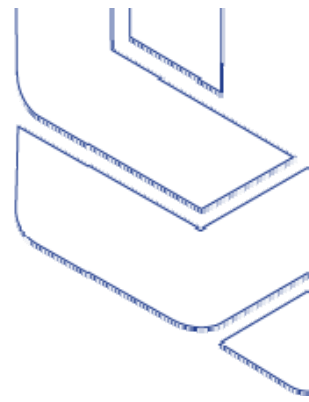


AMENDMENT

Baltimore Region FY 2011-2014

Transportation Improvement Program (TIP)



Improving our Regions Highways & Byways

Public Meeting – MD 175

Fort Meade, MD – May 17, 2011

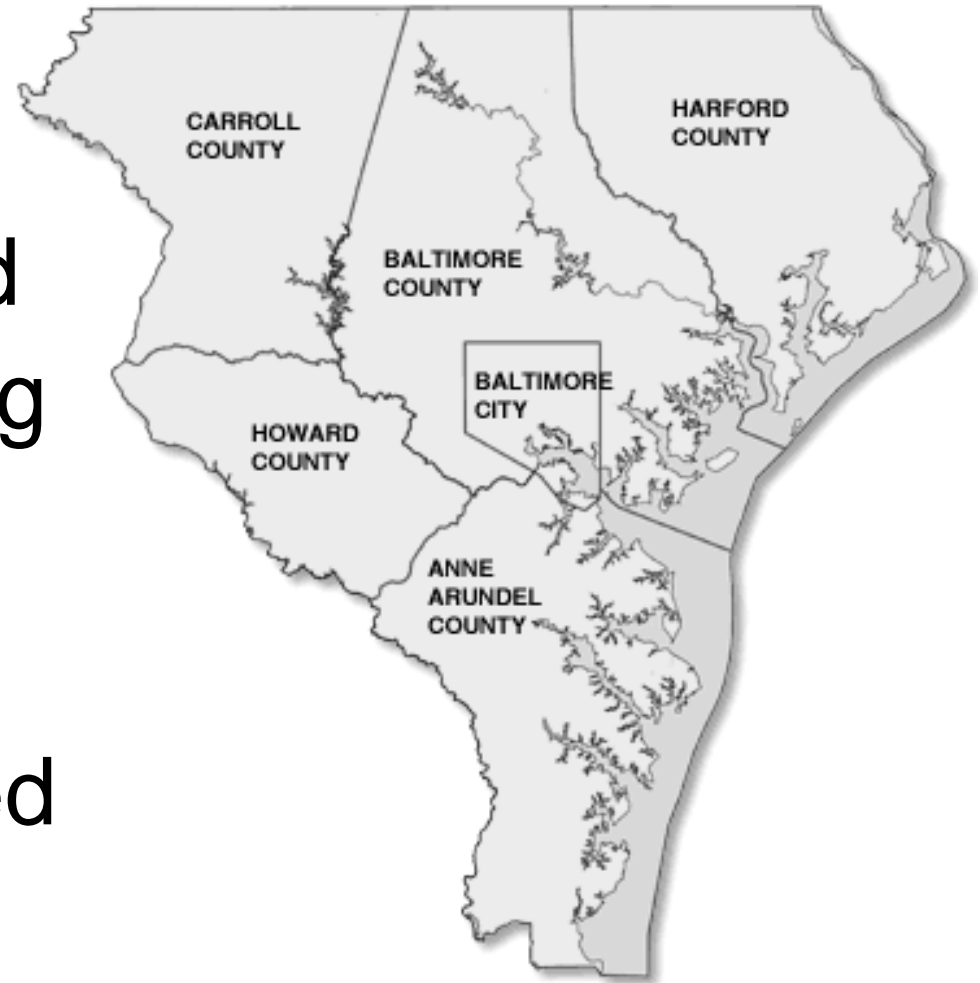


Baltimore Metropolitan Council



Who We Are

- BRTB - Baltimore Regional Transportation Board
- Metropolitan Planning Organization for the Baltimore region.
- Staff support provided by the Baltimore Metropolitan Council.



BRTB Members

- City of Annapolis – Joshua J. Cohen, Mayor
- Anne Arundel County - John R. Leopold, County Executive
- City of Baltimore - Stephanie Rawlings-Blake, Mayor
- Baltimore County - Kevin Kamenetz, County Executive
- Carroll County - Haven Shoemaker, Member, Board of Commissioners
- Harford County - David R. Craig, County Executive
- Howard County - Ken Ulman, County Executive

- MD Department of Transportation - Beverley Swaim-Staley, Secretary
- MD Department of the Environment - Robert Summers, Secretary
- MD Department of Planning - Richard E. Hall, Secretary
- MD Transit Administration - Ralign T. Wells, Administrator and CEO



What The BRTB Does

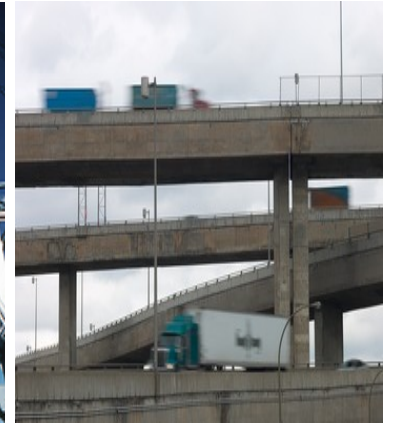
Planning & analysis for:

- Air Quality
- Bicycle and Pedestrian
- Emergency Preparedness
- Freight
- Safety
- Transit

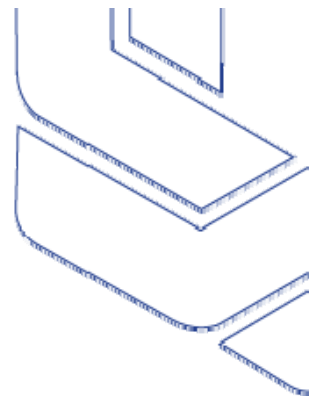


What The BRTB Does

- Annual work program
- Short-term transportation program (TIP)
- Long-Range Transportation Plan
- Air quality assessments of all transportation projects



What is the Transportation Improvement Program (TIP)?



- Short-range (four-year) program of transportation improvements & priority projects
- Authorization to seek federal funds
- Financially constrained
- Updated annually: Current is FY 2011-2014.
- Amendments require 30-day public review
 - New projects, New funding, etc



Air Quality Assessment

- TIP and long-range plan go through a process that compares estimated pollutants (emissions) from transportation projects to limits (budgets) set by the State.
- This report, called a “conformity determination”, addresses fine particulate matter (PM2.5), 8-hour ozone and CO standards.



What's Being Amended?

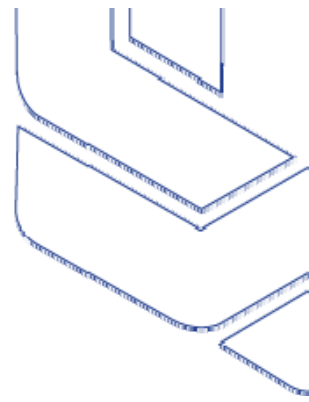
MD 175: MD 295 to MD 170



- **New:** Additional \$3.6 million for the design phase
- **Underway:** A study to identify traffic flow improvements (including bicycle & pedestrian accommodations)
- **Purpose:** To alleviate current and future traffic congestion along MD 175 and improve access to Fort Meade
- **Project web site:**
<http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=AA436112>



Project Details



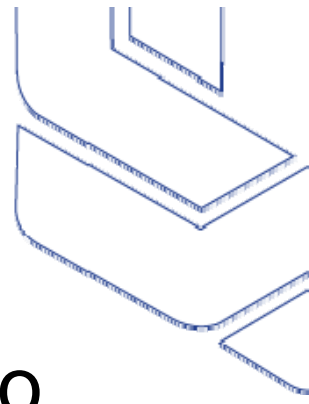
Preferred Alternative: In order to best satisfy the different goals of the corridor, multiple alternatives were combined to create the Preferred Alternative, which was identified on July 10, 2010 by SHA.

The Preferred Alternative consists of:

- Alternative 4 (Modified) from Brock Bridge Road to west of MD 295
- Option F at the MD 175/MD 295 interchange
- Alternative 6 with the 21½ Street Option from MD 295 to MD 32
- Alternative 2A (Enhanced TSM) from MD 32 to MD 170



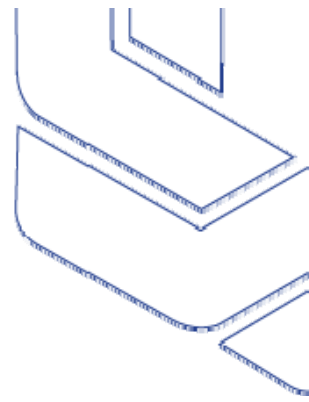
Alternative 4 (Modified)



- Includes the widening of existing MD 175 to provide a two-lane closed section roadway in each direction.
- Separated by an 18-foot median
- Adds a five-foot sidewalk on the north side of the roadway
- Adds an eight-foot hiker/biker trail on the south side of the roadway.



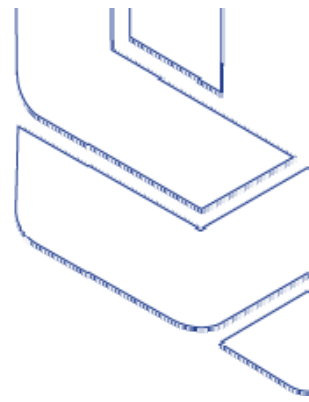
Option F



- At the MD 175/MD 295 interchange
- Cloverleaf interchange option
- Keeps the existing southern roadway boundary of MD 175 through the interchange
- Eliminates the loop ramps in the northeast and northwest quadrants
 - Traffic from these loops would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants



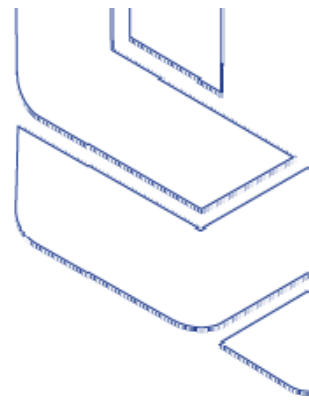
Option F Alternative 6 with 21 ½ Street Option



- Widen existing MD 175 to a 6-lane closed section roadway with an 18-foot median
 - Adds 5-foot sidewalk on the north side
 - Adds 8-foot hiker/biker trail on the south side
- Also includes a southern alignment shift from east of MD 713 (Rockenbach/Ridge Rd) to Reece Rd
 - To provide the requested minimum standoff distance from existing Fort Meade buildings to the proposed roadway edge



Option F Alternative 6 with 21 ½ Street Option



- Proposed roadway then ties into and follows the existing MD 175 alignment for the remainder of the alternative.

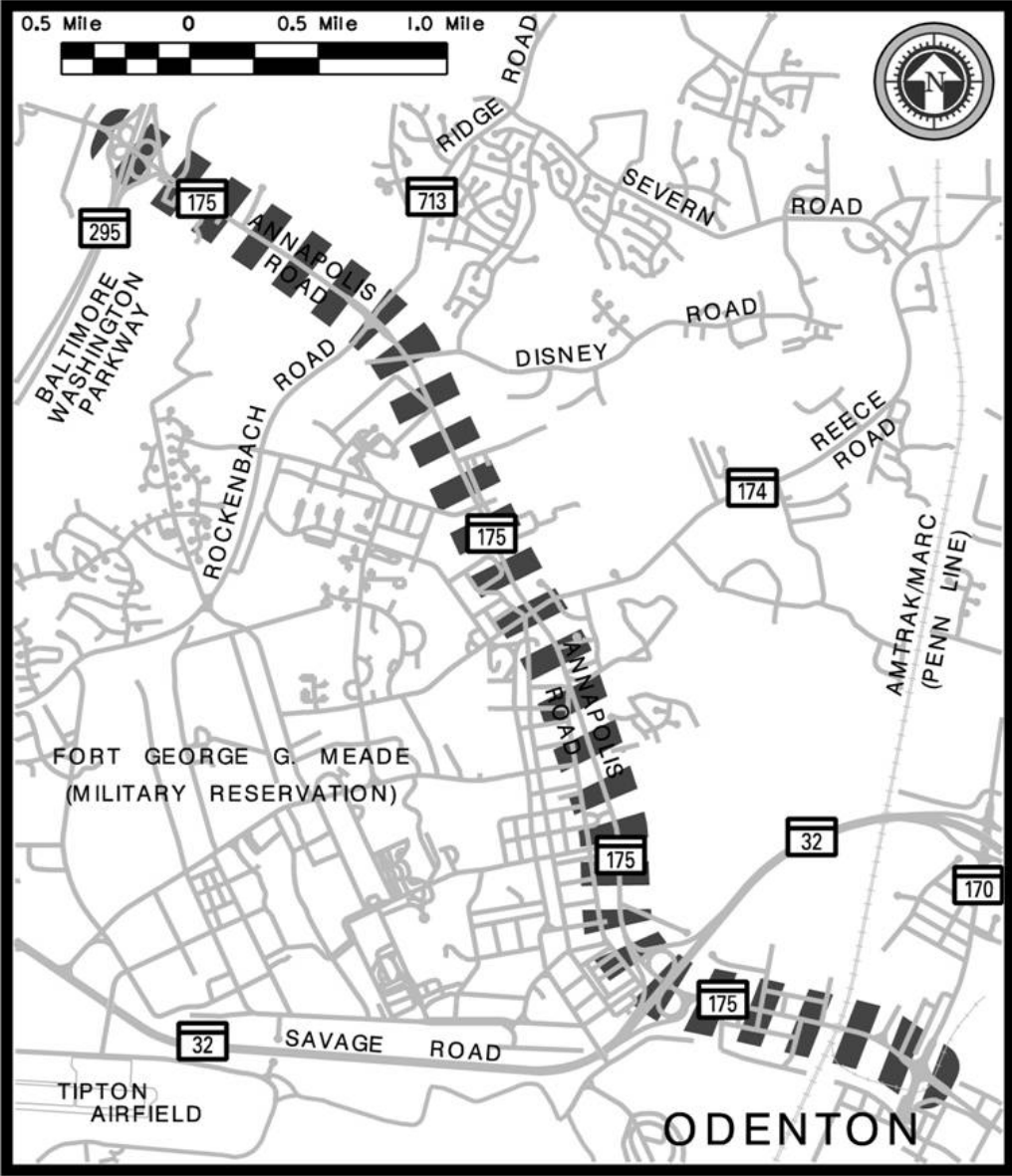


Alternative 2A (Enhanced TSM)

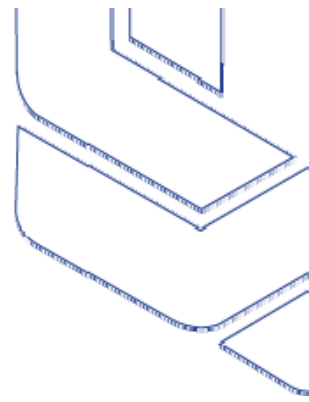
- From MD 32 east in Odenton
- Generally holds existing roadway width, with the exception of:
 - Adds turn lane capacity from Nevada Avenue to Morgan Road/Town Center Boulevard.
- Adds 5-foot sidewalk on the north side of the roadway
- Adds 8-foot hiker/biker trail on the south side of the roadway to the existing typical section.



Project Map



Schedule



- Design Initiation Meeting April 20, 2011
- Preliminary Investigation September 2011
 - Identify right of way needs (for entire project)
- Semi-Final Review June 2012
 - Plats Prepared/Funding (for interchange)
- Final review February 2013
 - (for interchange)



Your Comments are Welcome!

Comments welcome through Monday, June 6

Baltimore Regional Transportation Board
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

410-732-8248 (Fax)

comments@baltometro.org

www.baltometro.org/bboard



For More Information

James Dooley

MD State Highway Administration

410-545-5672

jdooley@sha.state.md.us

Monica Haines Benkhedda, MSW

Baltimore Metropolitan Council

410-732-0500 x1047

mhainesbenkhedda@baltometro.org

