

APPENDIX A

MD SHA Administrator's Preferred Alternative Selection Meeting Minutes



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Acting Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Gregory I. Slater
Director
Office of Planning and
Preliminary Engineering

FROM: Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

DATE: July 1, 2009

SUBJECT: MD 175 Project Planning Study
Project No: AA436B11

RE: Preferred Alternative Meeting with the Administrator

On Thursday, May 28, 2009, the Project Team met with the Administrator to present the Team's Recommended Alternative. The goal of this meeting was to seek concurrence on the Recommended Alternative from the State Highway Administrator. The following people were in attendance:

Martha Arzu	Anne Arundel County	410-222-7440
George Cardwell	Anne Arundel County	410-222-7432
Trish Miller	Fort Meade	301-667-2847
Bert Rice	Fort Meade	301-667-2847
Zach Rubin	Sabra Wang	410-737-6564
Paul Silberman	Sabra Wang	410-737-6564
Douglas Simmons	SHA-Administration	410-545-0411
Neil Pedersen	SHA-Administration	410-545-0400
Lee Starkloff	SHA-D5	410-841-1001
Debra Russell	SHA-D5	410-841-1079
Kimberly Tran	SHA-D5	410-841-1003
Betty Allen	SHA-D5 ORE	410-841-1058
Sue Bauer	SHA-D5 ORE	410-841-1057
Melody Bryant	SHA-D5 ORE	410-841-1062

Joseph Harrison	SHA-ELPD	410-545-8506
Bradley Smith	SHA-ELPD	410-545-8698
Linda Mott	SHA-OED	410-545-8620
Kirk McClelland	SHA-OHD	410-545-8800
Eric Marabello	SHA-OHD	410-545-8770
Norie Calvert	SHA-OHD	410-545-8846
Barb Solberg	SHA-OHD	410-545-8830
Andrew Cadmus	SHA-OHD	410-545-8864
Kelly Nash	SHA-OOS	410-545-8704
Richard Woo	SHA-OPR	410-545-0340
Bruce Grey	SHA -OPPE	410-545-8500
Danielle Edmonds	SHA-PMD	410-545-8516
Nicole Washington	SHA-PMD	410-545-8570
Vaughn Lewis	SHA-RIPD	410-545-5673
Glenn Klaverweiden	SHA-RIPD	410-545-5675
Derek Gunn	SHA-TFD	410-545-2950
Joe Dement	Wilson T. Ballard Co.	410-363-0150
Mark Lotz	Wilson T. Ballard Co.	410-363-0150

Handouts included:

- Meeting Agenda
- Power Point presentation
- Summary of Impacts Chart
- Traffic Chart
- Corridor Segmentation Sheet
- Team Recommended Alternative Mapping

Purpose of the Meeting

The purpose of this meeting was to present the Team's Recommended Alternative to the SHA Administrator for his concurrence. These minutes summarize discussions and comments from the meeting.

Project Overview and Background

After a round of attendee introductions, Danielle Edmonds gave a brief overview and summary of the project's background, including the project's Purpose and Need. The purpose of the MD 175 Project Planning Study is to improve the existing capacity, traffic operations, intermodal connectivity, motor vehicle, bicycle and pedestrian safety, while supporting existing and planned development in the area.

Summary of Public Involvement

Danielle noted that a series of business meetings were held in April 2008. The purpose of these meetings was to receive feedback and comments from business owners along the corridor prior to the Location/Design Public Hearing that was scheduled for June 26, 2008. Ms. Edmonds noted that approximately 325 citizens attended the Public Hearing. Thirty-three people provided oral testimony and 13 comment cards were received. The majority of the speakers were concerned with the following:

- Bike access along MD 175
- Preservation of the Jones House & Nichols Bethel Methodist Cemetery
- Impacts to Odenton Town Center, Jessup, and North Odenton businesses
- Additional MD 32 Access to Fort Meade

Major Civic Organizations, Groups, and Local Government had the following comments:

- West Anne Arundel County Chamber of Commerce – Support Alternative 2; also want portions of the 1999 Master Plan included
- Jessup Improvement Association – Support Alternative 4 Mod. with comments; Dislike all MD 175/MD 295 Interchange Options
- Greater Odenton Improvement Association – MD 32 to MD 170 support Alternative 2; MD 32 to MD 295 support Alternative 6
- Anne Arundel County - AMTRAK to MD 32 Support Alternative 2; want Town Center Plan Elements (Lowered Design Speed and LOS) and Grid System
- Odenton Oversight Committee – Do not support Alternative 3, 6, or 6A

Alternatives Presented at Location/Design Public Hearing

Six build alternatives including the No-Build Alternative and several options were presented at the Location/Design Public Hearing on June 26, 2008. The following alternatives and options were presented at the meeting by Mark Lotz:

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. TSM improvements generally could be constructed with

relatively low costs and few environmental impacts, but would provide no substantial improvements in capacity or operations to address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

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

MAINLINE BUILD ALTERNATIVES

Each of the build alternatives presented at the workshop include the following three basic elements:

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

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

Mr. Gregory I. Slater
Page Five

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

Alternative 4 applies only to the western 3.0-mile long segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. From Brock Bridge Road to west of Reece Road, the typical section consists of two 28' wide roadways (one 12' travel lane, one 11' travel lane and a five-foot bike lane in each direction), separated by an 18' median. Additional pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for this four-lane divided section is 104 feet.

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

Alternative 5 applies only to the western 3.0-mile long segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a 66' wide roadway (two 11' travel lanes and five-foot bike lanes in each direction; additionally, the section includes one continuous 12' vehicle center turn lane). Additional pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for the five-lane section is 96 feet. The proposed Alternative 5 alignment follows the existing centerline of MD 175 and can tie into Alternative 3 or Alternative 6 east of Reece Road.

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. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. Alternative 6 can tie into Alternatives 4 or Alternative 5 west of Sellner/Race Road.

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.

Mainline Option: 21 1/2 Street Option

The alignment shift is compatible with Alternative 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 blast-proof the existing Fort Meade buildings that fall within the standoff distance.

MD 175/MD 295 INTERCHANGE OPTIONS

The five options presented at the Hearing for the improvement of the MD 175/MD 295 interchange are briefly summarized as follows:

- Option A2 – Compatible with 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.
- Option E – Compatible with 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.
- 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.
- Max Blob's Option A – With this option, the proposed outer ramp in the southeast quadrant would provide for drivers 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.
- Max Blob's Option B – With this option, the proposed outer ramp in the southeast quadrant would provide for drivers 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.

FORT MEADE ACCESS OPTIONS

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

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

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

General Fort Meade Access Options

- 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 drivers 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.
- Option B – 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.

Mapes Road Intersection 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.

Reece Road Intersection Option B Modified – This option would provide a new exit from Fort Meade at 18th Street. Drivers traveling eastbound exiting from 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.

Studies Conducted Subsequent to the Public Hearing

Ms. Edmonds stated that the corridor has been broken into three segments: Jessup, Fort Meade and the North Odenton businesses, and Odenton Town Center. The Jessup area is mainly rural areas with residences, churches and schools. Their goals are to manage congestion, to discourage cut-through traffic, and to minimize disruption/impacts to church and residents. The Fort Meade and North Odenton business area is made up of commercial properties, some residential properties, and schools. The goals in this area are to increase capacity (LOS D or better), to manage traffic destined for Fort Meade, and to minimize impacts to Fort Meade and North Odenton businesses. Finally, the Odenton Town Center area is considered the "heart" of Odenton with a planned Town Center, businesses, cemetery, and transit. The goals in this area are to create/establish a Town Center "sense of place", to manage congestion (LOS F is acceptable), minimize impacts to cemetery and businesses, and to encourage drivers destined to Fort Meade to utilize MD 32 and MD 295.

Mr. Lotz gave an overview of the alternative (Enhanced TSM Alternative) and option (Hale Street Option) developed in the Odenton area to meet the goals mentioned above. The Enhanced TSM Alternative includes all of the improvements for Alternative 2 with the addition of a 5-foot sidewalk on the north side of the roadway and an 8-foot hiker/biker trail on the south side of the roadway. The Hale Street Option was developed in consultation with Anne Arundel County. This option created a one-way pair with MD 175 using Hale Street (county road). This option would remove part of the volumes off of MD 175 which creating a grid system in the Odenton area.

Environmental Overview & Summary of Impacts and Costs

Bradley Smith provided a brief overview of the environmental features and impacts along the corridor. Mr. Smith noted the reduction of displacements along the corridor with the Team Recommended Alternative. The Team Recommended Alternative reduced displacements from approximately 46 displacements for Alternative 3 to a total of 15. The total costs for the Team Alternative is \$358 million, which includes \$109 million for right-of-way. Mr. Smith also noted that a mitigation plan for Trusty Friend, because of adverse effects, will need to be developed for the final environmental document.

Neil Pedersen asked why there were displacements with the TSM alternative. Mr. Smith responded that there was an increase of width in the roadway due to the sidewalk and hiker/biker trail. Mr. Pedersen requested that the study team evaluate reducing the backing along the hiker/biker trail and sidewalk in the Jessup and Odenton areas. Mr. Pedersen asked Mr. Smith to highlight the prime farmlands affected by the Team Recommended Alternative. Mr. Smith pointed out the locations on the map and noted that they are slated for development. Neil suggested that the Project Team keep National Park Service in the loop during the design process, since the project will be making changes within their boundaries.

Mr. Gregory I. Slater
Page Nine

Traffic Overview

Paul Silberman and Derek Gunn gave a brief overview of the traffic. They noted that there were operational issues on the east and west ends of the project. MD 175 at Brock Bridge Road will need to be widened to 6-lanes in the near future. They also noted that traffic operations were acceptable with the Team Recommended Alternative along the corridor except for at two intersections, MD 175/Rockenbach/Ridge Road and MD 175/MD 170. The volumes in these locations warrant grade separation. Through the Odenton area, Anne Arundel County requested a four-lane section that would be consistent with the Odenton Town Center plan. They have acknowledged that a four-lane section will not solve the traffic operation issues in that area and will result in failing Levels-of-Service. The County will be proposing other TSM improvements in the Odenton area to alleviate operational issues on MD 175.

Mr. Pedersen recommended that the County's study include a grid system in the Odenton Area to help with the flow of traffic on MD 175.

Key Issues

Odenton Town Center Update/County Involvement

Anne Arundel County

George Cardwell stated the County realizes that with the projected levels of service in the Odenton area along MD 175, that the ancillary roadway system requires potential upgrading. The County will undertake a Grant Study to determine what cross street/side road improvements may be necessary to improve vehicular movements in the Odenton area through a grid roadway system. The MD 175 project improvements will be incorporated into the County study.

Developer Improvements

Mr. Cardwell noted that the Parkside development was currently off of the table and the MD 175 roadway improvements associated with it will not occur. If in the future the development restarts, SHA will make sure that the developer compensates SHA for the roadway improvements that would have originally been constructed by their project.

Fort Meade Internal Traffic Study

The Fort Meade internal traffic study has been completed and was forwarded to Derek Gunn. The information provided has been incorporated into the latest traffic analysis for the MD 175 project.

Enhanced Use Lease (EUL)

The EUL traffic report has not been completed at this time. Bert Rice stated that the Fort is continuing to negotiate the EUL agreement. He mentioned that the developer will need to improve Reece Road from MD 175 to the limits of the Army property boundary. The first phase

Mr. Gregory I. Slater
Page Ten

of the EUL construction would take place east of Reece Road (4 buildings) and the second phase would take place west of Reece Road, which contains 106 acres of land. The second phase would also require construction of the 21 ½ Street/MD 175 intersection. Currently, the conceptual plans do not permit a connection between 21 ½ Street and Reece Road. Vaughn Lewis requested that connection to be added to any proposed plans.

Storm Water Management

It was stated that several meetings have taken place with Fort Meade regarding potential stormwater management sites. However, the proposed facility on the south side of MD 175 between Reece Road and Mapes Road, appears to be less linear than originally conceptualized. Once project funding is received, storm water management pond sizes will be revisited using the 2007 MDE regulations with the hope that a more linear design can be implemented in this area in Final Design phase.

Fort Meade Security Fence/Wall

Linda Mott presented the gate schemes to the group. Mark presented the costs for the security wall, chain link fence, and security gates within the Fort Meade site. The base cost, without contingencies, of the wall is \$5.6 million, the chain link fence is \$0.8 million and security gates were \$0.7 million. Mr. Pedersen thought that the security gate cost was too low. The cost will be reanalyzed during the Stage III engineering phase.

Mr. Rice stressed the need to minimize the amount of Fort Meade land required and requested the team look at reducing grading (from 20' of backing behind the curb to 14') in the area of the proposed security wall. Mr. Pedersen stated that, unlike the Odenton area, travel speed and safety may not allow this reduction to occur. Mr. Cardwell suggested some type of barrier could be used to keep an errant vehicle from intruding into the reduced grading area. Kirk McClelland asked if the team was proposing street trees and suggested creating renderings along this area of Fort Meade showing full grading and reduced grading scenarios with trees. SHA-OHD volunteered to create the renderings. Mr. Pedersen requested the team to consider what an appropriate "gateway" for Fort Meade might look like. It was also noted that the timing of the construction of the security wall needs to be considered in relation to the proposed BRAC intersection improvements.

Fort Meade will look into requirements for building hardening. Currently, two buildings, nearest Reece Road in the southeast intersection quadrant, apply under the force barrier protection requirements.

Mr. Gregory I. Slater
Page Eleven

Fort Meade Building Hardening

Ms. Edmonds stated that there are currently two buildings that fall within the minimum standoff distance, which may require building hardening. The study team will work with Fort Meade to determine if the fence/wall will be sufficient protection in lieu of hardening the buildings. The need for building hardening will be further discussed during the Memorandum of Understanding (MOU) meetings.

Memorandum of Understanding

A meeting will be scheduled to finalize the MOU agreement between the SHA Administrator and Fort Meade Base Commander. Neil suggested the team to develop a step-by-step sequence to get to a final MOU understanding. Neil requested that the Project Team develop a new MOU format to use for the study. It was noted that an Entry Agreement is required before an MOU agreement.

Short Term Improvements (BRAC)

It was stated that the Rockenbach Road/Ridge Road and Disney Road/26th Street intersection improvements will be funded in full, while the Reece Road and Mapes Road/Charter Oaks Boulevard intersections will receive partial funding. The BRAC study team has been directed to study a MD 175 roadway improvement from MD 295 to west of Rockenbach Road.

Project Staging (Corridor Segmentation)

Mr. Lotz gave an overview of the proposed corridor segmentation (see attached figure). The priorities of the corridor are as follows:

1. MD 175/MD 295 Interchange Option F
2. Max Blob's Park/Clark Road to West of Rockenbach/Ridge Road
3. East of Disney Road/26th Street to West of Reece Road
4. East of Mapes Road/Charter Oaks Boulevard to MD 32 Interchange
5. East of MD 32 Interchange to MD 170
6. West of Rockenbach/Ridge Road to East of Disney Road/26th Street
7. West of Reece Road to West of Mapes Road/Charter Oaks Boulevard
8. Mapes Road/Charter Oaks Boulevard Intersection
9. Brock Bridge Road to Sellner Road

Team Recommended Alternative

Mr. Lotz gave an overview of the Team Recommended Alternative. This alternative consists of Alternative 6 with the 21 ½ Street Option from MD 295 to MD 32 and the Enhanced TSM Alternative from Brock Bridge Road to MD 295 and MD 32 to MD 170. This alternative best satisfies the different goals present along the corridor. Mr. Pedersen concurred with the Team Recommended Alternative as presented.

Alternatives and Options Not Selected

Ms. Edmonds gave an overview and justification of the Alternatives and Options not selected. They include:

Mainline Alternatives

- Alternative 1 (the No-Build Alternative): Will not have provided any transportation improvements to the project area (Does not meet project's purpose and need)
- Alternative 2 Transportation Systems Management: Not selected for further consideration because an enhanced TSM alternative was developed for the corridor
- Alternative 3 – Six-Lane Divided on Existing Centerline: Not selected for further consideration because of higher costs and impacts compared to the recommended alternative
- Alternative 4 Modified – Four-Lane Divided west of Reece Road: Not selected because it would not satisfy the build year levels of service requirements.
- Alternative 5 – Five-Lane Undivided with center turn lane west of Reece Road: Not selected because it would not satisfy the build year levels of service requirements and due to the safety issues of not having a median to divide two-way traffic.
- Alternative 6 – Six-Lane Divided on Shifted Centerline: Not selected for further consideration because of higher costs and impacts compared to the recommended alternative
- Alternative 6A – Resource Minimization Alignment: Not selected because of strenuous opposition voiced by the public to the proposed relocation of the Nichols Bethel Methodist Church cemetery. In addition, higher environmental impacts and costs compared to the recommended alternative contributed to the decision.
- Alternative 6B – Hale Street Option: Not selected because of higher environmental impacts and costs compared to the recommended alternative

MD 175/MD 295 Interchange Options/Modifications

- Options A2 and E: Dropped from further consideration because of the potential cost, environmental impacts and maintenance of traffic issues as compared to the selected Interchange Option F.
- Max Blob's Options A and B: Dropped from further consideration because of projected failing levels of service for the Max Blob's Park Road/Clark Road intersection and opposition voiced by the public and the Anne Arundel County Fire Department.

Fort Meade Access Options

- General Fort Meade Access Option B (Continuous Flow Intersection): Dropped from further consideration because the traditional style intersection configurations (Fort Meade Access Option A) met the desired level of service requirements with less costs and lower environmental impacts.
- Reece Road Access Options A, C, D and E and Mapes Road Access Option A: Dropped from further consideration because new gate controls would be required. Fort Meade is

Mr. Gregory I. Slater
Page Thirteen

opposed to adding any additional gates along MD 175 to the ones that are already operational at Rockenbach Road, Reece Road, Mapes Road and Llewellyn Avenue.

- Reece Road Access Option B Modified and Mapes Road Access Option B: Dropped from further consideration because at-grade solutions meet the desired level of service requirements with less costs and environmental impacts

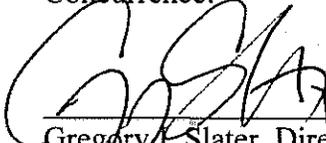
Follow-ups

- Brad Smith requested a document containing the proposed sound barrier locations for the Team Recommended Alternative and Alternative 3. *The documents were emailed on May 29, 2009.*
- Doug Simmons requested the Team Recommended Alternative cost estimate to be broken out by segment. *Segmentation of project will begin in July.*
- OHD to create rendering for Fort Meade containing various grading panel scenarios along the south side of MD 175. *Meeting has been scheduled for June 26, 2009. Rendering will be complete by the SHA Administrator/Fort Meade Commander Meeting (July/August 2009).*
- Team to create document containing step-by-step sequence for MOU. *Meeting has been scheduled for July 10, 2009.*
- Engineering team will reduce grading widths in Jessup and Odenton area in order to potentially reduce displacements and environmental impacts. *Preliminary meeting has been scheduled for July 14, 2009.*

If you have any questions, please feel free to contact Ms. Danielle Edmonds, Assistant Project Manager, at 410-545-8516 or Mr. Bradley Smith, Environmental Manager at 410-545-8698.

I concur that the above statements accurately represent decisions made by the Administrator at the May 28, 2009 Administrator's Selection Meeting for the MD 175 Project Planning Study.

Concurrence:



Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

7/13/09
Date

Attachments

cc: File
Attendees
MD 175 Project Team