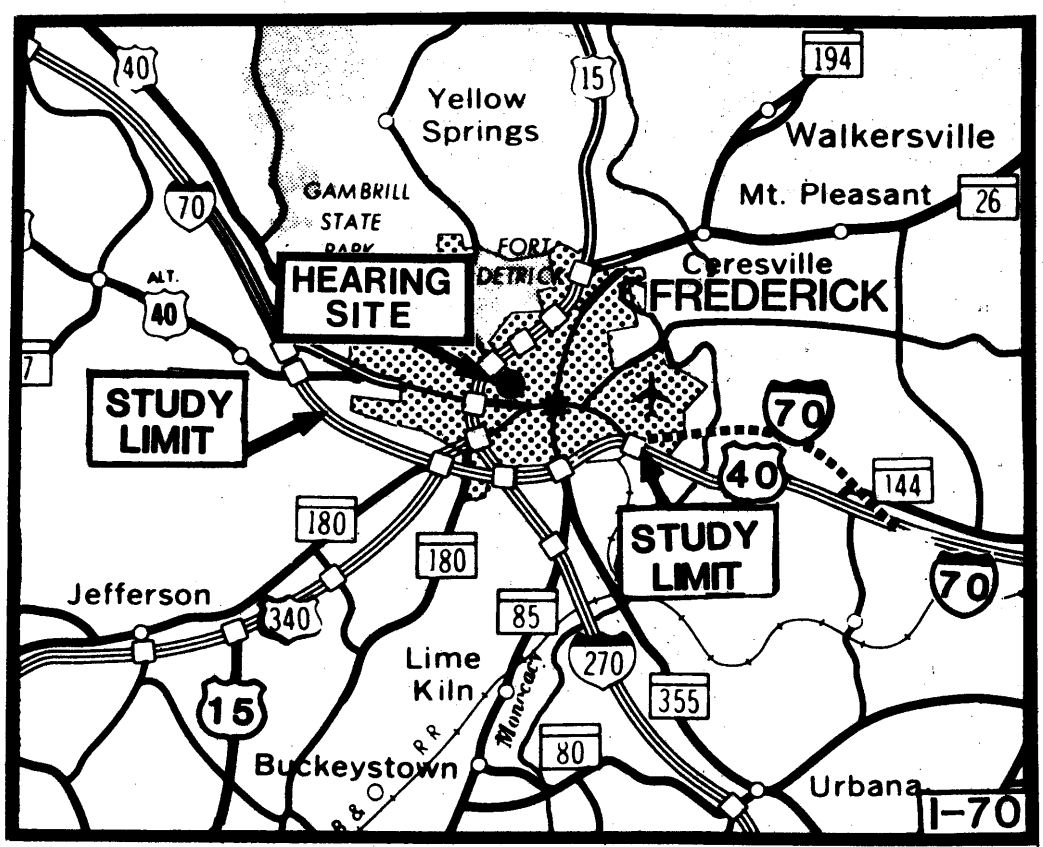
Maryland Department of Transportation
State Highway Administration

INTERSTATE ROUTE 70

MT. PHILLIP ROAD TO MD. ROUTE 144 (EAST PATRICK ST.)

COMBINED LOCATION/DESIGN PUBLIC HEARING



TUESDAY, MAY 28, 1985

Public Display 6:30 pm
Public Hearing 7:30 pm

WEST FREDERICK MIDDLE SCHOOL CAFETERIA
515 WEST PATRICK STREET, CITY OF FREDERICK

STATE PROJECT NO. F 866-101-772
PDMS NO. 101007

PURPOSE OF HEARING

The purpose of this Combined Location/ Design Public Hearing is to present the alternates for the rehabilitation of Interstate Route 70 and to provide an opportunity for interested persons to comment upon the engineering, economic, social, environmental, and right-of-way aspects of the alternates under consideration. Beginning at 7:30 p.m., a formal presentation of approximately 40 minutes will compare the alternate solutions to the transportation problem together with their environmental consequences. The entire proceeding will be recorded and a transcript will be prepared.

Beginning at 6:30 p.m. maps depicting the build alternates will be on display for public viewing. State Highway Administration staff will be available to answer questions and discuss the alternates being considered. Forms for your written comments will be available.

Comments can be offered at the hearing following the formal presentation, by submitting them on the mailer included in this brochure, or by letter. Comments received by June 7, 1985 will be included in the transcript. All comments that are received in the month of June will be considered by the Project Planning Team during selection of the final alternate.

PROGRAM STATUS

The project is included in the Interstate Development and Evaluation Program of the Consolidated Transportation Program, Fiscal Years 1985-1990 and is funded for Project Planning with partial funding for Engineering (Final Design).

Following design approval (if a build alternate is selected), the project would be eligible for inclusion in a future construction program.

PURPOSE OF THE STUDY

The purpose of this Project Planning study is to select a combination of options which will satisfy the safety, accessibility, and capacity requirements of the Interstate Route 70 corridor for conditions projected to occur through the project design year of 2010.

Comments received from the three (3) previous public meetings and agency coordination have been carefully evaluated for consistency with project objectives. Appropriate suggestions have been incorporated into study alternates where feasible.

This brochure is not intended to document the complete results of this study, but rather to summarize key data for public information and evaluation. The Environmental Assessment/4(f) (EA) presents these data more comprehensively. Copies of the EA are available during normal business hours at the following locations for public review and copying.

State Highway Administration
District 7 Office
5111 Buckeystown Pike
Frederick, Maryland 21701

State Highway Administration
Library - Room 415
707 North Calvert Street
Baltimore, Maryland 21202

Frederick City Hall
124 N. Market Street
Frederick, Maryland 21701

Frederick County Planning Department
Winchester Hall - Room 206
12 E. Church Street
Frederick, Maryland 21701

C. Burr Artz - Frederick Library
110 E. Patrick Street
Frederick, Maryland 21701

COMBINED LOCATION/DESIGN PUBLIC HEARING

INTERSTATE ROUTE 70
MT. PHILLIP ROAD TO MARYLAND ROUTE 144 (EAST PATRICK STREET)

TABLE OF CONTENTS

At the Interstate Route 270/U.S. Route 40 interchange, the following turning movements cannot be executed:

- northbound I-270 to eastbound I-70;
- westbound I-70 to southbound I-270;
- southbound U.S. Route 40 to westbound I-70; and
- eastbound I-70 to northbound U.S. Route 40.

The absence of these turning roadways necessitates movements be executed elsewhere via local roadways, resulting in confusion, inefficiency, and circuity of travel. This circuity includes the diversion of motorists onto U.S. Route 40 through the "Golden Mile" commercial area (a City street) where considerable congestion is encountered at signalized intersections.

The Maryland Route 85/355 and the South Street/Reich's Ford Road interchanges provide all turning movements but are particularly substandard in terms of current horizontal geometric requirements.

Existing average daily traffic volumes along the study segment of Interstate Route 70 range from 25,000 to 32,000. Trucks constitute approximately 20% of average daily traffic volumes. Trucks account for approximately 25% of average daily traffic volumes on the ramps of the Maryland Route 355 interchange and up to 33% of the average daily traffic on ramps of the South Street/Reich's Ford Road interchange. These truck percentages are significantly greater than on most State highways. The highway has adequate capacity for existing volumes during peak hours, but is approaching unstable flow.

By the design year 2010, traffic volumes are predicted to increase substantially as a result of planned land use in the vicinity of the City of Frederick and increased national mobility. Forecasted average daily traffic volumes range from approximately 54,000 west of U.S. Route 15/340 to 70,000 east of U.S. Route 15/340 to 51,000 east of East Patrick Street.

Collision rates for the study segment of Interstate Route 70 are currently less than the statewide average for similar design State highways. However, ramps at the Maryland Route 85/355 interchange have been designated as high accident ramp locations. Heavy duty trucks are involved in many of these collisions.

The Frederick Valley is underlain with soluble limestone strata which has been eroded by natural forces (Karst topography). Certain watershed areas, including portions of Interstate Route 70, discharge their surface runoff into subterrainean channels via "sinkholes" which reduce expected surface drainage flow. The reliability of sinkholes as drainage outfalls cannot be accurately predicted. Ongoing development within the Valley compounds the unpredictability of sinkhole operation.

ALTERNATES UNDER CONSIDERATION

NO-BUILD ALTERNATE

No major highway construction would occur with the No-Build Alternate to measurably affect the ability of the highway to accommodate the predicted increase in traffic volumes up to the design year 2010. Bridge deck replacements, resurfacing, and routine maintenance within the existing right-of-way would continue to be performed as warranted.

Advantages

1. No residential or commercial displacements.
2. No utility relocations.
3. No right-of-way or construction cost.

Patrick Street, a distance of approximately 2 miles. Present easement areas would be acquired in fee simple. The outside widening alternate would require a shorter segment (1,500' +) of concrete median barrier at New Design Road, but would preserve the present 50' median width from Maryland Route 85/355 to East Patrick Street. Both widening alternates propose three (3) through lanes for Interstate Route 70 eastbound from Maryland Route 180 (Jefferson Pike) to Maryland Route 144 (East Patrick Street). Three (3) through lanes are proposed westbound from Maryland Route 144 to the beginning of the truck climbing lane west of Mt. Phillip Road at the base of Catoctin Mountain.

Continuous fencing would be constructed.

Advantages - Inside Widening

1. Less right-of-way required.

2. Less costly.

Disadvantages - Inside Widening

1. Less median recovery area.

2. Longer length of continuous median barrier.

3. Assumes urban appearance.

Advantages - Outside Widening

1. More median recovery area.

2. Lesser length of continuous median barrier.

3. Preserves rural appearance.

Disadvantages - Outside Widening

1. Requires more right-of-way.

2. More costly.

With respect to widening, the "Preferred" Alternate consists of Inside Widening from Mt. Phillip Road to I-70 and Outside Widening from I-70 to East Patrick Street.

ALTERNATE 2

Alternate 2 proposes the addition of most missing movements at the U.S. Route 15/340 and the U.S. Route 40/Interstate Route 270 interchanges and the relocation of northbound movements at the U.S. Route 15/340 - Maryland Route 180 interchange. Please see sketch on Page 11.

At the U.S. Route 15/340 interchange, the following new movements are proposed:

- eastbound to southbound (outer connection).
- eastbound to northbound (loop).
- southbound to westbound (outer connection).
- northbound to westbound (loop).

The northbound to eastbound outer connection would be reconstructed due to its displacement by the new eastbound to northbound loop.

Providing the northbound to westbound loop results in displacement of the loop ramp in the southeast quadrant of the contiguous Maryland Route 180 interchange. The displaced loop ramp (northbound movements) is replaced by a new outer connection in the northeast quadrant of the Maryland Route 180 interchange, connecting to both northbound U.S. Route 15/340 and the southbound outer connection at the adjacent U.S. Route 40 interchange. The loop ramp from northbound U.S. Route 15/340 to Maryland Route 180 would be reconstructed for improved geometrics.

At the U.S. Route 40/Interstate Route 270 interchange, the northbound to eastbound outer connection and the westbound to southbound loop are added. The westbound to northbound outer connection and the southbound to eastbound direct connection are widened to two (2) lanes. The westbound to northbound outer connection would be narrowed to a single lane prior to connecting with the auxiliary lane along northbound U.S. Route 40.

realigned roadway would taper to existing roadway widths at each end of the improvement. Please see typical section of improvement on page 16.

At the Maryland Route 85/355 interchange, the ramps in the northwest quadrant would be relocated to form a common signalized intersection with Maryland Route 355 opposite Walser Drive. Maryland Route 914 (Adventist Road) would be disconnected from Maryland Route 355 and cul-de-sacced just east of the Seventh Day Adventist Church. The ramps in the southwest quadrant would be connected directly into both Maryland Routes 85 and 355. Access would be adjusted for the businesses fronting on the east side of Maryland Route 355 immediately south of Interstate Route 70.

At the South Street/Reich's Ford Road interchange, Shaw's Road would be relocated northerly approximately 300 feet at South Street to accommodate better interchange ramp geometry in the northeast quadrant. The ramps in the southeast quadrant would be expanded to intersect Reich's Ford Road south of the quarry entrance. Local access would be adjusted.

Frederick City's East Street project proposes the easterly extension of Walser Drive to South Street at relocated Shaw's Road.

Advantages

1. Safer turning movements.
2. Retention of existing travel pattern.
3. Less "sinkhole" involvement than Alternate B.
4. No at-grade railroad crossing established by SHA.
5. Less costly than Alternate B.

Disadvantages

1. Requires closure of Adventist Road.
2. Not fully consistent with proposed East Street extension.
3. No reasonable alternative to use of New Design Road/Maryland Route 355 intersection.
4. Precludes connection from East Patrick Street to westbound I-70.
5. More circuitous route between I-70 and East Street.
6. Most impact to commercial properties along Shaw's Road.
7. Most impact to Loats Park.

ALTERNATE B

Alternate B proposes reconstruction of Maryland Route 85/355 and the south portions of the Maryland Route 85/355 and South Street/Reichs Ford Road interchanges the same as Alternate A. The north portions of these interchanges are removed and replaced by two (2) lane exit and entrance connections into Walser Drive at proposed East Street. East Street would be constructed by the City of Frederick. Please see sketches Pages 14 and 15.

Maryland Route 914 (Adventist Road) is realigned to intersect Maryland Route 355 opposite Walser Drive.

The Maryland Route 355/Maryland Route 914/Walser Drive intersection and the Walser Drive/East Street/interchange ramp intersection would be signalized.

An outer connection from eastbound East Patrick Street to westbound I-70 would serve anticipated westbound commercial/industrial traffic with origins in the vicinity of the Frederick Industrial Park and the Frederick Municipal Airport.

Two (2) optional alignments of extended Walser Drive comprise the variations of Alternate B under consideration:

Disadvantages - Alternate B-2

1. Does not provide continuity for Monocacy Boulevard.
2. Requires relocation of storm water management impoundment.
3. Marginal vertical alignment.
4. Requires two (2) railroad at-grade crossings.
5. Most displacement of residents.
6. Introduces new traffic pattern.
7. Directs more commercial traffic into partially residential area.
8. Moderate involvement with "sinkholes".
9. Most costly.

At the Informational Public Meeting of June 14, 1984 Alternate B-1 was designated as a preferred alternate. This designation has been rescinded pending the results of geophysical studies addressing the "sinkholes" involved with Alternates A, B-1, and B-2.

ENVIRONMENTAL SUMMARY

Detailed socio-economic and natural environmental studies have been completed for the project alternates under consideration. The results of these studies are included in the Environmental Assessment/Section 4(f) which has been available for public review and comment in advance of the Public Hearing.

Land use in the project area consists of agricultural, residential, institutional, commercial and industrial uses. A tabulation of the number and type of relocations and right-of-way requirements are shown in the Summary of Alternates in this brochure.

No minorities or handicapped groups would be affected by this project.

Property would be required from the East Frederick Elementary School and Loats Park. Right-of-way would not be required from Prospect Hall High School or Guilford which are historic sites on the National Register of Historic Places or Linden Grove (Solarex area) which is possibly eligible for the National Register. No archeological sites would be affected by the proposed improvements.

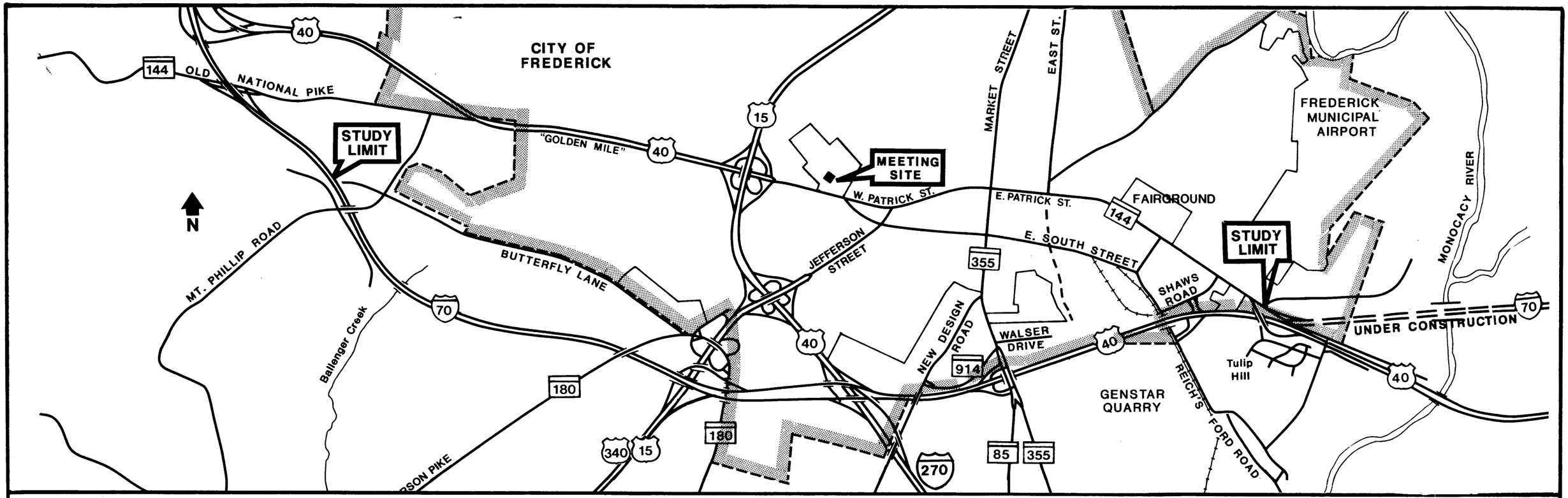
Coordination with the Maryland Department of Natural Resources and the U.S. Fish and Wildlife Service indicates that there are no threatened or endangered plant or animal species in the project area. Impacts to area wildlife and habitat would be minimal.

Tributaries of Ballenger Creek would be crossed by the Build alternates. However, erosion and sedimentation control measures and stormwater management would minimize stream impacts. No floodplain or wetland areas would be affected.

"Sinkholes" along the proposed extension of Walser Drive would be impacted by the construction of Alternates A, B-1, or B-2. More information regarding "sinkholes" will be available at the Pubic Hearing and in the final environmental document.

The detailed air quality analysis indicates that State and National Ambient Air Quality Standards would not be exceeded under the No-Build or Build alternates.

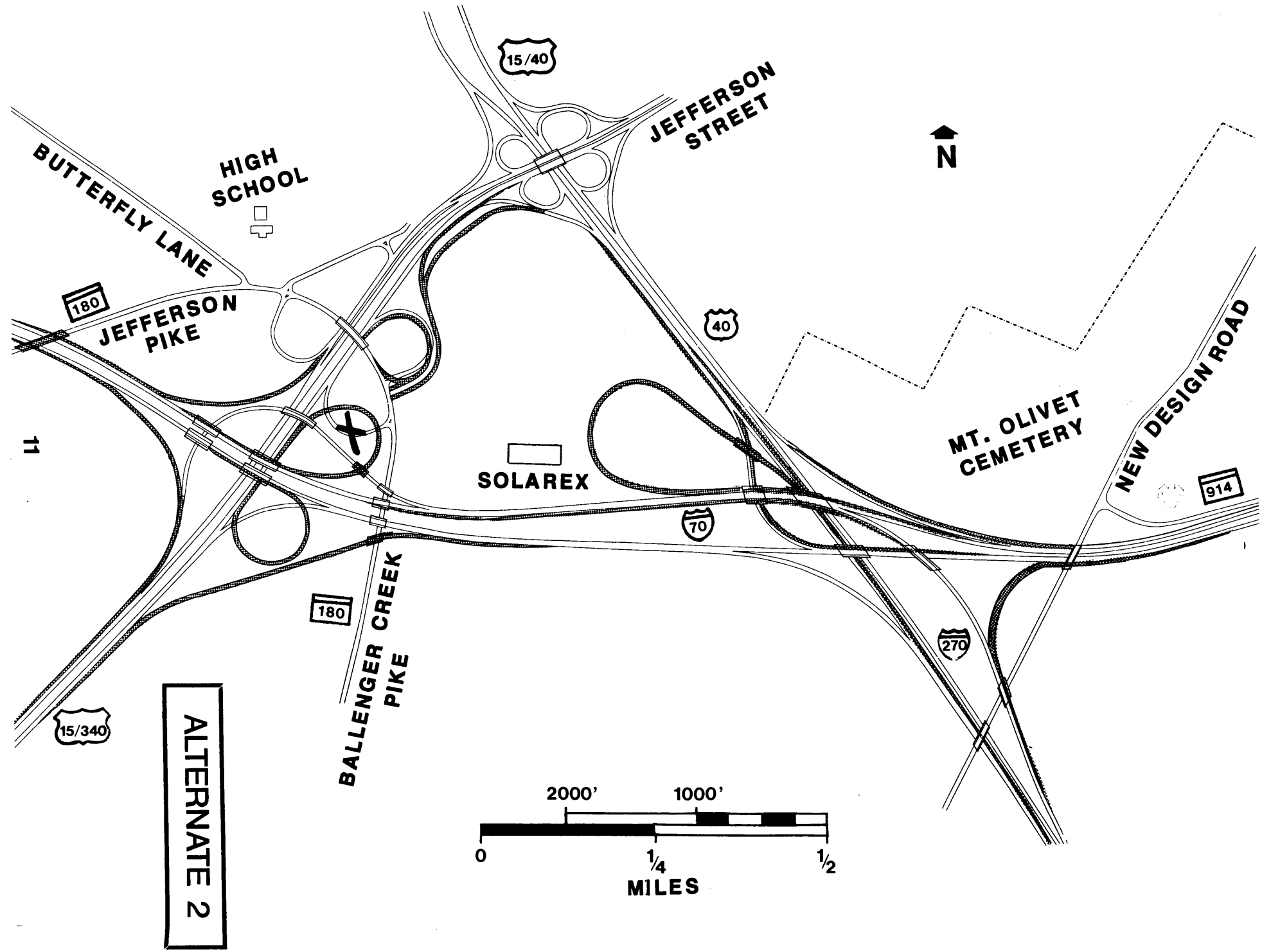
Noise levels at five noise sensitive areas would exceed the Federal Highway Administration noise abatement criteria under No-Build conditions. Six noise sensitive areas would exceed abatement criteria under the Build alternates.

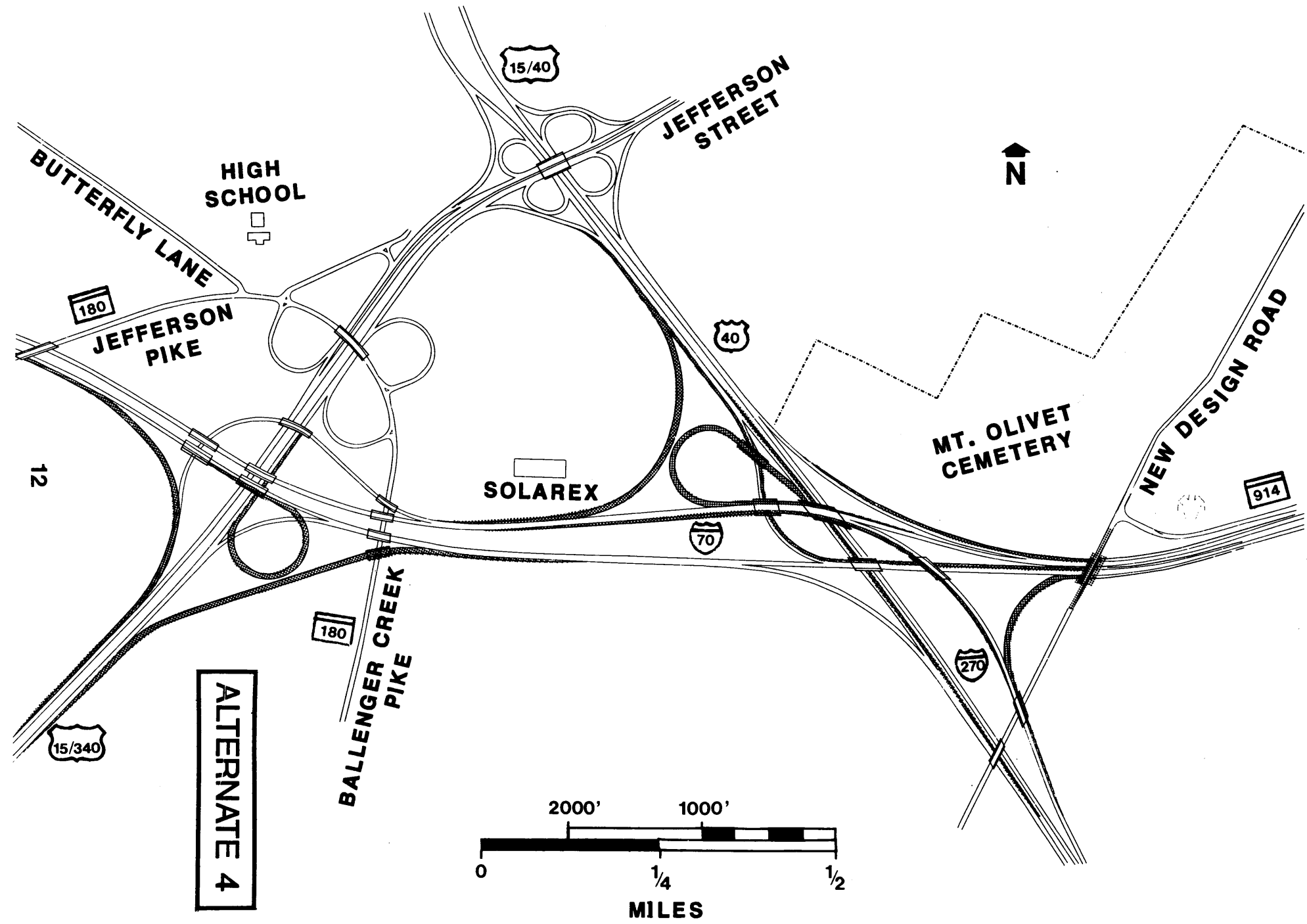


SUMMARY OF ALTERNATES

ALTERNATE	LENGTH (MILES)	DISPLACEMENTS					PROPERTIES AFFECTED							REQUIRED R/W (ACRES)								CROSSINGS		ESTIMATED COST × $1000 (1984 $)			
		FAMILIES	BUSINESSES	FARMS	NON-PROFIT	TOTAL	RESIDENCES	BUSINESSES	RECREATIONAL LAND	HISTORIC SITES	OTHER	TOTAL PROPERTIES	IMPROVEMENTS TAKEN	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	AGRICULTURAL	WOODLAND	RECREATIONAL LAND	HISTORICAL	TOTAL ACREAGE	STREAM	RAILROAD	RIGHT OF WAY	RELOCATION	CONSTRUCTION	TOTAL
NO BUILD	5.33																										
INSIDE WIDENING	5.33	0	1	0	0	1	2	10	1	0	2	15	1	1	2	5	0	0	1	0	7	3	1	422	39	12,858	13,319
OUTSIDE WIDENING	5.33	1	1	0	0	2	9	12	1	2	8	28	2	2	6	15	0	0	2	0	25	3	1	1,058	67	18,751	19,876
2	(1.76)	0	0	0	0	0	0	0	0	0	1	1	0	19	2	24	0	0	0	0	45	1	0	821	0	10,524	11,345
4	(1.76)	0	0	0	0	0	0	0	0	0	1	1	0	16	1	26	0	0	0	0	43	1	0	708	0	7,000	7,708
A	(1.80)	0	2	0	0	2	1	9	3	(1)	1	12	1	10	7	17	0	0	10.6	0	45	0	0	1,157	84	5,591	6,832
B – 1	(1.80)	0	2	0	0	2	0	8	3	(1)	2	11	5	12	9	27	0	6	9	0	63	0	2	1,512	84	6,390	7,986
B – 2	(1.80)	4	2	0	0	6	3	6	3	(1)	0	9	6	12	9	26	0	7	9	0	63	0	2	1,688	141	7,198	9,027

NOTE: Total project cost is the sum of one widening alternate, one numbered alternate, one lettered alternate and a drainage outfall.


15/40
JEFFERSON STREET
N
BUTTERFLY LANE
HIGH SCHOOL
180
JEFFERSON PIKE
40
MT. OLIVET CEMETERY
NEW DESIGN ROAD
914
11
SOLAREX
70
180
BALLENGER CREEK PIKE
270
15/340
ALTERNATE 2
2000'
1000'
0
1/4
1/2
MILES


15/40
JEFFERSON STREET
BUTTERFLY LANE
HIGH SCHOOL
N
180
JEFFERSON PIKE
40
MT. OLIVET CEMETERY
NEW DESIGN ROAD
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SOLAREX
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BALLENGER CREEK PIKE
270
15/340
ALTERNATE 4
2000'
1000'
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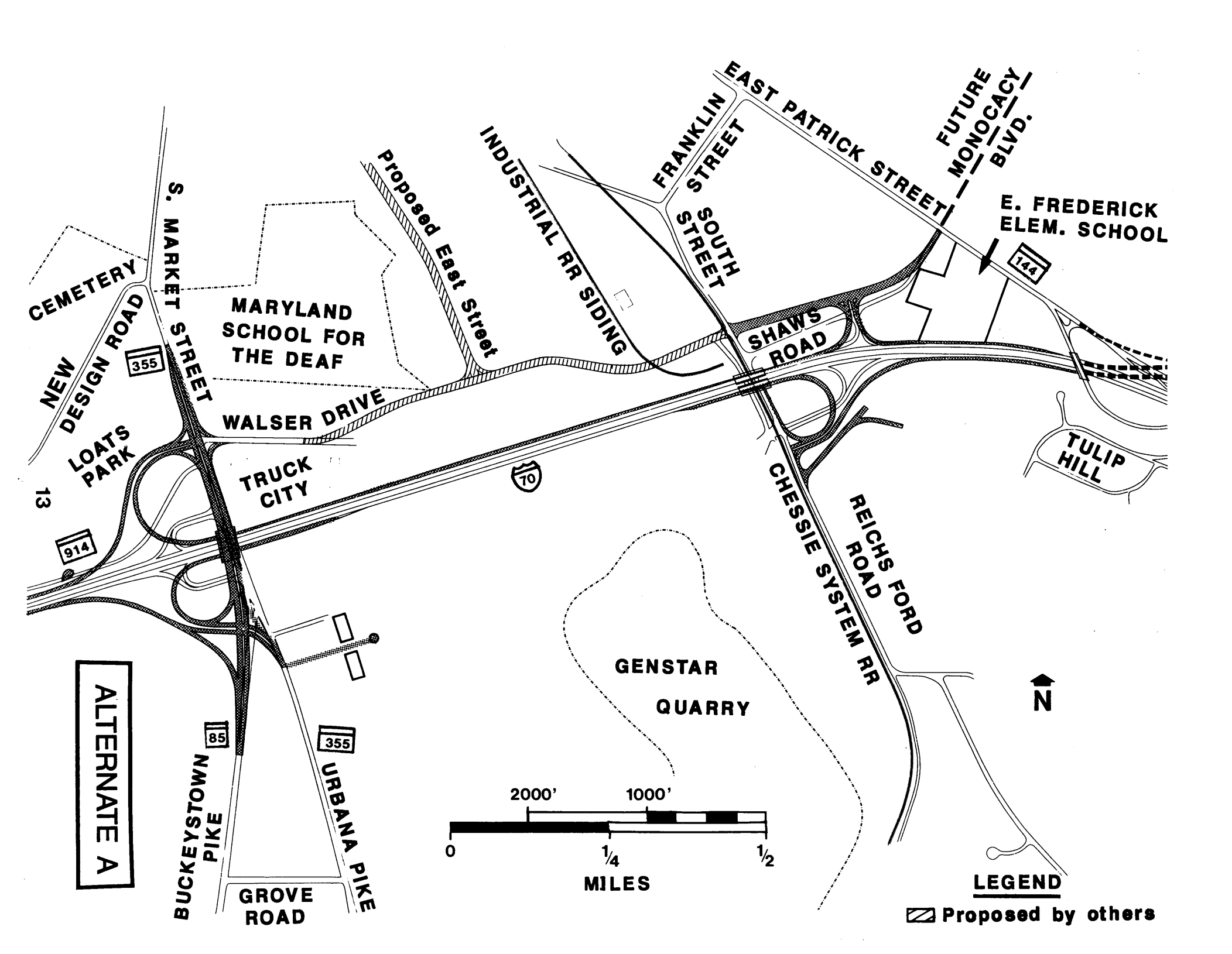
1/4
1/2
MILES


EAST PATRICK STREET
FUTURE MONOCACY BLVD.
FRANKLIN STREET
SOUTH STREET
E. FREDERICK ELEM. SCHOOL
144
INDUSTRIAL RR SIDING
Proposed East Street
S. MARKET STREET
CEMETERY
NEW DESIGN ROAD
355
MARYLAND SCHOOL FOR THE DEAF
SHAWS ROAD
WALSER DRIVE
LOATS PARK
TRUCK CITY
70
TULIP HILL
CHESSIE SYSTEM RR
REICHS FORD ROAD
13
914
GENSTAR QUARRY
N
ALTERNATE A
85
355
BUCKEYSTOWN PIKE
URBANA PIKE
GROVE ROAD
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1000'
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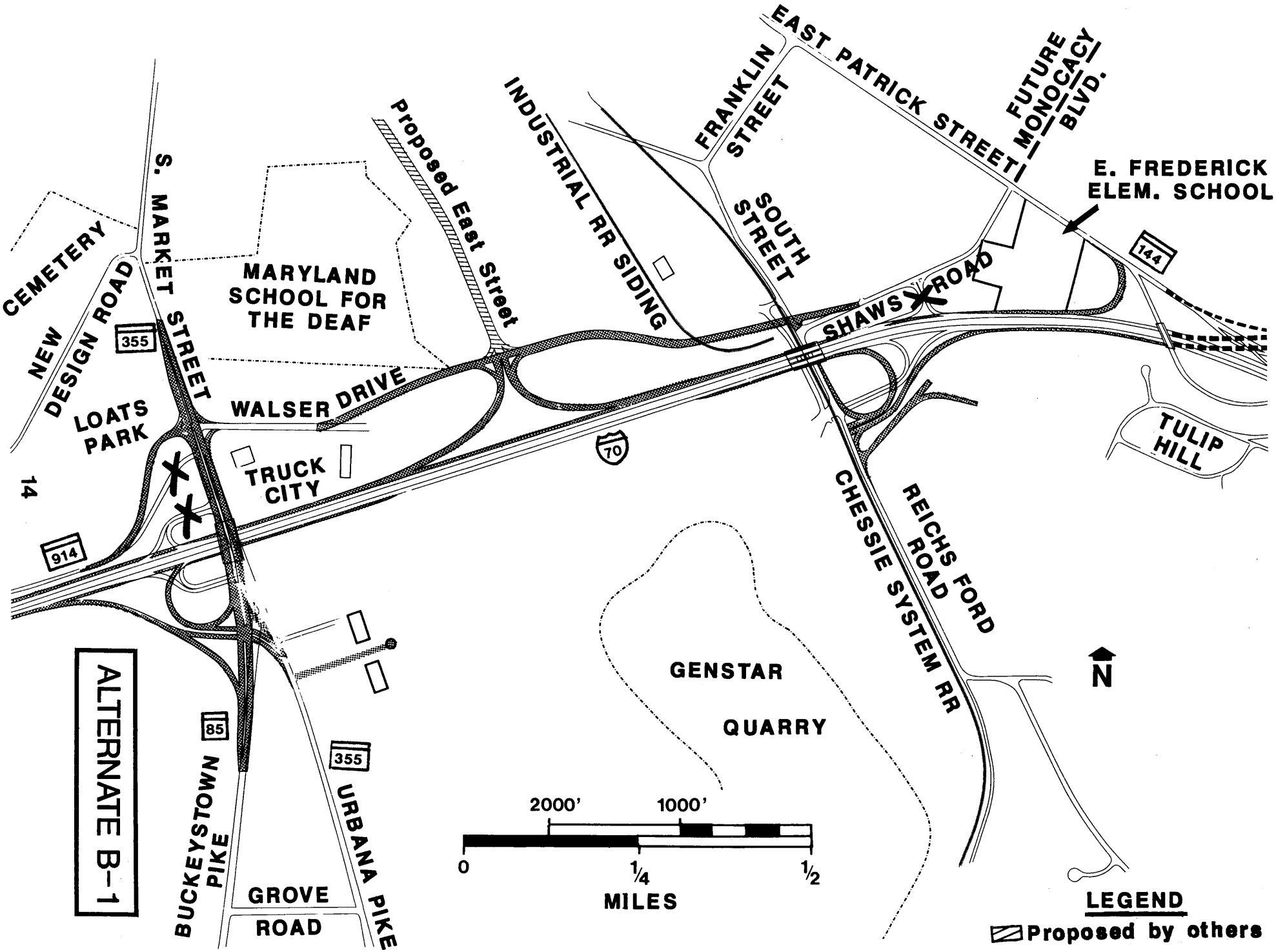
1/2
MILES
LEGEND
Proposed by others


ALTERNATE B-1
CEMETERY
NEW DESIGN ROAD
S. MARKET STREET
MARYLAND SCHOOL FOR THE DEAF
Proposed East Street
INDUSTRIAL RR SIDING
FRANKLIN STREET
SOUTH STREET
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914
14
GENSTAR QUARRY
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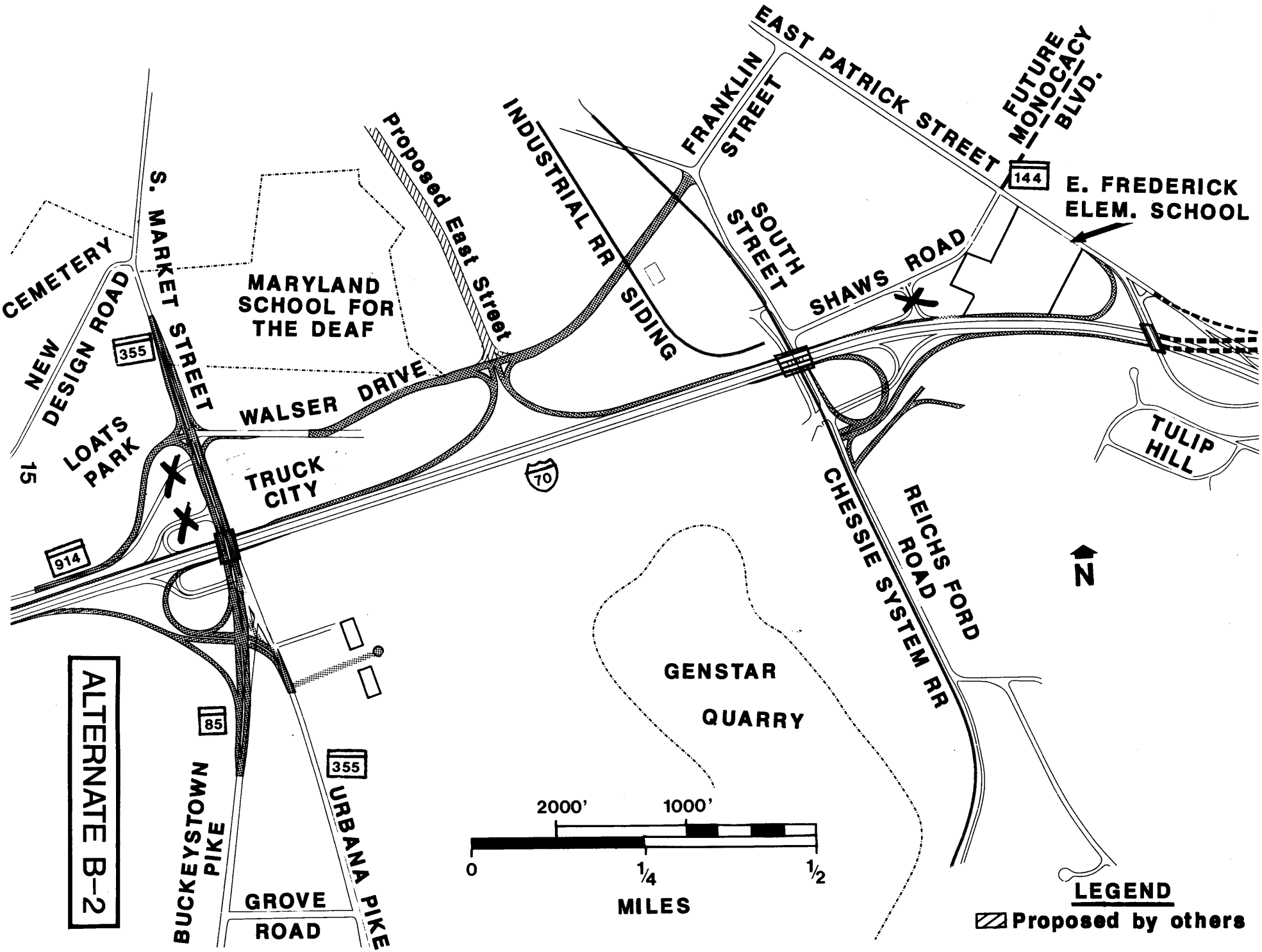
LEGEND
Proposed by others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TRUCK CITY
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N
GENSTAR QUARRY
85
355
BUCKEYSTOWN PIKE
URBANA PIKE
GROVE ROAD
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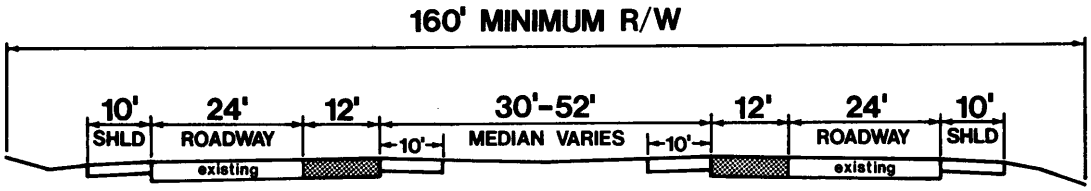
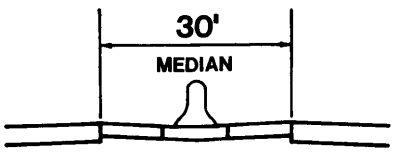
MILES
LEGEND
Proposed by others
ALTERNATE B-2

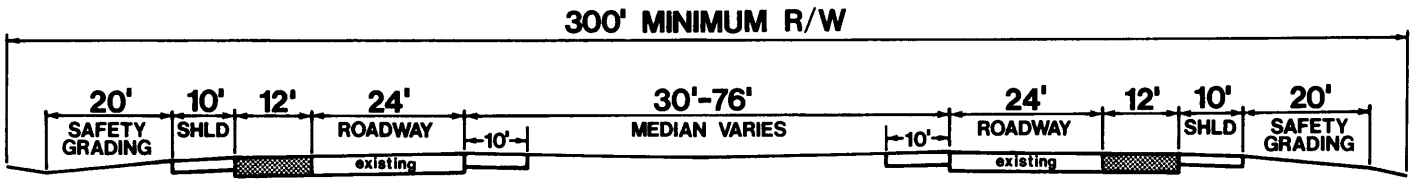
TYPICAL SECTIONS OF IMPROVEMENT



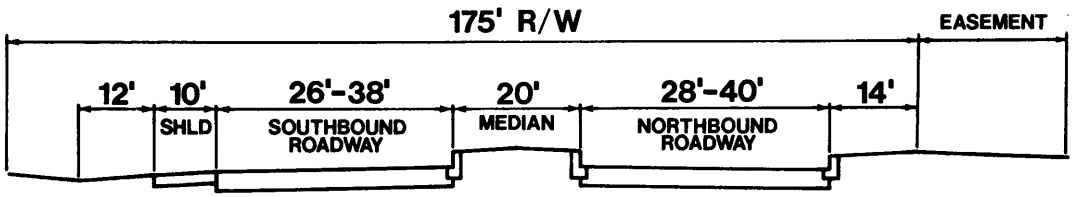
I-70 INSIDE WIDENING



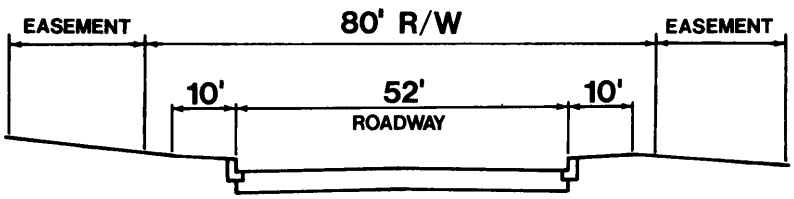
BARRIER



I-70 OUTSIDE WIDENING



MD. 85/355



WALSER DRIVE

Dimensions shown are approximate and are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the design phase.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

INTERSTATE ROUTE 70
MT. PHILLIP ROAD TO MARYLAND ROUTE 144
CONTRACT NO. F 866-101-772
PDMS NO. 101007
LOCATION/DESIGN PUBLIC HEARING
MAY 28, 1985

NAME _____ DATE _____

PLEASE PRINT

ADDRESS _____

CITY/TOWN _____ STATE _____ ZIP CODE _____

I/We wish to comment or inquire about the following aspects of this project:

☐ I am currently on the Mailing List.

☐ Please add my/our name(s) to the Mailing List.

SHA 61.3-9-35
(Rev. 3/1/79)

If you wish to have your name placed on the mailing list or make comments, please use the form on the reverse side of this page. Fold in half, staple, or tape, and send through the U.S. Mail. All postage will be paid by the State Highway Administration.

Fold Fold Fold

From. _____

_____

_____

FIRST CLASS
Permit No.17715
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BUSINESS REPLY MAIL

No Postage Stamp Necessary if mailed in the United States. Postage will be paid by:

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING

BOX 717
BALTIMORE MD. 21203-0717

REMAINING STEPS IN THE PROJECT PLANNING STUDY

1. Evaluate public and agency comments on the Environmental Assessment and from public hearing.

2. Recommend final alternate for Administrator's selection, Summer, 1985.

3. If a Build alternate is selected, complete Final Environmental Document recommending approval of a specific combination of alternates by the Federal Highway Administration, Fall, 1985.

4. Receive Federal Highway Administration's location and design approvals for selected alternate, Fall, 1985.

RIGHT-OF-WAY

Should you have any questions concerning Right of Way Acquisition, contact:

Mr. Richard L. Schindel, Acting Chief
Office of Real Estate, District #7
State Highway Administration
5111 Buckeystown Pike
Frederick, Maryland 21701
Phone: (301) 662-5945 or 5946
From Baltimore: (301) 383-4496 or 4428

RELOCATION ASSISTANCE

Questions concerning Relocation Assistance may be addressed to:

Mr. Frank E. Knapp, III
Relocation Assistance Officer
State Highway Administration
5111 Buckeystown Pike
Frederick, Maryland 21701
Phone: (301) 662-5945
From Baltimore: (301) 383-4496 or 4428

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE PROGRAMS

If you have any questions concerning non-discrimination in Federally Assisted and State Programs, contact:

Mr. Walter Owens, Jr., Acting Chief
Equal Opportunity Section
State Highway Administration
707 North Calvert Street
Room 409
Baltimore, Maryland 21202
Phone: (301) 659-1505

MEDIA USED FOR MEETING NOTIFICATION

This meeting was advertised through the following media:

Newspapers:

Frederick News Post	April 23, 1985
and	and
Baltimore News American	May 14, 1985

A news release was distributed to all local newspapers and public service announcements were furnished radio stations covering the project area.

Those enrolled on the project mailing list received direct notice of the public hearing. Persons wishing to have their name(s) placed on the project mailing list may do so by completing the enclosed mailer or by furnishing the information to the receptionist at the public hearing.

Maryland Department of Transportation
State Highway Administration
BUREAU OF PROJECT PLANNING
POST OFFICE BOX 717
BALTIMORE, MARYLAND 21203-0717

TO: