

Interchange Option E- This Full Diamond Interchange option would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants. So named because of its diamond-like appearance, this option would result in the most compact design of the options under consideration. Option E includes a northerly shift in the alignment of MD 175 at the overpass of MD 295 to better maintain traffic during construction and further reduce impacts to adjacent properties.

Interchange Option F - See previous summary.

Max Blobs Park Road Options A and B – see previous summary

Fort Meade Access Options

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

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

OTHER AREA INITIATIVES

The Maryland Department of Transportation's (MDOT) 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. Information regarding MDOT's efforts to prepare for the arrival of military and non-military personnel and their families to 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 2007-2012 Consolidated Transportation Program (CTP), which can be accessed at www.marylandroads.com.

Odenton Boulevard Construction Effort

The MD 175 & Odenton Town Center Plan, which was completed by Anne Arundel County in 1999, has received funding for construction and is expected to be open by 2011. It focuses on improving the function, vehicular and pedestrian safety, access management, and aesthetics along the corridor.

ADDITIONAL EFFORTS

SHA

- MD 198, from MD 295 to MD 32 - Project Planning Underway
- MD 295, from MD 100 to I-195 - Project Planning Underway

Anne Arundel County

- MD 175, MD 170 to Sappington Station Road - Feasibility Study Underway

Maryland Transit Administration

- Central Maryland Maintenance Facility (MD 198 at MD 32) - Planning underway.
- MARC Odenton Station Parking Garage - Planning Underway
- WMATA Green Line Extension - Feasibility Study Underway

CONTINUING PUBLIC INVOLVEMENT

SHA is committed to keeping the public involved throughout the MD 175 Project Planning study and welcomes questions and comments. For information, requests for meetings, or to be included on the project mailing list, please contact:

Mrs. Nicole Washington, Project Manager
 Maryland State Highway Administration
 707 N. Calvert Street, Mail Stop C-301
 Baltimore, MD 21202
 410-545-8570 or 1-800-548-5026
 email: nwashington@sha.state.md.us

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Information on this and other SHA projects is also available at www.marylandroads.com.

NEXT STEPS

- Prepare Draft Environmental Document (Spring 2008)
- Conduct Location/Design Public Hearing (Spring/Summer 2008)
- Receive Location/Design Approval (Spring 2009)

Martin O'Malley, Governor
Anthony Brown, Lieutenant Governor
John D. Porcari, Secretary
Neil J. Pedersen, Administrator

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MD 175 Improvement Project



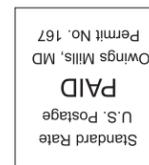
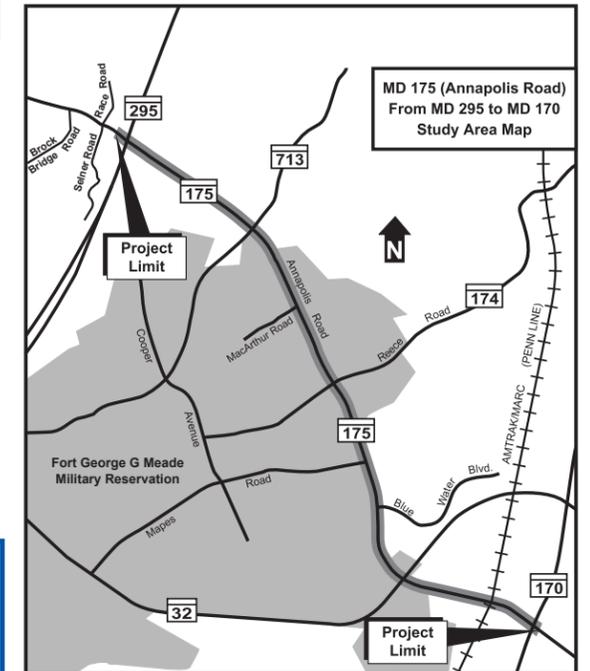
PROJECT NEWSLETTER • FALL/WINTER 2007-2008

MD 175 MOVES FORWARD

The MD 175 project is advancing with several new proposals on the table and a number of others dropped from further consideration. The current line-up – known as the Alternatives Retained for Detailed Study – is undergoing engineering and environmental analyses. The results will be published next spring, when a public hearing will be held.

The State Highway Administration (SHA), Federal Highway Administration (FHWA), and local partners are focusing their efforts on MD 175 between MD 295 and MD 170 near Fort Meade. As a result of the Base Alignment and Closure (BRAC) process, Fort Meade will attract thousands of new jobs. In addition, because of the increasing developments in the area, traffic volumes nearby will increase by more than 50 percent by 2030. The purpose of the project is to improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety on MD 175, while supporting existing and planned development in the area. This is one of many projects in Maryland designed to prepare the state for BRAC-related growth.

INSIDE: Public Meeting Well Attended - Page 2
 Alternatives Under Consideration - Page 3



Maryland Department of Transportation
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 Baltimore, Maryland 21203-0717

400 ATTEND MARCH WORKSHOP

The Alternates Public Workshop on March 28, 2007 drew approximately 400 persons, who reviewed the preliminary alternatives and provided feedback to the project team. Six alternatives, six interchange options, and seven Fort Meade Access options were presented. The project team received 152 comment cards on all aspects of the project. This input from the public and regulatory agencies, along with an evaluation of environmental impacts, construction cost and other factors were important in making project decisions on the alternatives retained for detailed study.

ONE ALTERNATIVE REVISED, SEVERAL OPTIONS ADDED

Following the March Workshop, the project team decided to revise one alternative for MD 175, and add a new interchange option at MD 295 and two new options at Max Blobs Park Road. The moves were made to reduce cost, improve traffic operations, and respond to community concerns. Here is a summary of the new improvements under consideration:

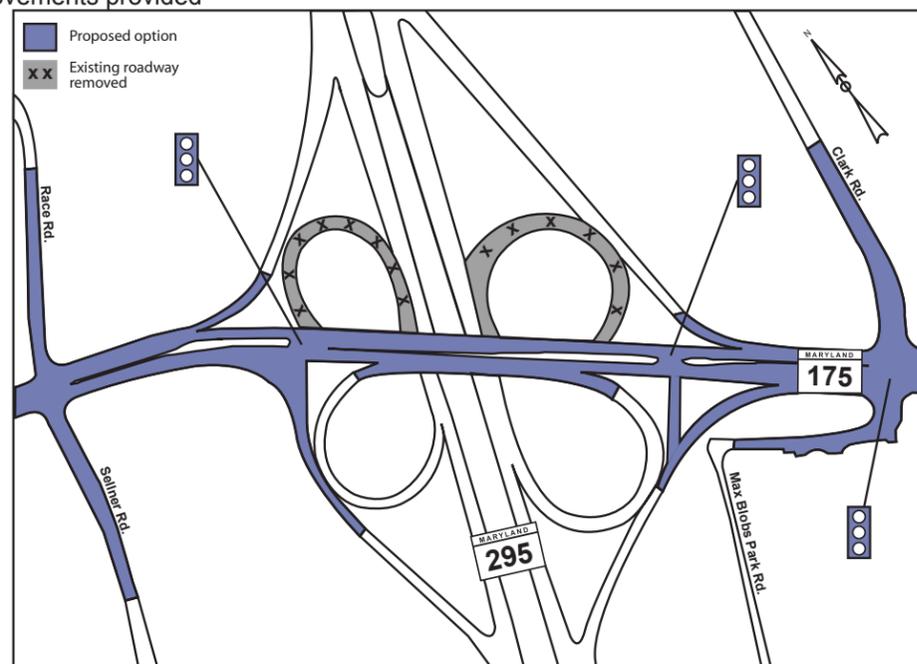
Four-Lane Divided Roadway West of Reece Road - Alternative 4 Modified

This alternative is similar to Alternative 4, which was a four-lane divided roadway with one 12-foot travel lane, one 11-foot travel lane and a five-foot bike lane in each direction, separated by an 18-foot median. Alternative 4 Modified extends this divided roadway from Sellner/Race Road west to Brock Bridge Road, which would have been a four-lane undivided roadway under Alternative 4. This alternative was developed at the request of residents west of Reece Road, who sought a safer and more aesthetically pleasing roadway.

MD 295 Interchange Option F- This partial cloverleaf interchange option would hold the existing southern edge of roadway in the interchange area and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements provided by these loop ramps would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively. The new proposed interchange would potentially lower overall interchange costs and minimize maintenance of traffic concerns. (See map)

Max Blobs Park Road Options - Max Blobs Park Road Options A and B were developed in response to projected traffic volumes and weaving concerns for vehicles destined to make a left turn at the MD 175/Clark Road intersection from the MD 295 northbound to MD 175 eastbound interchange ramp. These two interchange options are located in the southeast quadrant of the interchange and they are compatible with all interchange options. Both options should diminish eastbound weave concerns on MD 175 from MD 295 to Clark/Max Blobs Park Road. (See maps on page 3)

Interchange Option F - This partial cloverleaf interchange option would hold the existing southern edge of roadway in the interchange area and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements provided by these loop ramps would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively. The new proposed interchange would potentially lower overall interchange costs and minimize maintenance of traffic concerns. (See map)



Interchange Option F

Option A: The proposed outer ramp would provide for vehicles to exit at two points along the ramp. Vehicles destined for Clark/Max Blobs Park Road would exit mid-ramp onto Max Blobs Park Road and, for Clark Road access, travel to the signalized intersection with MD 175. Vehicles destined to MD 175 eastbound and westbound will continue on the relocated ramp to the MD 175 intersection.

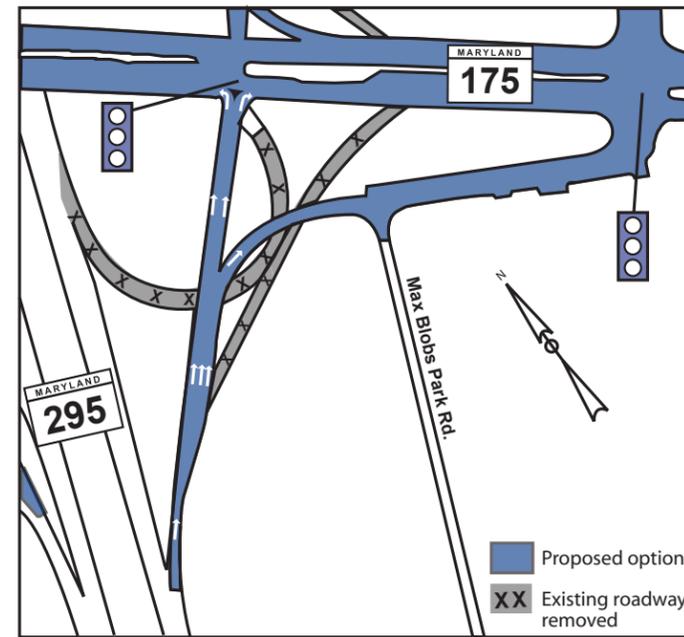
Option B: The outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Vehicles destined for Clark/Max Blobs Park Road and MD 175 eastbound would exit mid-ramp onto Max Blobs Park Road and travel to the signalized intersection with MD 175. Vehicles destined to MD 175 westbound would continue on the relocated ramp to the MD 175 intersection.

ONE ALTERNATIVE AND 9 OPTIONS DROPPED

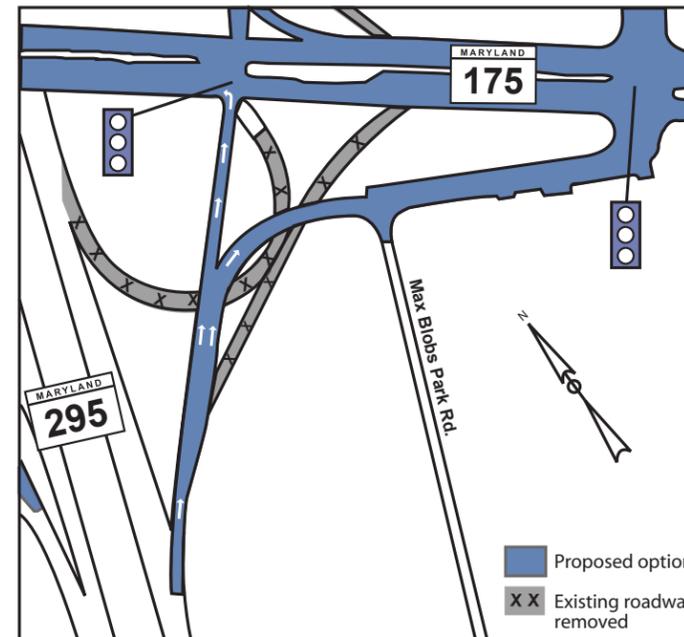
While several new potential improvements were added to the project, a number of others were dropped from further consideration. One alternative and four interchange options were dropped because of such factors as disruption to traffic flow, the number of construction stages required, the cost for maintenance of traffic during construction, and the potential impacts to the Saint Lawrence Catholic Church in the southwest quadrant of the MD 175/MD 295 Interchange. All five Fort Meade Access Options that recommended new access points into Fort Meade were eliminated because a new gate control would be required, and/or future traffic volumes for the Reece Road intersection still failed. The alternatives dropped from further evaluation are:

Alternative 4 – Four-Lane Divided West of Reece Road – Four-lane divided roadway from MD 295 to Reece Road and a 4-lane undivided roadway from MD 295 to Brock Bridge Road.

Interchange Option A1: Same as Interchange Option 2, but on the existing roadway centerline.



Max Blobs Park Road Option A



Max Blobs Park Road Option B

Interchange Option B: Partial Cloverleaf Interchange option that eliminated the loop ramps in the northeast and southeast quadrants.

Interchange Option C: Partial Cloverleaf Interchange option that eliminated the loop ramps in the northwest and southeast quadrants.

Interchange Option D: Full Diamond Interchange option that eliminated all loop ramps and relocated 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.

Fort Meade Access Options: All Five Fort Meade Access Options calling for new access points.

CURRENT ALTERNATIVES UNDER CONSIDERATION

Five Build Alternatives and the No-Build Alternative are currently under consideration, as are several options to reconstruct the MD 295/MD 170 interchange and improve access to Fort Meade. Here is a brief summary of the Alternatives Retained for Detailed Study:

Alternative 1 - No Build - This alternative calls for minor short-term improvements which would occur as part of normal maintenance and safety projects. This alternative serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Alternative 2 - Transportation Systems Management (TSM) – This alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. TSM improvements generally could be constructed with relatively low costs and few environmental impacts, but would provide no substantial improvements in capacity or operations to address future traffic conditions.

Alternative 3 - Six-Lane Roadway on Existing Centerline – This alternative consists of the widening MD 175 between Sellner/Race Road and MD 170 (Telegraph Road) from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane in each direction separated by an 18-foot median. Additional pedestrian and bicycle accommodations would be included as part of this alternative.

Alternative 4 Modified - Four-Lane Divided Roadway West of Reece Road – See previous summary.

Alternative 5 - Five-Lane Roadway with Center Turn Lane West of Reece Road- Alternative 5 applies only to the western segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a two 11-foot travel lanes with a five-foot bike lane in each direction, plus one continuous 12-foot vehicle center turn lane. Additional pedestrian and bicycle accommodations would be included as part of this alternative.

Alternative 6 - Six-Lane Roadway on Shifted Centerline - Alternative 6 includes the same typical section as Alternative 3. The proposed centerline for Alternative 6 uses the existing centerline in some locations but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. The Alternative 6 alignment proposes new bridges at two locations: MD 175 over MD 295 and MD 175 over the MARC/CSX Railroad. Additional pedestrian and bicycle accommodations would be included as part of this alternative.

MD 295/MD 175 Interchange Options

Interchange Option A2 – With the Single Point Urban Interchange (SPUI) all 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. Option A2 is proposed on a mainline shifted to the north.