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## LT. GOVERNOR BROWN ANNOUNCES \$4 MILLION FOR BRAC TRANSPORTATION IMPROVEMENTS AT FT. GEORGE G. MEADE

*Utility Work at MD-713 and Disney Road/26<sup>th</sup> Street Intersections Is Underway;  
BRAC Subcabinet to Build on BRAC Readiness in Anticipation of Cyber Command's Arrival*

*State and Army Sign Agreement to Provide Land For MD 175 Widening, Funds for Gate Project*

**FORT MEADE, Md. (October 13, 2010)** – Lt. Governor Anthony G. Brown – chairman of the Governor's Subcabinet for Base Realignment and Closure (BRAC) – joined federal, state and local officials to announce nearly \$4 million in funding for priority BRAC- and Cyber Command-related improvement projects outside of Ft. George G. Meade in Anne Arundel County, as well as an agreement to provide Fort Meade land for the MD 175 Corridor Project.

"Because of the strong partnerships we have forged with the private sector, local government and the Department of Defense, Maryland is BRAC ready," Lt. Governor Brown said. "By providing an additional \$4 million in funding toward transportation improvements and finalizing this agreement with the U.S. Army, we are providing much-needed improvements to Fort Meade's transportation network and we are creating jobs. Today's announcement is a great example of how working together will continue to move Maryland forward."

Nearly \$3 million is now added for preliminary engineering and design for MD-175 at Reece Road and MD-175 at Mapes Road/Charter Oaks Boulevard. In addition, \$1 million is now funded for MD-32 Cyber Command Regional Network Analysis.

"BRAC is bringing 60,000 new jobs to our state. We are making strategic investments in our infrastructure to help get people to work in Maryland," said Governor Martin O'Malley prior to the event. "On behalf of the citizens of Maryland, Lt. Governor Brown and I wish to thank Senator Mikulski, Senator Cardin, Congressman Ruppertsberger, Congressman Kratovil, Congressman Sarbanes and the rest of the Maryland Delegation for securing the funding we need to get these key projects moving and others like it throughout Maryland. Thanks to our federal and local BRAC partners, we are taking another step forward today to prepare Anne Arundel County and Fort Meade for the new jobs coming to this region."

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In addition to the BRAC funding announced today, the State Highway Administration and Fort Meade executed an agreement today, in which Fort Meade will provide an easement on garrison property for construction of the planned MD 175 Corridor Project. SHA is designing a widening of MD 175 from MD 295/Baltimore-Washington Parkway to MD 170. The project will require approximately 50-65 acres of garrison property. As part of the agreement, SHA will provide \$10 million for construction of improvements to Fort Meade's gate at Rockenbach Road. This new Access Control Point – a funding priority of the garrison – will improve traffic flow on a major BRAC commuter route.

The gate improvement project – combined with a State Highway Administration project and a developer-funded improvement – provide a network of improvements linking commuters from the Baltimore-Washington Parkway to BRAC growth areas on Fort Meade. This is a route that a majority of BRAC commuters are expected to use.

In May 2010, it was announced that US Cyber Command will be established at NSA and Fort Meade and is expected to bring thousands of additional soldiers and civilians, including units from each of the four branches of the armed services. Establishment of Cyber Command could bring substantial additional BRAC traffic to NSA by way of MD-32 and create the need for further study of the road system in the Ft. Meade area. During his remarks, Brown announced that the BRAC Subcabinet will build on the preparations made for BRAC and lead the state's efforts to ensure that the physical and workforce infrastructure in place to support the estimated 21,000 jobs that will be created because of the establishment of the Cyber Command at Fort Meade.

"These road improvements and intersection upgrades will mean a safer and faster commute to the new BRAC jobs at Ft. Meade," Senator Barbara A. Mikulski said. "BRAC brings great opportunities, but also great challenges. That's why I continue to fight for funding in the federal checkbook to upgrade the transportation infrastructure around our military bases."

"BRAC is important to our State's future and these projects demonstrate the commitment of the Maryland Congressional Delegation to wisely invest federal dollars in supporting the mission at Fort Meade and to ensuring that workers commuting to jobs at Fort Meade and the NSA have safe, reliable roadways," said Senator Benjamin L. Cardin. "Along with our State and local partners, Maryland's Congressional Delegation has worked hard to bring new jobs to Maryland through BRAC and this project will help create a new gateway to the jobs at Fort Meade."

Maryland officials identified MD-175 as a key transportation priority as the region prepares for an influx of BRAC-related jobs. MD-175 serves as Fort George G. Meade's "Main Street," providing access to two installation gates and to state highways MD-295, I-97 and I-95.

"In these difficult economic times, it is great news to talk about the tens of thousands of high-paying jobs moving to Maryland through military base reorganization," said Congressman C.A. Dutch Ruppersberger, a Member of the House Appropriations Committee who secured federal funding for the project. "It is also a great challenge as we work to preserve the excellent quality of life that our existing residents enjoy. That's what this project is all about. We're creating even more jobs in the process."

The area around Fort Meade is one of the fastest growing areas of Anne Arundel County, and traffic volumes are expected to increase by more than 50 percent by 2030. Today, MD-175 traffic volumes range from 28,000 to 50,000 vehicles each day, on a two to five lane highway. The MD-175 project supports the consolidation of 7,500 BRAC-related jobs at Fort Meade.

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“BRAC is bringing thousands of new, good paying jobs to Maryland during difficult economic times,” said Congressman John Sarbanes. “It is critical that we invest in our transportation infrastructure so we can accommodate this growth in a manner that is least disruptive to the mission at Fort Meade and the quality of life in the surrounding community.”

The addition of jobs to central Anne Arundel County will bring more vehicles and increased travel volumes along area routes, such as MD-175. The ongoing MD-175 Corridor Study recommends widening the entire five-mile stretch along MD-175 from MD-295 (Baltimore/Washington Parkway) to MD-170, with improvements at each of the key intersections. The project will provide enhanced safety, improve traffic flow and reduce congestion throughout the corridor. Additionally, new ADA compliant curb and gutter, sidewalks and driveway entrances will be constructed along the MD-175 project length.

“This significant federal investment is critical to accommodating BRAC-related growth while also improving the quality of life for the families who live here,” said Congressman Frank M. Kratovil, Jr., a member of Armed Services Committee. “In the short term, we are putting men and women to work designing and building the infrastructure that in the long term will support improved commerce and build a stronger and more resilient economic base. I am pleased to support this important project.”

In response to BRAC, short-term intersection projects were identified for implementation in the near-term along MD-175. These projects include widening the intersections to accommodate the dedicated turn lanes, through lanes, bicycle lanes, hiker/biker trails and pedestrian and bicycle improvements. Two intersections have been identified as the top priority for BRAC: MD-175 at MD-713 (Rockenbach Road/ Ridge Road) and MD-175 at Disney Road/26<sup>th</sup> Street. Utility work is now underway for the first segment of construction, which includes \$25.5 million in improvements to the two intersections. This work will be advertised for construction later this fall.

“Today’s actions are the culmination of a true State, County, and Regional Partnership,” Anne Arundel County Executive John R. Leopold said. “The reconstruction of the Rockenbach and Disney Intersections on MD-175 is but one part of our overall roadway improvement program, which will allow roadways, intersections, and security gates to handle more peak hour traffic expected to be generated due to BRAC and other defense-related growth at Fort Meade.”

In addition, SHA entered into an agreement with BRS/EGGERL, LLC, a developer of a mixed-use project on the south side of MD-175. The developer has agreed to widen this portion of MD175 from two to five lanes as part of the planned Parkside Development. Construction on this project will start next year and is expected to open to traffic before the deadline for the completion of BRAC improvements. This project is the first construction project along the MD-175 stretch.

“Howard County welcomes this project as an essential component in our region’s transportation system,” said Howard County Executive Ken Ulman. “A coordinated strategy for transportation investment will be crucial to our region’s continued growth in jobs, prosperity and quality of life.”

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## MD 175 INTERSECTION IMPROVEMENTS FACT SHEET

**WHAT:** Traffic operations and safety improvements to intersections along MD 175 at Fort George G. Meade in Anne Arundel County. SHA will upgrade the intersections at four locations along MD 175: MD 713 (Rockenbach/Ridge Rd.), Disney/26th Streets, Mapes Rd., and Reece Rd.

**WHY:** As a result of the 2005 Base Realignment and Closure Act, the area in and around Ft. George G. Meade is expected to experience considerable growth in employment. During the next two years, Maryland will see an influx of thousands of new jobs and hundreds of families to Anne Arundel County. Improving safety and reducing congestion is a top priority due to projected increased traffic in the area.

- 7,500 on-base BRAC-related jobs
- NSA job growth
- Potential Enhanced Use Lease related jobs

BRAC will bring economic development to Maryland along with new housing and employment opportunities. The addition of jobs to central Anne Arundel County will bring more vehicles and increased travel volumes along area routes, such as MD 175. Today, MD 175 is a two lane to five lane roadway traffic volumes ranging from 28,000 to 50,000 vehicles each day.

**COST:** **MD 175 at Rockenbach/Ridge Rd. (MD 713) and Disney/26<sup>th</sup> Street**  
**Estimated Intersection Cost \$25-\$30 Million**  
Utilities/Construction: \$16.9 Million  
Right-of-Way: \$8.3Million  
Work on both intersections will be done simultaneously.

**TIMELINE:** Utility relocation and Right of Way Acquisition - Underway  
Advertisement – Late Fall 2010  
Limited Notice to Proceed – spring 2011  
Full Notice to Proceed – fall 2011  
Open to Traffic - fall 2012

**PROJECT DESCRIPTION:** Upgrade the intersection of MD 175 at Rockenbach Rd./Ridge Rd. with two left turn lanes, two through lanes, and a right turn lane on the MD 175 approaches. Upgrade MD 175/Disney Rd./26<sup>th</sup> Street intersection. The MD 175 eastbound approach will have two left turn lanes, one through lane, and one shared right/through lane. The MD 175 westbound approach will be upgraded to one left turn lane, two through lanes, and one channelized right turn lane. The proposed lane configuration for both approaches on Disney Rd./26<sup>th</sup> Street will be one left turn lane and one shared right/through lane. A bicycle lane throughout the project limits on MD 175 and a hiker/biker trail in the eastbound direction will also be constructed.

**PROJECT  
DESCRIPTION:**

**MD 175 at Reece Rd.**

Widen MD 175 and Reece Rd. by adding dedicated left and right turns. The MD 175 approaches will each accommodate two through lanes and a dedicated right turn lane. MD 175 eastbound will have two left turn lanes, while MD 175 westbound will have one left turn lane.

Reece Rd. northbound will accommodate two left turn lanes, one through lane, and one shared right/through lane. Reece Rd. southbound will accommodate one left turn lane, one through lane, and one right turn lane. A bicycle lane is proposed throughout the project limits on MD 175. A hiker/biker trail is also proposed along MD 175 eastbound, beginning east of the Reece Rd. intersection.

**COST:**

**Estimated Intersection Cost: \$15-20 Million\***

**Preliminary Engineering: \$1.5 M**

**(NEWLY Funded - 100% federal formula funding)**

Utilities/Construction: \$14.2 M (Unfunded)

*\*when fully funded.*

**PROJECT  
DESCRIPTION:**

**MD 175 @ Mapes Rd./Charter Oaks Blvd.**

Roadway improvements and accommodations for pedestrians and bicyclists. The proposed along MD 175 improvements include four 11-foot through lanes, an 11-foot two way center left turn lane, a northbound 11-foot exclusive left turn lane, two southbound 11-foot exclusive left turn lanes, a 12-foot exclusive right turn lane in each direction and a 4-foot bicycle compatible shoulder along eastbound MD 175. Proposed Mapes Rd. improvements include two southbound 12-foot lanes, a westbound 12-foot exclusive left turn lane, a 12-foot northbound through and right turn lane, a 12-foot exclusive right turn lane, and 4-foot shoulders in both directions. Existing lane configuration is maintained along Charter Oaks Boulevard.

Other improvements include sidewalk and curb replacement along westbound MD 175, the reconstruction of the existing traffic signal, curb removal along eastbound MD 175 to provide an open roadway section, and the proposed 10-foot hiker biker trail along eastbound MD 175. All new sidewalk, pedestrian ramps and driveway entrances will be in compliance with the American with Disabilities Act (ADA).

**COST:**

**Estimated Intersection Cost: \$9-12Million\***

**Preliminary Engineering/Design: \$1.5 Million**

**(NEWLY Funded - 100% federal formula funding)**

Right of Way: \$0.9 Million (Unfunded)

Construction: \$6.5Million (Unfunded)

