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On behalf of the Baltimore Regional Transportation Board, I would like to thank you for your comments on *Advancing Priority Improvements on MD 175 and MTA Metro (2014-2017 TIP Amendments)*.

The BRTB is continually striving to improve the transportation plans and planning process based on the comments received. As such, all comments received were carefully considered by the BRTB and discussed with the Maryland State Highway Administration (SHA). A response to comments is included in the attached document.

The BRTB is scheduled to vote on the *Advancing Priority Improvements*, including MD 175, (2014-2017 TIP Amendments) at their meeting on **Tuesday, January 27 at 9 a.m. at the Baltimore Metropolitan Council**. Please visit [www.baltometro.org](http://www.baltometro.org) for directions and to check for any notice of inclement weather.

Once again, thank you for your time and effort in reviewing these projects. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Sincerely,

George G. Cardwell, Empowered Chair  
Baltimore Regional Transportation Board

## **Response to comments**

### **Advancing Priority Improvements, including MD 175**

#### **2014-2017 TIP Amendments**

SHA, over a period of several years, evaluated alternatives/options for improving approximately 5.7 miles of the MD 175 Corridor, from west of the MD 295 (Baltimore/Washington Parkway) interchange to MD 170 (Telegraph Road/Piney Orchard) in northwestern Anne Arundel County. Through the planning and subsequent environmental documentation process many community meetings were held as well as public hearings. The results of the Study, based upon input from the community and conformance to State and Federal guidelines, resulted in the inclusion of an eight-foot wide hiker/biker trail along the south side of MD 175, a five-foot sidewalk on the north side, and four-foot, bicycle compatible shoulders on each side of the roadway.

The current segment of MD 175, under design and funded for construction, extends from Disney Road to Reece Road. The width of the bicycle compatible shoulders has been increased to five feet in order to meet current SHA guidelines. The hiker/biker trail has been increased to ten feet in width as well. It has recently been requested that the SHA consider the use of protected or buffered bicycle lanes. The SHA will investigate potential opportunities related to these suggestions for this segment of MD 175.

An easement for the roadway has been set based upon the currently proposed roadway width, and was granted to the SHA through an agreement with Fort George G. Meade.

Major changes in the current design at this point that would affect right-of-way, the project's ability to meet storm water management requirements, and also maintain the current design schedule as required by the Federal Government through the use of the TIGER Grant will need to be considered when evaluating feasible incorporation of any potential changes.