



Maryland Department of Transportation
 STATE HIGHWAY ADMINISTRATION
 Office of Planning and Preliminary Engineering
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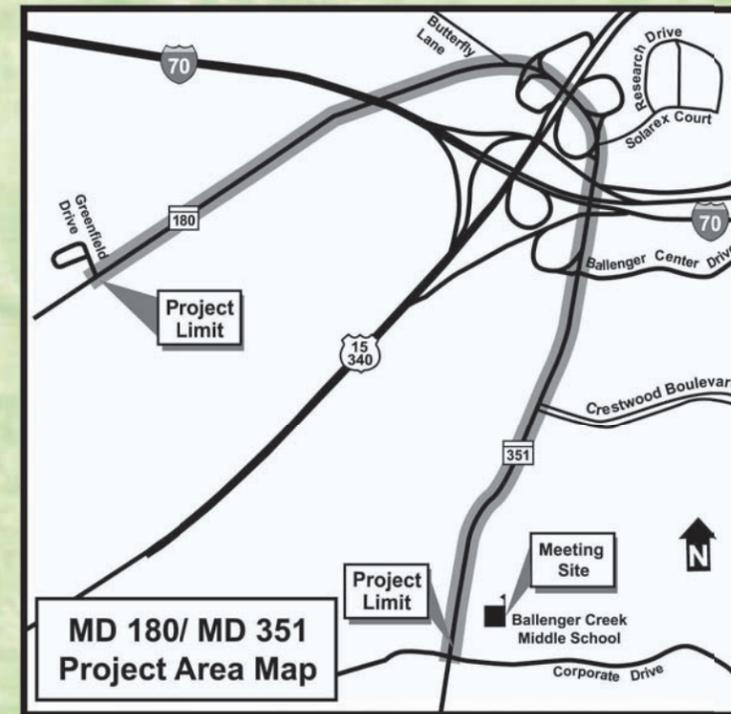
MD 180/MD 351 PROJECT PLANNING STUDY

LOCATION/DESIGN Public Hearing

Martin O'Malley,
 Governor

Anthony Brown,
 Lieutenant Governor

Neil J. Pedersen,
 Administrator



NEW DATE: Tuesday, June 23, 2009
Rescheduled from March 4, 2009
6:00 P.M. - Maps/Displays Available
7:00 P.M. - Presentation/Testimony

**Ballenger Creek Middle
 School Cafeteria**
5525 Ballenger Creek Pike
Frederick, Maryland 21703

Project No. FR549M11



INTRODUCTION

The Maryland State Highway Administration (SHA) and the Federal Highway Administration (FHWA) are conducting a project planning study on MD 180/MD 351, from Greenfield Drive to Corporate Drive (approximately 3 miles). The study area is located in the City of Frederick in Frederick County, Maryland.

PURPOSE OF THE PROJECT

The purpose of this project is to improve existing capacity and traffic operations along MD 180 and MD 351, from Greenfield Drive to Corporate Drive, while supporting existing and planned development. This location is an area that is experiencing rapid growth. Commercial and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

PROJECT BACKGROUND

The MD 180/MD 351 study corridor includes several private driveway entrances and 12 at-grade intersections, five of which are signalized. The project limits also include grade-separated interchanges at US 15/US 340 and I-70. US 15/US 340 runs parallel to MD 180. Both routes extend southwest from Frederick toward Brunswick. I-70 is the primary east-west corridor connecting Frederick to Baltimore (to the east) and Hagerstown (to the west).

PURPOSE OF THE HEARING

The purpose of the Location/Design Public Hearing, which will be held on Wednesday, March 4, 2009 at the Ballenger Creek Middle School, is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The Hearing will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer verbal or written

comments for the project record before an alternative is selected. In the event of inclement weather on March 4, the Hearing will be held on Wednesday, March 11, 2009.

HEARING FORMAT

Maps and other exhibits depicting the studied alternatives and other information will be on display for public viewing beginning at 6:00 p.m. Representatives from SHA and Federal Highway Administration (FHWA) will be available to answer questions related to this project. A formal presentation lasting approximately 30 minutes will begin at 7:00 p.m. and will be followed by public testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review within approximately eight weeks after the Hearing, at the locations indicated in this brochure.

HOW TO COMMENT ON THE PROJECT

The public is encouraged to participate in the Hearing to ensure citizen input during the project planning process. The postage-paid return mailer included in this brochure will enable interested persons to submit their comments. Additional copies of these mailers will be available at the receptionist's desk during the Hearing. Written comments for inclusion in the project record and the Hearing transcript may be submitted until Wednesday, April 15, 2009.

PROJECT MAILING LIST

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the workshop. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already on the project mailing list and do not need to resubmit.

PROJECT NEED

Existing Conditions (See Figure 1)

MD 180/MD 351 is categorized as an uncontrolled Urban Collector, with the exception of the US 15/US 340 and I-70 interchanges. Currently, MD 180 consists of two 12-foot lanes with shoulders up to nine feet wide. MD 351, between Solarex Court and Hannover Drive, consists of three 12-foot lanes, one southbound lane and two northbound lanes, auxiliary/turn lanes at intersections, and up to seven-foot-wide shoulders from Solarex Court to Ballenger Center Drive on the southbound side. MD 351, between Hannover Drive and Corporate Drive, currently consists of a two-lane two-way roadway (with a lane-drop in the middle of these two intersections). Also, the width of this portion of roadway is approximately 48 feet to accommodate shoulders of various widths or outside auxiliary/right-turn lanes in either direction.

Traffic Operations

In 2006, the annual average daily traffic (AADT) ranged from 3,800 to 22,650 along MD 180, and from 8,250 to 24,550 along MD 351. Traffic volumes are forecasted to increase substantially from 2006 to 2030, as residential, employment, and commercial growth occurs in the study area. No-Build AADT for 2030 will range from 15,320 to 47,450 along MD 180, and from 20,400 to 45,850 along MD 351. **Table 1** shows existing and future No-Build AADT within the project limits.

Level of service (LOS) analyses were performed within the project limits for the 2006 and 2030 No-Build conditions along MD 180/MD 351. LOS is a measure of the congestion experienced by drivers and ranges from LOS A (free flow, with little or no congestion) to LOS F (failure, with stop-and-go conditions). LOS is normally computed for the peak periods of a typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at the capacity of the highway. LOS F represents conditions in which drivers experience operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections. Under existing conditions

all the signalized intersections operate at LOS C or better, with the exception of the MD 180/Himes Avenue and MD 180/Solarex Court intersections. Under 2030 No-Build conditions, 78 percent (seven of nine) of the intersections in the study area are expected to operate at or above capacity (LOS F) during the AM and PM peak hours. **Table 2** summarizes LOS for study area intersections.

Safety

Crash data shows that the total number of crashes along MD 180 and MD 351 was lower than the 2003-2005 statewide average for crashes along similar roadways. Along MD 180, a total of 37 crashes occurred in the study area: 14 injury crashes and 23 property-damage crashes. This segment of MD 180 experienced study crash rates for left-turn and angle collisions that were significantly higher than the statewide average. Along MD 351, a total of 43 crashes occurred in the study area: 18 injury crashes and 25 property-damage crashes. This segment of MD 351 experienced study area crash rates for opposite-direction, left-turn, and angle collisions that were slightly higher than the statewide average.

ALTERNATIVES RETAINED FOR DETAILED STUDY

Three alternatives and four options are currently under consideration. The alternatives include the Alternative 1 - No-Build, Alternative 2 - Transportation System Management/Transportation Demand Management (TSM/TDM), and Alternative 3 - Four-Lane Divided. The options for Alternative 3 include a MD 351 Five-Lane Section and US 15/US 340 Interchange Options A, B, and B Modified (Butterfly Lane Relocation). Tables 1 and 2 provide projected Build AADT and Build LOS. The alternatives and options are described below:

Alternative 1 – No-Build

The No-Build Alternative includes the installation of signal-control devices at the intersections of MD 180 at the off-ramp from northbound US 15/US 340, MD 351 at Hannover Drive, and MD 351 at Corporate Drive. With the exception of these installations and the developer-required

improvements currently planned for the area, only normal maintenance and spot improvements are assumed to be made.

The No-Build Alternative serves as a baseline for comparing the impacts and benefits associated with the Build alternatives. Improvements required by local developers include:

- Widening MD 180 from Himes Avenue to Solarex Court by adding two through lanes in both directions, except for the bridge over US 15/US 340.
- Re-striping southbound MD 180 with a shared through/right-turn lane and a right-turn lane at Butterfly Lane. A new right-turn lane would be provided on southbound Butterfly Lane, and an additional receiving lane will be provided on northbound Butterfly Lane.
- Widening the southbound US 15/US 340 off-ramp with a new left-turn lane. A new right-turn lane would be provided on southbound MD 180, and an additional receiving lane would be provided on northbound MD 180.
- Widening Solarex Court with a new right-turn lane. New double-left-turn lanes on northbound MD 180 and an additional receiving lane on the northbound US 15/US 340 on-ramp would be added. A new single-left-turn lane on southbound MD 180 is also proposed.

ALTERNATIVE 2 — TSM/TDM (See Figure 2A & 2B)

Alternative 2 addresses capacity concerns at intersections throughout the study area. In addition to the No-Build improvements, Alternative 2 also includes geometric and signal-timing improvements at key intersections and sections of MD 180/MD 351. These improvements include:

- Adding a new left-turn lane on southbound MD 180 and a new right-turn lane on northbound MD 180 at Fair Oaks Drive.
- Adding two through lanes at both approaches of MD 180 at Butterfly Lane and a left-turn lane at northbound MD 180.
- Widening the northbound US 15/US 340 off-ramp with double-left-turn lanes and a right-turn lane and widening the

structure of US 15/US 340 to match developer improvements on either side.

- Adding two through lanes in both directions along the corridor from Solarex Court to Crestwood Boulevard, double-left-turn lanes on both approaches of MD 180 at Solarex Court, and a median under the I-70 bridges. Reconstruction of the I-70 bridges would be needed. Other improvements include an auxiliary lane in each direction between Ballenger Center Drive and Crestwood Boulevard, and left-turn lanes at both approaches of MD 351 at Ballenger Center Drive and the southbound approach at Crestwood Boulevard.
- Adding a left-turn lane, a through lane, and a through/right-turn shared lane on both approaches of MD 351 at Hannover Drive.
- Adding a left-turn lane, a through lane, and a through/right-turn shared lane at the southbound approach of MD 351 at Corporate Drive; and a left-turn lane, a through lane and a right-turn lane at the northbound approach.
- Improving signal timing along the corridor.

ALTERNATIVE 3 — Four-Lane Divided (See Figure 3A & 3B)

Alternative 3 improves the roadway capacity throughout the study area and includes the following improvements:

- Widening MD 180/MD 351 to a four-lane divided roadway from 2000 feet south of Fair Oaks Avenue to Corporate Drive with two through lanes in each direction and a 20-foot median
- Adding turning lanes at intersections and median openings
- Adding bicycle-compatible outside lanes within the study area, sidewalks along both sides of the roadway except along the south side between the I-70 on-ramp and the US 15/US 340 off-ramp

Alternative 3 — MD 351 Five-Lane Section Option (See Figure 4)

This option involves widening MD 351 from Crestwood Boulevard to Corporate Drive to a five-lane roadway with two through lanes in both directions and a 13-foot center-turn lane.

Alternative 3 — US 340 Interchange Option A (See Figure 5)

In order to accommodate heavy traffic volume from/to US 15/US 340, the four-lane divided roadway would be widened with two additional southbound auxiliary lanes and one northbound auxiliary lane between Himes Avenue and the northbound US 15/US 340 off-ramp. The three loop ramps at this interchange would also be widened to allow US 15/US 340 traffic to enter or exit the study corridor. An auxiliary lane would be provided along northbound US 15/US 340 under this interchange and would tie into the I-70 exit ramp. The auxiliary lane along the collector-distributor road receiving traffic from the southbound US 15/US 340 on-ramp would be carried through the interchange.

Alternative 3 — US 340 Interchange Option B (See Figure 6)

This option combines the improvements of Alternative 3 – US 340 Interchange Option A with the removal of two loop ramps and the construction of new ramps to form a half-diamond interchange on the northbound side of US 15/US 340. At the intersection of MD 180 and the loop ramp to northbound US 15/US 340, heavy left-turn traffic on northbound MD 180 is the main factor resulting in LOS F. In order to remove the heavy left-turn traffic, two loop ramps would be removed and new ramps constructed to form a half-diamond interchange.

Alternative 3 — US 340 Interchange Option B Modified (Butterfly Lane Relocation (See Figure 7)

This option combines improvements of Alternative 3 – Option B with the relocation of Butterfly Lane and other access modifications near the Butterfly Lane intersection. The location of the new Butterfly Lane alignment and tie-in with MD 180 was obtained from the City of Frederick’s Engineering Department. Butterfly Lane would be relocated about 800 feet west of its current location and old Butterfly Lane would be closed off (cul-de-sac) prior to its current intersection with MD 180. The intersection of MD 180, the Relocated Butterfly Lane and the proposed entrance into the Seventh Day Adventists Church would require a new traffic signal. This new signalized intersection would provide better vehicular access for the Seventh Day Adventists Church and safer pedestrian movements between the parking lot and the First Baptist Church across the street. Another safety measure is to move the existing entrance into the First Baptist Church further north away for the intersection to prevent rear-end crashes due to a large volume of traffic turning right from MD 180 to go north on Butterfly Lane. This new intersection is projected to operate at a level of service B/B in the year 2030. In addition, triple-left turn lanes are proposed at the southbound US 15/US 340 off-ramp to accommodate heavy traffic from southbound US 15/US 340 to Jefferson Pike. Southbound MD 180 would also be widened to

MD 180/MD 351 EXISTING (2006) & FORECASTED (2030) AADT						
MD 180/MD 351 Annual Average Daily Traffic Data						
Roadway Segments		2006	2030 No-Build	% ¹ Increase	2030 Build	% ² Increase
MD 180	South of Greenfield Dr.	3,800	15,320	303	21,320	461
	Between Greenfield Dr. and Fair Oaks Dr.	3,900	15,420	295	21,420	449
	Between Fair Oaks Dr. and Butterfly Ln.	3,950	15,500	292	21,500	444
	Between Butterfly Ln. and Himes Ave.	12,000	30,500	154	36,500	204
	Between Himes Ave. and Solarex Ct.	22,650	47,450	110	53,450	136
MD 351	Between Solarex Ct. and Ballenger Center Dr.	24,550	45,850	87	47,450	93
	Between Ballenger Center Dr. and Crestwood Blvd.	23,500	35,700	52	39,700	69
	Between Crestwood Blvd. and Hannover Dr.	14,100	20,400	45	32,400	130
	Between Hannover Dr. and Corporate Dr.	12,250	23,000	88	29,000	137
	South of Corporate Dr.	8,250	20,400	147	26,400	220

Table 1

%¹ = percent increase from 2006 to 2030 no-build
 %² = percent increase from 2006 to 2030 build

**MD 180/MD 351 EXISTING (2006) & FORECASTED (2030)
LOS ANALYSES RESULTS**

Intersection		MD 180/MD 351 Intersection LOS (Peak Hours)															
		Existing Condition		Alt. 1 No-Build		Alt. 2 TSM/TDM		Alt. 3 Four-lane Divided		Alt. 3 Five-lane Section Option		Alt. 3 US 340 Interchange Option A		Alt. 3 US 340 Interchange Option B		Alt. 3 US 340 Interchange Option B Modified Butterfly Ln. Realignment	
		Year 2006		Year 2030		Year 2030		Year 2030		Year 2030		Year 2030		Year 2030		Year 2030	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
MD 180	Greenfield Dr.	A	A	A	C	A	C	B	D	B	D	B	D	B	D	B	D
	Fair Oaks Dr.	A	A	B	D	A	C	A	A	A	A	A	A	A	A	A	A
	Butterfly Ln.	A	B	D	F	B	F	D	E	D	E	B	D	E	F	B	C
	Himes Ave./ Ramp from SB US 15/US 340	B	D	F	F	F	F	F	F	F	F	F	F	F	F	C	E
Ramp from NB US 15/US 340	E	C	F	F	F	F	F	F	F	F	F	F	F	F	C	E	E
Solarex Dr.	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E	E
Ballenger Center Dr./ Ramps to I-70	B	B	F	F	D	D	C	B	B	C	B	C	C	C	C	E	E
Crestwood	D	D	F	F	F	F	E	D	D	E	D	E	D	E	D	E	E
Hannover Dr.	A	A	F	F	B	C	C	C	C	C	C	C	C	C	C	C	D
Corporate Dr.	C	B	F	F	F	E	E	B	B	E	B	E	B	E	B	E	C

Table 2

provide two through lanes and two auxiliary lanes between Butterfly Lane and Himes Avenue.

SHORT TERM IMPROVEMENTS

SHA recognizes that there are some immediate needs for this corridor. With that in mind, SHA has looked for opportunities and locations where short term and low cost improvements would be feasible. These improvements would not preclude choosing any of the alternatives for the corridor. This improvement will provide better level of service at key intersections and some sections of roadway but does not fully improve the roadway capacity along the entire corridor.

The Short Term Improvements would include all of the developer roadway improvements required as outlined in Alternative 1 – No-Build. In addition to the developers improvements, the following corridor and key intersection improvements are currently being evaluated (**see Figure 8**):

- At the intersection of MD 180 at Butterfly Lane, a new channelized right-turn lane would be provided on southbound Butterfly Lane. Additional receiving lanes would be provided on northbound Butterfly Lane and southbound MD 180.
- Northbound US 15/US 340 off-ramp would be widened to extend the existing right-turn lane.
- A new right-turn lane would be added on MD 180 southbound approach at Solarex Court. Solarex Court would be restriped with two receiving lanes.
- Between Solarex Court and Ballenger Center Drive, MD 180/MD 351 would be restriped as a four-lane roadway. A sidewalk would be provided along the east side of the roadway and would extend to Corporate Drive. In order to provide four lanes of traffic plus sidewalk and avoid reconstructing the four bridges at I-70, retaining walls would be required under the bridges next to the proposed seven-foot sidewalk.
- Signal timing modifications would be examined to improve the traffic flow along the corridor.
- Left-turn lanes at both approaches of MD 351 and Ballenger Center Drive and the

southbound approach at Crestwood Boulevard are proposed. The median at eastbound Crestwood Boulevard would be reconstructed to accommodate a new left-turn lane.

- The intersection MD 351 at Hannover Drive would be restriped to provide an auxiliary lane on southbound MD 351 south of Hannover Drive.
- Southbound approach of MD 351 at Corporate Drive would have a new left-turn lane, a through lane and a right-turn lane. The northbound approach would have a shared left-turn/through lane and a right-turn lane.

ENVIRONMENTAL SUMMARY

Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify the extent of impacts to natural, cultural, and socio-economic/ community resources within the study area. A comparison of impacts for each alternative is included in the summary table on page 8 of this brochure.

Socio-economic and Community Resources

The project is consistent with the goals and objectives of the *2001 Frederick County Master Transportation Plan*, the *2002 Frederick Regional Plan*, and the *2004 City of Frederick Comprehensive Plan*. Existing land use along the MD 180 roadway portion of the project is primarily agricultural with limited industrial and residential uses. In contrast, the MD 351 roadway segment is highly urbanized, consisting of a mixture of residential and commercial developments, including several business/industrial parks. Planned land use along both roadways consists largely of mixed residential and commercial growth.

There is one publicly-owned public park located within the project study limits, Ballenger Creek Park. Ballenger Creek Middle School is also located within the project study limits. The proposed build alternatives could potentially impact the tennis courts located in the front of the school along MD 351. This may require the relocation of the tennis courts. Up to one acre of strip right-of-

way would be required from Ballenger Creek Park. These resources qualify for protection under Section 4(f) of the US Department of Transportation Act.

Coordination is ongoing with the Frederick County Department of Parks and Recreation and Frederick County Schools. Should these agencies concur that the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f), SHA will seek concurrence from FHWA on a de minimis (minimal) impact finding for the proposed impacts.

This Hearing provides citizens the opportunity to review and comment on the effects of the project on the activities, features, and attributes of Ballenger Creek Park and the school tennis courts.

Depending upon the alternative, between 4.7-34.2 acres of additional right-of-way will be required. It is anticipated that there will be between 8-10 residential displacements depending on the alternative. No business displacements are required (**see Table 3**).

Although minority and low-income populations have been identified within the project area, no disproportionately high or adverse effects are anticipated as a result of any of the alternatives being considered. SHA has solicited the involvement of these populations in the project through informational mailings, community and focus group meetings and attendance at community sponsored events. SHA will continue outreach efforts to involve as well as assess and avoid disproportionate impacts to minority and low-income populations.

Coordination has been initiated with emergency service providers to evaluate how emergency response times could be affected as a result of the proposed improvements.

Cultural Resources

SHA, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified two significant historic standing structures in the area of potential effects (APE) that are eligible for-or listed-on the National Register of Historic Places (NRHP). Up to 0.05

acre of right of way from Prospect Hall and 0.05 acre from Maple Homestead may be required depending on the alternative. Archeological assessments indicate that there is a low potential for archeological resources within the APE; therefore, the proposed improvements are unlikely to impact significant archeological resources. No additional archeological investigations are recommended. Coordination with MHT is underway requesting a No Adverse Effect determination for the project. In accordance with the Section 106 procedures of the National Historic Preservation Act, this meeting provides the opportunity for public input regarding impacts to historic properties.

Natural Environmental Resources

Ballenger Creek, Rock Creek and their tributaries are located within the project area. Study area streams are designated as Use III-P waters (Non-Tidal Cold Water and Public Water Supplies) by the Maryland Department of Natural Resources (DNR) and is protected by a Use III in-stream work prohibition period (October 1 through April 30, inclusive).

Each of the build alternates would have minor stream impacts as a result of the extension of existing culverts or placement of new culverts for proposed lane widening and sidewalks. Stream impacts range from 279 to 1,150 feet depending on the alternative. Wetland impacts range from 0 to 0.09 acre for the build alternatives. Permits would be required from the US Army Corps of Engineers and/or the Maryland Department of the Environment for wetland and stream impacts. Potential impacts to wetlands and streams are shown in Table 3. A range of 0.2 to 3 acres of the 100-year floodplain associated with Ballenger Creek and its tributaries would be impacted. Additional floodplain studies will be completed to determine if there are adverse impacts to the beneficial values of the floodplains.

Adverse impacts to water quality during construction would be minimized through strict adherence to SHA sediment and erosion procedures. A stormwater management and sediment and erosion control plan to minimize impacts to water quality would be developed in accordance with the MDE stormwater criteria to minimize adverse effects to water resources. The plan would include measures

to address both quality and quantity controls that capture and treat runoff from a storm event.

Coordination with the US Fish and Wildlife Service and DNR regarding state or federal-listed rare, threatened, or endangered plant or wildlife species indicates that the state- or federal-listed endangered Loggerhead Shrike (*Lanius ludovicianus*) is known to have occurred within the study area. DNR also indicated that there is a rock outcrop habitat within the study area known to support three rare lichen species as well as a natural brown trout population documented in Ballenger Creek. The rock outcrop is located outside of the project study limits. No impacts to this resource are anticipated. DNR anticipates that these species, and any other

species that may occur within the study area should be adequately protected by the instream work prohibition period and Best Management Practices typically used for protection of the stream resources.

Air and Noise Impacts

Detailed air quality and noise analyses have been conducted for this project. The air quality analysis indicates that no violations of the applicable State and National Ambient Air Quality Standards are expected, and that the project meets the transportation conformity requirements of the federal Clean Air Act.

Nineteen Noise Sensitive Areas (NSAs) were identified for this project. Under any of the Alternative 3 options, NSA 5 and NSA 6 (located

Summary of Environmental Impacts				
Environmental Impact	Alternative 1 No-Build	Alternative 2 TSM/TDM	Alternative 3 Four-Lane Divided, Incl. 5-lane Option & US 15 Interchange Options A&B	Alternative 3 US 15 Interchange Option B Mod. Butterfly Ln. Realignment
Stream Impacts	0	279 feet	1,150 feet	1,076 feet
Wetland Impacts	0	0	0.09 acres	0.09 acres
Floodplain Impacts	0	0.2 acres	3.0 acres	3.0 acres
Public Parks				
<i>Ballenger Creek Park</i>	0	0.7 acres	1.2 acres	1.2 acres
<i>Ballenger Creek Middle School Tennis Court</i>	0	0.3 acres	1.0 acres	1.0 acres
Significant Historic Resources				
<i>Prospect Hall*</i>	0	0	0.05 acres	0.05 acres
<i>Maple Homestead Property**</i>	0	0.05 acres	0.04 acres	0.04 acres
Total ROW Impact	0	4.7 acres	29.4 acres	34.2 acres
Number of Properties Impacted/Displaced	0	0	87/8	86/10
Total Cost (Million \$)	0	130-170	260-400	315-400

Table 3

*Listed on the National Register of Historic Places
 ** National Register Eligible

on the east side of MD 351 between Crestwood Boulevard and Ballenger Creek Middle School) and NSA 10 (located just north of US 15/US 340 on the east side of MD 180) would experience increases over No-Build noise levels sufficient to warrant the future investigation of noise mitigation. A final determination of the feasibility and reasonableness of abatement measures, such as noise walls, will be made after SHA identifies a preferred alternative and additional final design information becomes available.

CITIZEN FOCUS GROUP

A Stakeholders Group, comprised of local residents (several of them representing minority populations), community leaders, and business owners have met with the study team to provide input and feedback and assist in the development of the proposed improvements. Comments and suggestions received from the stakeholders group were evaluated and incorporated into the alternatives, where possible, and will be presented at the Hearing. SHA will continue public outreach efforts as the project progresses to the identification of a preferred alternative.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Evaluate and address public and agency input received at the Location/Design Public Hearing (Spring 2009)
- Receive the State Highway Administrator's concurrence on a Preferred Alternative (Summer 2009)
- Identify the SHA Preferred Alternative (Fall 2009)
- Receive Location Approval from the FHWA and Design Approval from the State Highway Administrator for the Selected Alternative (Winter 2010)

OTHER TRANSPORTATION PROJECTS IN THE STUDY AREA

- I-70 Improvement Projects – The upgrade of existing I-70 from Mt. Phillip Road to MD 144, a distance of 5.30 miles. Improvements include widening the four-lane section and reconstructing the interchanges.
- I-270/US 15 Multi-Modal Corridor Study – This project planning study is evaluating highway and transit improvements along I-270/US 15 from Shady Grove Road in Montgomery County to Biggs Fords Road in Frederick County. Proposed highway improvements are 31 miles in length and transit improvements are 14 miles in length.
- Butterfly Lane – The City of Frederick has programmed funds to improve Butterfly Lane.

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

For information concerning non-discrimination in federal assisted and state-aid programs, please contact:

Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202
Phone: (410) 545-0315
Toll-free within Maryland: (888) 545-0098
Email: jjenkins@sha.state.md.us

RIGHT-OF-WAY AND RELOCATION

The proposed project may require the acquisition of additional right-of-way and a residential relocation. For information regarding right-of-way and relocation assistance, please contact:

Mr. Patrick Minnick, Chief
Office of Real Estate, District 7
Maryland State Highway Administration
5111 Buckeystown Pike, Frederick, MD 21704
Telephone: (301) 624-8156
Toll-free within Maryland: (800) 635-5119
Email: pminnick@sha.state.md.us

MEDIA USED FOR MEETING NOTIFICATION

- The Frederick News Post
- The Gazette – F Zone
- The Washington Post
- The Baltimore Sun
- El Tiempo Latino

DOCUMENTS AVAILABLE FOR REVIEW

The Location/Design Public Hearing Transcript will be available for review within approximately eight weeks of the hearing. To confirm availability, please call ahead, Monday through Friday, at:

Maryland State Highway Administration
District 7 Office
5111 Buckeystown Pike
Frederick, MD 21704
Telephone: (301) 624-8100
Toll-free within Maryland: (800) 635-5119

Maryland State Highway Administration
Public Involvement Section
Mail Stop C-301
707 North Calvert Street
Baltimore, Maryland 21202
Telephone: (410) 545-8522
Toll-free within Maryland: (800) 548-5026

Frederick County Government
Winchester Hall
12 East Church Street, Frederick, MD 21701
(301) 600-9000
(301) 600-1849 (fax)
8:00 A.M. - 4:00 P.M. Monday -Friday

Edward F. Fry Library
1635 Ballenger Creek Pike, Point of Rocks, MD 21777
301-874-4560
Monday & Wednesday 4:00 P.M. - 9:00 P.M.
Tuesday & Saturday 10:00 A.M. - 3:00 P.M.

THANK YOU

Thank you for taking the time to review these project materials and participate in the MD 180/ MD 351 Hearing. Your comments are greatly appreciated! Should you have questions, please contact any of the project team members listed on this page. Information about other SHA projects and services can be accessed at: www.marylandroads.com and click on **Projects**.

PROJECT PLANNING TEAM

Mr. Gregory Slater, Director
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707 North Calvert Street, Baltimore, MD 21202

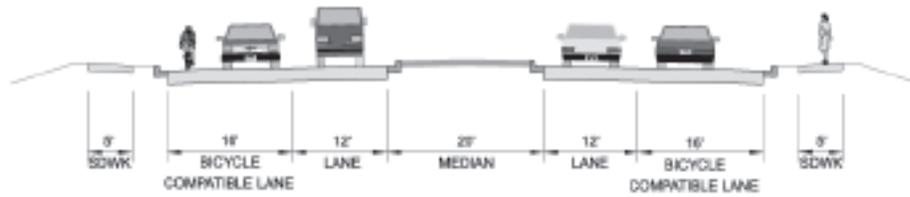
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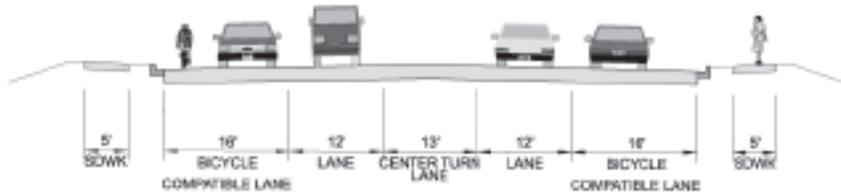
Mr. David Coyne
District Engineer, District 7
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Federal Highway Administration
City Crescent Building
10 S. Howard Street, Suite 2450
Baltimore, MD 21201
Telephone: 410-779-7160

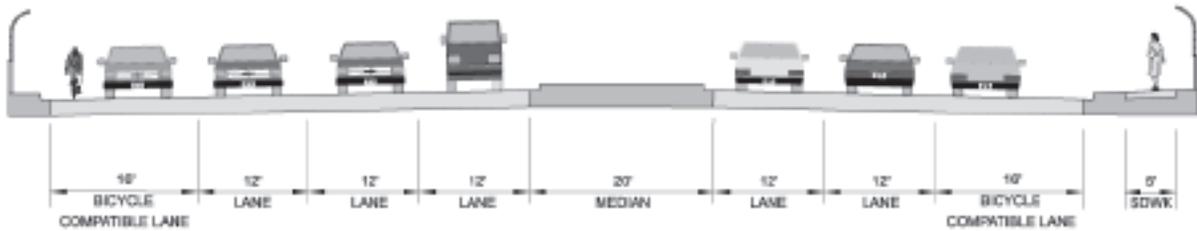
MD 180 / MD 351 TYPICAL SECTIONS



MD 180 / MD 351 FOUR-LANE DIVIDED SECTION



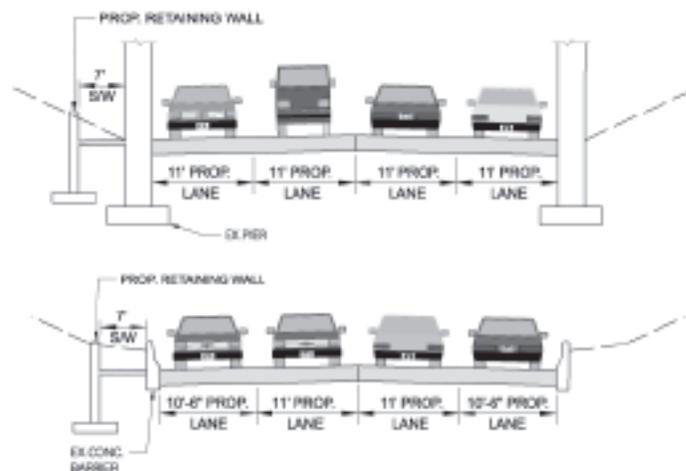
MD 351 FIVE-LANE SECTION FROM CRESTWOOD BLVD. TO CORPORATE DR.



MD 180 BRIDGE SECTION - US 15 / US 340 INTERCHANGE OPTION A



MD 180 BRIDGE SECTION - US 15 / US 340 INTERCHANGE OPTION B & B MOD.



2015 IMPROVEMENTS- MD 180/ MD 351 AT THE I-70 BRIDGE

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Figure 1

MD180/MD351 PLANNING STUDY

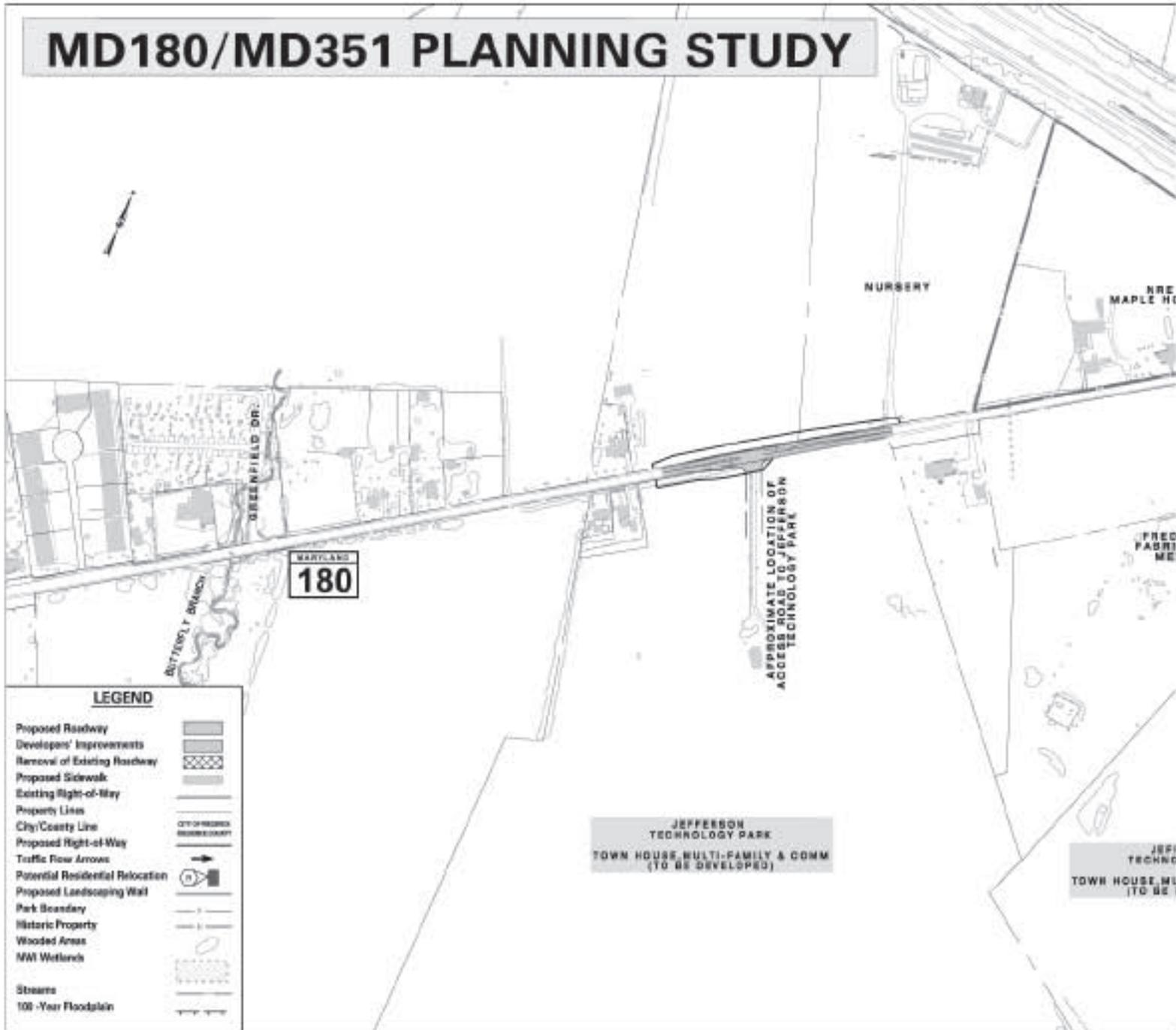
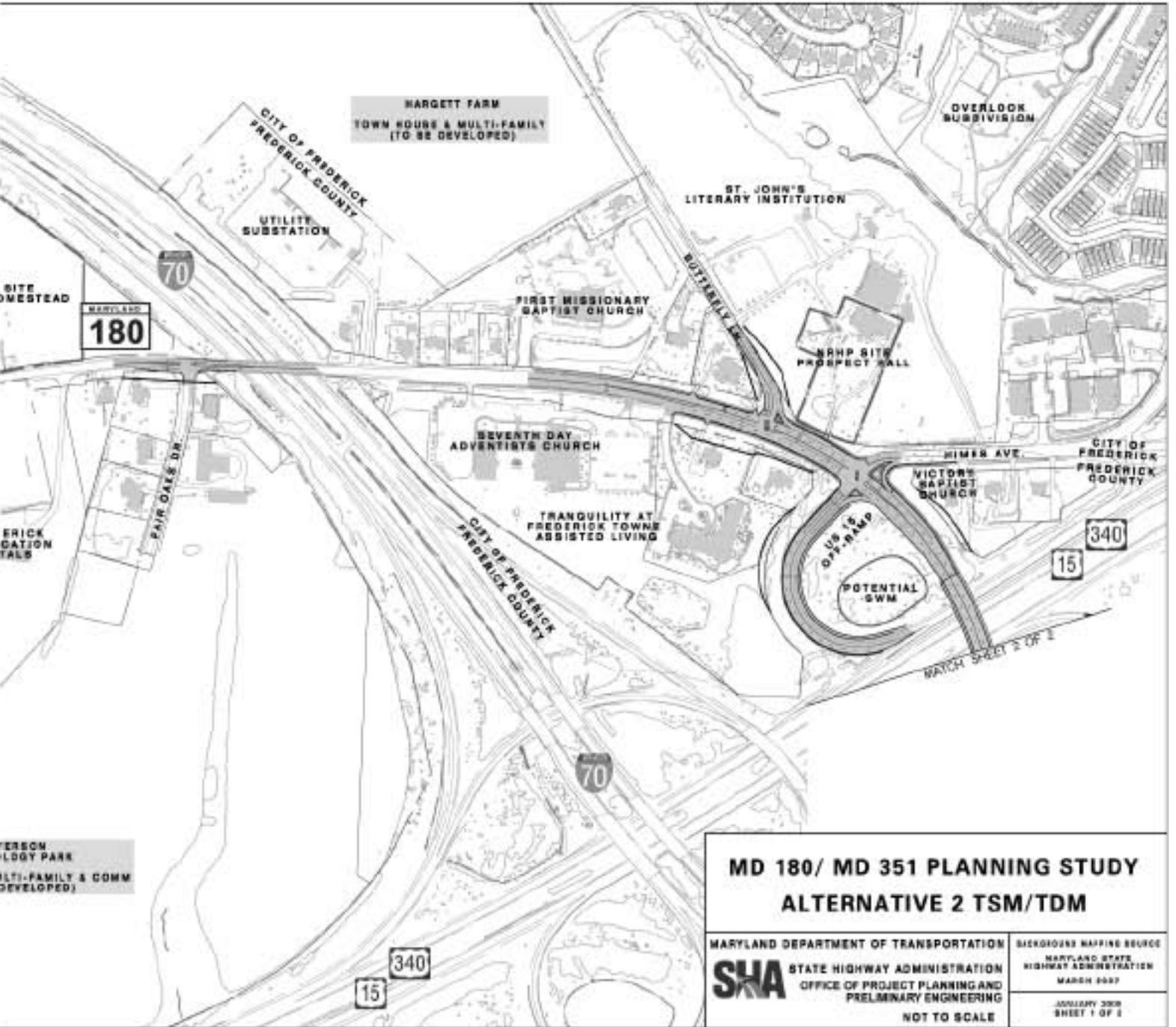


Figure 2A



**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 2 TSM/TDM**

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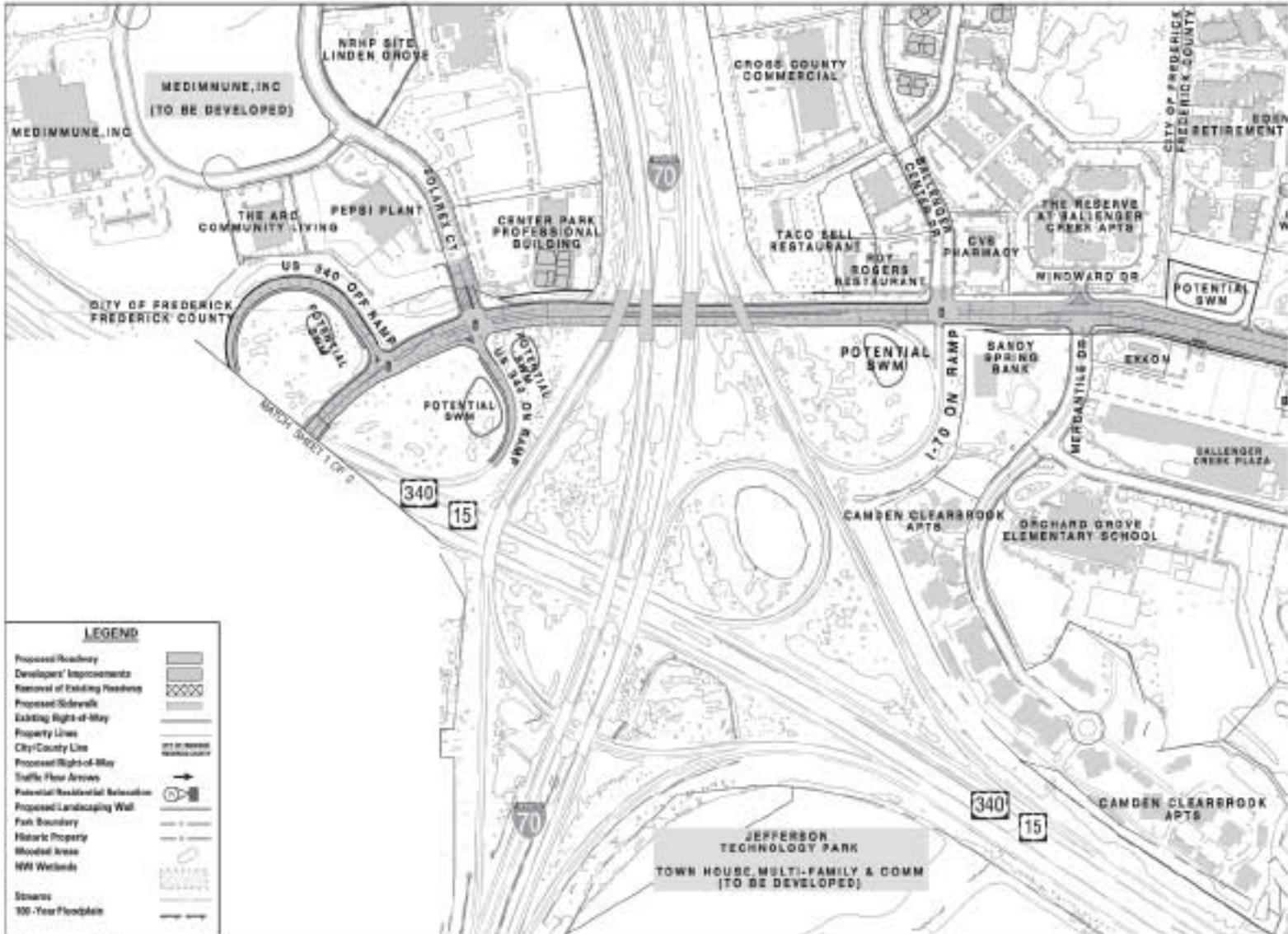
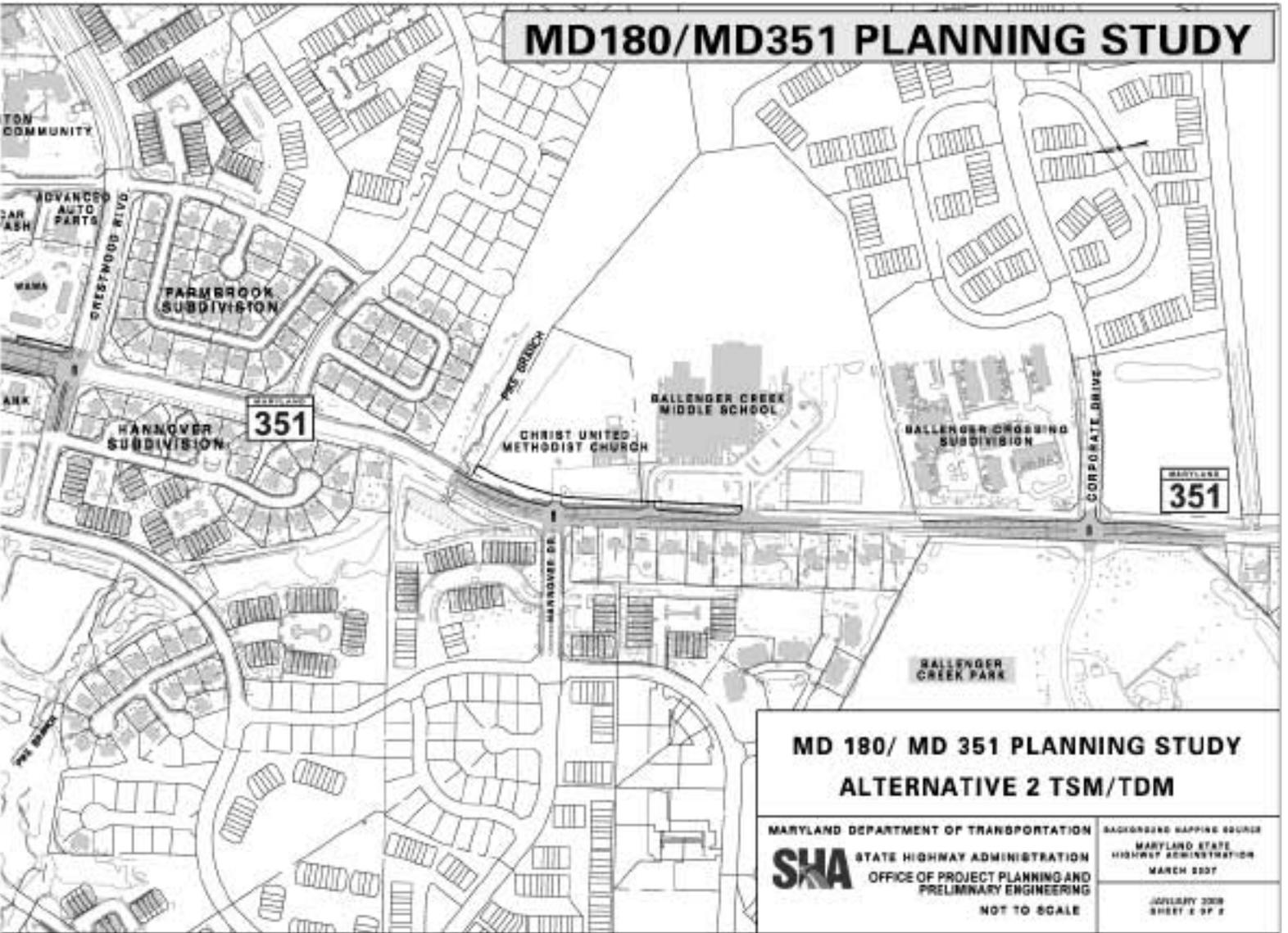


Figure 2B

MD180/MD351 PLANNING STUDY



MD180/MD351 PLANNING STUDY

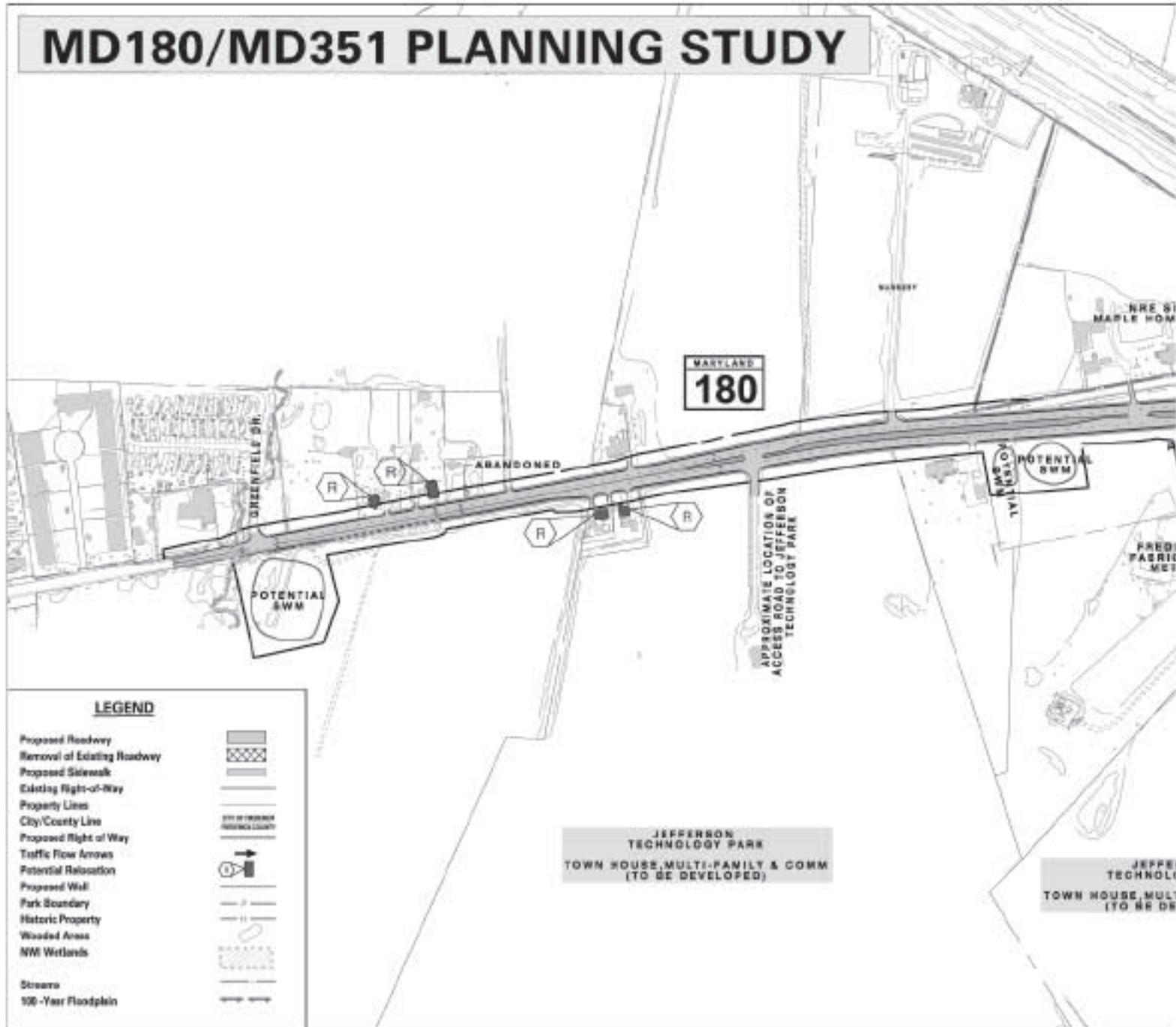
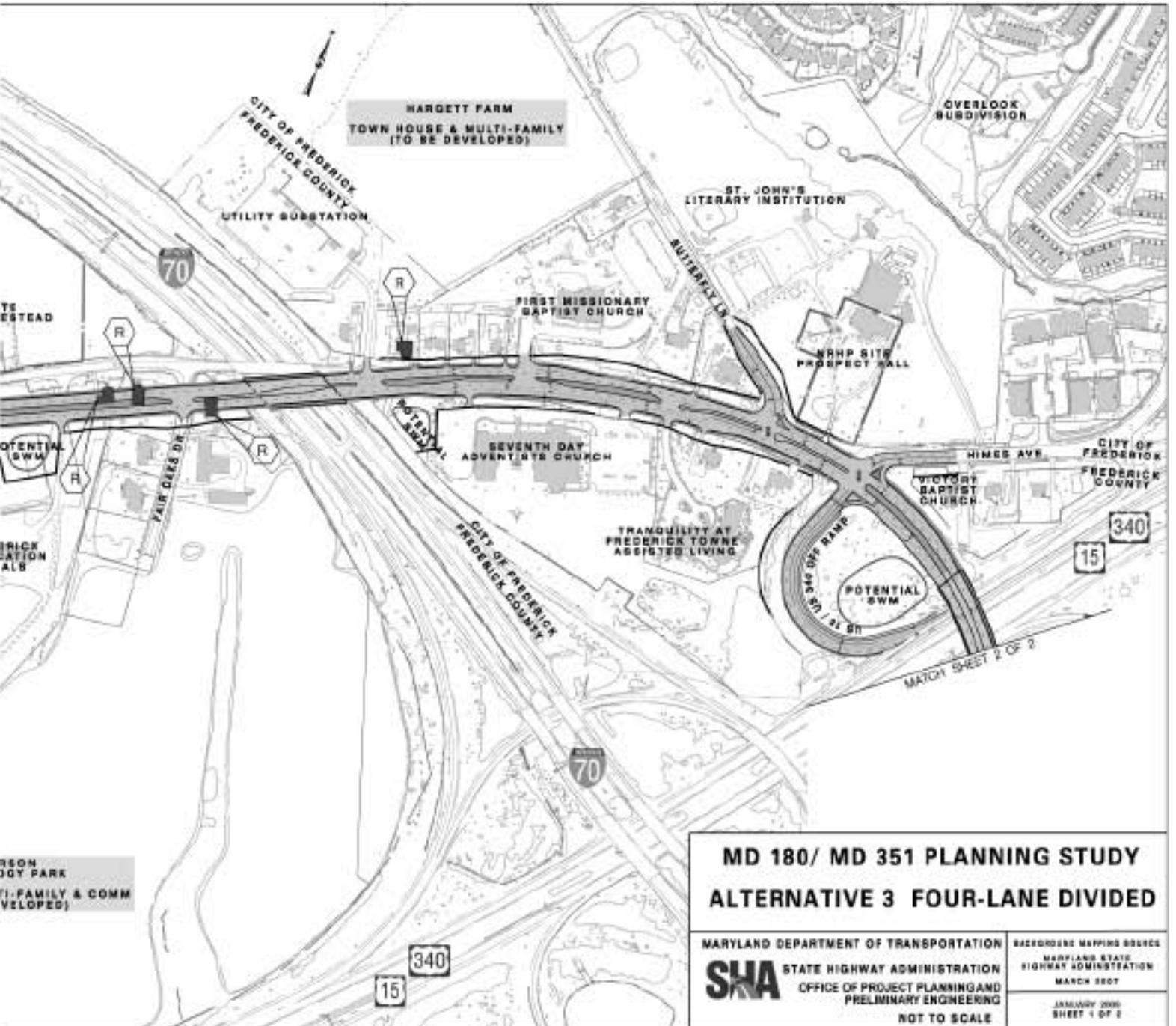


Figure 3A



**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 3 FOUR-LANE DIVIDED**

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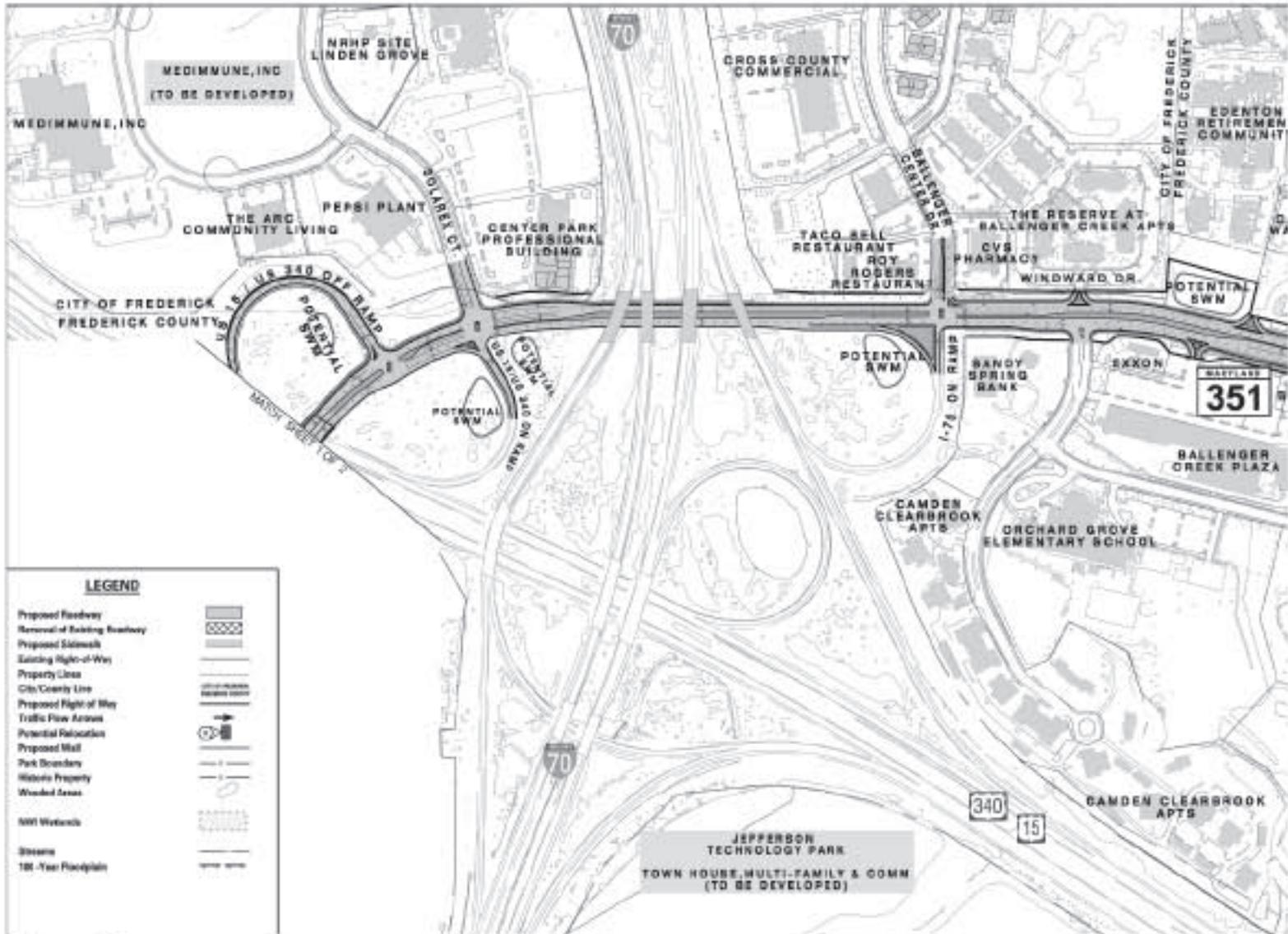
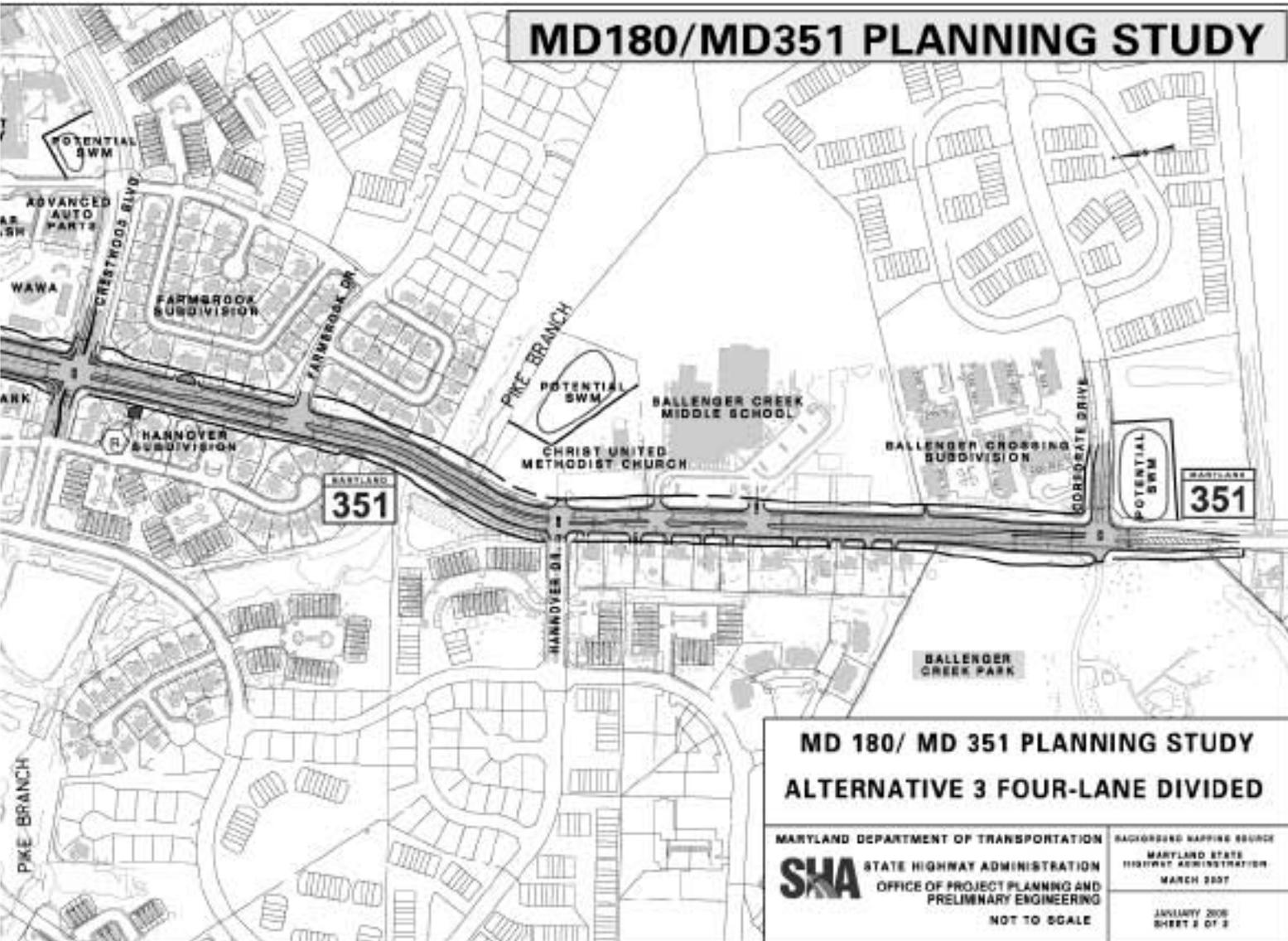


Figure 3B

MD180/MD351 PLANNING STUDY



MD 180/ MD 351 PLANNING STUDY ALTERNATIVE 3 FOUR-LANE DIVIDED

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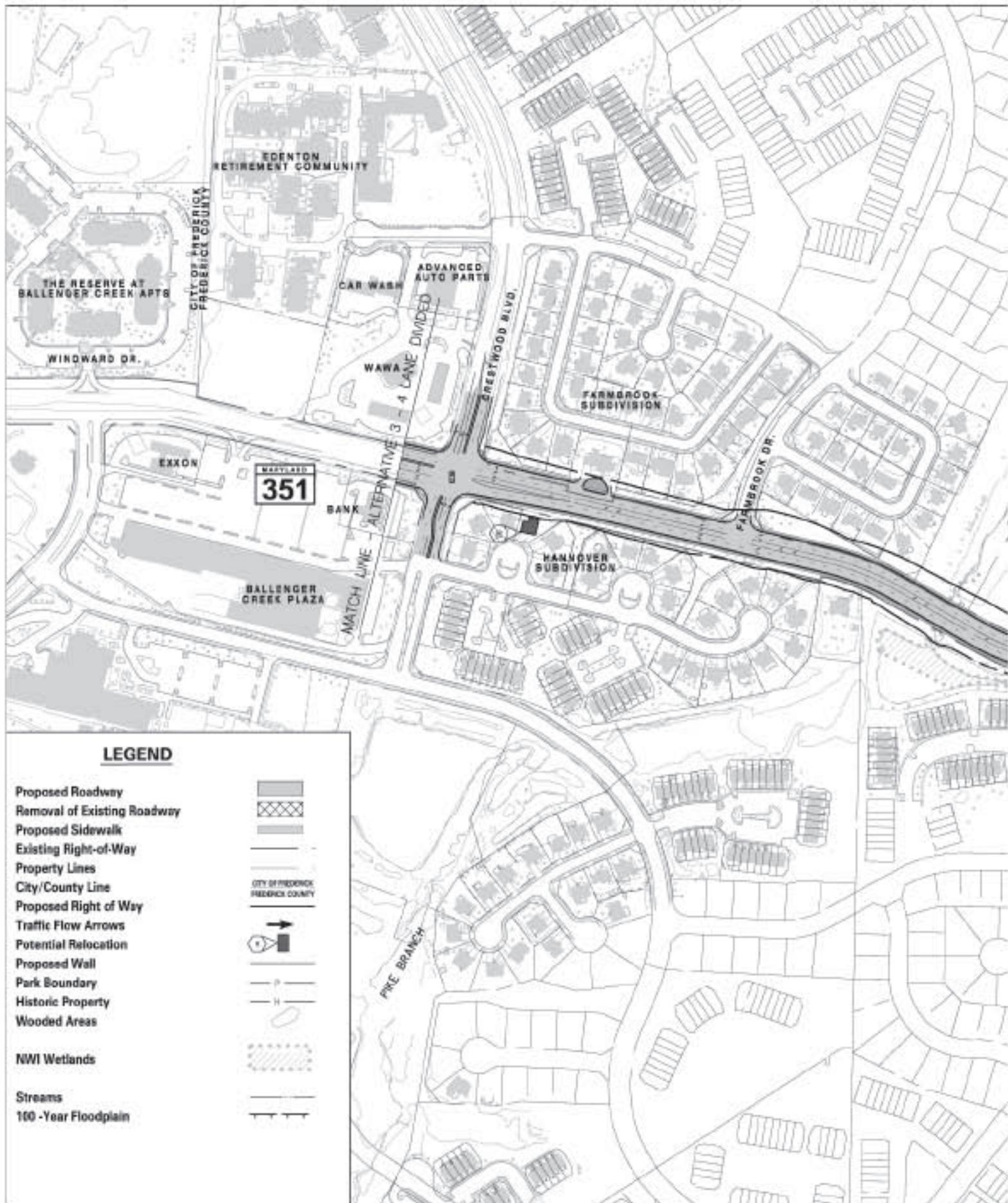
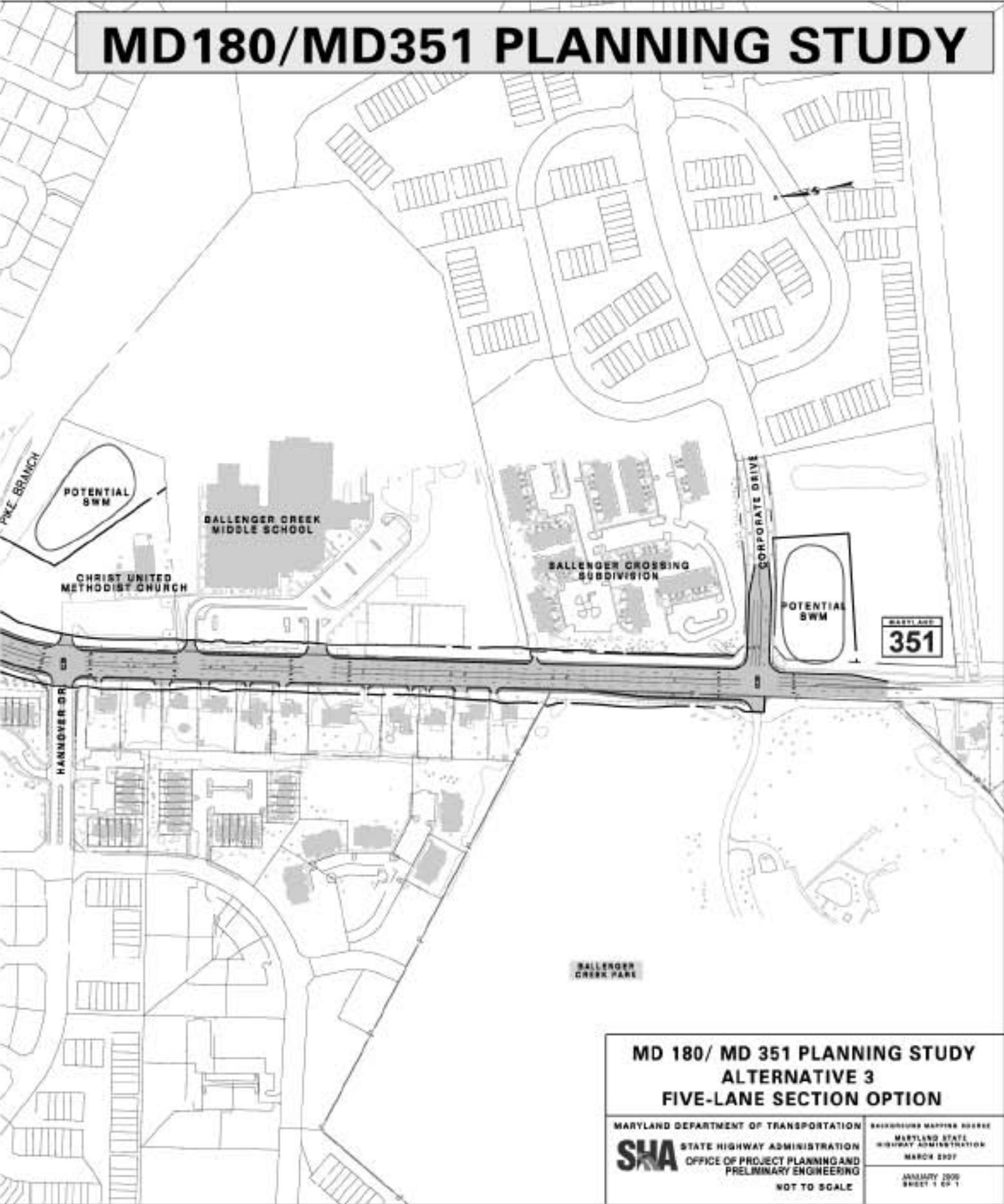


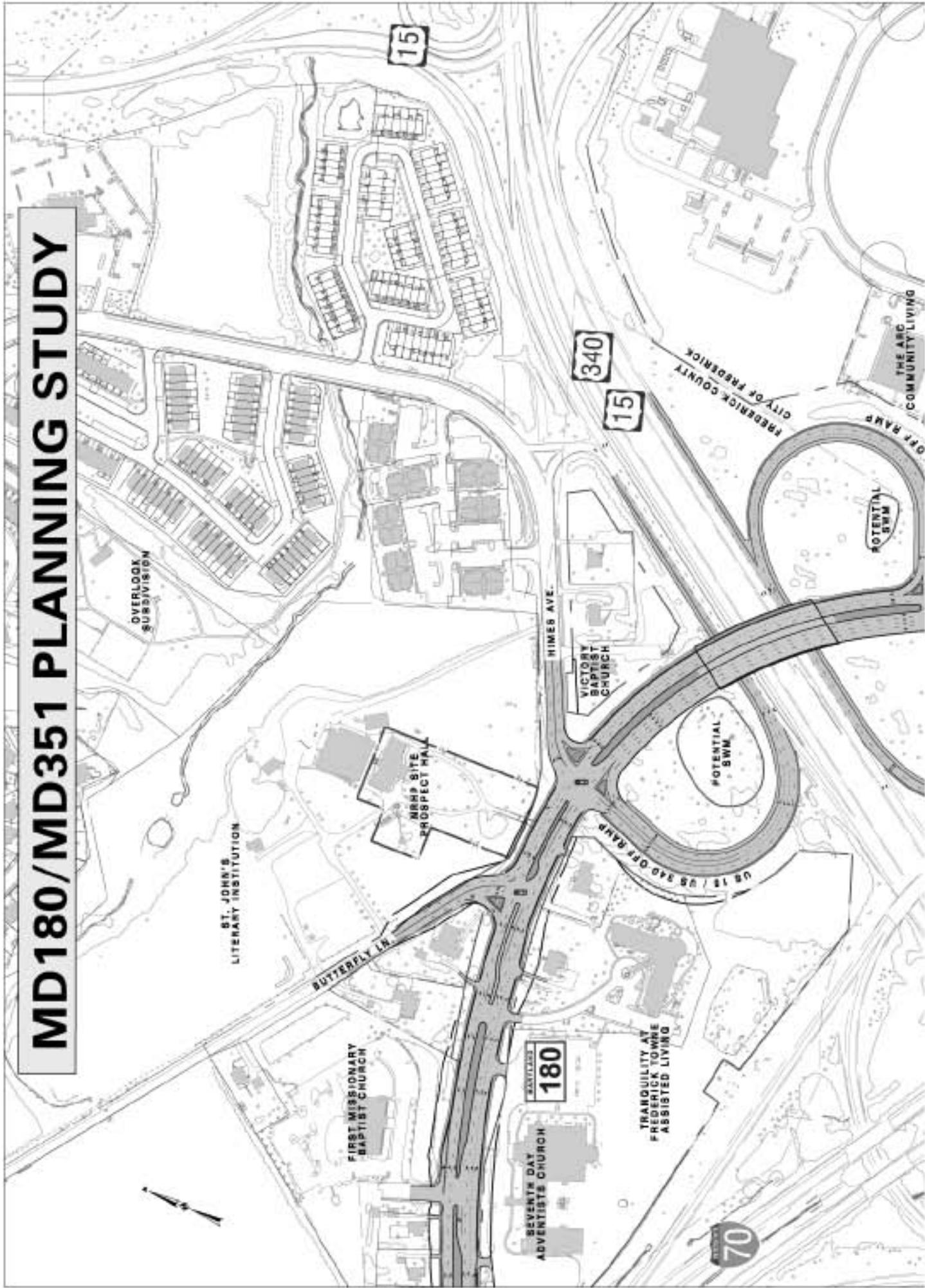
Figure 4

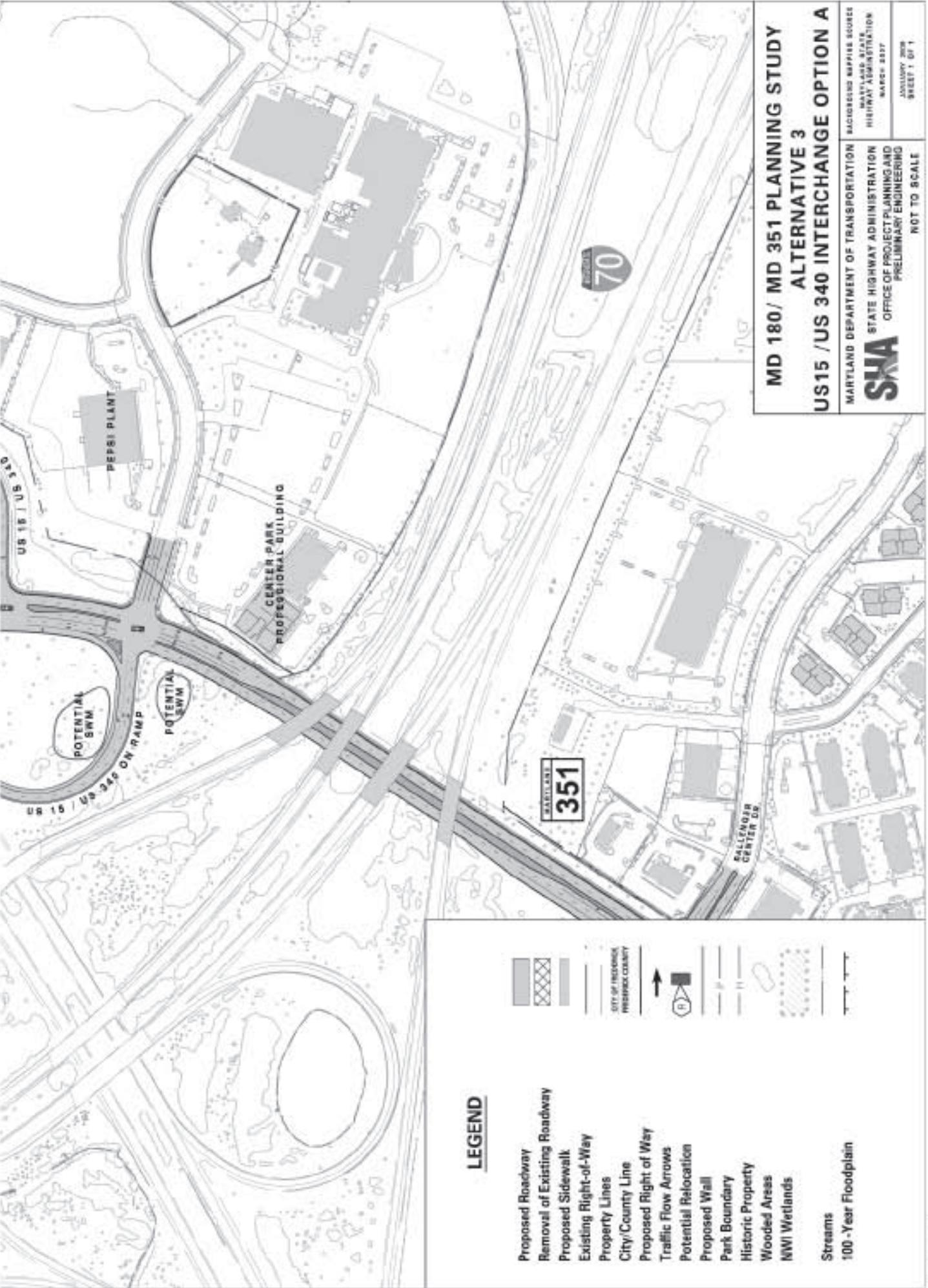
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MD 180/ MD 351 PLANNING STUDY ALTERNATIVE 3 FIVE-LANE SECTION OPTION	
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MD 180 / MD 351 PLANNING STUDY
ALTERNATIVE 3
US15 / US 340 INTERCHANGE OPTION A

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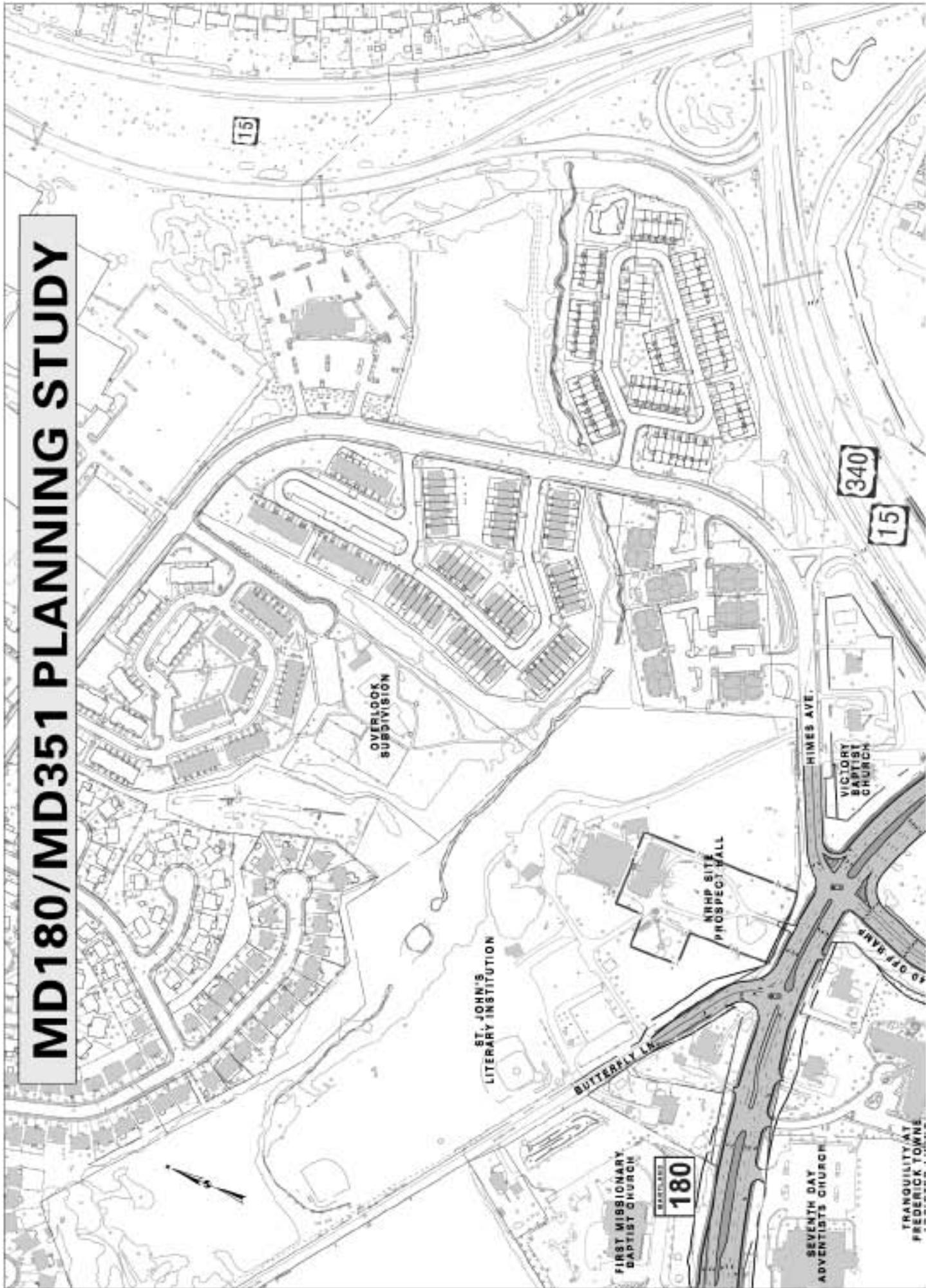
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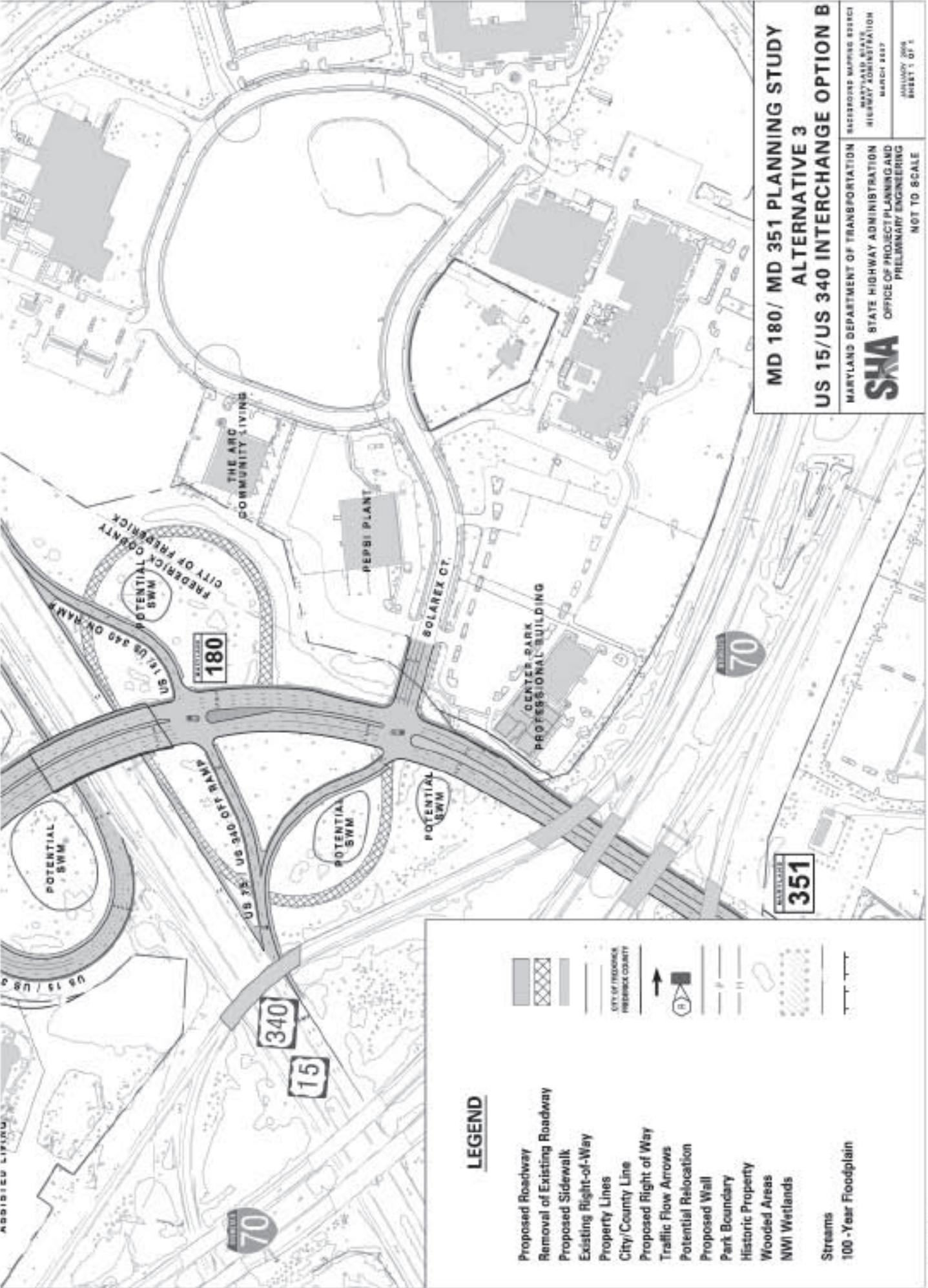
LEGEND

- Proposed Roadway
- Removal of Existing Roadway
- Proposed Sidewalk
- Existing Right-of-Way
- Property Lines
- City/County Line
- Proposed Right of Way
- Traffic Flow Arrows
- Potential Relocation
- Proposed Wall
- Park Boundary
- Historic Property
- Wooded Areas
- NWI Wetlands
- Streams
- 100 -Year Floodplain

Figure 5

MD180/MD351 PLANNING STUDY





LEGEND

- Proposed Roadway
- Removal of Existing Roadway
- Proposed Sidewalk
- Existing Right-of-Way
- Property Lines
- City/County Line
- Proposed Right of Way
- Traffic Flow Arrows
- Potential Relocation
- Proposed Wall
- Park Boundary
- Historic Property
- Wooded Areas
- NWI Wetlands
- Streams
- 100-Year Floodplain

**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 3
US 15/US 340 INTERCHANGE OPTION B**

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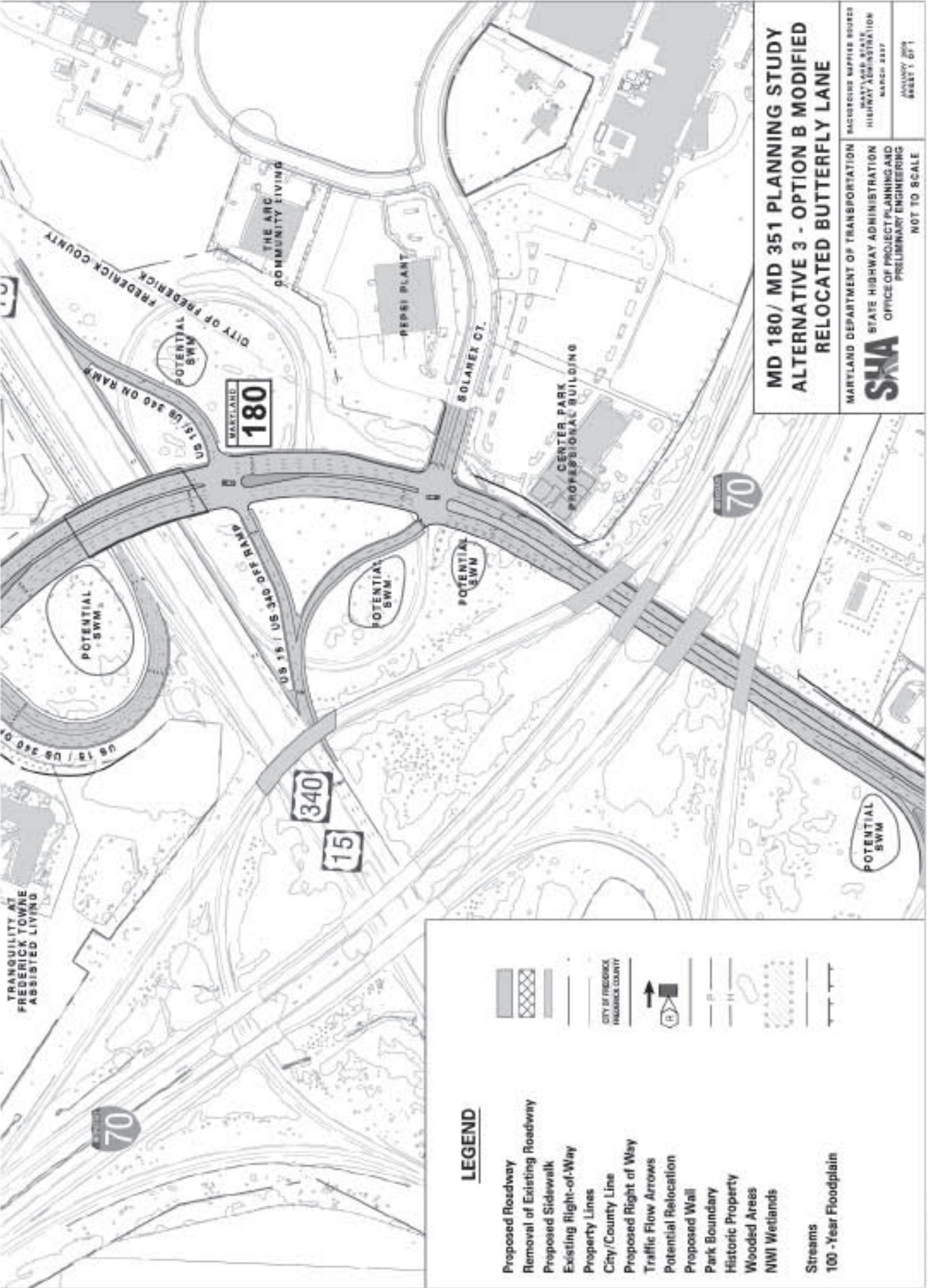
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Figure 6

MD180/MD351 PLANNING STUDY





**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 3 - OPTION B MODIFIED
RELOCATED BUTTERFLY LANE**

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LEGEND

- Proposed Roadway
- Removal of Existing Roadway
- Proposed Sidewalk
- Existing Right-of-Way
- Property Lines
- City/County Line
- Proposed Right of Way
- Traffic Flow Arrows
- Potential Relocation
- Proposed Wall
- Park Boundary
- Historic Property
- Wooded Areas
- NWI Wetlands
- Streams
- 100 - Year Floodplain

Figure 7

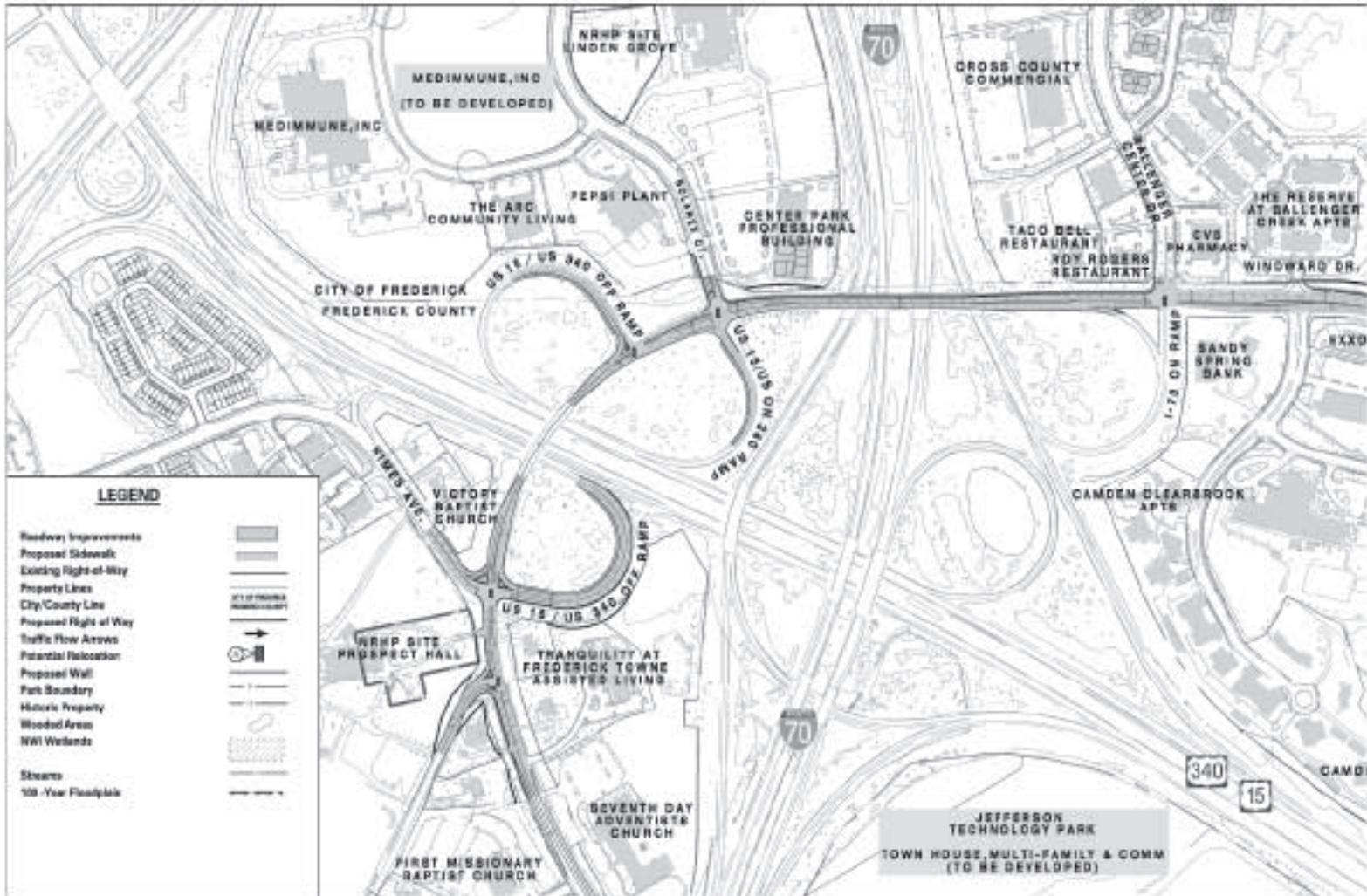
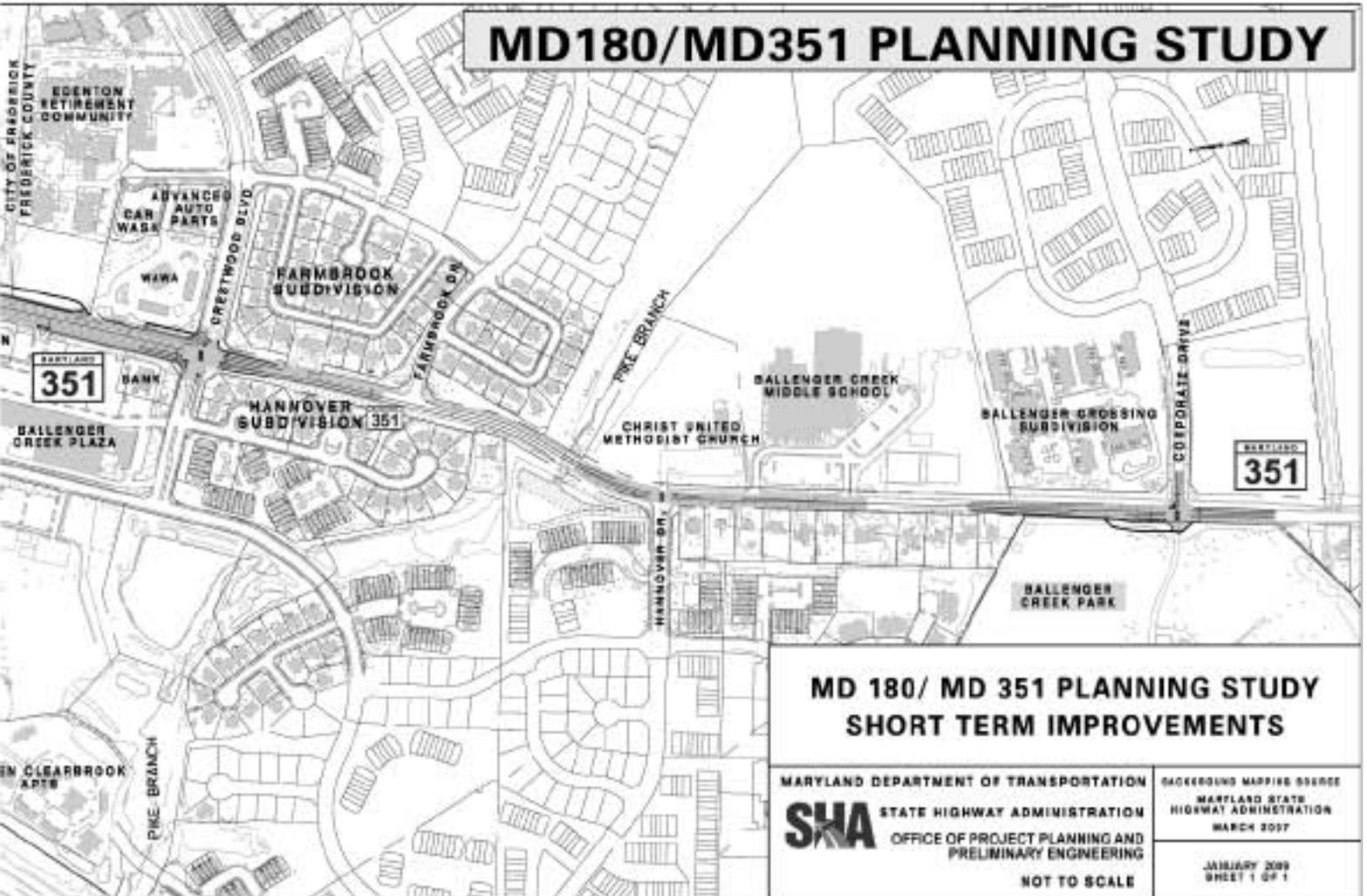


Figure 8

MD180/MD351 PLANNING STUDY



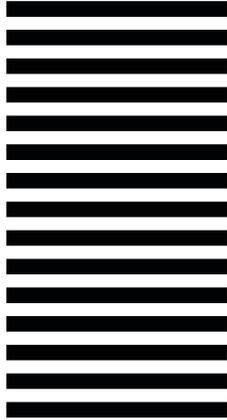
MD 180/ MD 351 PLANNING STUDY SHORT TERM IMPROVEMENTS

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Project History

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Description of Alternatives

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3

4

Maps of Alternatives

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Tables and Charts

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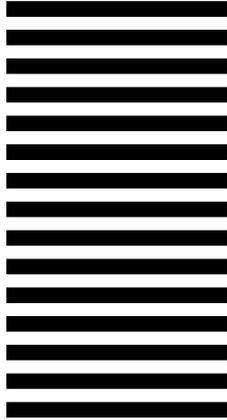
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