



Station 1



Sign-In

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Station 2



Welcome

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PURPOSE OF THE MEETING

- To formally present the results of the detailed engineering and environmental studies
- To hear your input!



Station 3



Project Overview

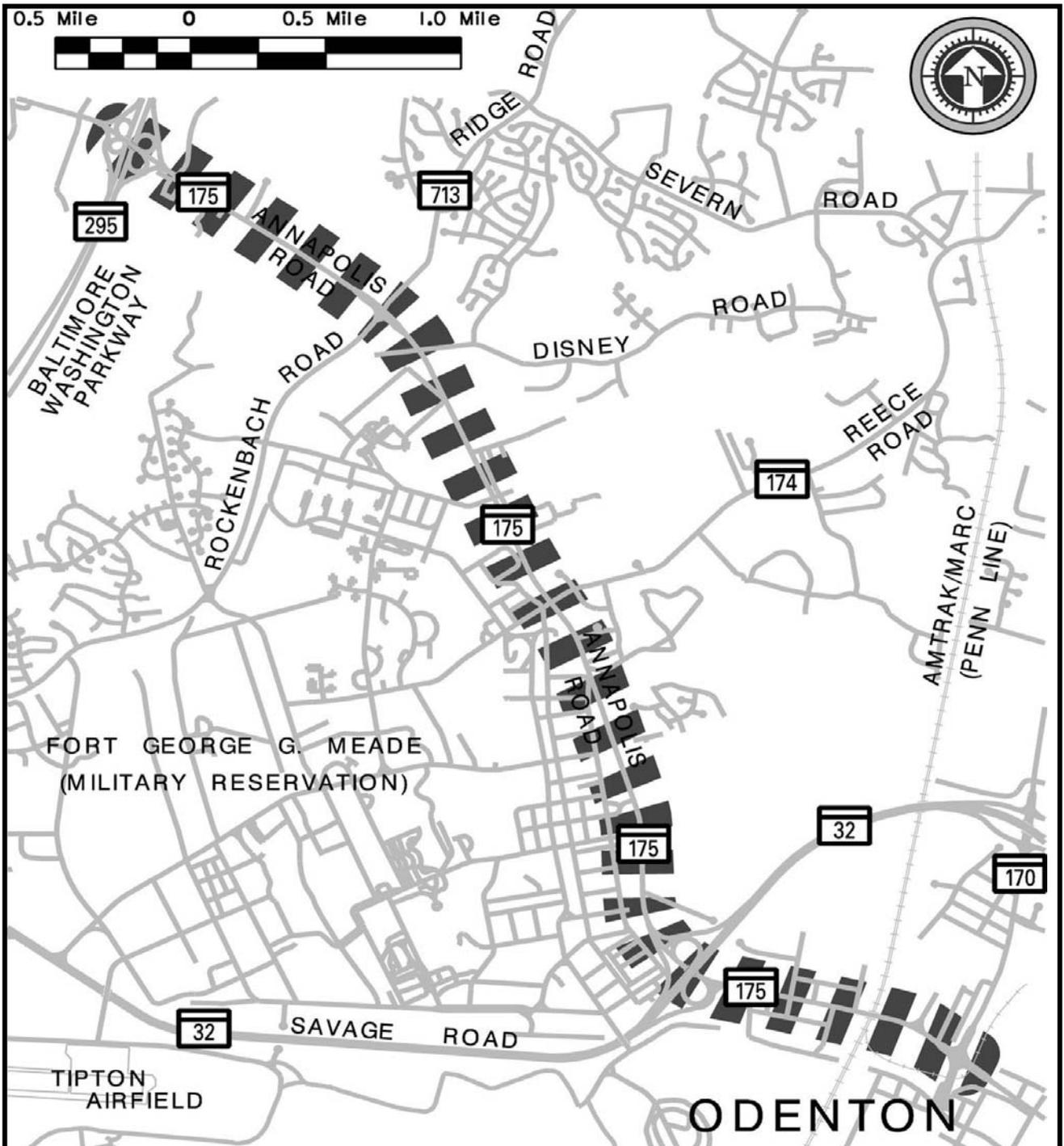
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WHY IS THIS PROJECT NEEDED?

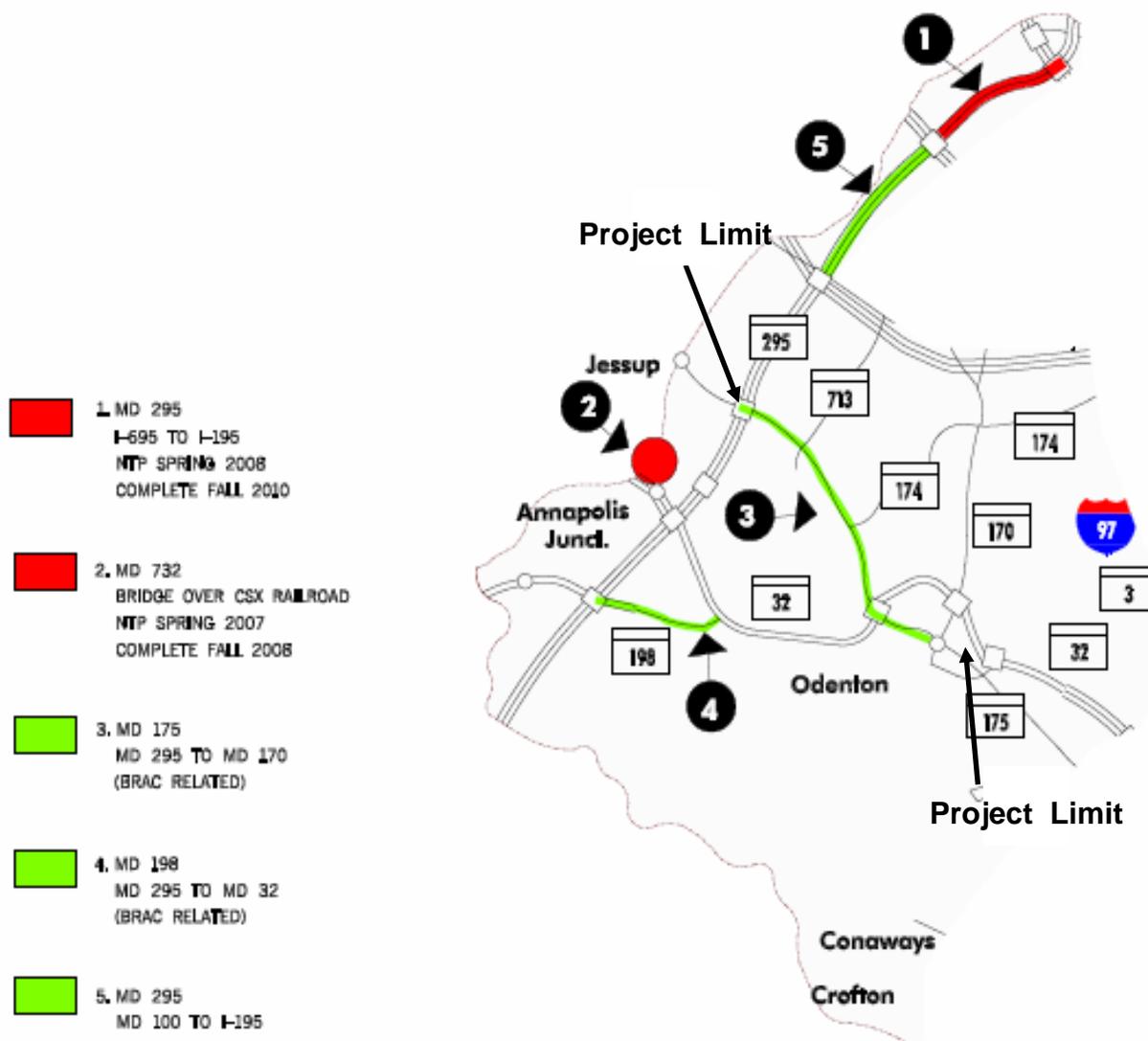
- The area around Fort Meade is one of the fastest growing areas of Anne Arundel County.
- Fort Meade and NSA combined represent the largest employers in the State of Maryland.
- Numerous developments have contributed to increased traffic volumes in the area.
- As a result of the 2005 Base Realignment and Closure (BRAC) recommendations, Fort Meade is expected to grow dramatically.
- Provides connectivity to the regional network.



STUDY AREA MAP

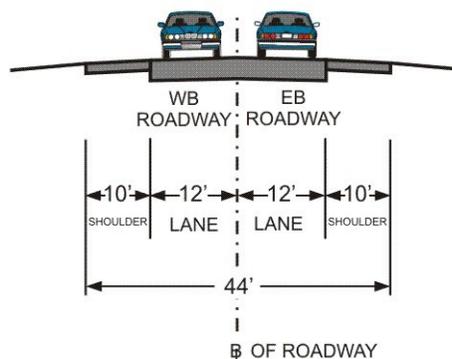


REGIONAL MAP

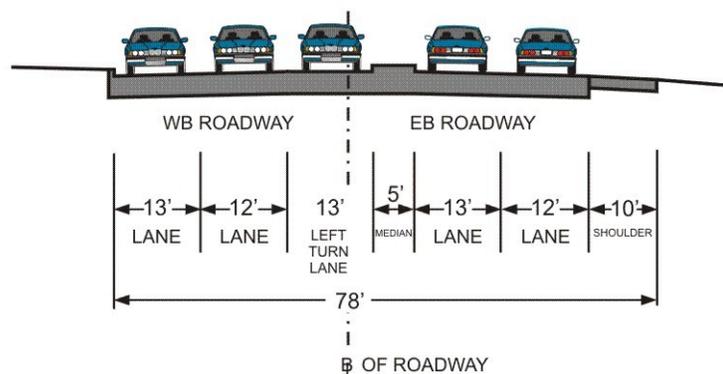


EXISTING TYPICAL SECTIONS

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

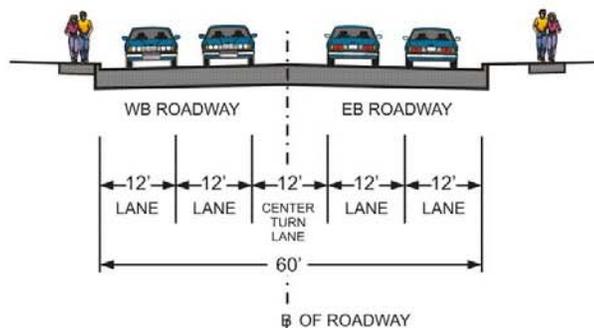


ROCKENBACH / RIDGE ROAD TO DISNEY ROAD

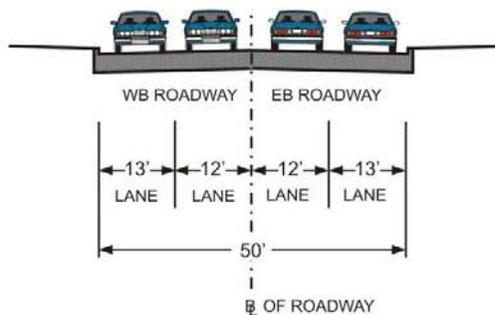


EXISTING TYPICAL SECTIONS

REECE ROAD TO MD 32



MD 32 TO MD 170





Station 4



Project Development Process

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PROJECT PLANNING PROCESS



HIGHWAY DEVELOPMENT PROCESS

PROJECT PLANNING*



FINAL DESIGN



RIGHT-OF-WAY



CONSTRUCTION



* The project is only funded for this phase.



Station 5



Traffic

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SAFETY - SUMMARY

- The crash history for MD 175 was divided into 4 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 were between 252.3 and 282.7 per 100 million vehicle miles.
- The segment from MD 295 to MD 713 total crash rate was significantly higher than the statewide rate.
- From 2002-2004, the MD 175/MD 713 and MD 175/MD 170 intersections have met the criteria for a Candidate Safety Improvement Location.



SAFETY CRASH RATES

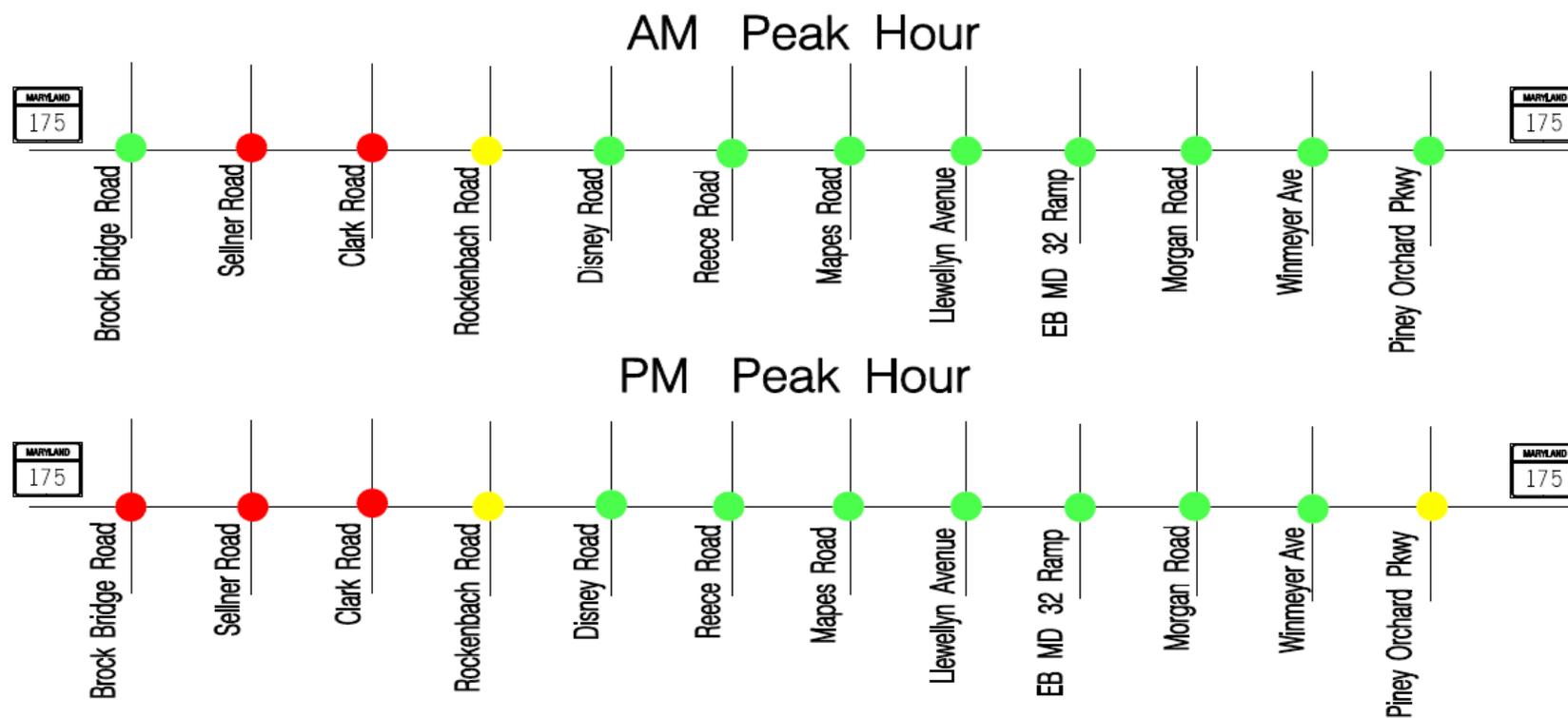
MD 175 Sections	3-year Average Total Crash Rate (per 100 million vehicle miles)	Statewide Average Total Crash Rate for Similar Roadways (per 100 million vehicle miles)	Individual Crash Types Significantly Higher than Statewide Rates
MD 295 to MD 713	252.3*	195.3	<i>Injury, Left Turn</i>
MD 713 to MD 174	252.5	218.5	<i>Left Turn</i>
MD 174 to MD 32	282.7	343.1	<i>None</i>
MD 32 to MD 170	265.4	307.8	<i>None</i>



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
<i>MD 295 WB Merge</i>	<i>F</i>	<i>1.02</i>	<i>A</i>	<i>0.53</i>	<i>29,600</i> <i>(West of MD 295)</i>
<i>MD 295 WB Weave</i>	<i>E</i>	<i>39.0*</i>	<i>B</i>	<i>17.6*</i>	<i>91,200</i> <i>(North of MD 175)</i>
<i>MD 295 EB Merge</i>	<i>B</i>	<i>0.65</i>	<i>F</i>	<i>1.09</i>	<i>31,500</i> <i>(East of MD 295)</i>
<i>MD 295 EB Weave</i>	<i>C</i>	<i>25.5*</i>	<i>F</i>	<i>51.0*</i>	<i>83,900</i> <i>(South of MD 175)</i>
Clark Road	F	1.15	F	1.01	31,500
Rockenbach/Ridge Road	E	0.95	E	0.96	27,800
Disney Road	B	0.63	C	0.72	24,600
Reece Road	B	0.68	D	0.87	23,500
Mapes Road	A	0.58	C	0.74	24,900
Llewellyn Ave.	D	0.82	D	0.89	33,800
<i>MD 32 Ramp W (WB)</i>	<i>A</i>	<i>0.32</i>	<i>A</i>	<i>0.48</i>	<i>37,600</i>
<i>MD 32 Ramp W (EB)</i>	<i>A</i>	<i>0.59</i>	<i>B</i>	<i>0.70</i>	<i>50,400</i>
Morgan Road/Town Center Boulevard	A	0.55	C	0.77	34,400
Winmeyer Ave.	A	0.61	B	0.68	34,800
MD 170	C	0.77	E	0.96	35,300

2004 EXISTING LEVEL OF SERVICE

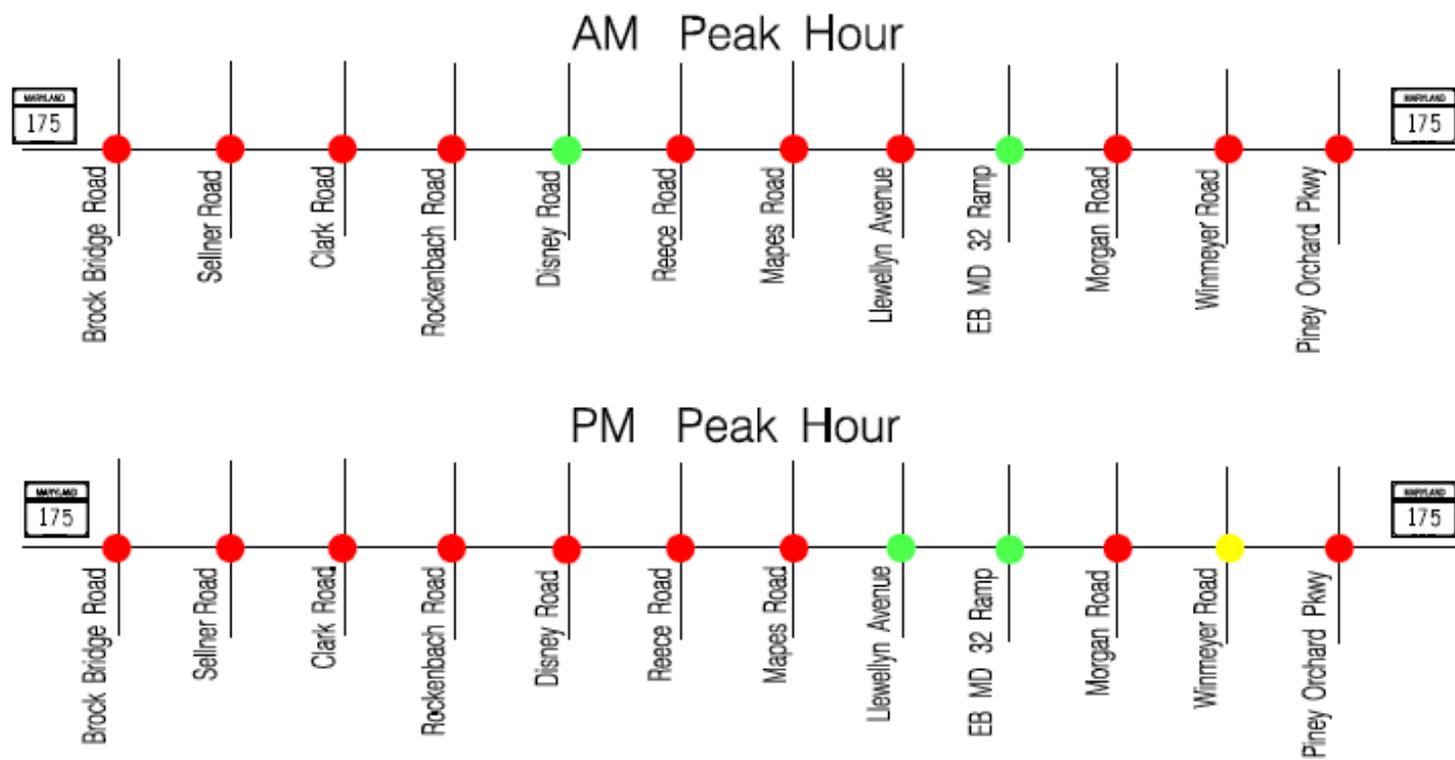




2030 NO-BUILD LEVEL OF SERVICE

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
<i>MD 295 WB Merge</i>	<i>F</i>	<i>1.17</i>	<i>F</i>	<i>1.03</i>	<i>43,350</i> <i>(West of MD 295)</i>
<i>MD 295 WB Weave</i>	<i>F</i>	<i>51.9*</i>	<i>F</i>	<i>50.9*</i>	<i>112,700</i> <i>(North of MD 175)</i>
<i>MD 295 EB Merge</i>	<i>F</i>	<i>1.54</i>	<i>F</i>	<i>1.45</i>	<i>57,900</i> <i>(East of MD 295)</i>
<i>MD 295 EB Weave</i>	<i>F</i>	<i>56.5*</i>	<i>F</i>	<i>69.1*</i>	<i>100,300</i> <i>(South of MD 175)</i>
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 Ave.	F	1.24	D	0.90	50,000
<i>MD 32 Ramp W (WB)</i>	<i>A</i>	<i>0.54</i>	<i>B</i>	<i>0.69</i>	<i>65,400</i>
<i>MD 32 Ramp W (EB)</i>	<i>D</i>	<i>0.89</i>	<i>D</i>	<i>0.82</i>	<i>71,500</i>
Morgan Road/Town Center Boulevard	F	1.32	F	1.62	42,200
Winmeyer Ave.	F	1.16	E	0.99	52,800
MD 170	F	1.28	F	1.09	50,200

2030 NO-BUILD LEVEL OF SERVICE





Station 6



Alternatives/Options Under Consideration & Build Traffic

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Alternatives/Options Under Consideration

(SHA to provide station banner)



MAINLINE MD 175 ALTERNATIVES

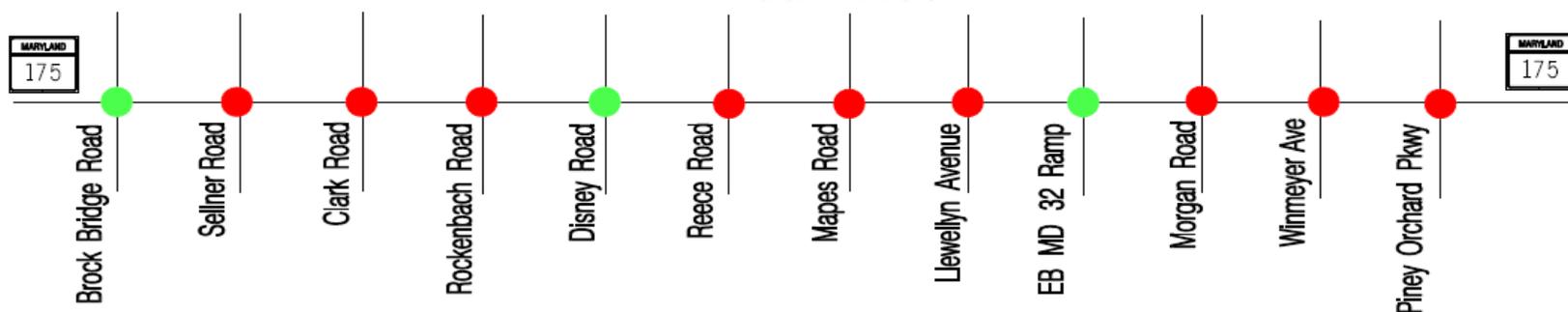
- Alternative 1: No Build
- Alternative 2: Transportation System Management (TSM)
- Alternative 3: Six-Lane Roadway on Existing Centerline
- Alternative 4 (Modified): Four-Lane Divided Roadway West of Reece Road
- Alternative 5: Five-Lane Roadway with Center Turn Lane West of Reece Road
- Alternative 6: Six-Lane Roadway on Shifted Centerline
- Alternative 6A: Resource Minimization Alignment

TSM ALTERNATIVE

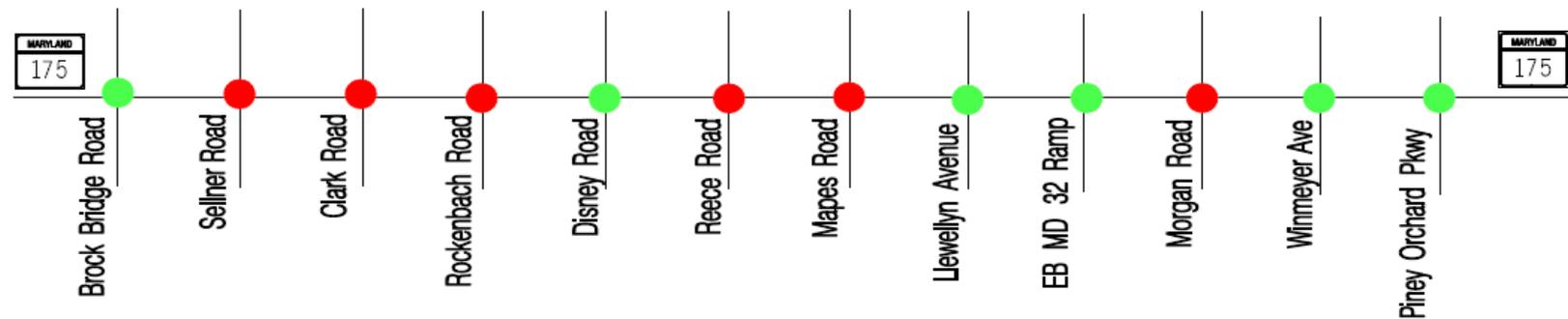
- Spot improvements to address the most serious operational, capacity and safety concerns.
- Relatively low cost, with few environmental impacts.
- Examples include:
 - o Intersection improvements/additional turn lanes
 - o Improved signal timing
 - o Access management strategies
 - o Addition of center turn lanes/auxiliary lanes

2030 ALTERNATIVE 2 TSM LEVEL OF SERVICE

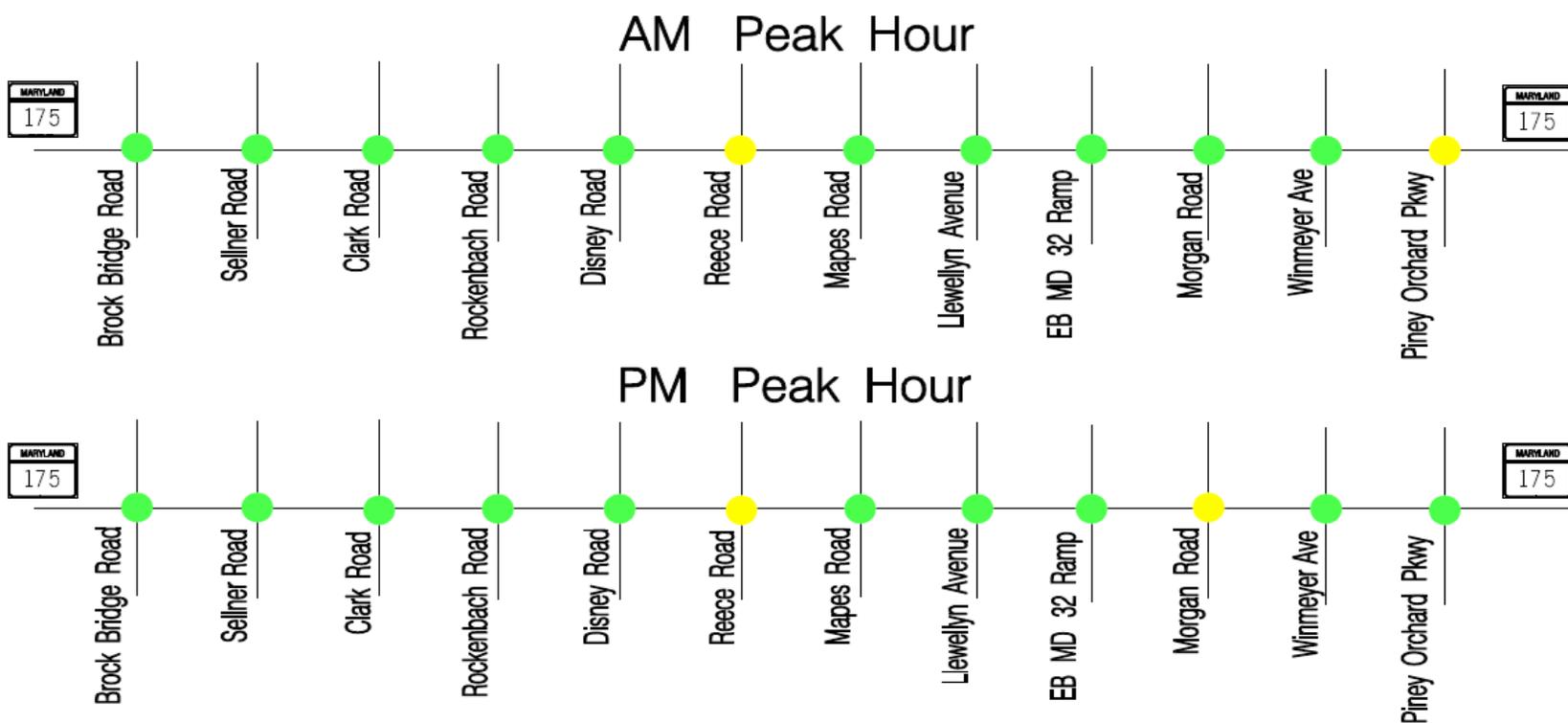
AM Peak Hour



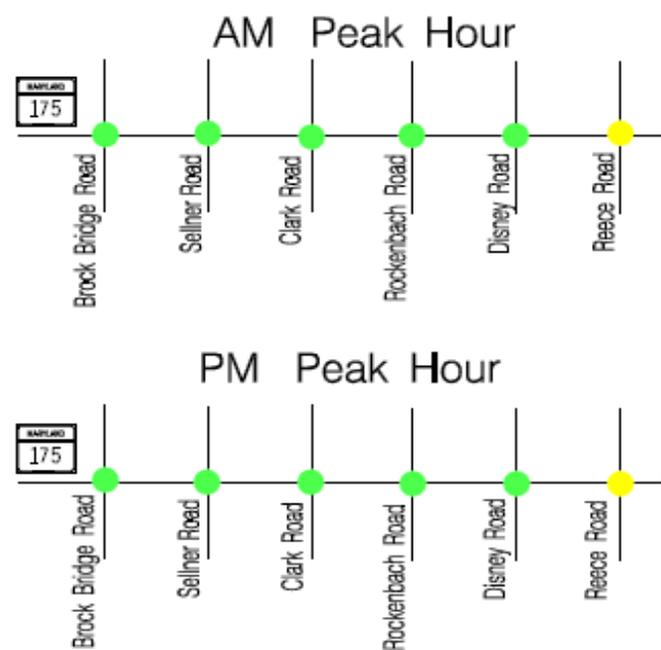
PM Peak Hour



2030 ALTERNATIVE 3 LEVEL OF SERVICE

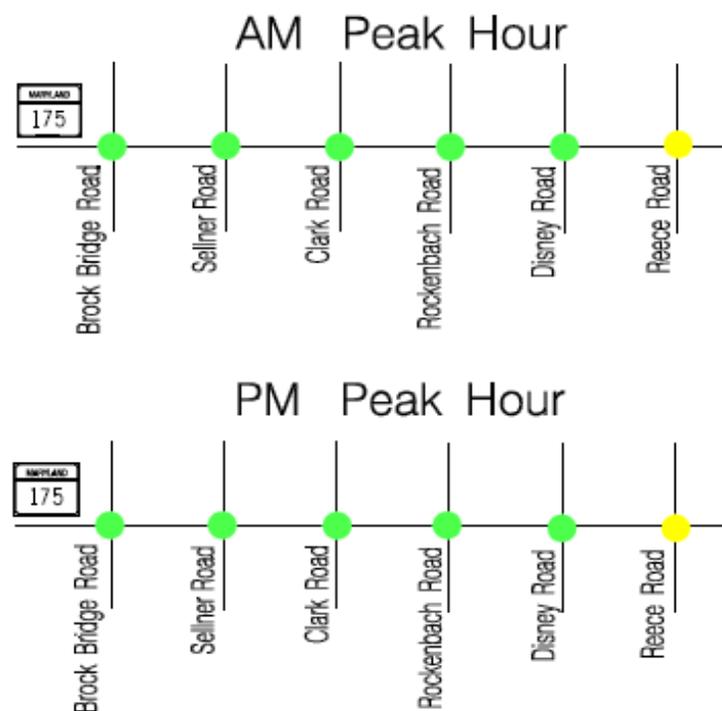


2030 ALTERNATIVE 4 MODIFIED LEVEL OF SERVICE



NOTE:
See 2030 Alternative 2, 3, 6, and 6A AM and PM Peak Hour Diagrams for Levels of Service beyond Reece Road

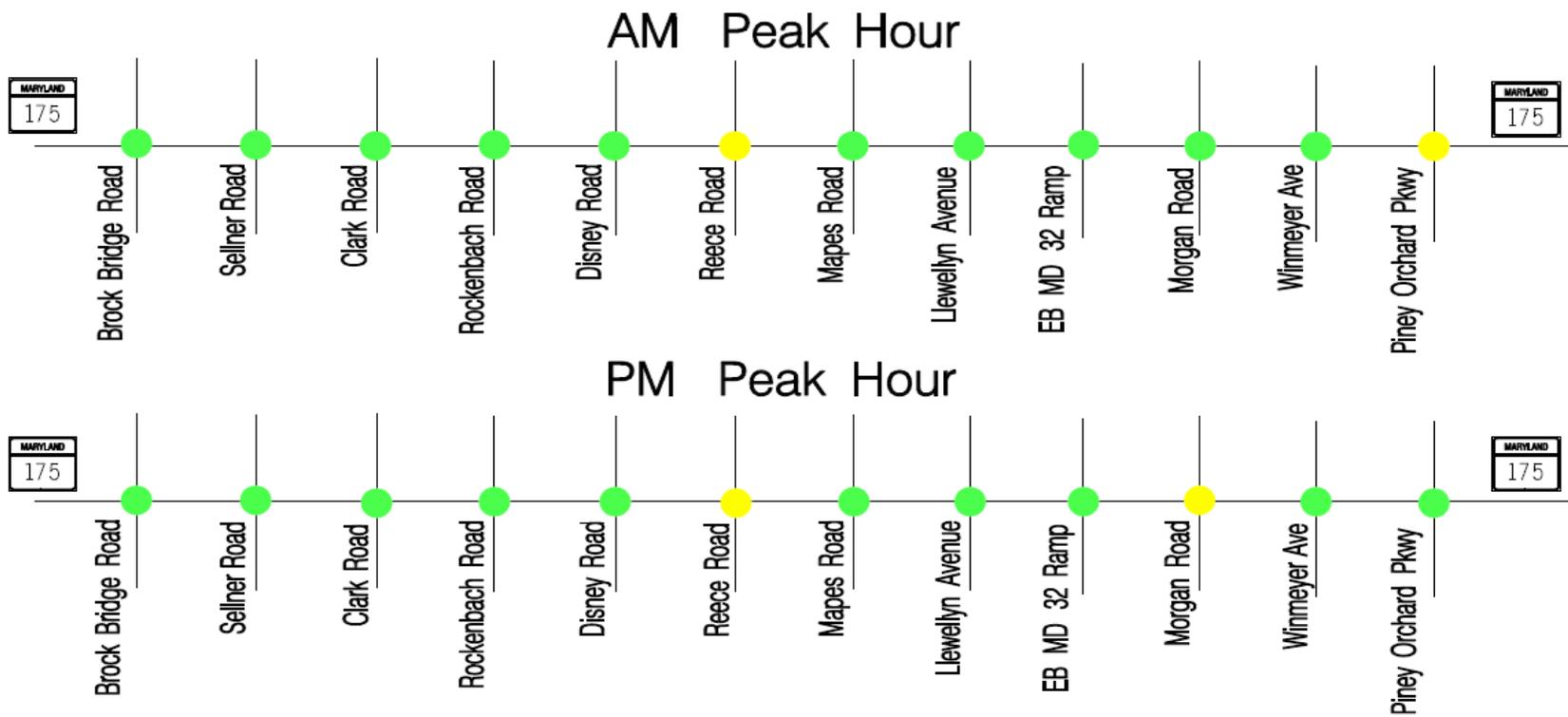
2030 ALTERNATIVE 5 LEVEL OF SERVICE



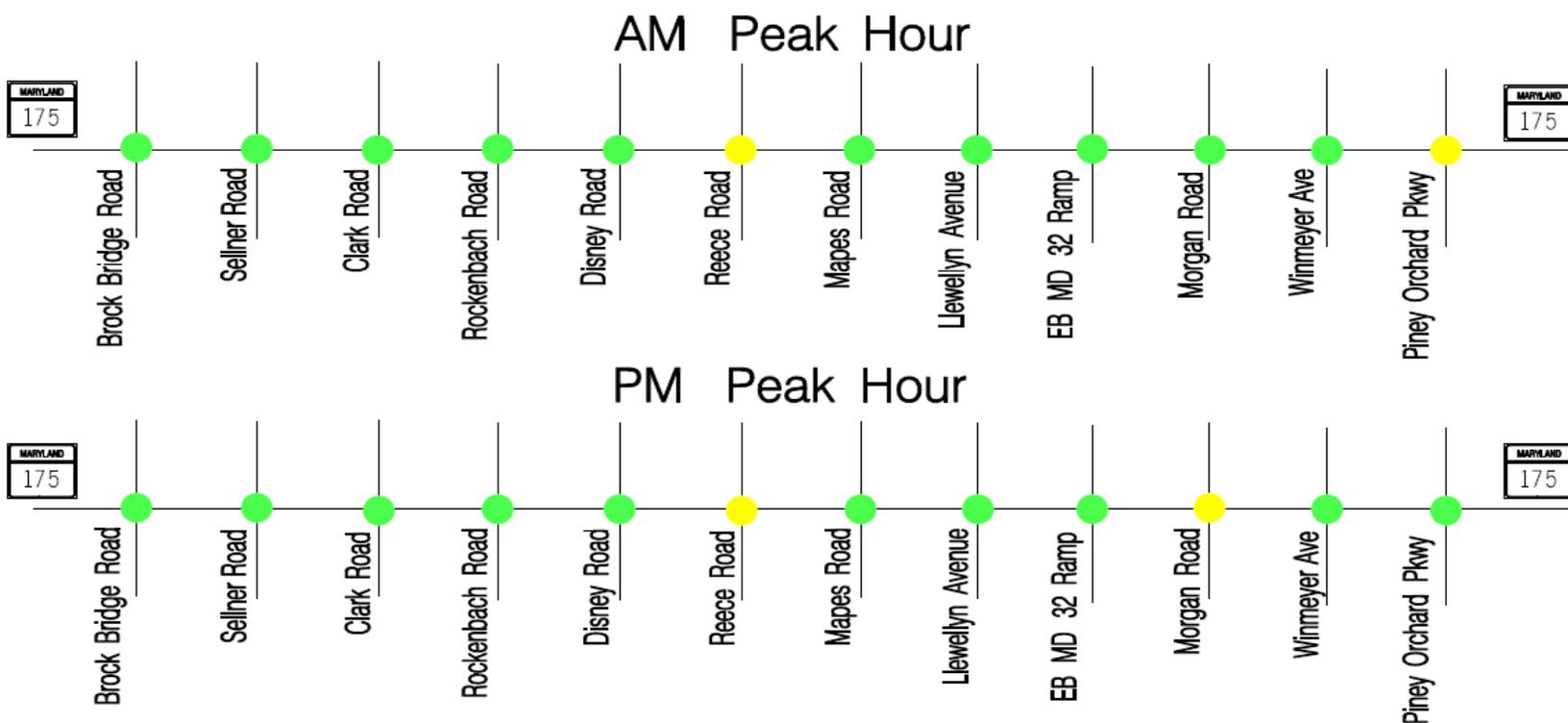
NOTE:

See 2030 Alternative 2, 3, 6, and 6A AM and PM Peak Hour Diagrams for Levels of Service beyond Reece Road

2030 ALTERNATIVE 6 LEVEL OF SERVICE

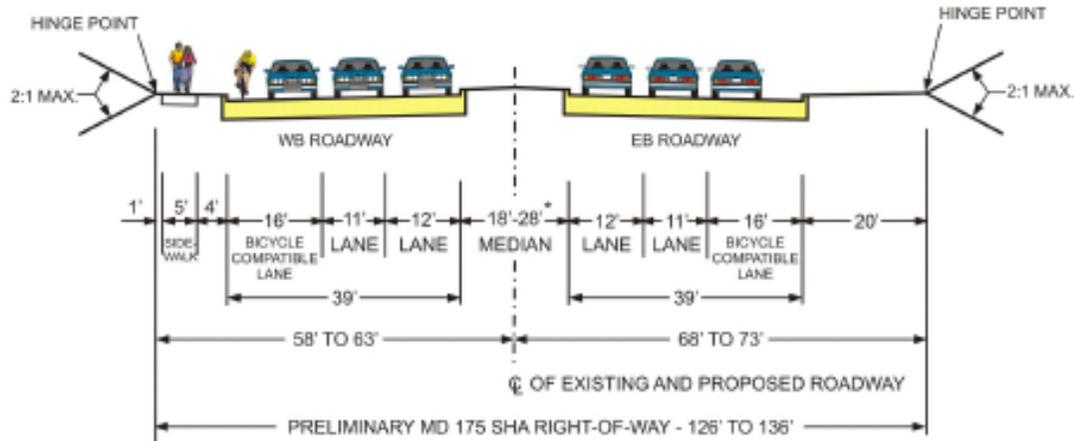


2030 ALTERNATIVE 6A LEVEL OF SERVICE





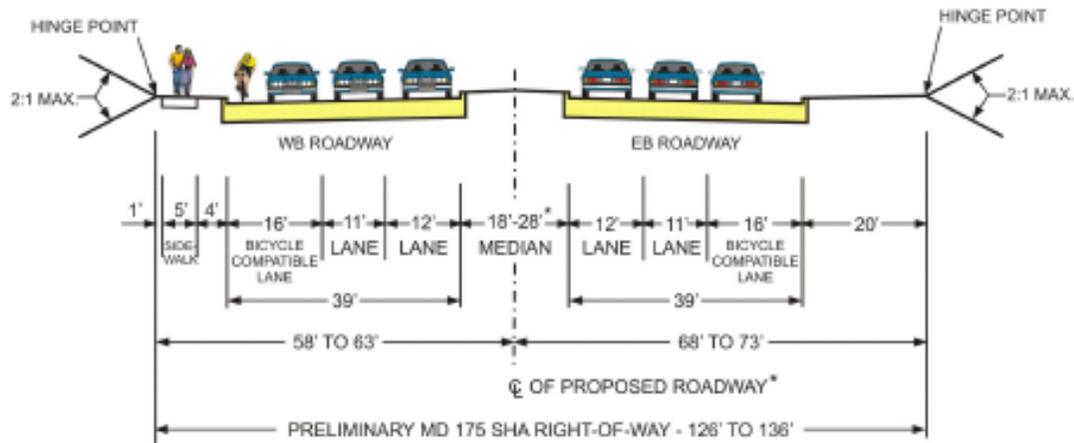
ALTERNATIVE 3: 6-LANE TYPICAL SECTION



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

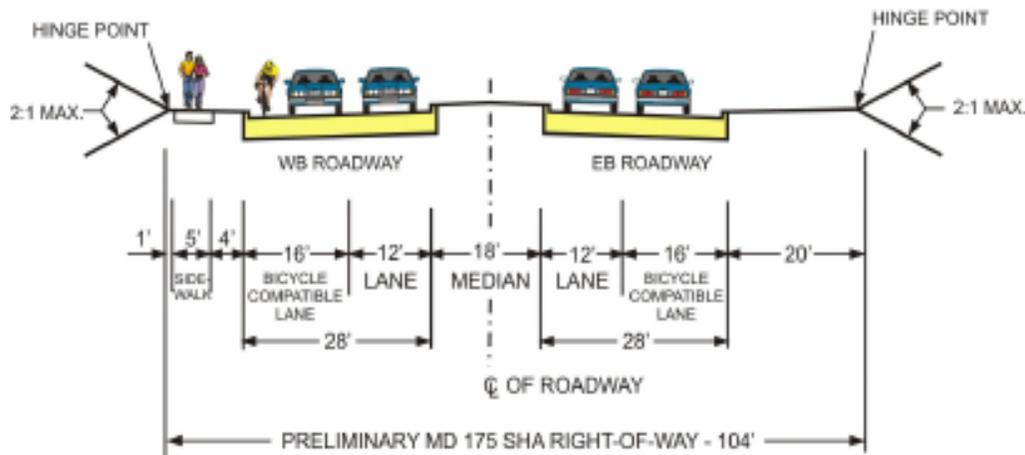


SELLNER / RACE ROAD TO MD 170

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

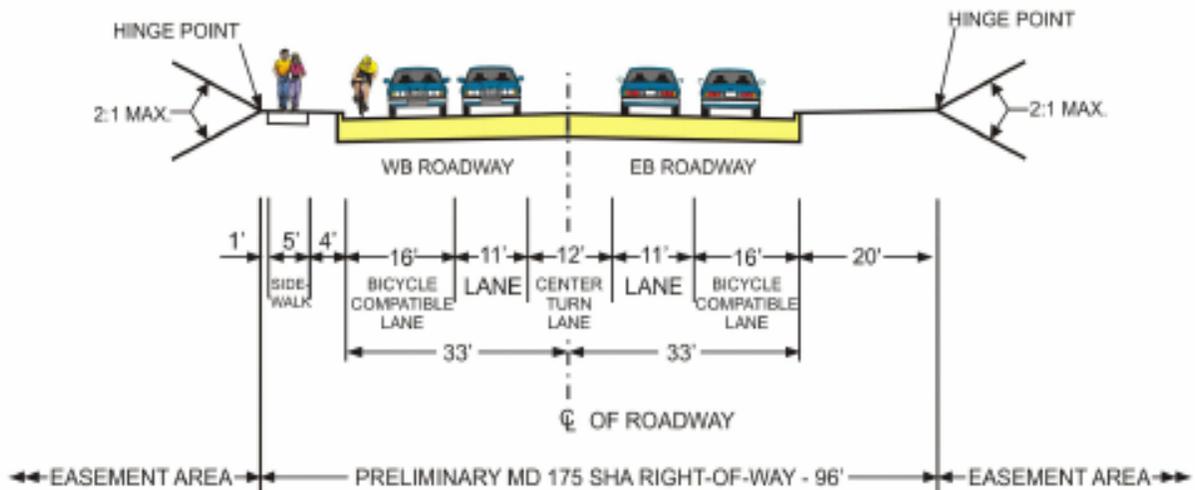


ALTERNATIVE 4 MODIFIED: 4-LANE TYPICAL SECTION



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

MD 175 OPTIONS

MD 175 Mainline Option

- 21 ½ Street Shift

MD 175/MD 295 Interchange Options

- Interchange Option A2
- Interchange Option E
- Interchange Option F
- Max Blob's Options A and B

Fort Meade Access Options

- General Fort Meade Access Options A and B
- Reece Road Option B (Modified)
- Mapes Road Option B



MD 175/MD 295 Interchange Renderings

MD 175 /MD 295 EXISTING INTERCHANGE



**MD 175 PROJECT PLANNING STUDY
MD 175 /MD 295 EXISTING INTERCHANGE**

MARYLAND DEPARTMENT OF TRANSPORTATION SHA STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	JUNE 2008 SHEET 1 OF 1
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MD 175 /MD 295 INTERCHANGE OPTION A2 RENDERING



Note: This rendering is for the purpose of visualizing the general appearance of the proposed bridge. Details regarding architectural treatments to the bridge and project landscaping will be developed during the Final Design phase through coordination with all stakeholders, including the National Park Service.

<p>MD 175 PROJECT PLANNING STUDY MD 175 /MD 295 INTERCHANGE OPTION A2 RENDERING</p>	
<p>MARYLAND DEPARTMENT OF TRANSPORTATION SHA STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION</p>	<p>JUNE 2008 PAGE 1 OF 1</p>



Build Traffic

WHAT IS LEVEL OF SERVICE (LOS)?

Level of Service is a quantitative measure of traffic operational conditions. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.

Six levels of service are defined for each type of roadway section and are given letter designations from A to F, With A representing good operation conditions and F representing unsatisfactory operating conditions.

Intersection			Roadway	
<ul style="list-style-type: none"> Highly stable, free flow condition with little or no congestion Delay: <10 seconds/vehicle 		LOS A		<ul style="list-style-type: none"> Free flow condition Uninterrupted vehicle
<ul style="list-style-type: none"> Stable, free flow condition with little congestion Delay: 10 to 20 seconds/vehicle 		LOS B		<ul style="list-style-type: none"> Stable flow Other vehicles are more noticeable
<ul style="list-style-type: none"> Free flow condition with moderate congestion Delay: 20 to 35 seconds/vehicle 		LOS C		<ul style="list-style-type: none"> Stable flow Vehicle operations affected by other vehicles
<ul style="list-style-type: none"> Approaching unstable condition with increasing congestion Delay: 35 to 55 seconds/vehicle 		LOS D		<ul style="list-style-type: none"> High density free flow Operation of vehicle is affected by other vehicles
<ul style="list-style-type: none"> Unstable, congested condition Delay: 55 to 80 seconds/vehicle 		LOS E		<ul style="list-style-type: none"> High density traffic flow, nearing capacity Operating conditions are extremely poor
<ul style="list-style-type: none"> Stop and go Delay: > 80 seconds/vehicle 		LOS F		<ul style="list-style-type: none"> Forced or breakdown flow Amount of traffic exceed capacity

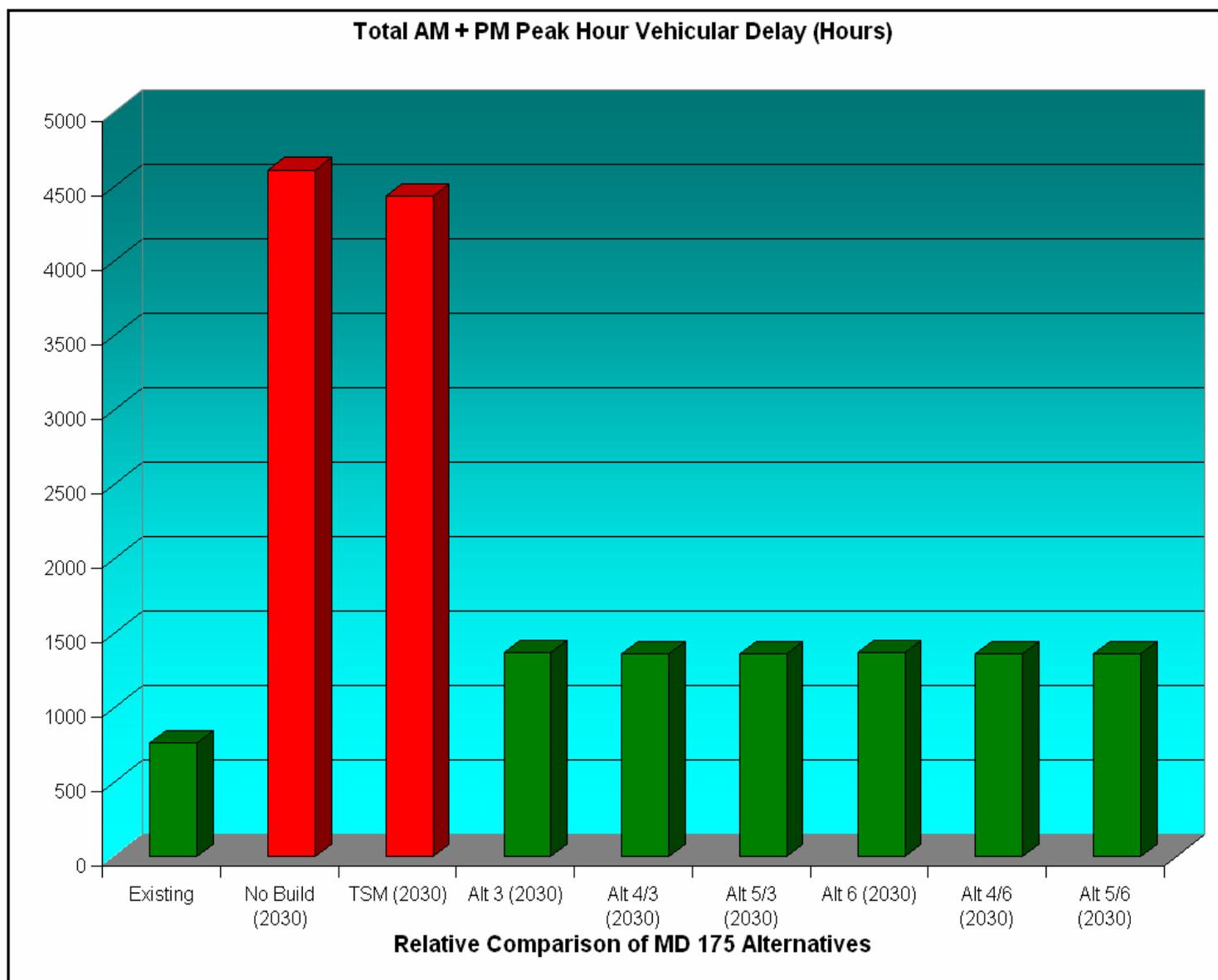
REGIONAL TRAVEL DEMAND FORECASTING

- A model contains 4 stages or submodels, corresponding to a set of choices that individuals are assumed to make:
 - o whether to travel (*trip generation*)
 - o where to travel (*trip distribution*)
 - o by what means (mode) to travel (*mode choice*)
 - o by what route (*route assignment*)

TRAFFIC MODEL BACKGROUND CONDITIONS

- Major Developments in Corridor
 - o Odenton Town Center
 - o Home Depot
 - o St. Clair
 - o EUL Property
 - o Parkside
- Transportation Improvements
 - o Extension of Town Center Blvd
 - o Increased transit service
- Base Realignment and Closure (BRAC)

SUMMARY OF MD 175 NETWORK PERFORMANCE





Station 7



Environmental Summary

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ALTERNATIVES SUMMARY OF IMPACTS



		ALTERNATIVES						
		1	2	3	4 (Modified)	5	6	6A
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
1	Displacements							
	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
2	No. of Properties & Resources Affected							
	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
3	Right-of-Way Required - Acres							
	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	Area of 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

See Table S-2 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



OPTIONS SUMMARY OF 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
2	No. of Properties & Resources Affected							
	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
3	Right-of-Way Required - Acres							
	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	Area of Prime Farmland Affected (ac)	0	0	0	0	0	0	+1.39
	Total Cost (\$million)⁵	\$6	\$2	\$2	\$8	\$25	\$15	\$9



Station 8



Next Steps

(SHA to provide station banner)



WHAT HAPPENS NEXT?

- **Complete Draft Environmental Document/Hold Location/Design Public Hearing – June 26, 2008**
- **Address Public Hearing Comments**
- **Identify a Preferred Alternative - Winter 2009**
- **Prepare a Final Environmental Document**
- **Obtain Location/Design Approval - Spring 2009**



FREQUENTLY ASKED QUESTIONS

- **Why can't traffic using MD 175 to access Fort Meade be diverted to MD 32?**
 - Improvements, new and relocated facilities will be primarily located close to MD 175
 - Analyses of future traffic demands show a minimal decrease in traffic on MD 175 with an additional gate on MD 32. Analyses also show that traffic volumes will minimally decrease with an additional gate on MD 32, because there are many local trips along MD 175.
- **Can Fort Meade open another gate along MD 32 to divert traffic along MD 175?**
 - Another access point cannot be opened on Fort Meade property near MD 32 because land is owned by the Architect of the Capitol, which will not allow construction of an additional access point
- **Has SHA met with any community groups and/or organizations about this project?**
 - SHA held several meetings with local groups, organizations, and business owners including:
 - ❖ Odenton Town Center Oversight Committee
 - ❖ Fort Meade Transportation Alliance
 - ❖ North Odenton Business Associations
 - ❖ Greater Odenton Improvement Association,
 - ❖ Jessup Improvement Association, and many study area business owners



FREQUENTLY ASKED QUESTIONS

- **Have any groups/organizations suggested options/alternatives for SHA to analyze?**
 - Yes, the Jessup Improvement Association requested SHA to consider traffic circles at MD 175/Clark Road/Max Blobs Park Road and MD 175/Race Road/Sellner Road intersections
 - SHA 's analysis showed traffic circles at requested location not prudent option due to potential construction costs, right-of-way impacts and projected traffic volumes
- **Has a four-lane typical section been considered east of MD 32?**
 - Traffic analysis results indicate six-lane roadway to be optimal typical section in this area.
- **Do the proposed alternative improvements follow the Anne Arundel County's Master Plan?**
 - This project is consistent with goals and objectives of both local and regional master planning efforts.
- **Is SHA still considering service/access roads along MD 175?**
 - SHA will undertake studies to determine feasibility of service/access roads, especially in the North Odenton area.
- **Will BRAC improvements be made to MD 175 by 2011?**
 - 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 at the SHA BRAC Station.



Station 9



Related Projects

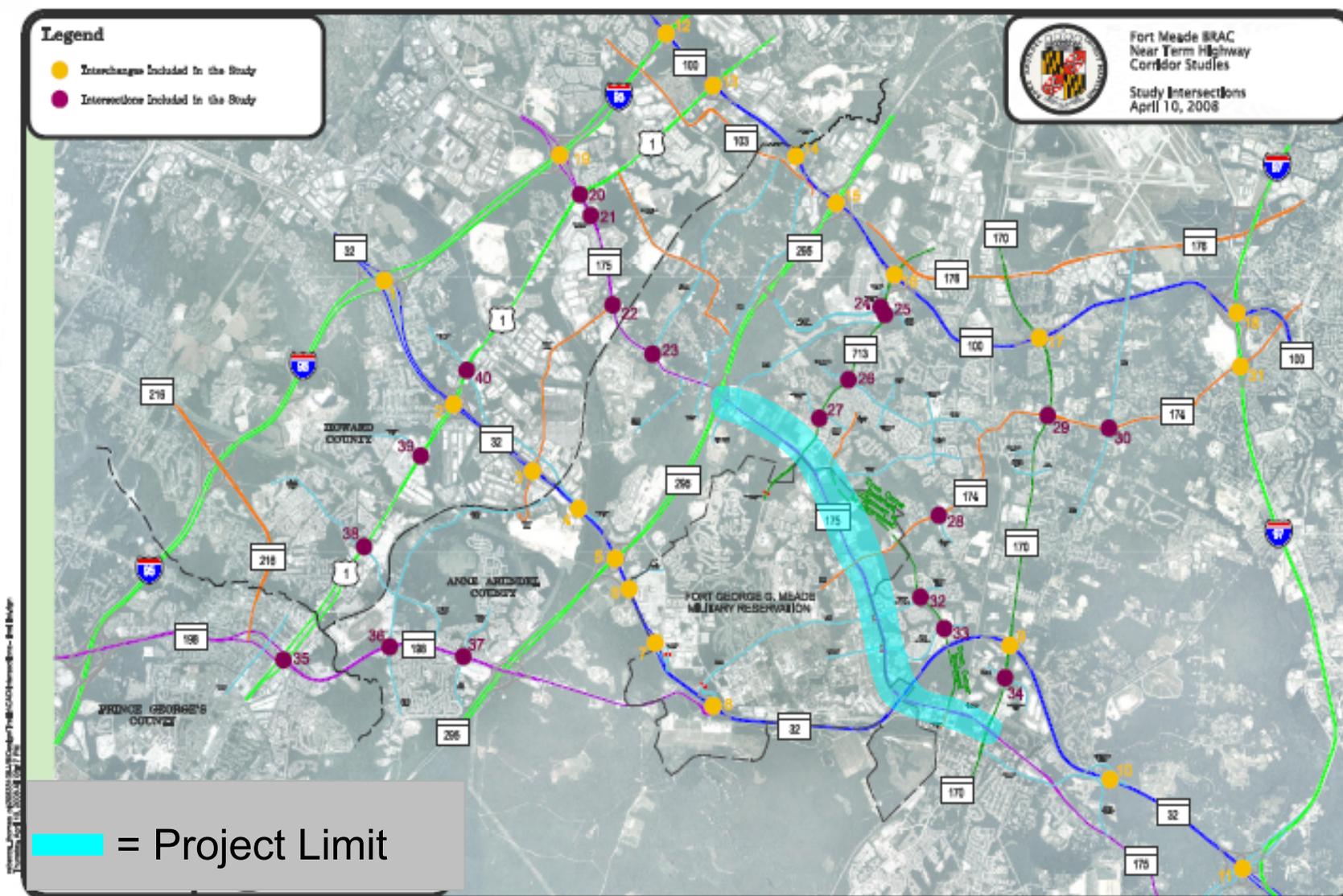
(SHA to provide station banner)



STATE HIGHWAY RELATED PROJECTS

- **MD 198 (from MD 295 to MD 32) – Evaluating Widening on MD 198; Funded for Project Planning;**
- **MD 295 (from Just North of I-195 to I-695) – Widening from Four to Six Lanes; Funded for Design, Right-of-Way, and Construction**
- **MD 295 (from MD 100 to I-195 and Hanover Road from High Tech Drive in Howard County to MD 170) – Evaluating Widening from Four to Six Lanes, Constructing New Interchange at Hanover Road; Funded for Project Planning**

SHA NEAR TERM HIGHWAY CORRIDOR STUDIES





MDOT Related Projects



MDOT BRAC IMPROVEMENTS

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." MDOT is investing \$1.7 billion in its 31 BRAC-related projects that directly support BRAC and is needed to facilitate access and mobility to Maryland's BRAC bases. Some of the projects underway include:

BRAC Commuter Bus Study:

Project Description: The Maryland Transit Administration (MTA) is funding study to determine Commuter Bus services to APG and FGGM. Potential future service locations still under consideration based on demand:

MARC Growth and Investment Plan:

Project Description: MTA efforts at funding longer term needs for MARC service to BRAC Facilities, and to Baltimore and Washington, DC. Potential Future Improvements through 2035:

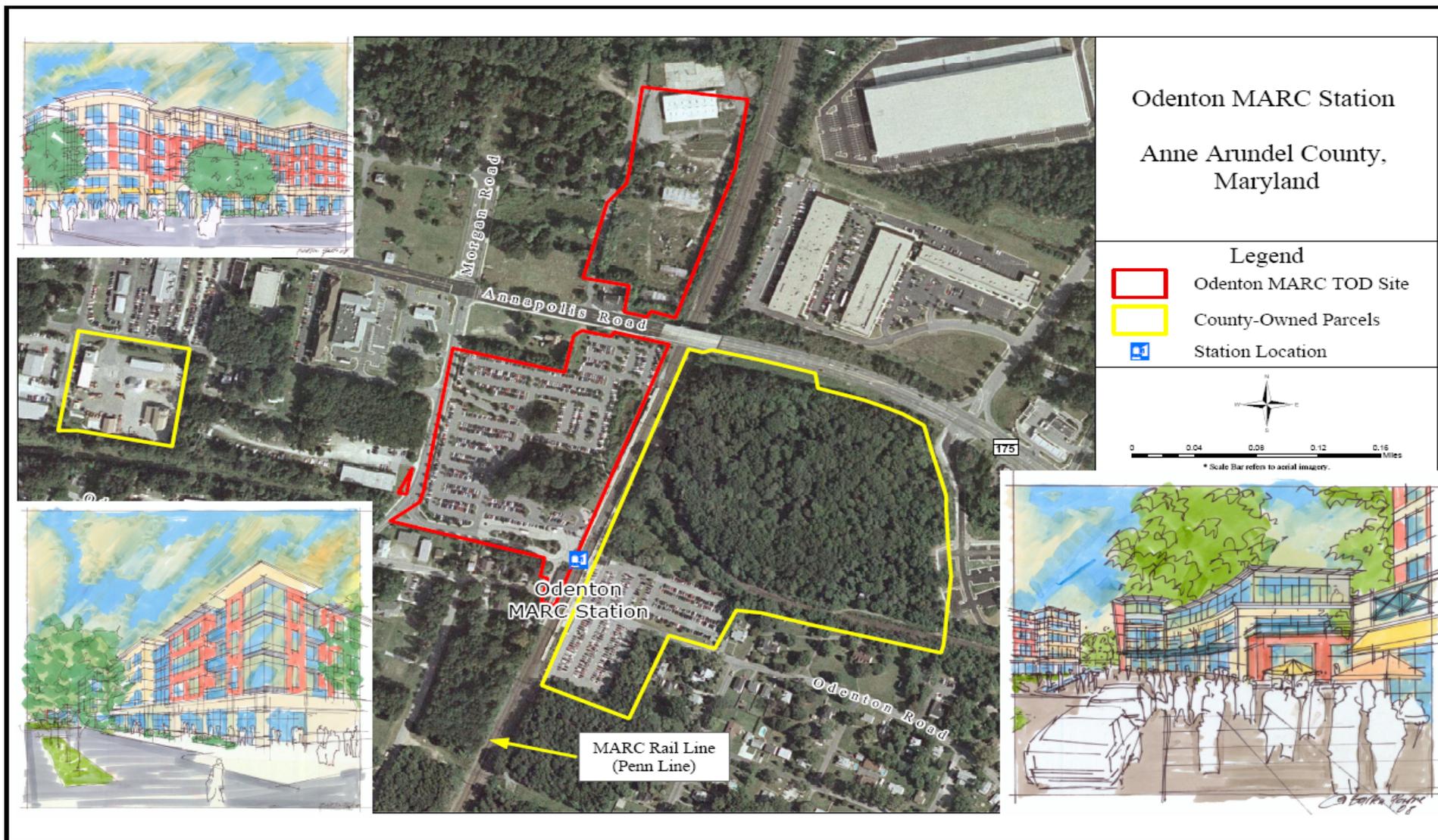
Central Maryland Transit Facility:

Project Description: The project will facilitate bus and van service for the existing regional population, recent expansion of military and civilian employment at both Fort Meade and the National Security Agency, and BRAC-related development coming to the project's service area.

Transit Oriented Development (TOD) Activities at Odenton Town Center:

Project Description: MDOT and Anne Arundel County are working jointly through an exclusive negotiating agreement with the Odenton Town Square (LLC) Development Team to promote transit and pedestrian oriented development on 25 acres +/- of land at the Odenton MARC Station at MD 175 and Morgan Boulevard/Town Center Boulevard.

Odenton Transit Oriented Development





FORT MEADE ENHANCED USE LEASE

PURPOSE

- Authorized under 10 USC 2667 Military Law
- To reduce amount of in-kind services received
- To support the installation including the long-range master plan and quality of life programs
- To lease non-excess property and secure and maintain essential facilities
- To provide the installation the opportunity to leverage private sector real estate solutions
- To improve and maintain aging infrastructure

PROPOSED IMPROVEMENTS

- 173 acres located off Reece Road - Sites Y and Z
- Office complex at full build-out of about 1.7 million square feet
- Office complex to accommodate approximately 10,000 workers
- Selected Developer: Trammell Crow Company (TCC)



FORT MEADE ENHANCED USE LEASE

PROPOSED SCHEDULE

- Environmental Impact Statement Approved - **Nov 2007**
- Currently Finalizing Lease and Management Plan (LAMP) & Developing Master Agreement
- Approval of Documentation Rests with Assistant Secretary of the Army
- Anticipate Construction of First Building (170,000 SF) to Begin - **Nov/Dec 2008**



DISA Defense Information Systems Agency





FORT MEADE RELATED PROJECTS

 Fort George G. Meade - BRAC 05 Incoming Partner Organization Information 			
	Defense Information Systems Agency (DISA)	Defense Media Activity (DMA)	Adjudication Activities Collocation
Fiscal Year	08/09/10	09/10	09
Contracting Office	U.S. Army Corps of Engineers	U.S. Army Corps of Engineers	U.S. Army Corps of Engineers
Contractor	Hensel Phelps Construction Co.	TBD	TBD
Contract Award Date/NTP	29 Feb/8 Mar 08	20 Jan 09 (Anticipated)	15 Jan 09 (Anticipated)
Contract Duration	1,065 days (35 months)	~26 months	~24 months
Description	1,070,515 SF administrative space; multi-story facilities in campus setting	185,870 SF administrative space; televideo/media production centers; multi-story facility	151,978 SF administrative multi-story facility
Begin Site Work	15 Jul 08	TBD	TBD
Construction Complete	Feb 2011	Apr 2011	Feb 2011
Complete Relocation	Jul 2011	Sep 2011	Sep 2011
Personnel	4,272	652	760
	w/ 3-7,000 additional Indirect Contractors to support all 3 organizations		
Status	*Design charrettes underway *Issued contract mod for parking structure (686 spaces) *Formal partnering session 30 Apr - 1 May 08	*Preliminary design submittal received 18 Apr *Interactive review conducted 21-25 Apr *Final design submittal due 7 Jul; review 7-21 Jul	*Preliminary design review completed 4 Apr *Final design submittal due 16 Jun; review 17-26 Jun



Adjudication Activities Collocation



Defense Media Activity





Fort Meade Transportation Work Group (TWG)



Two separate entities:

- ▶ **External Transportation Work Group (ETWG)** – addressing both internal & external transportation issues and concerns
- ▶ **Internal Transportation Work Group (ITWG)** – addressing issues internal to FGGM employees

Transportation issues under discussion:

- Rideshare – Carpool/Vanpool/Shuttle Service/Bus/Taxi
- MARC – getting employees from station(s) to Fort Meade
- Metro

Mobility Options (that affect Transportation issues):

- Telework (telecommuting)
- Compressed Work Schedule (full time schedule in fewer days)
- Flextime (flexible work hours)

*Considerations: Funding and economic, personal/personnel, Installation & environmental impacts



County Related Projects

(County will bring board)



County Development Map (County will bring board)



Station 10



Right-of-Way

(SHA to provide station banner)



Station 11



Comments

(SHA to provide station banner)



Signs



Private Testimony

(SHA to provide station banner)