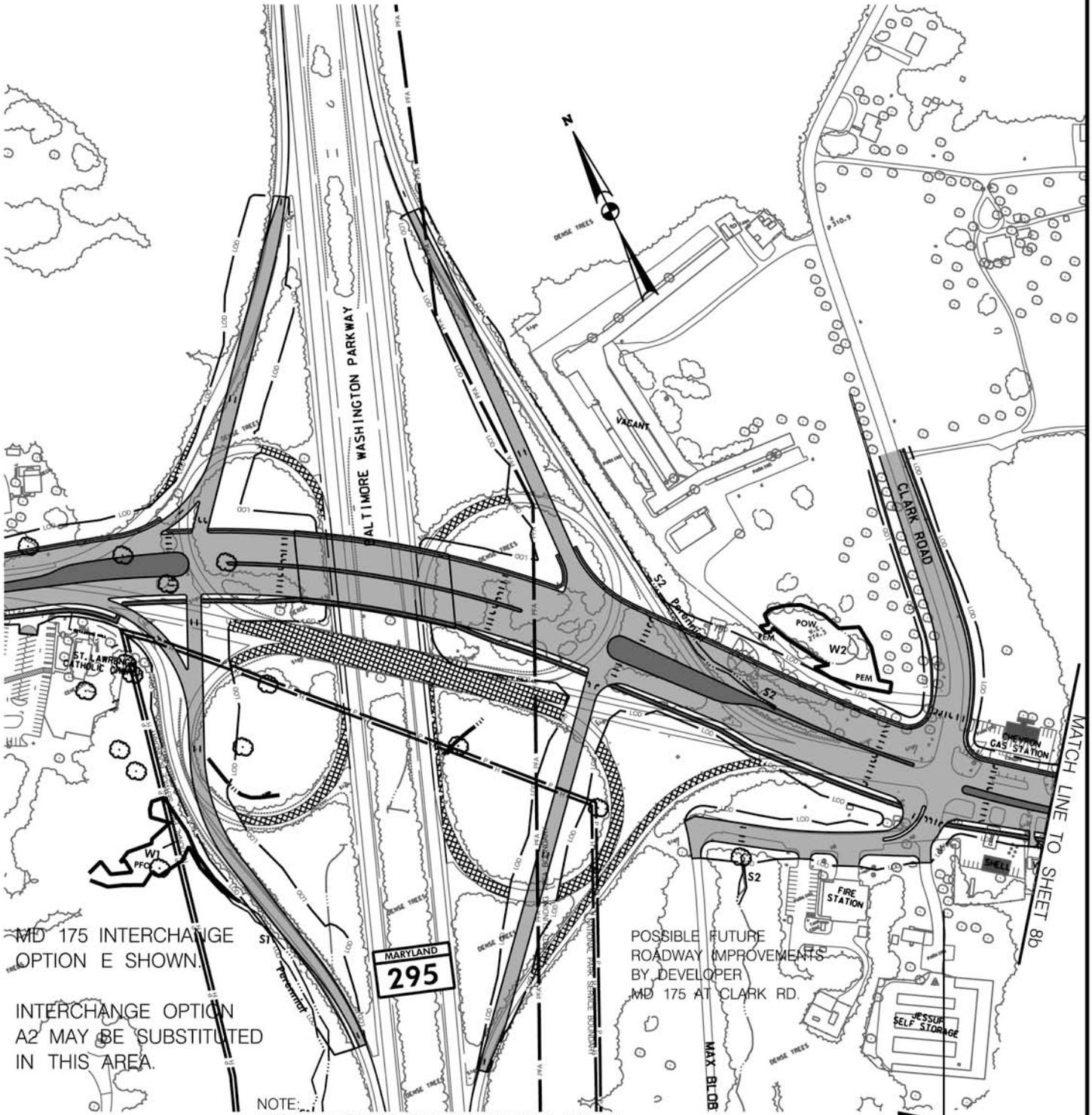
SHEET 7g



NOTE:
 THIS PLAN SHOWS ALTERNATIVE 6 AND 6A, WHICH
 IN THIS SEGMENT WOULD CONSIST OF EITHER
 A 4-LANE DIVIDED OR 5-LANE UNDIVIDED
 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 | | |



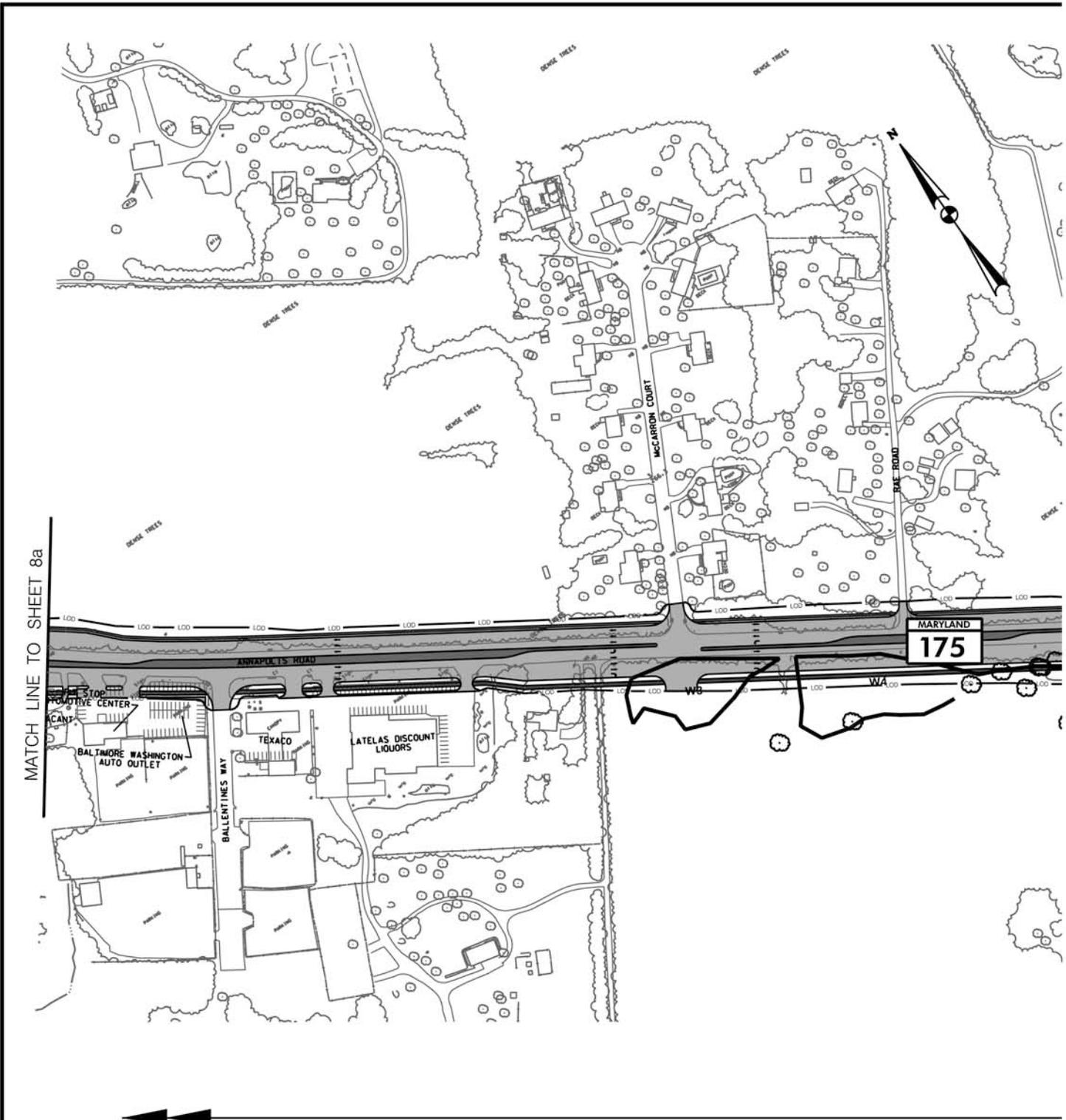
MD 175 INTERCHANGE
OPTION E SHOWN.

INTERCHANGE OPTION
A2 MAY BE SUBSTITUTED
IN THIS AREA.

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

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

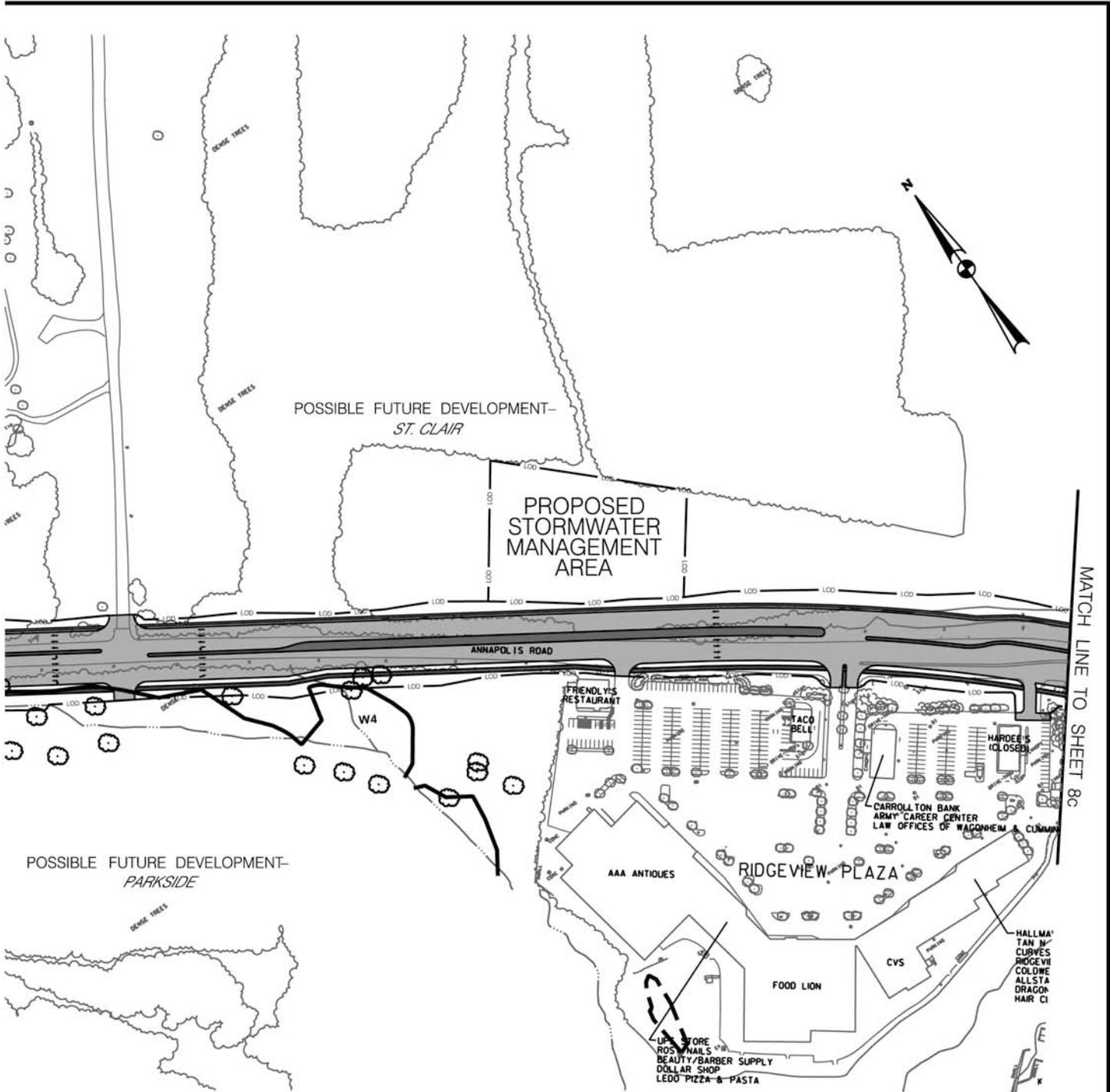
	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
PRELIMINARY PLAN ALTERNATIVE 6		
SCALE 1" = 300'	DATE JUNE, 2008	SHEET 8a



MATCH LINE TO SHEET 8a

LEGEND

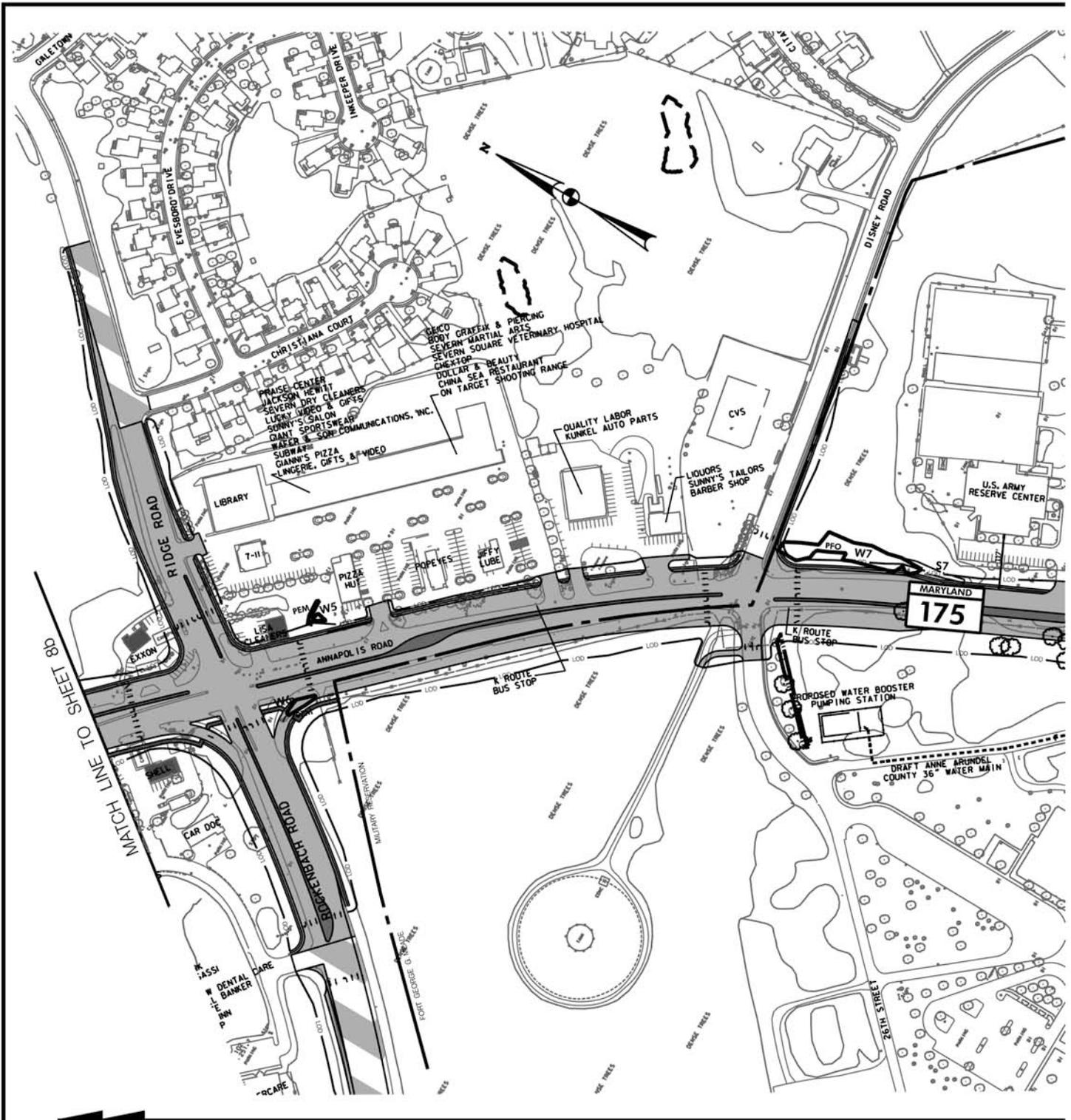
- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | POTENTIAL DISPLACEMENT |
| 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



POSSIBLE FUTURE DEVELOPMENT-
PARKSIDE

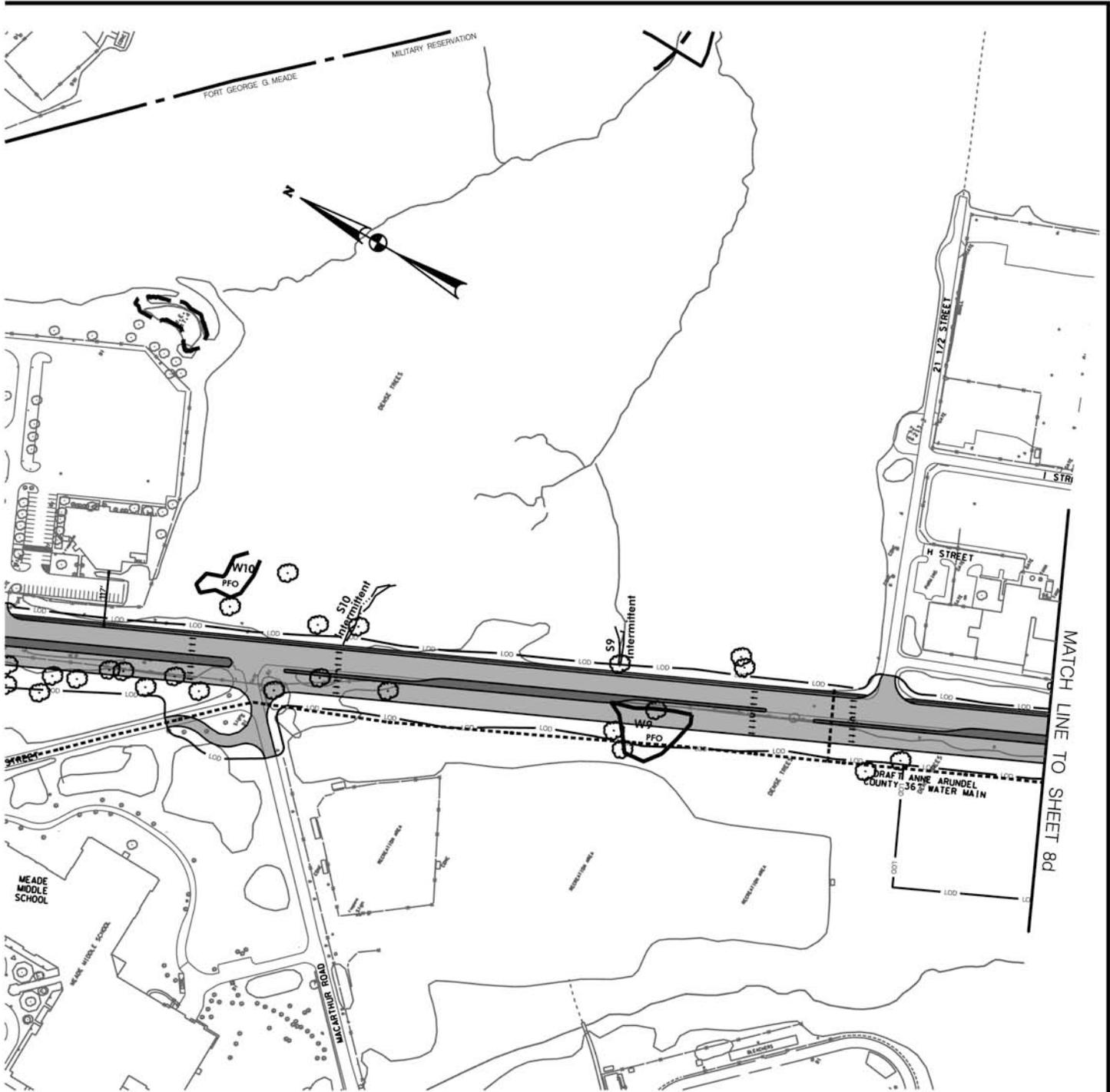
NOTE:
THIS PLAN SHOWS THE ALTERNATIVE 6 AND 6A
TYPICAL SECTION AND ALIGNMENT. THE
ALTERNATIVE 3, 4 MOD. OR 5 TYPICAL SECTION
COULD BE USED IN THIS SEGMENT.

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 JUNE, 2008
SHEET 8b	



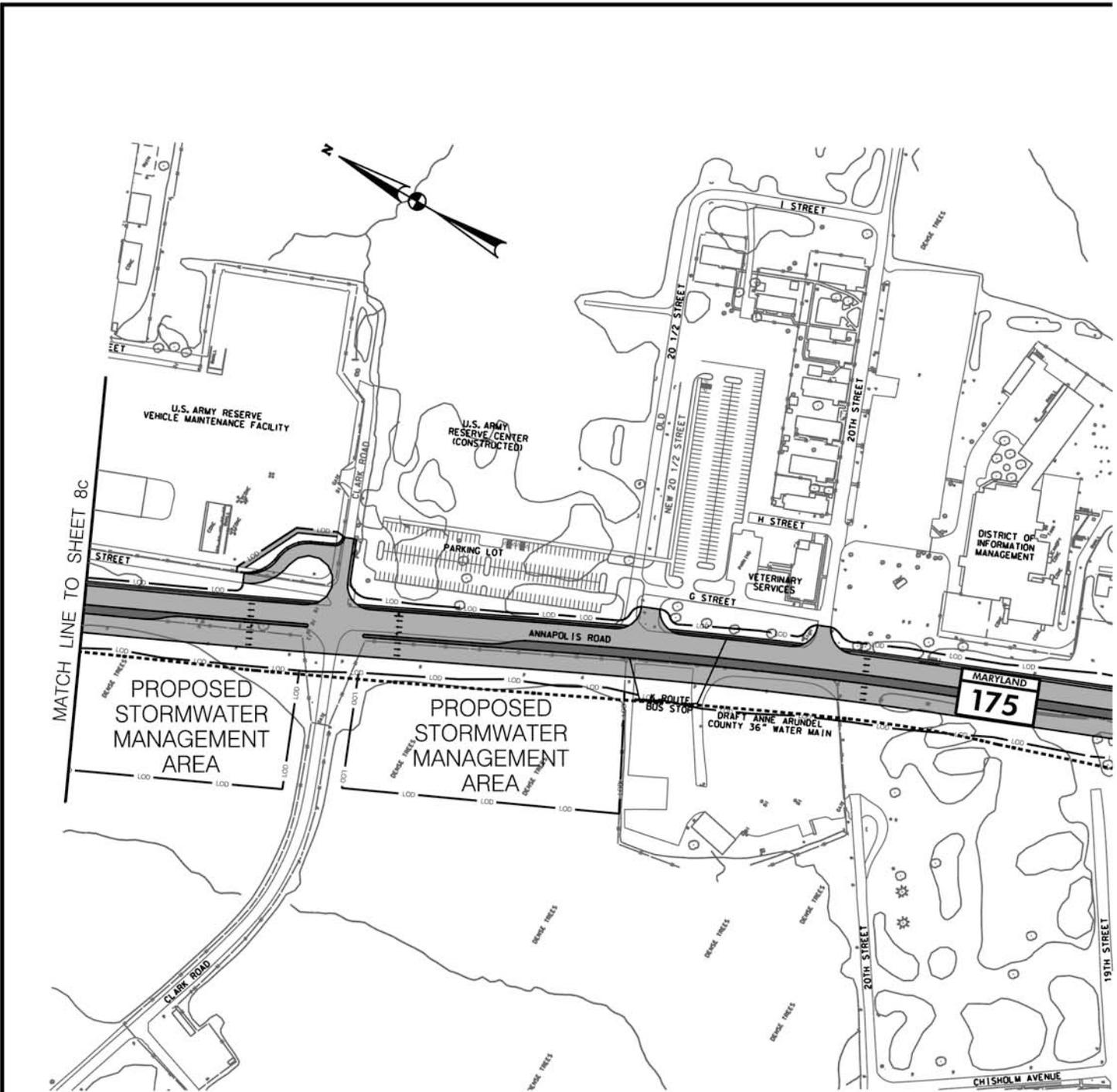
LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | 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 AND 6A
 TYPICAL SECTION AND ALIGNMENT. THE
 ALTERNATIVE 3, 4 MOD. OR 5 TYPICAL SECTION
 COULD BE USED IN THIS SEGMENT. AN OPTION,
 THE 21 1/2 STREET SHIFT MAY BE CONSIDERED
 IN THIS SEGMENT.

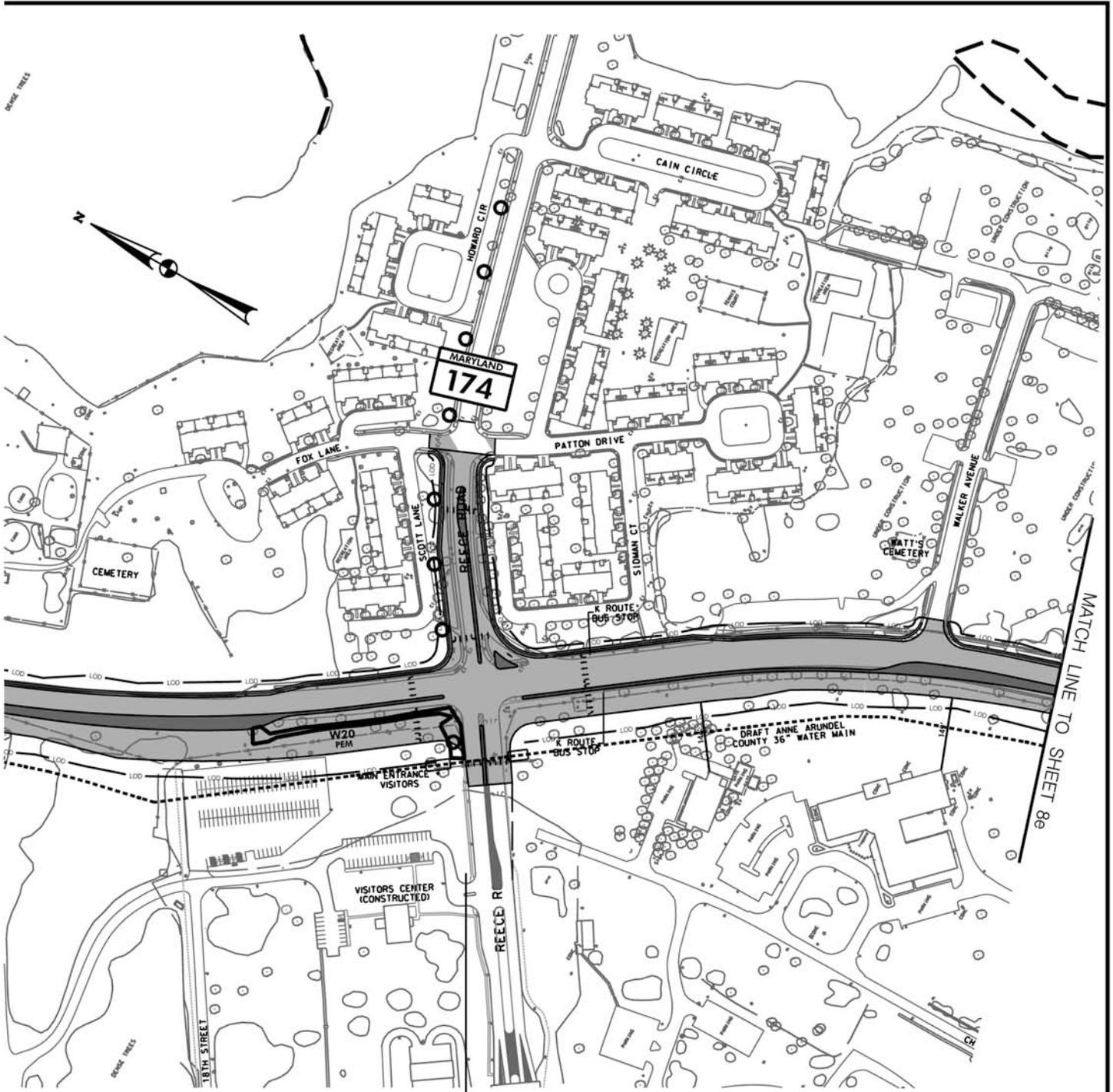
	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
PRELIMINARY PLAN ALTERNATIVE 6		
SCALE 1" = 300'	DATE JUNE, 2008	SHEET 8c



NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 AND 6A
 TYPICAL SECTION AND ALIGNMENT. THE
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 THE 21 1/2 STREET SHIFT, MAY BE CONSIDERED
 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 AND 6A
 TYPICAL SECTION AND ALIGNMENT. THE
 ALTERNATIVE 3 TYPICAL SECTION AND ALIGNMENT
 COULD BE USED IN THIS SEGMENT.



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 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)

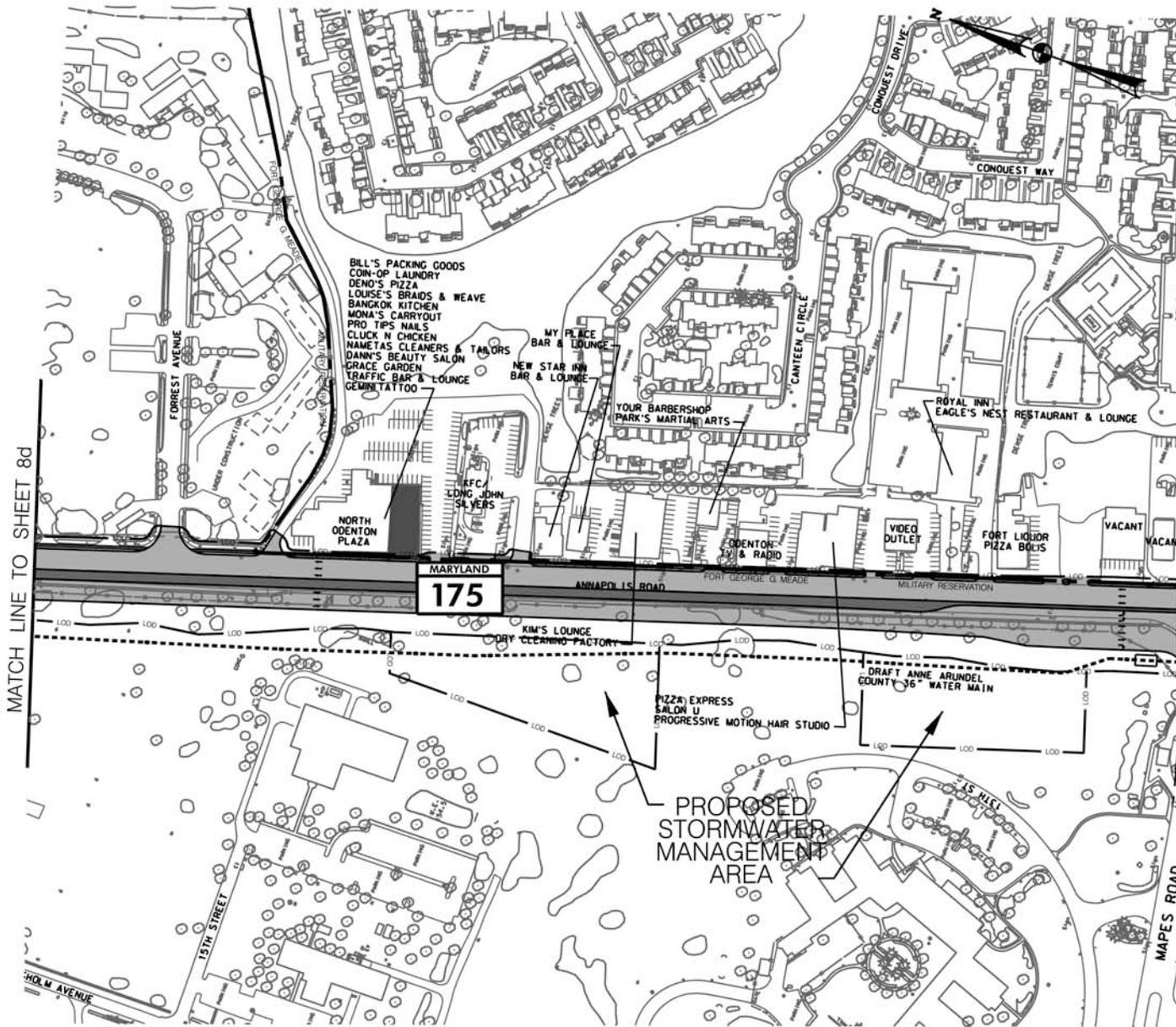
From MD 295 to MD 170

PRELIMINARY PLAN
 ALTERNATIVE 6

SCALE 1" = 300'

DATE JUNE, 2008

SHEET 8d

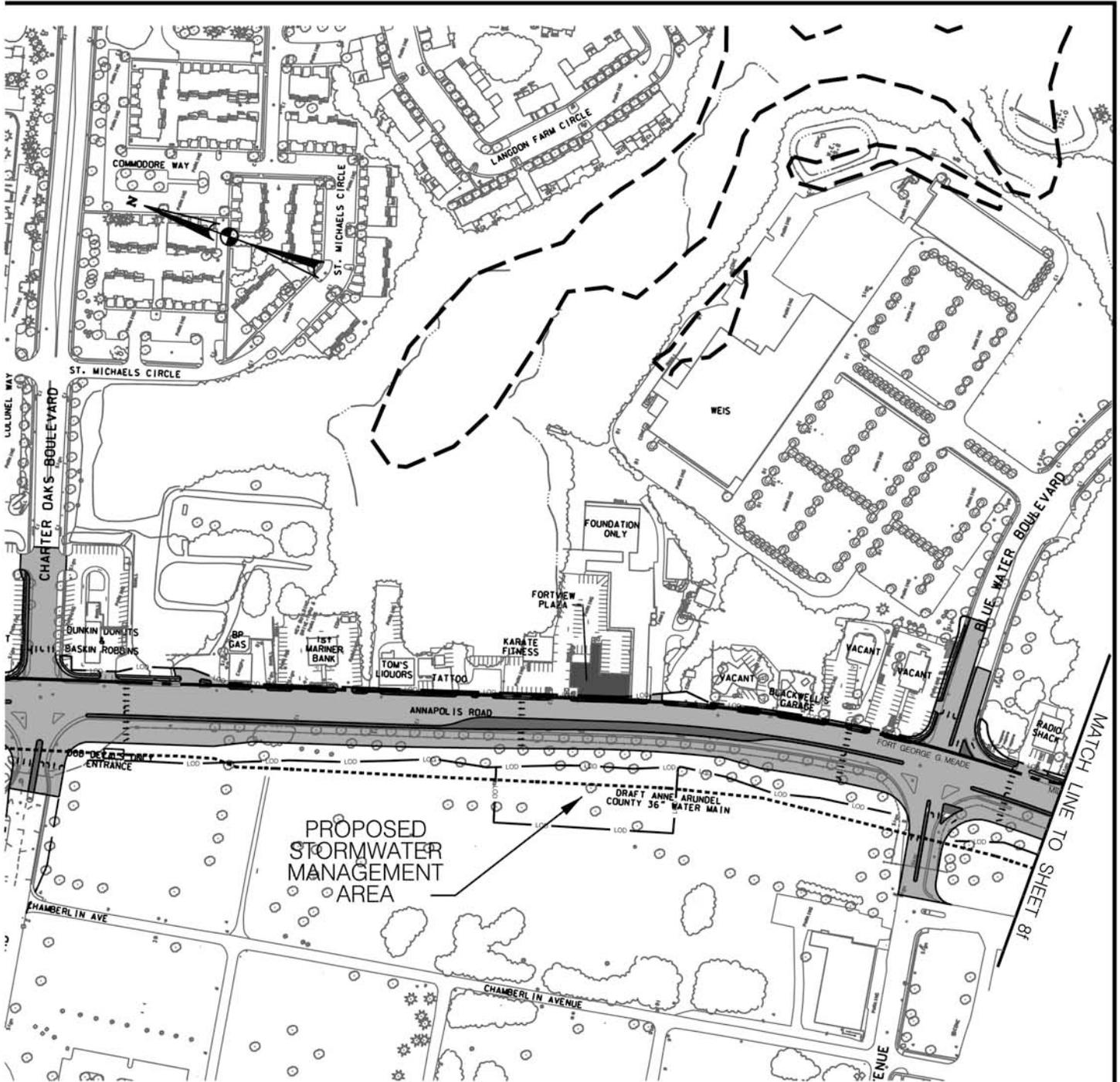


MATCH LINE TO SHEET 8d



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 | | |

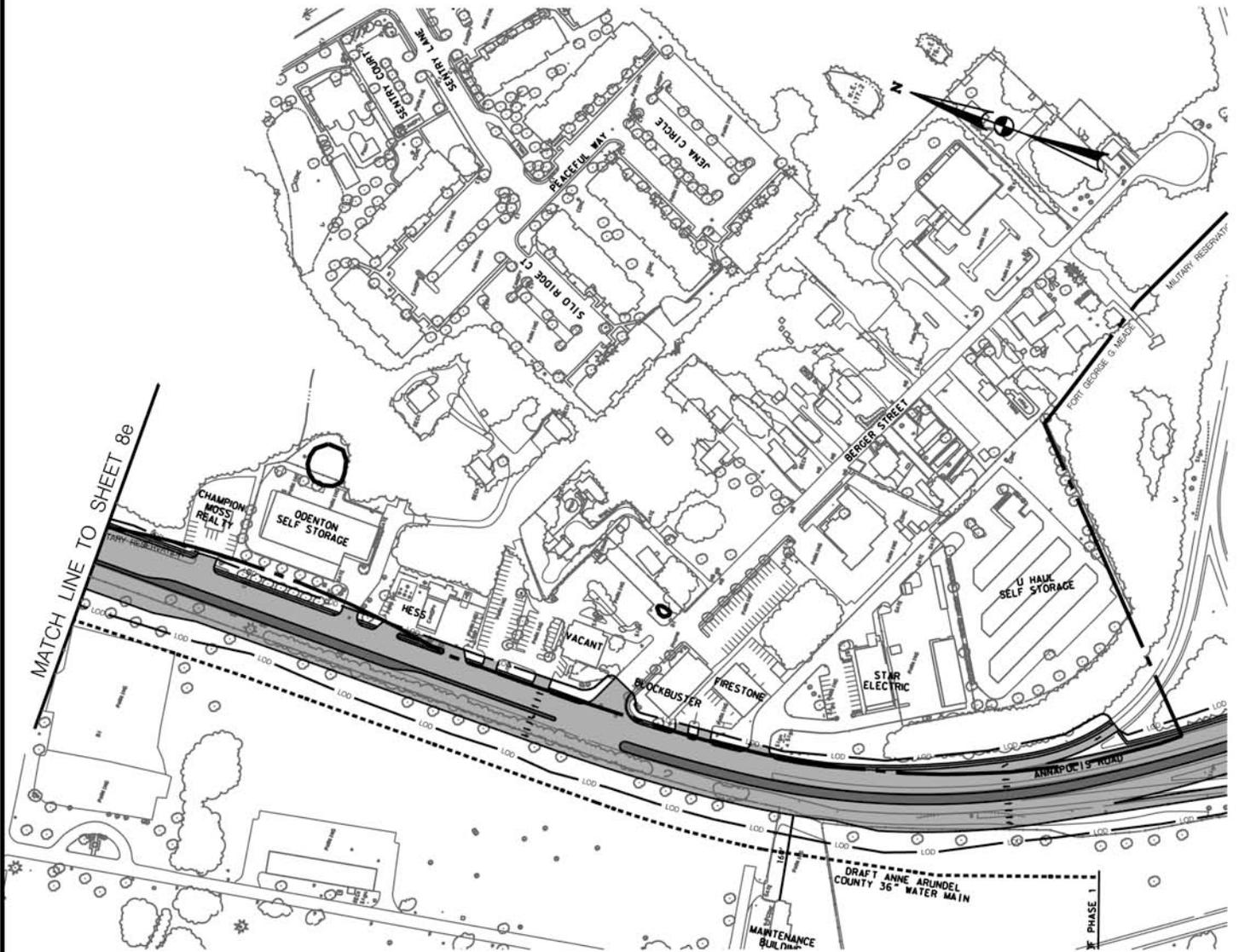


NOTE:
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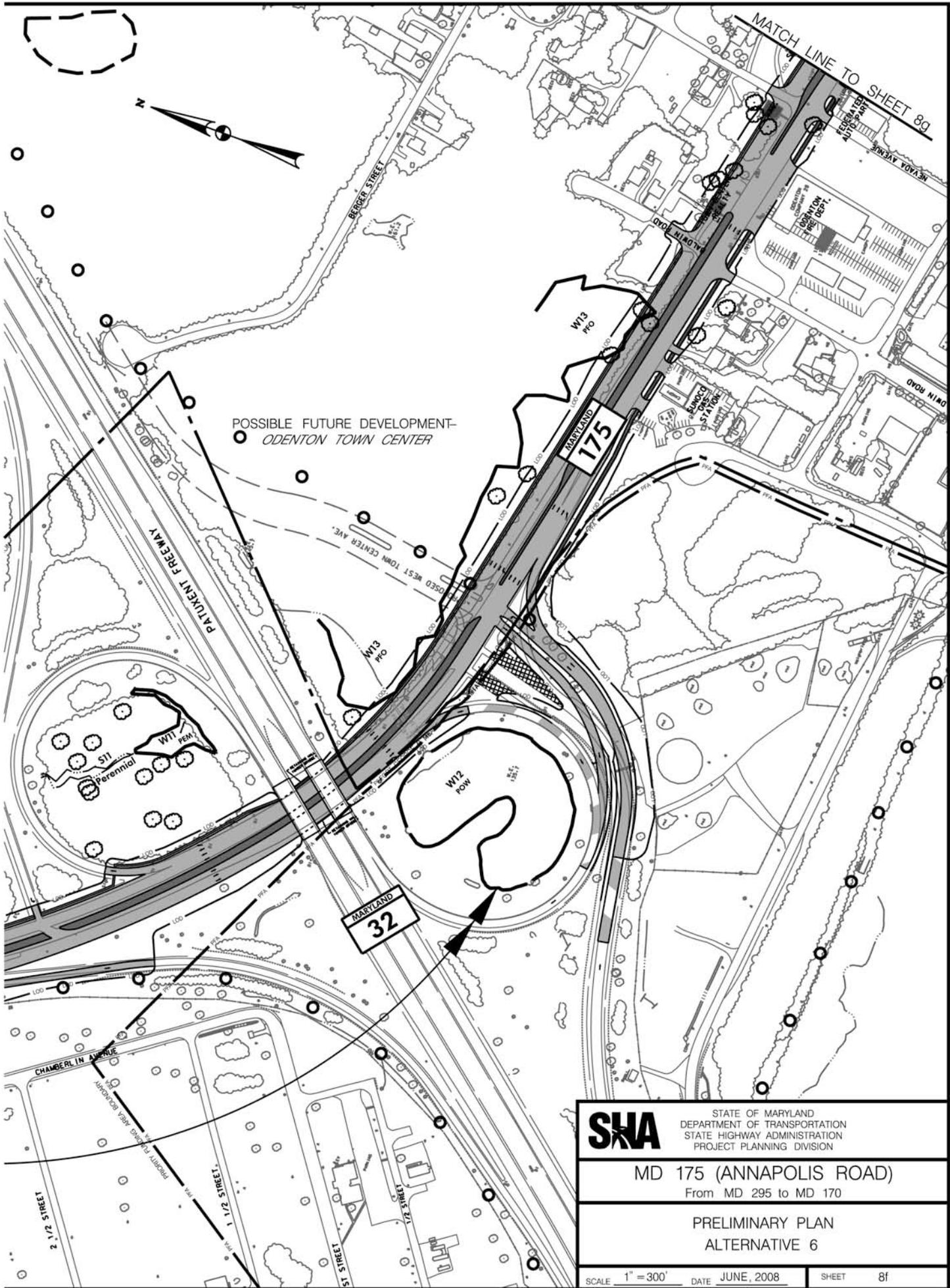
 STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION		
MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170		
PRELIMINARY PLAN ALTERNATIVE 6		
SCALE 1" = 300'	DATE JUNE, 2008	SHEET 8e

LEGEND

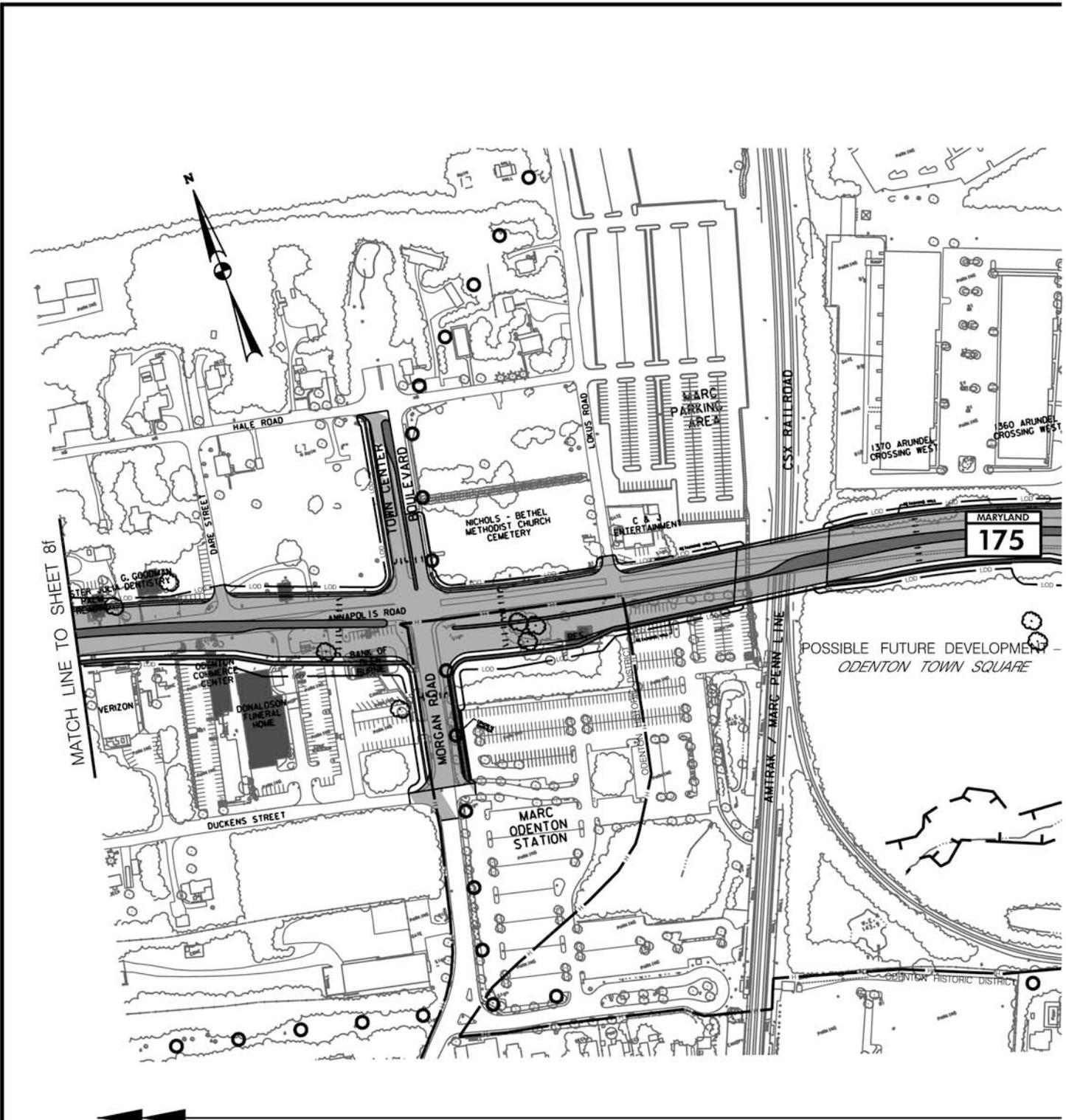
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|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | FL. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY |  | 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 AND 6A TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.

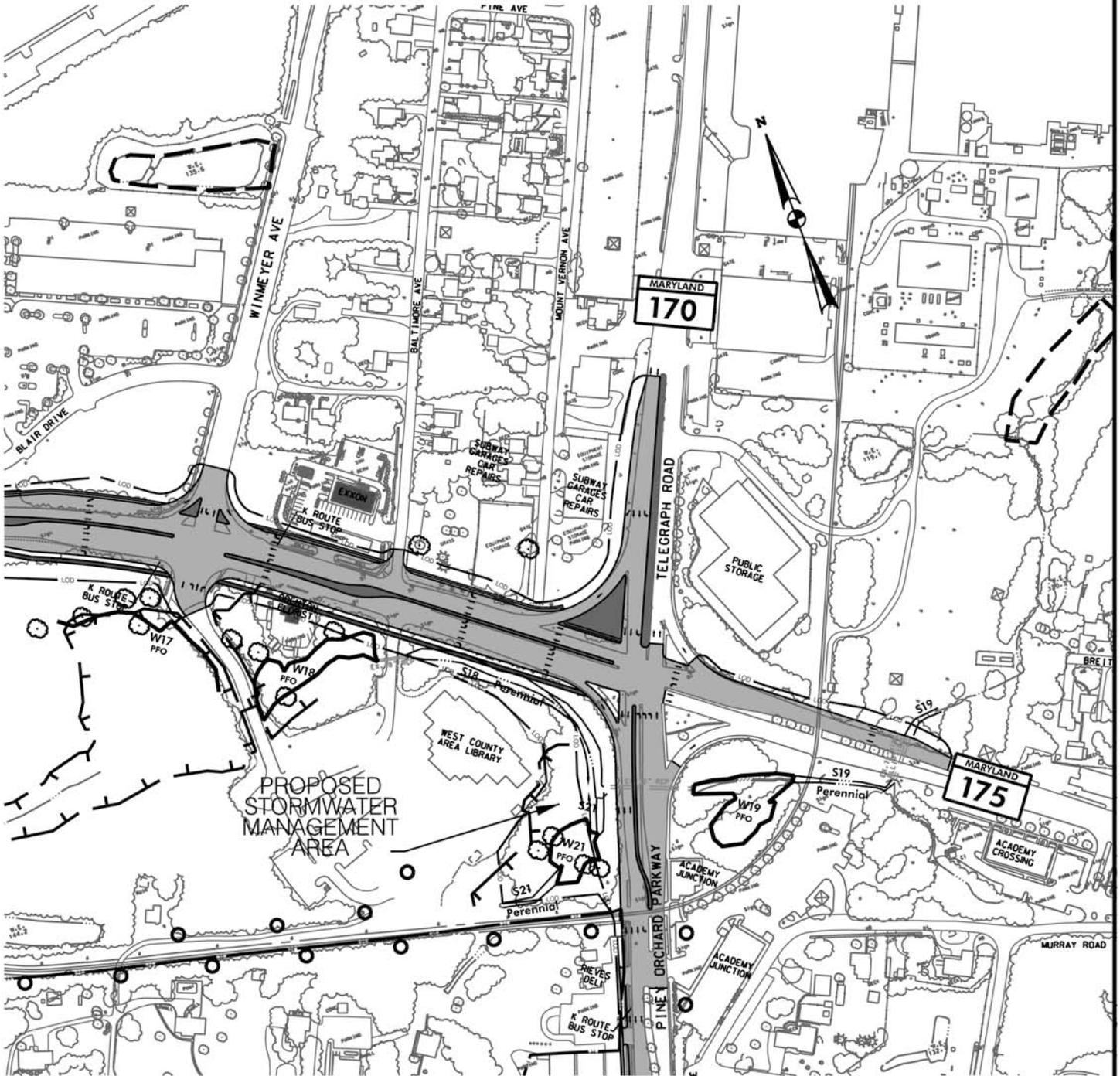


	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
	PRELIMINARY PLAN ALTERNATIVE 6
SCALE 1" = 300' DATE JUNE, 2008 SHEET 8f	



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 AND 6A TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.



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 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)

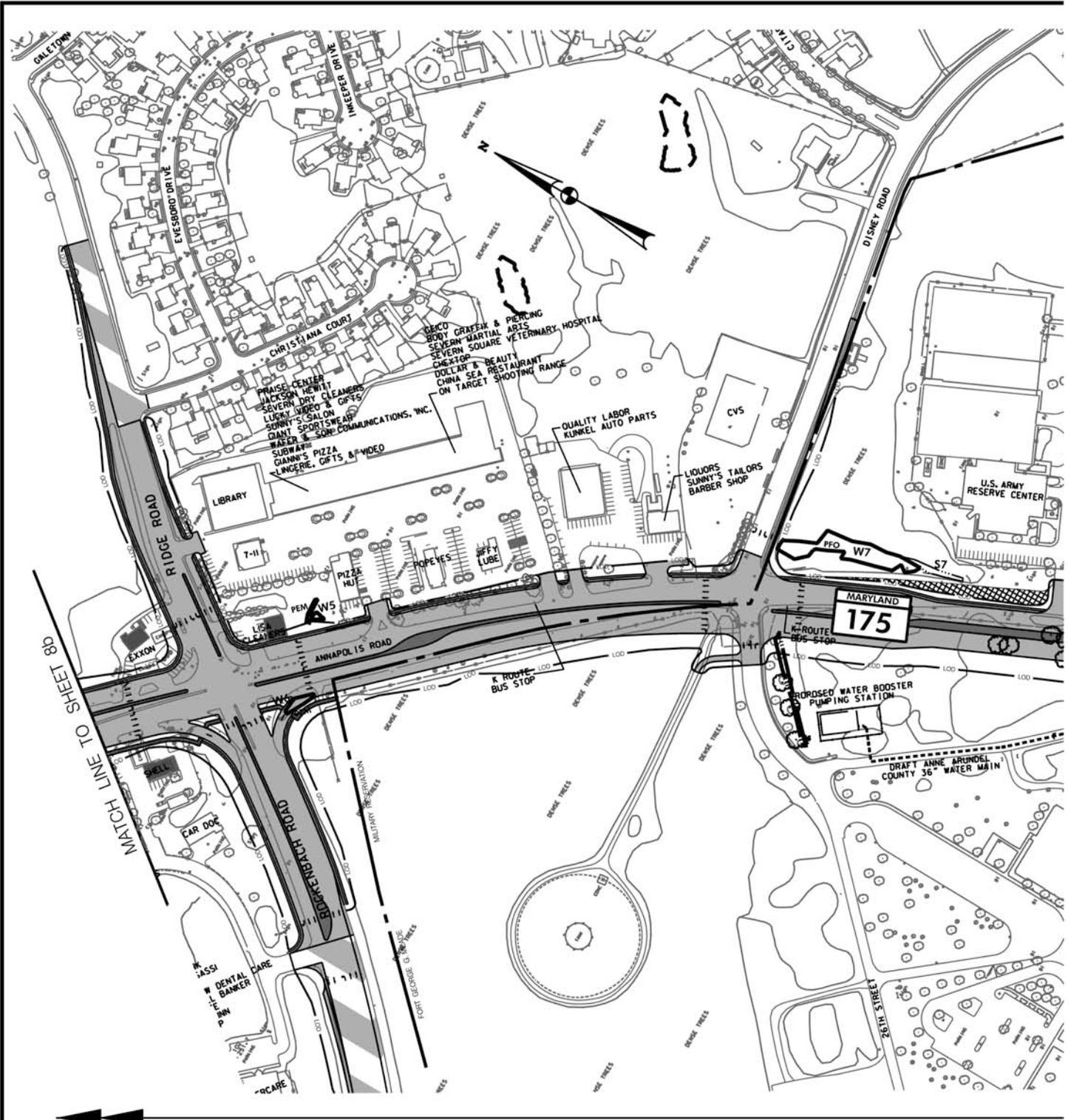
From MD 295 to MD 170

PRELIMINARY PLAN
 ALTERNATIVE 6

SCALE 1" = 300'

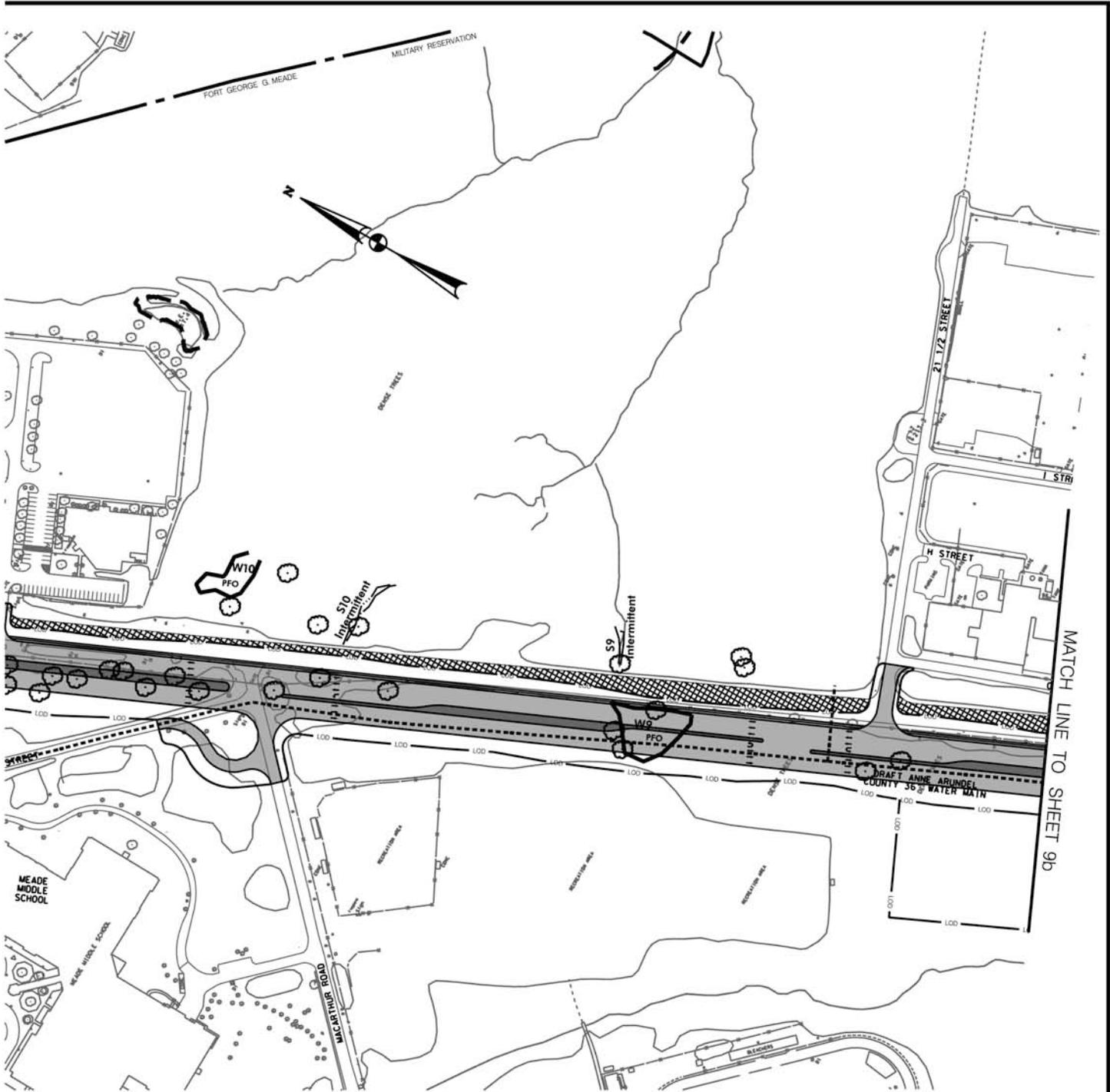
DATE JUNE, 2008

SHEET 8g



LEGEND

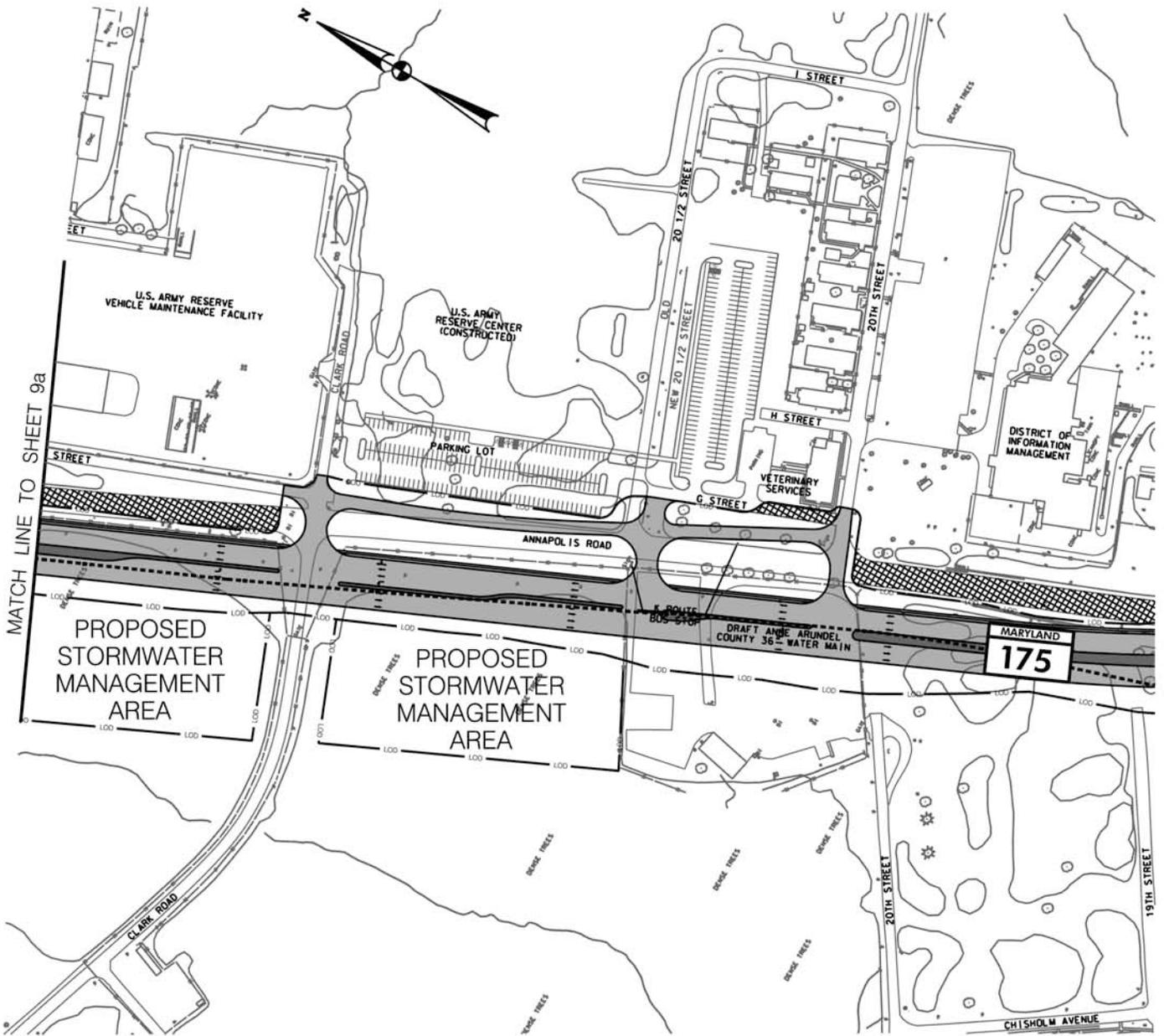
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|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY |
|  | PAVEMENT REMOVAL |  | NWI WETLANDS |
|  | LIMIT OF DISTURBANCE |  | POTENTIAL WETLANDS |
|  | PRIORITY FUNDING AREA BOUNDARY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



NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 AND 6A
 TYPICAL SECTION AND ALIGNMENT WITH THE
 21 1/2 STREET SHIFT OPTION. THE ALTERNATIVE 3,
 4 MOD. OR 5 TYPICAL SECTION COULD BE USED
 IN THIS SEGMENT.



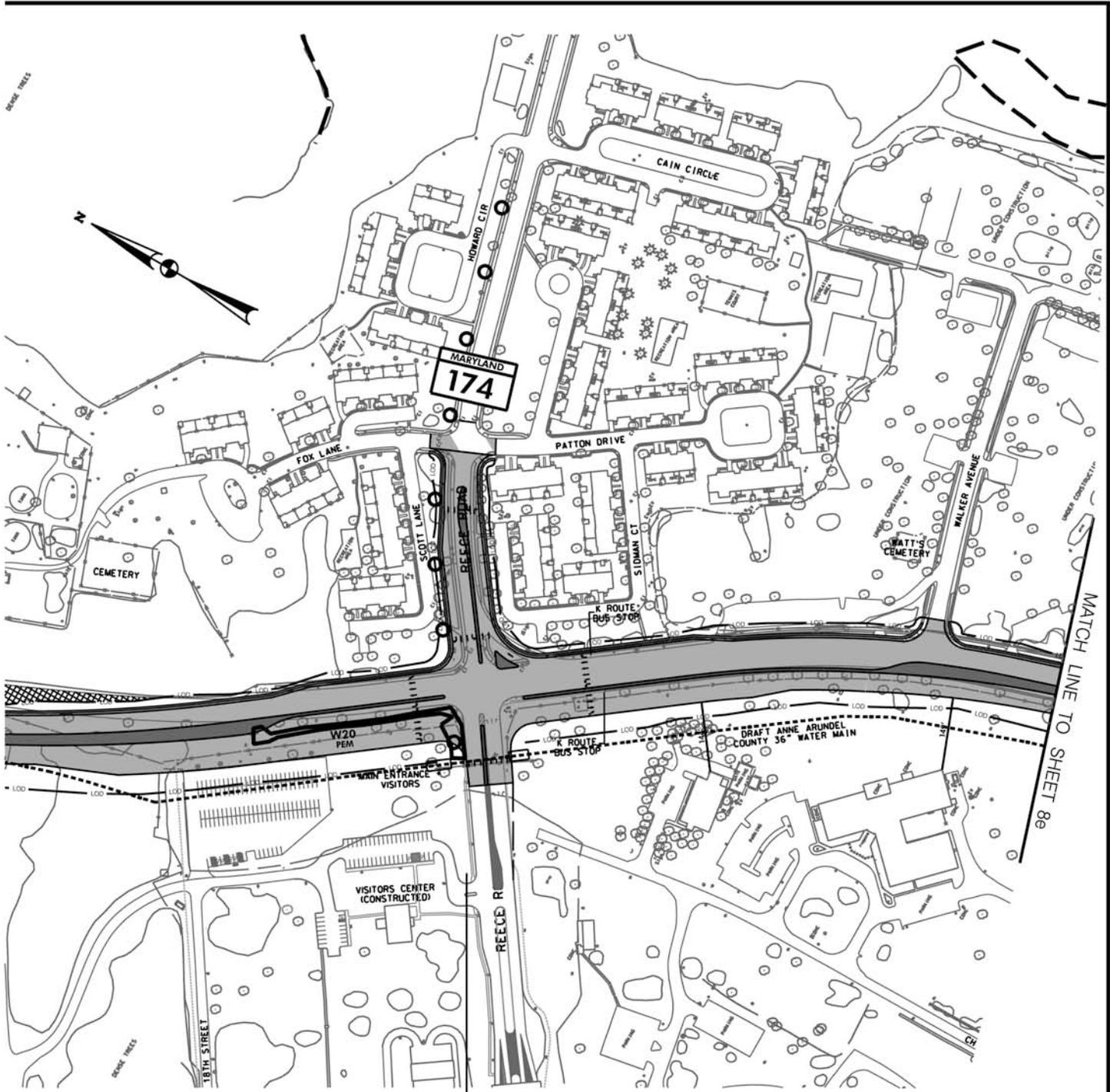
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	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
PRELIMINARY PLAN 21 1/2 STREET SHIFT OPTION		
SCALE 1" = 300'	DATE JUNE, 2008	SHEET 9a



NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6 AND 6A
 TYPICAL SECTION AND ALIGNMENT WITH THE
 21 1/2 STREET SHIFT OPTION. THE ALTERNATIVE 3,
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 IN THIS SEGMENT.

LEGEND

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

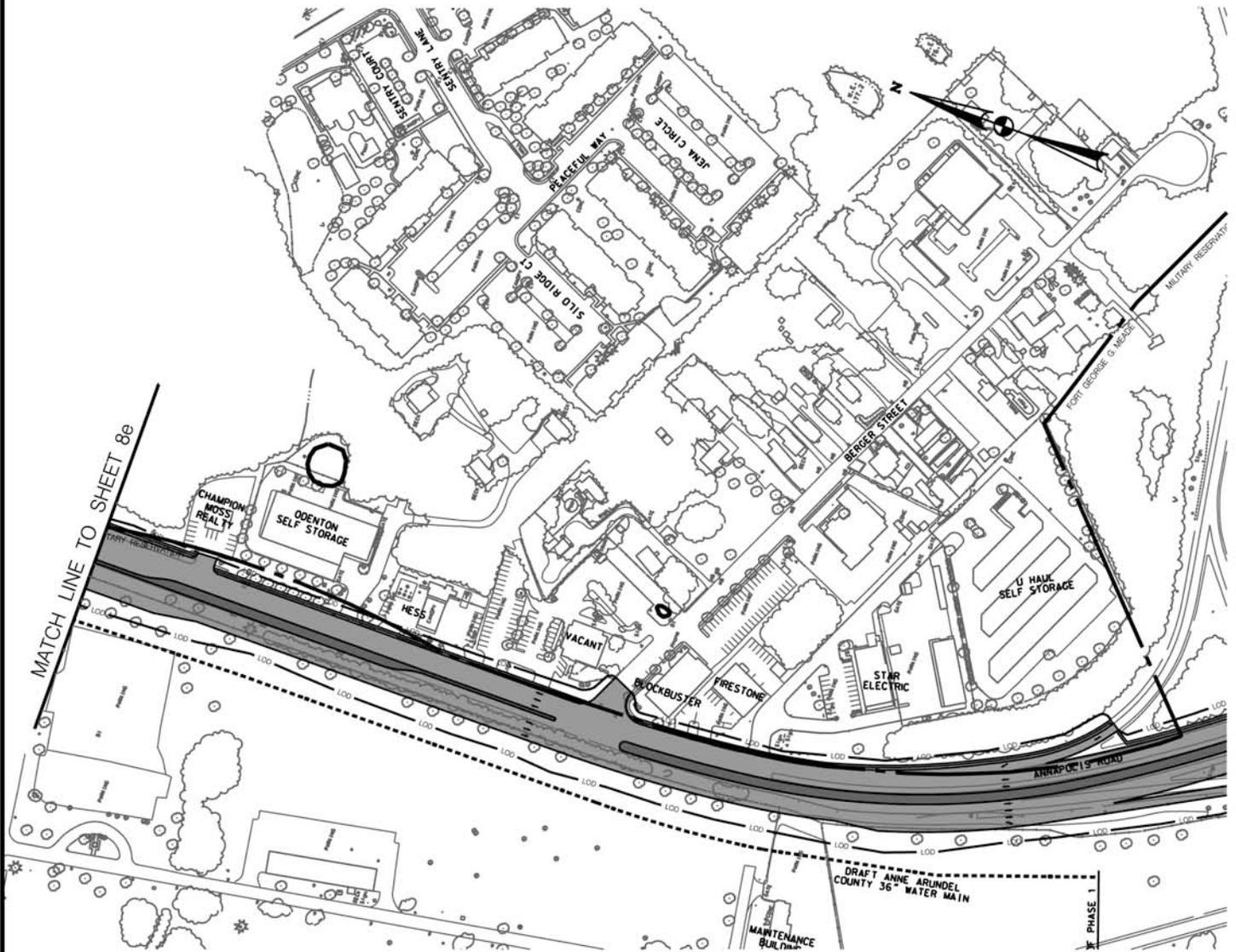


NOTE:
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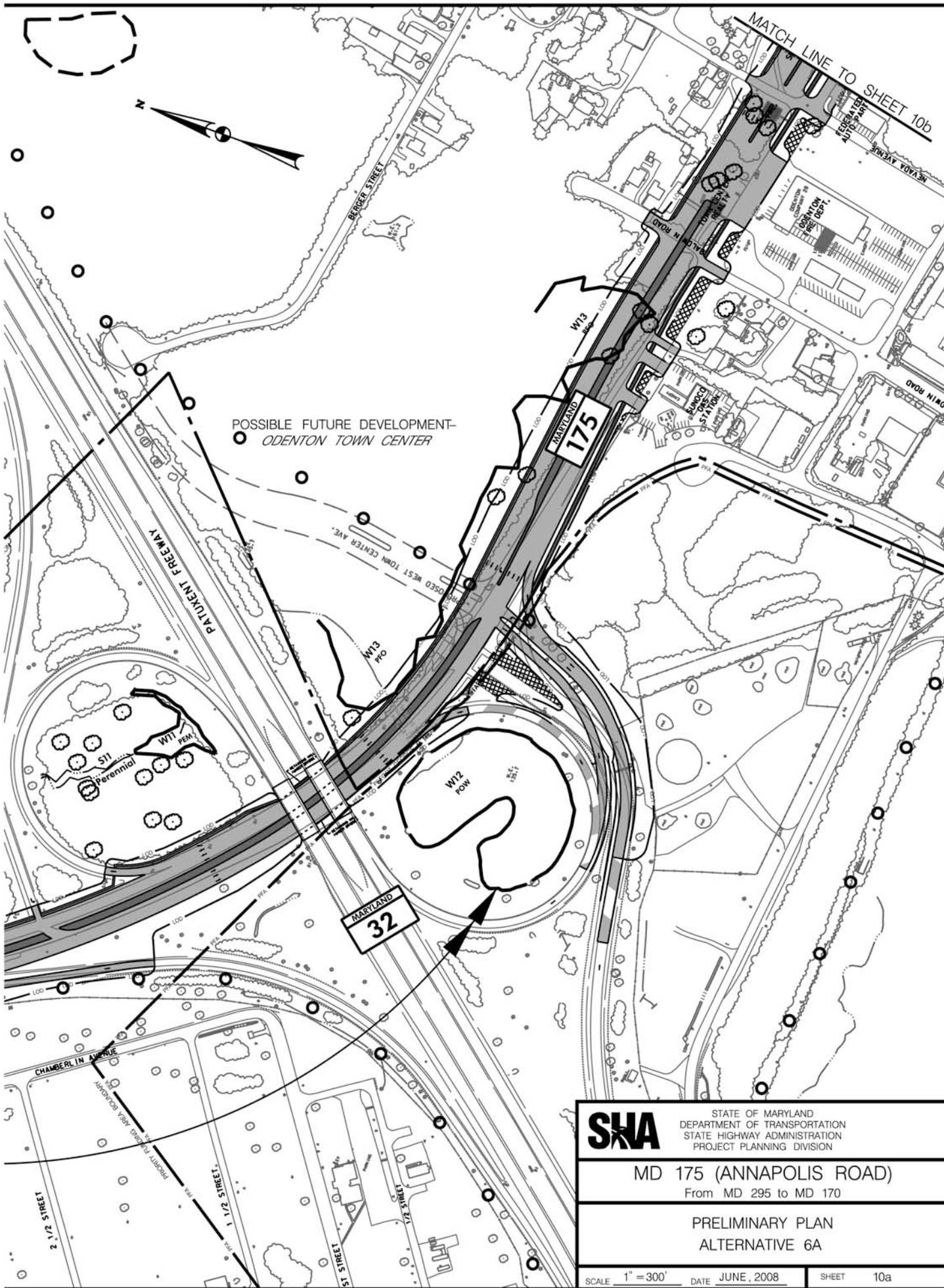
SHA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PRELIMINARY PLAN 21 1/2 STREET SHIFT OPTION	
SCALE 1" = 300'	DATE JUNE, 2008
SHEET 9b	

LEGEND

- | | | | |
|---|--------------------------------|---|---|
|  | PROPOSED ROADWAY |  | FL. 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 | | |

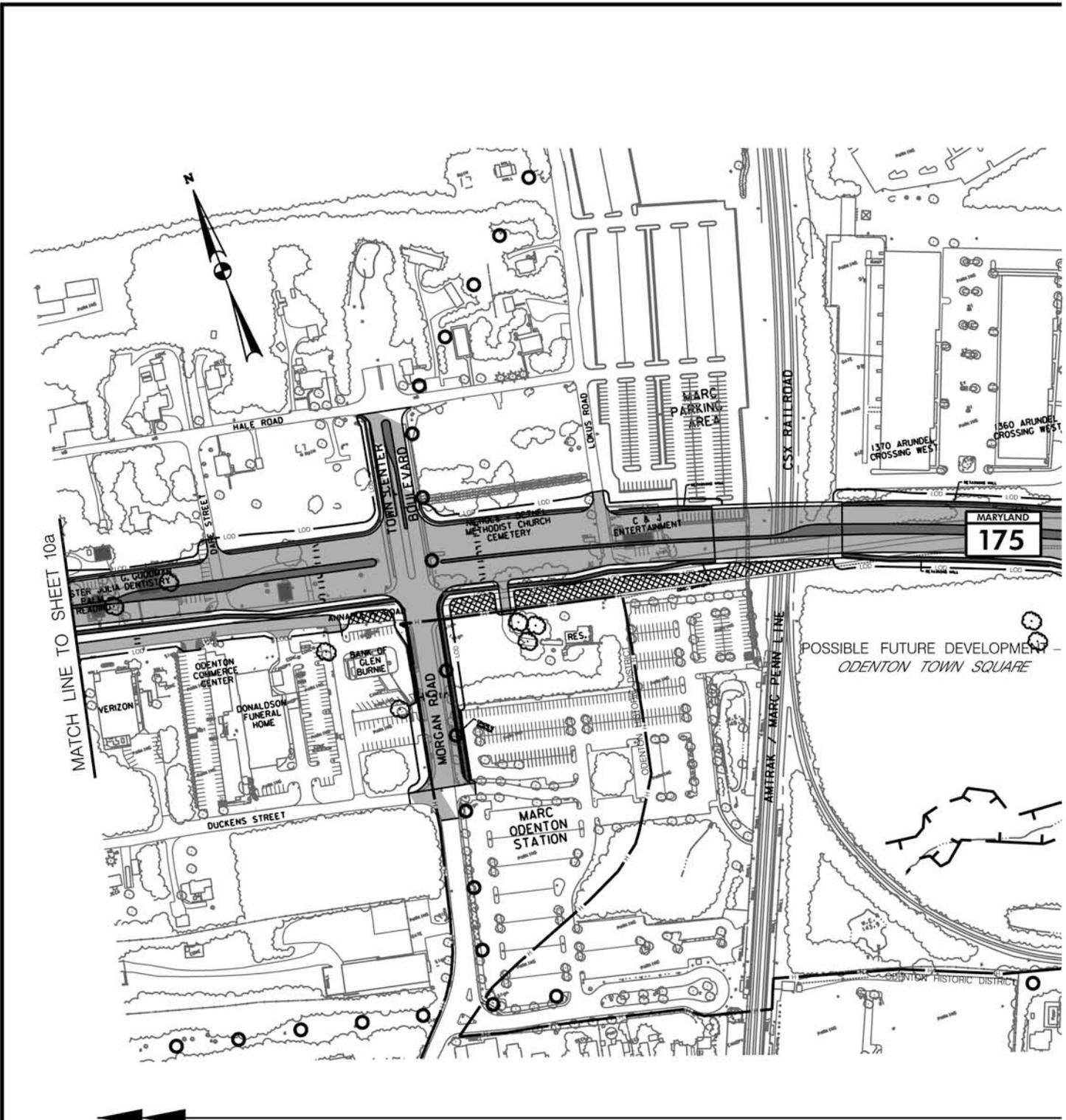


NOTE:
 THIS PLAN SHOWS THE ALTERNATIVE 6A TYPICAL SECTION AND ALIGNMENT. THE ALTERNATIVE 3 AND 6 TYPICAL SECTION AND ALIGNMENT COULD BE USED IN THIS SEGMENT.



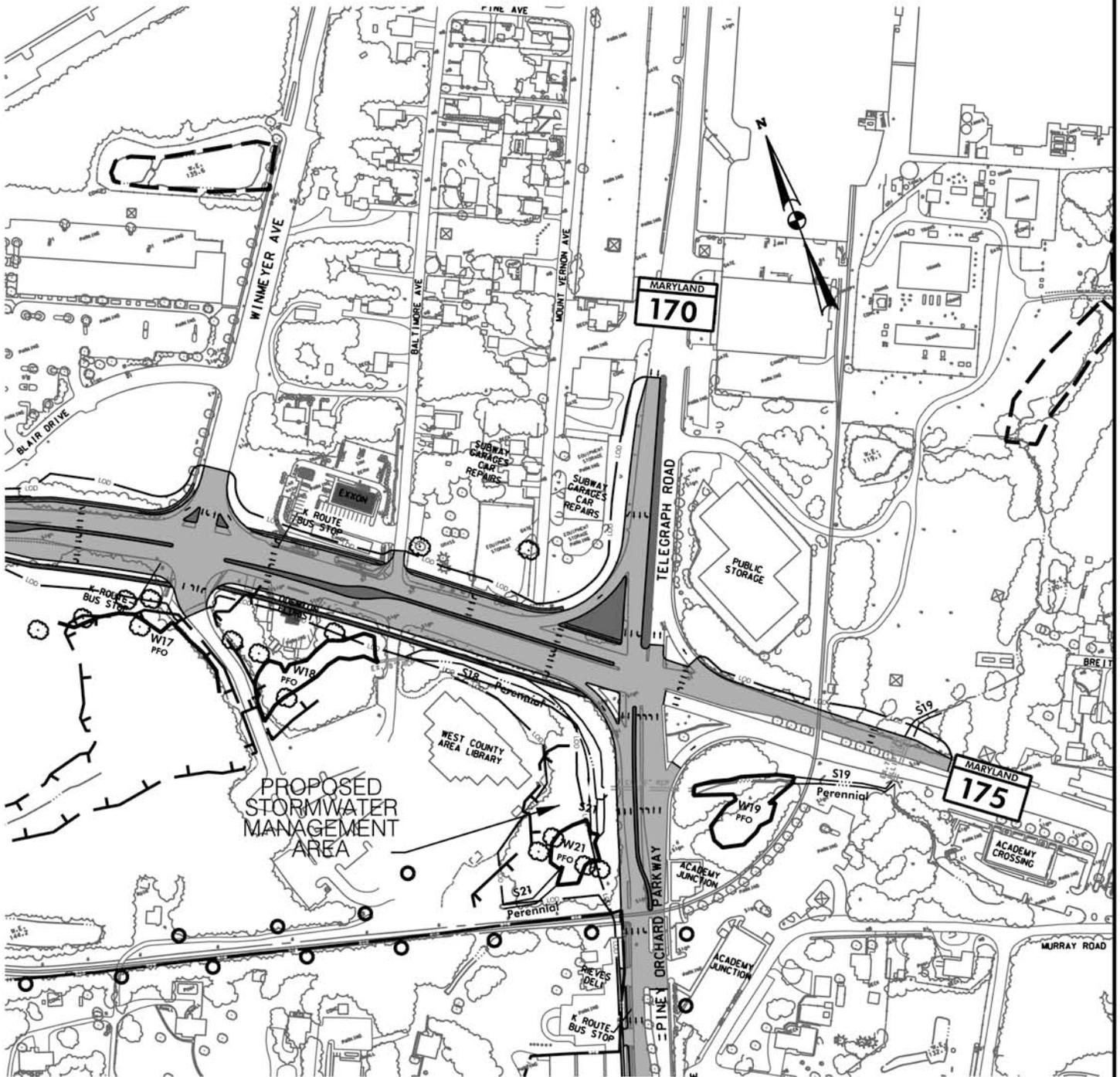
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	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PRELIMINARY PLAN ALTERNATIVE 6A	
SCALE 1" = 300'	DATE JUNE, 2008
SHEET 10a	



LEGEND

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|---|--------------------------------|---|---|
|  | 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 |
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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 6A

SCALE 1" = 300'

DATE JUNE, 2008

SHEET 10b

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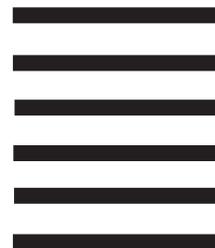
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Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
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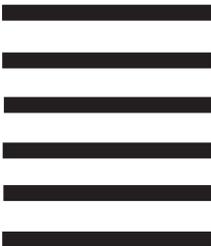
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