

Background and Purpose of Study

Housing demand, based on previously prepared studies, including the Maryland Department of Planning BRAC Report, dated December 28, 2006, associated with the Base Realignment and Closure Recommendations (BRAC) for Fort George G. Meade (FGGM) could entail as many as 4,000 new households and 33,000 additional jobs locating in western Anne Arundel County over the next five to ten years.

The County providing initial studies (MD 175: MD 170 to MD 295) or funding those studies (MD 198: MD 32 to MD 295) to be conducted by the Maryland State Highway Administration is addressing longer-term east-west travel demand.

Growth in population and employment will also place demands on north-south facilities which are not presently being evaluated in the Fort Meade Environmental Impact Statement, but will need, at a minimum, spot improvements at key intersections or other conflict points in the near term.

Among these locations, not addressed currently by other studies are:

- **MD 175** (Waterloo-Jessup Road) which is a minor arterial roadway connecting Fort Meade with Howard County and I-95. This segment of MD 175 provides accessibility to the Jessup neighborhoods in Anne Arundel County and heavy through volume traffic is discouraged from using this segment. However, as Fort Meade expands, substantial growth in travel demand must be assumed. Balancing this growth in demand with the existing access use to neighborhood facilities has to occur. Recommended study area is MD 295 to US 1.
- **MD 174** (Reece Road) which is a minor arterial roadway connecting Fort Meade and the identified Enhanced Use Lease (EUL) sites with I-97 and MD 100. This roadway today carries approximately 12,000 ADT between Jacobs Road and Telegraph Road. Travel demand with the BRAC and EUL increases could easily double in five to ten years. Currently this road is not included in any capital program, but certainly localized intersection improvements to reduce conflicts are necessary. Recommended study area MD 175 to MD 170.
- **MD 713** (Ridge Road) is also a minor arterial roadway connecting Fort Meade via the Rockenbock Road gate as well as some traffic generated by the National Security Agency. Ridge Road is a parallel road to the Baltimore Washington Parkway and provides direct connections to Arundel Mills, MD 100 (a major east-west freeway), and BWI-Thurgood Marshall Airport. MD 713 carries approximately 16,000 ADT and would experience significant increases in daily travel demand due to BRAC/EUL employment expansion. This roadway is not currently identified in any capital program. Recommended study area MD 175 to MD 100.
- **MD 170** (Telegraph Road) is a principle arterial roadway providing access from the Crofton Waugh-Chapel Piney Orchard area of the County via MD

175 to Fort Meade. It also provides a direct connection to BWI-Thurgood Marshall Airport, the MARC/AMTRAK station at BWI, and MD 100 plus MD 32 (both east-west freeways) connecting Howard County to Annapolis and the Chesapeake Bay Region. Today traffic along the two-lane section of this roadway from 15,000 ADT north of MD 175 to 29,000 ADT south of MD 100. As with the other two facilities noted above, travel demand will significantly increase in the near term prior to any ability to conduct longer-term NEPA studies to identify and later to fund long-term improvements. Recommended study area is MD 175 to MD 100.

- **MD 100** is a four-lane freeway facility providing access to Howard County, BWI-Thurgood Marshall Airport, Arundel Mills, and the Marley Neck Peninsula of Anne Arundel County. It also is the parallel freeway facility north of Fort Meade providing connections to I-95, MD 295 and I-97. Travel demand along this roadway measured in 2005 ranged from 74,000 west of I-97 to 76,000 west of MD 295. The facility's interchange with MD 713 (Ridge Road) appears to be logical place to avoid recurring congestion experienced by AM peak period southbound motorists along MD 295. Growth at Fort Meade will likely further increase the attractiveness of this route. The recommended study area is from I-97 to I-95.
- **MD 32 (Patuxent Freeway)** is a four-lane freeway facility providing access between the Odenton area and Columbia in Howard County and interchanges with I-97, the Baltimore Washington Parkway and I-95. It is the parallel freeway facility immediately south of Fort Meade. Because of housing demand increases attributed to Fort Meade BRAC growth in the Bowie/Crofton area and shift in employment from Northern Virginia and Montgomery County to Fort Meade, use of this facility to access Fort Meade is anticipated to significantly increase from the existing 40,000 west of MD 3 and the 63,000 west of the Baltimore Washington Park (2005, SHA counts). The issue, such as with MD 100, will not be the mainline capacity, but the capacity at the interchanges with the north-south arterial network. Major housing development will also occur to the west of MD 295 (Cedar Knolls) and with the increase of jobs at NSA, will also generate more travel demand along MD 295 and MD 32. The study area will span I-97 to I-95 and include the Dorsey Run Road interchange.
- **Odenton Town Center Boulevard (OTC Blvd)** In addition to the anticipated impacts to these north-south facilities, the MD 175 Feasibility Study conducted by the County identified substantial right-of-way impacts associated with the probably widening of MD 175 from MD 170 to the Baltimore-Washington Parkway (MD 295). MD 175 does not have a continuous, parallel facility offering options for some of the travel demand generated by development along the north side of MD 175. A portion of OTC Blvd has been constructed by the road does not offer continuous travel options between the anticipated Reece and Disney Road EUL sites and MD 175 east of MD 32 in the vicinity of the Odenton Town Center and the Odenton MARC station. This lack of a parallel facility increases the travel

demand along MD 175, increases turning movements at the various signalized intersections opposite the Fort Meade gates and increases the amount of property dislocations and utility relocations to accommodate that travel demand along MD 175. Providing Odenton Town Center Boulevard from at least Disney Road to MD 175 via an existing underpass of MD 32 would reduce both the turning movements at key gate intersections and lessen the travel demand along the entire MD 175 corridor. However, the impact of this improvement has not been evaluated systematically. Recommended study area is Disney Road to MD 175 via MD 32.

Given the anticipated impact on these parallel and important north-south facilities connecting FGGM's employment growth due to BRAC/EUL recommendations, there is a pressing need to identify short term improvements to reduce conflicts and support the near-term travel demand increases in anticipation of the longer term improvements that will be identified through a formal NEPA process.

Technical Memorandum No. 1: Existing Conditions

This Technical Memorandum presents an assessment of Existing Conditions, both the static analyses and the traffic simulation results, which will form the basis for the development of travel demand forecasts that will be used to develop improvement concepts at a number of intersections in the study area.