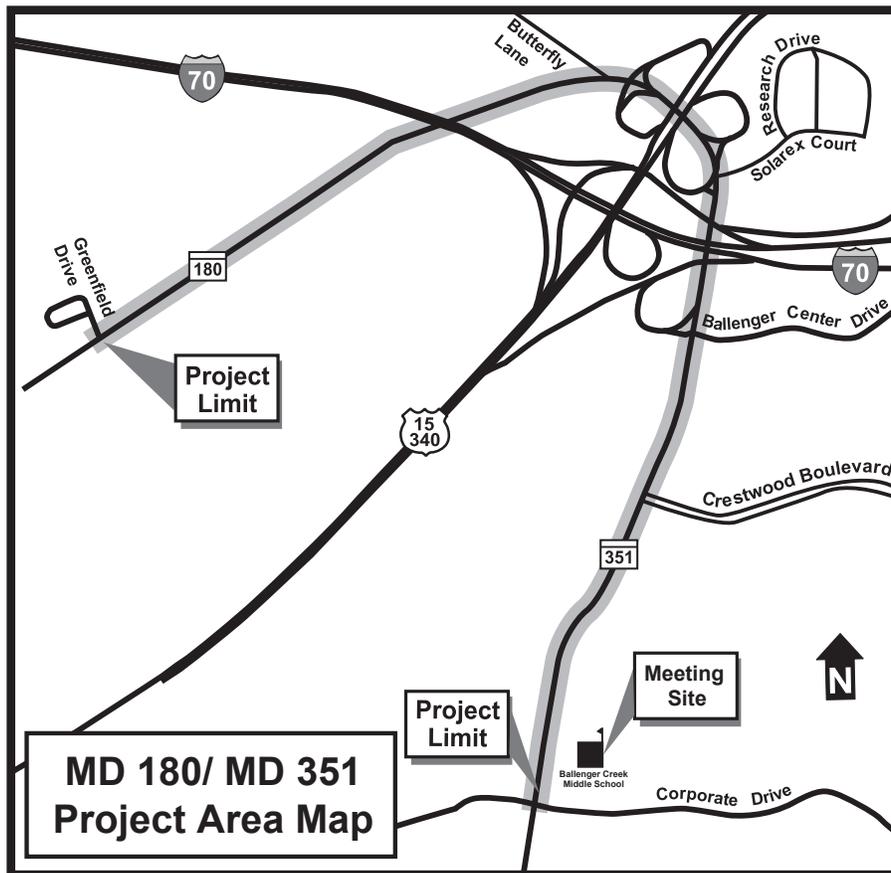


MD 180/MD 351 Project Planning Study

ALTERNATES Public Workshop



Wednesday
October 17, 2007
5:30 P.M. - 8:30 P.M.

Ballenger Creek Middle School
Multipurpose Room
5525 Ballenger Creek Pike
Frederick, MD 21703

Project No. FR549M11



Maryland Department
of Transportation
State Highway Administration



US Department of Transportation
Federal Highway Administration

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 and Frederick County, Maryland.

PURPOSE OF THE WORKSHOP

The purpose of this workshop is to familiarize interested citizens with the project planning process and the Purpose and Need Statement, display preliminary alternatives, and present the preliminary findings of the environmental assessment.

The workshop is being conducted in an interactive open house format, which enables each attendee to conduct a self-paced review of important project information. Maps and other exhibits depicting preliminary alternatives currently under consideration, traffic data, and environmental impacts will be on display for public viewing from 5:30 p.m. to 8:30 p.m. Project team representatives will be available to answer questions related to this project and receive your comments; however, there will be no formal presentation at this workshop.

HOW TO PROVIDE COMMENTS ON THE PROJECT

The public is encouraged to participate in the workshop to ensure citizen input during the project planning process. These studies are preliminary; appropriate changes can be made after comments from the public are received and evaluated. You may choose any or all of the following methods to provide suggestions to the project team:

- Provide verbal or written comments to project team representatives;

- Fill out the pre-addressed, postage-paid comment form included in this brochure; or
- Call the SHA Project Manager, Ms. Felicia Alexander, toll-free at 1-800-548-5026. Complete contact information for the project team is located on page 7 of the brochure.

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.

PURPOSE OF THE STUDY

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.

NEWSLETTER SURVEY

In fall 2006, SHA mailed the initial edition of the MD 180/MD 351 project planning study newsletter to Frederick-area residents and businesses. The newsletter described the purpose and need for the planning study and elicited citizen feedback through a brief survey form. As the study moves forward, SHA will continue to consider citizen feedback. A summary of the feedback received to date will be on display at the workshop.

STAKEHOLDERS GROUP

A Stakeholders Group comprising local residents, community leaders, and business representatives has met with the project team to provide feedback and assist in the development of the proposed improvements. Comments and suggestions received from Stakeholders Group members have been evaluated and incorporated into the alternatives, when possible.

CONTEXT-SENSITIVE SOLUTIONS

SHA will continue to coordinate with Frederick County and the City of Frederick to incorporate concepts consistent with Context-Sensitive Solutions as the alternatives are further developed or refined. These concepts include:

- Pedestrian circulation and safety
- Local residential and business traffic circulation
- Right-of-way impact reduction
- Impacts on response times of police, fire, and other emergency services providers
- Bicycle access
- Aesthetic/landscape/streetscape opportunities
- Other specific community issues

Please use the comment card included in the brochure to provide your thoughts and suggestions on matters relating to Context-Sensitive Solutions. Your input will help ensure that alternatives for improvements to MD 180/MD 351 reflect the community's local character and aesthetic preferences.

PROJECT NEED

Existing Conditions

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 9 feet wide. MD 351, between Solarex Court and Corporate Drive, consists of three 12-foot lanes, one southbound lane and two northbound lanes, auxiliary/turn lanes at intersections, and up to 7-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). The width of this portion of the 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. AADT for 2030 will range from 18,540 to 42,350 along MD 180, and from 20,000 to 41,115 along MD 351. Table 1 shows existing and future 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 signalized intersections within the study area operate at LOS C or better, with the exception of the MD 180/Himes Avenue, MD 351/Crestwood Boulevard 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 reveals 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 CURRENTLY UNDER CONSIDERATION

Three alternatives and three options to Alternative 3 are currently under consideration. The alternatives include the No-Build Alternative, a Transportation System Management/ Transportation Demand Management (TSM/ TDM) Alternative, and a Four-Lane Divided Alternative. The options include the MD 351 Five-Lane Section Option and US 15/US 340 Interchange Options A and B. Tables 1 and 2 provide projected AADT and LOS. 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, excluding 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 will 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 will be provided on southbound MD 180, and an additional receiving lane will 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 will be added. A new single-left-turn lane on southbound MD 180 is also proposed.

Alternative 2 – TSM/TDM

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:

- A new left-turn lane on southbound MD 180 and a new right-turn lane on northbound MD 180 at Fair Oaks Drive.
- Two proposed 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. Widening the structure of US 15/US 340 to match developer improvements on either side.
- Two through lanes in both directions along the corridor from Solarex Court to Crestwood Boulevard, proposed 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 will 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.
- A left-turn lane, a through lane, and a through/right-turn shared lane on both approaches of MD 351 at Hannover Drive.
- 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.
- Signal-timing improvements along the corridor.

Alternative 3 – Four-Lane Divided

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 Drive to Corporate Drive with two through lanes in each direction and a 20-foot median.
- Additional turning lanes at intersections and median openings.
- 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

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

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

This option combines the improvements of Alternative 3 – US 15/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.

ENVIRONMENTAL SUMMARY

The project is consistent with the 2002 Frederick Regional Plan. Existing land use along the MD 180 roadway portion of the project is primarily agricultural, with limited industrial and residential use. In contrast, the MD 351 roadway segment is highly urbanized. It consists 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.

Depending upon the alternative, between 4.6-17.2 acres of additional right-of-way will be

required. One residential displacement is anticipated. No business displacements are required. Steps are being taken to identify and avoid disproportionately high and/or adverse effects on minority and low-income populations and to involve these populations in the planning process, as required by Executive Order 12898 on Environmental Justice.

Eight publicly owned parks are located within the study area: Emerald Farm/Monarch Ridge Park, Golfview Park, Hillcrest Orchard Park, Hillcrest Park, David Lane Park, Hill Street Park, Overlook Park, and Ballenger Creek Park. Up to 1.1 acres of Ballenger Creek Park may be required, depending on the alternative. Any use of a publicly owned public park and recreational area, wildlife or waterfowl refuge, or significant historic site will require development and evaluation of avoidance or minimization alternatives under Section 4(f) of the Department of Transportation Act of 1966.

An archeological assessment indicates that undisturbed portions of the study area are likely to have high potential for prehistoric archeological resources. The State Highway Administration, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified four significant historic standing structures in the study area that are listed on the National Register of Historic Places (NRHP) or are eligible for listing (NRE): Prospect Hall, with an easement held by MHT (NRHP); George Widrick House (NRHP), Lily Homestead (NRE), and Maple Homestead (NRE). Up to 0.1 acre of Prospect Hall and 0.9 acre of Maple Homestead may be required, depending on the alternative. Coordination with MHT will continue throughout the study to determine effects to significant historic standing structures and archeological resources. In accordance with the Section 106 procedures of the National Historic Preservation Act, this Alternates Public Workshop provides the opportunity for public input regarding historic and archeological resources in 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). Stream impacts range from 50 to 415 feet, depending on the alternative. A range of 0.42 to 0.51 acre of wetlands will also be required, depending on the alternative. A range of 0.23 to 1.1 acres of the 100-year floodplains associated with Ballenger Creek and its tributaries will be impacted.

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-listed endangered loggerhead shrike (*Lanius ludovicianus*) is known to have occurred within the study area. DNR representatives also indicate that there is a rock outcrop habitat in the study area known to support three rare lichen species, as well as a natural brown trout population documented in Ballenger Creek. 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 the protection of stream resources.

Detailed air quality and noise analyses will be prepared during the next stage of the project planning study. Please refer to Table 3 for a more detailed listing and summary of the environmental resources in the project area.

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 5.3 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 Ford Road in Frederick County. The proposed highway improvements are 31 miles in length and transit improvements are 14 miles in length.

- MD 351 (Ballenger Creek Pike) at Crestwood Boulevard – This project proposes widening MD 351 to accommodate double-right-turn lanes on Crestwood Boulevard. This project is funded for concept development only.
- Butterfly Lane – The City of Frederick has programmed funds to improve Butterfly Lane.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Evaluate and address public and agency comments resulting from the studies to date and from the Alternates Public Workshop (*Fall 2007*)
- Identify alternatives for detailed study and complete detailed engineering and environmental studies (*Spring 2008*)
- Complete draft environmental document and hold Location/Design Public Hearing (*Fall 2008*)
- Identify the SHA Preferred Alternative and Conceptual Mitigation (*Spring 2009*)
- Complete final environmental document and receive Location/Design Approvals if a build alternative is selected (*Fall/Winter 2009*)

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

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

- Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-406
Baltimore, Maryland 21202
Telephone: (410) 545-0315
Toll-free in Maryland: 1-888-545-0098
Email: jjenkins@sha.state.md.us

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

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
District 7, Office of Real Estate
Maryland State Highway Administration
5111 Buckeystown Pike
Frederick, MD 21704
Telephone: (301) 624-8100
Toll-free in Maryland: 1-800-635-5119
Email: pminnick@sha.state.md.us

MEDIA USED FOR MEETING NOTIFICATION

An advertisement appeared in the following newspapers to announce this workshop:

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

YOUR OPINION MATTERS

This workshop offers the public the opportunity to discuss their thoughts and concerns about the project and to provide oral or written comments. We will carefully review and consider project concerns and preferences expressed at the workshop. To assist you in providing comments, we have included in this brochure a postage-paid mailer and the names, addresses, telephone numbers, and email addresses of members of the project planning team.

PROJECT PLANNING TEAM

Questions or comments following the workshop may be addressed to any of the following team members:

Mr. Raja Veeramachaneni
Director, Office of Planning and Preliminary Engineering
Maryland State Highway Administration
Mailstop C-411
707 North Calvert Street
Baltimore, MD 21202

Ms. Felicia Alexander, Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: (410) 545-8511
Toll-free in Maryland: (800) 548-5026
Email: falexander@sha.state.md.us

Ms. Juliet Healy, Environmental Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: (410) 545-2864
Toll-free in Maryland: (800) 548-5026
Email: jhealy@sha.state.md.us

Mr. David Coyne
District Engineer, District 7
Maryland State Highway Administration
5111 Buckeystown Pike
Frederick, MD 21704
Telephone: (301) 624-8105
Toll-free in Maryland: (800) 635-5119
Email: dcoyne@sha.state.md.us

THANK YOU

Thank you for participating in the MD 180/MD 351 Alternates Public Workshop. Your feedback is important to us. Should you have questions or concerns, please contact any project team member by mail, telephone, or email.

For more information about this project and others, visit our internet site at:
www.marylandroads.com

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 Drive	3,800	18,540	388	19,580	415
	Between Greenfield Drive and Fair Oaks Drive	3,900	18,620	377	19,680	405
	Between Fair Oaks Drive and Butterfly Lane	3,950	18,720	374	19,760	400
	Between Butterfly Lane and Himes Avenue	12,000	30,720	156	32,260	169
	Between Himes Avenue and Solarex Court	22,650	42,350	87	47,570	110
MD 351	Between Solarex Court and Ballenger Center Drive	24,550	41,115	67	41,365	68
	Between Ballenger Center Drive and Crestwood Boulevard	23,500	32,220	37	34,680	48
	Between Crestwood Boulevard and Hannover Drive	14,100	24,520	74	26,520	88
	Between Hannover Drive and Corporate Drive	12,250	21,020	72	23,020	88
	South of Corporate Drive	8,250	20,000	142	22,000	167

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

Table 1

MD 180/MD 351 Level of Service Summary

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

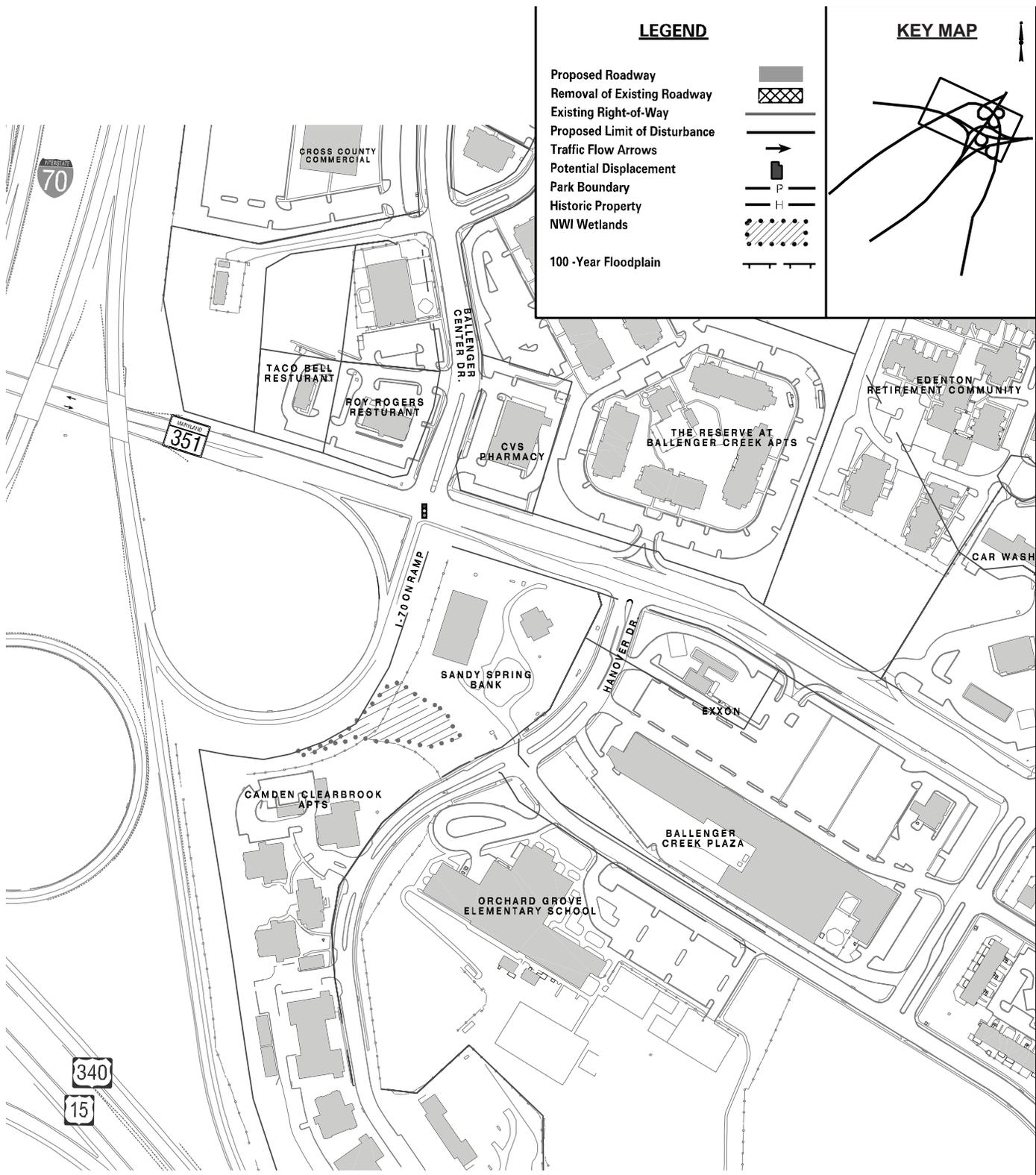
Table 2

MD 180/MD 351 Environmental Resources Summary			
	Alternative 1 No-Build	Alternative 2 TSM/TDM	Alternative 3 Four-Lane Divided and Three Options
Stream Impacts	0	50 feet	415 feet
Wetland Impacts	0	0.42 acre	0.51 acre
Floodplain Impacts	0	0.23 acre	1.1 acres
Public Parks <i>Ballenger Creek Park</i>	0	0	1.1 acres
Significant Historic Resources <i>Prospect Hall*</i> <i>Maple Homestead Property**</i>	0	0 0.02 acre	0.1 acre 0.9 acre
Total ROW Impact	0	4.6 acres	17.2 acres
Residential Displacements	0	0	1

Table 3

MD180/MD351 PLANNING STUDY

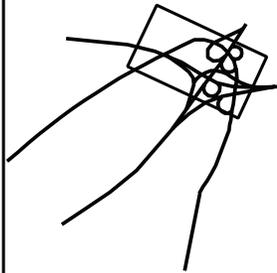




LEGEND

- Proposed Roadway
- Removal of Existing Roadway
- Existing Right-of-Way
- Proposed Limit of Disturbance
- Traffic Flow Arrows
- Potential Displacement
- Park Boundary
- Historic Property
- NWI Wetlands
- 100-Year Floodplain

KEY MAP



**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 1 NO-BUILD**

MARYLAND DEPARTMENT OF TRANSPORTATION
SHA STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE: 1" = 300' SEPTEMBER 2007

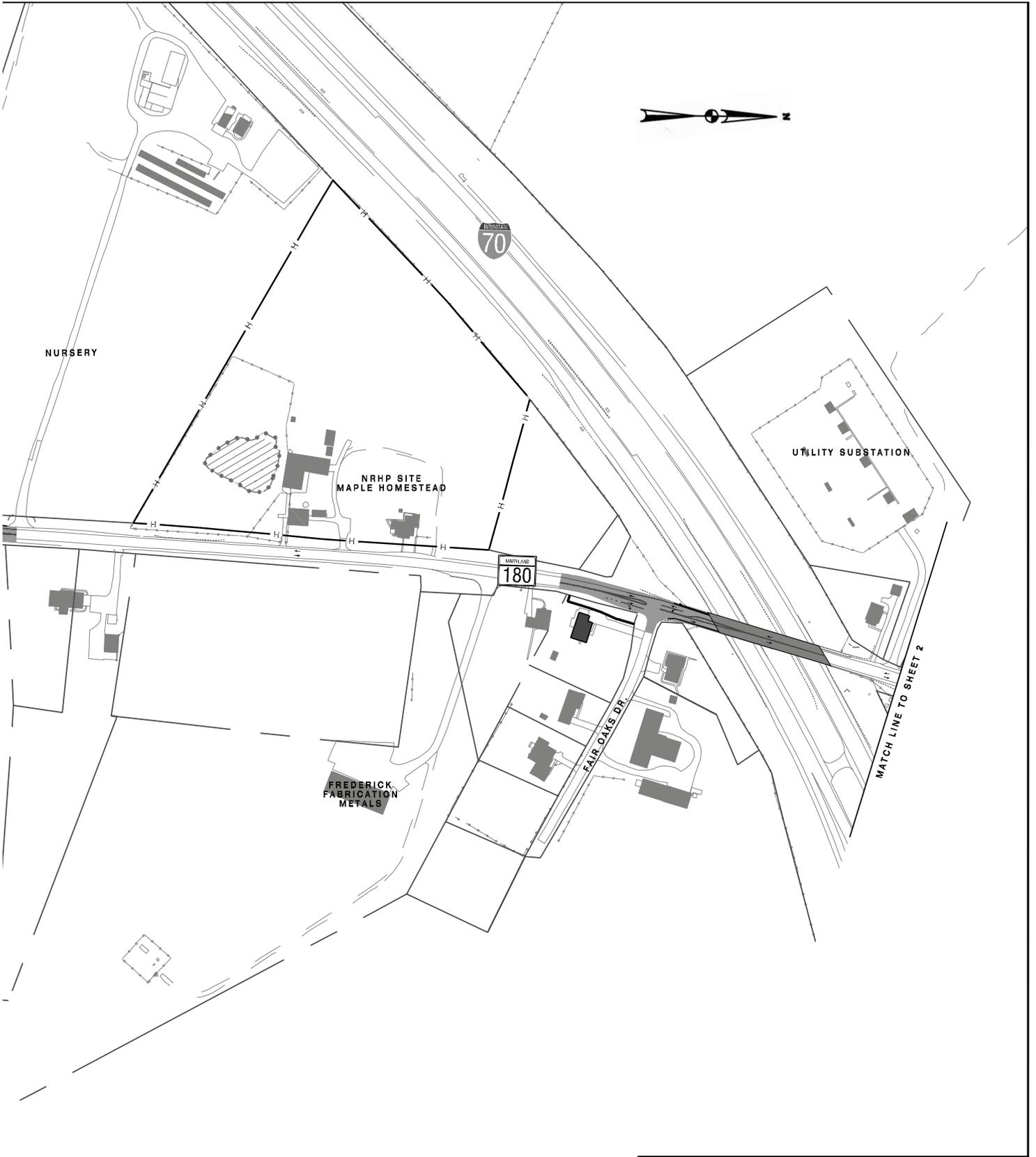
BACKGROUND MAPPING SOURCE
MARYLAND STATE HIGHWAY ADMINISTRATION
OCTOBER 2005
SHEET 1 OF 1

MD180/MD351 PLANNING STUDY



LEGEND	KEY MAP
Proposed Roadway	
Removal of Existing Roadway	
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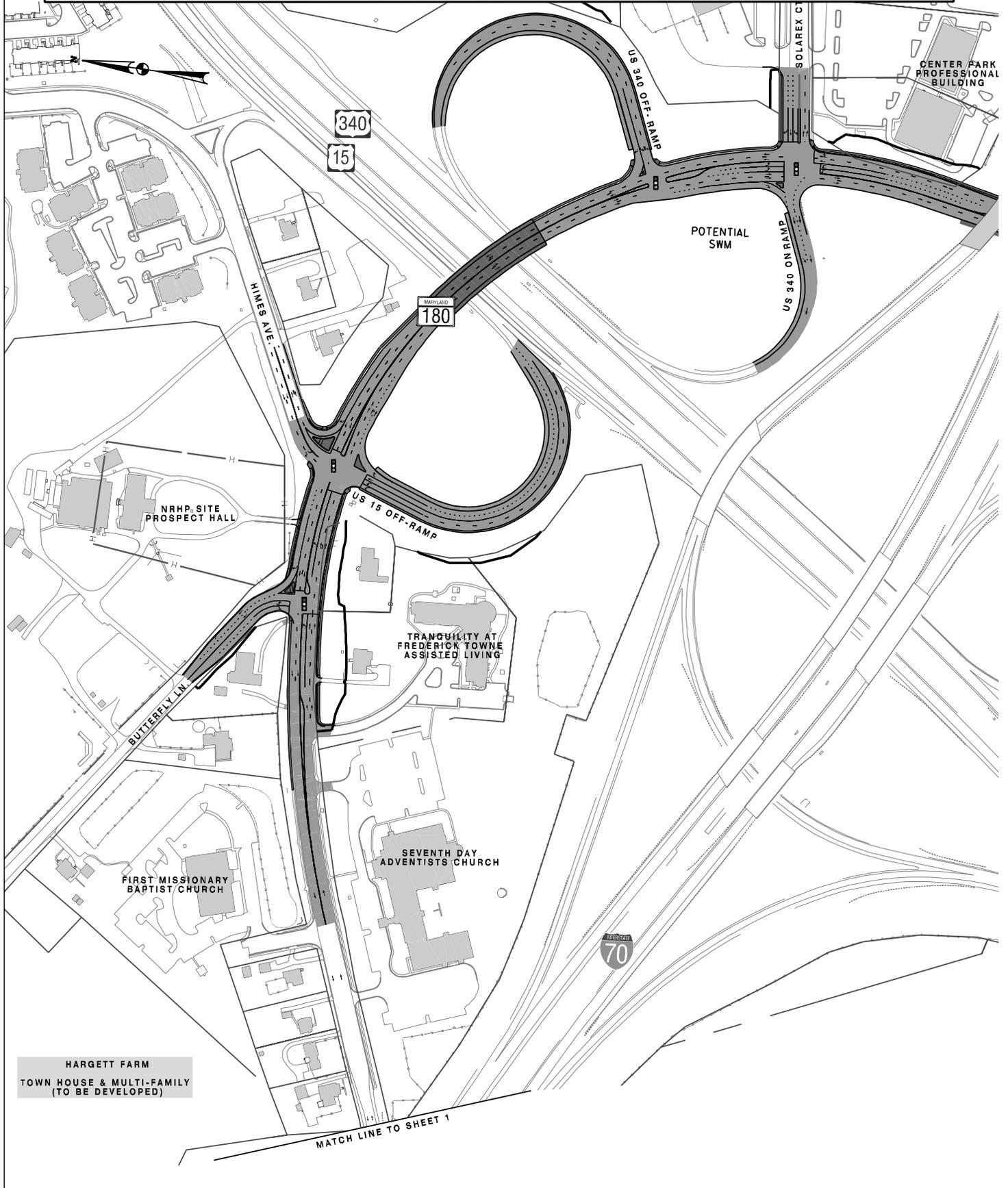
JEFFERSON TECHNOLOGY PARK
TOWN HOUSE, MULTI-FAMILY & COMM
(TO BE DEVELOPED)

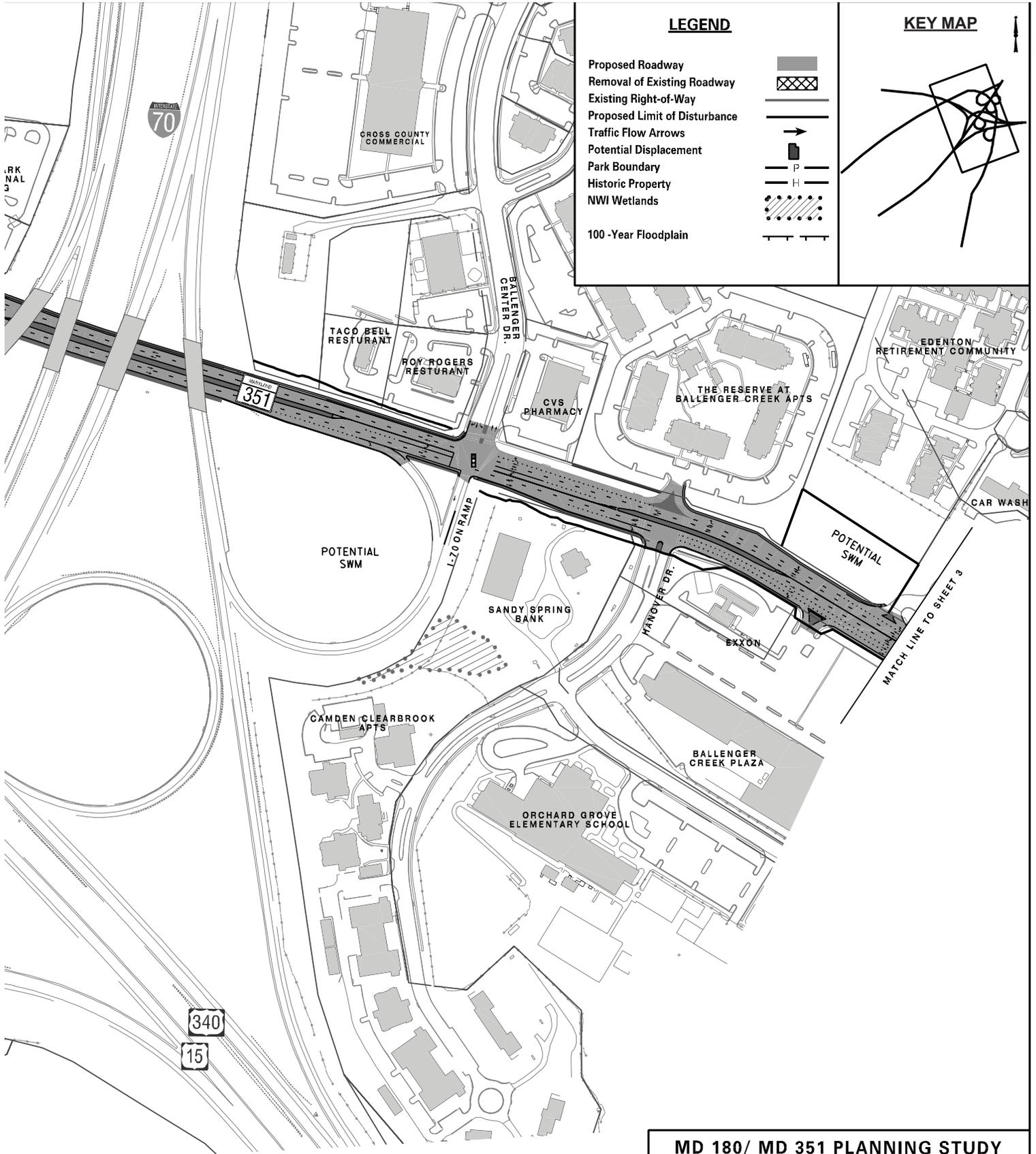


JEFFERSON
TECHNOLOGY PARK
TOWN HOUSE, MULTI-FAMILY & COMM
(TO BE DEVELOPED)

MD 180/ MD 351 PLANNING STUDY ALTERNATIVE 2 TSM / TDM	
MARYLAND DEPARTMENT OF TRANSPORTATION SHA STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION SCALE: 1" = 300' SEPTEMBER 2007	BACKGROUND MAPPING SOURCE MARYLAND STATE HIGHWAY ADMINISTRATION OCTOBER 2005 SHEET 1 OF 3

MD180/MD351 PLANNING STUDY

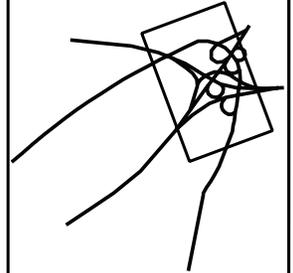




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KEY MAP



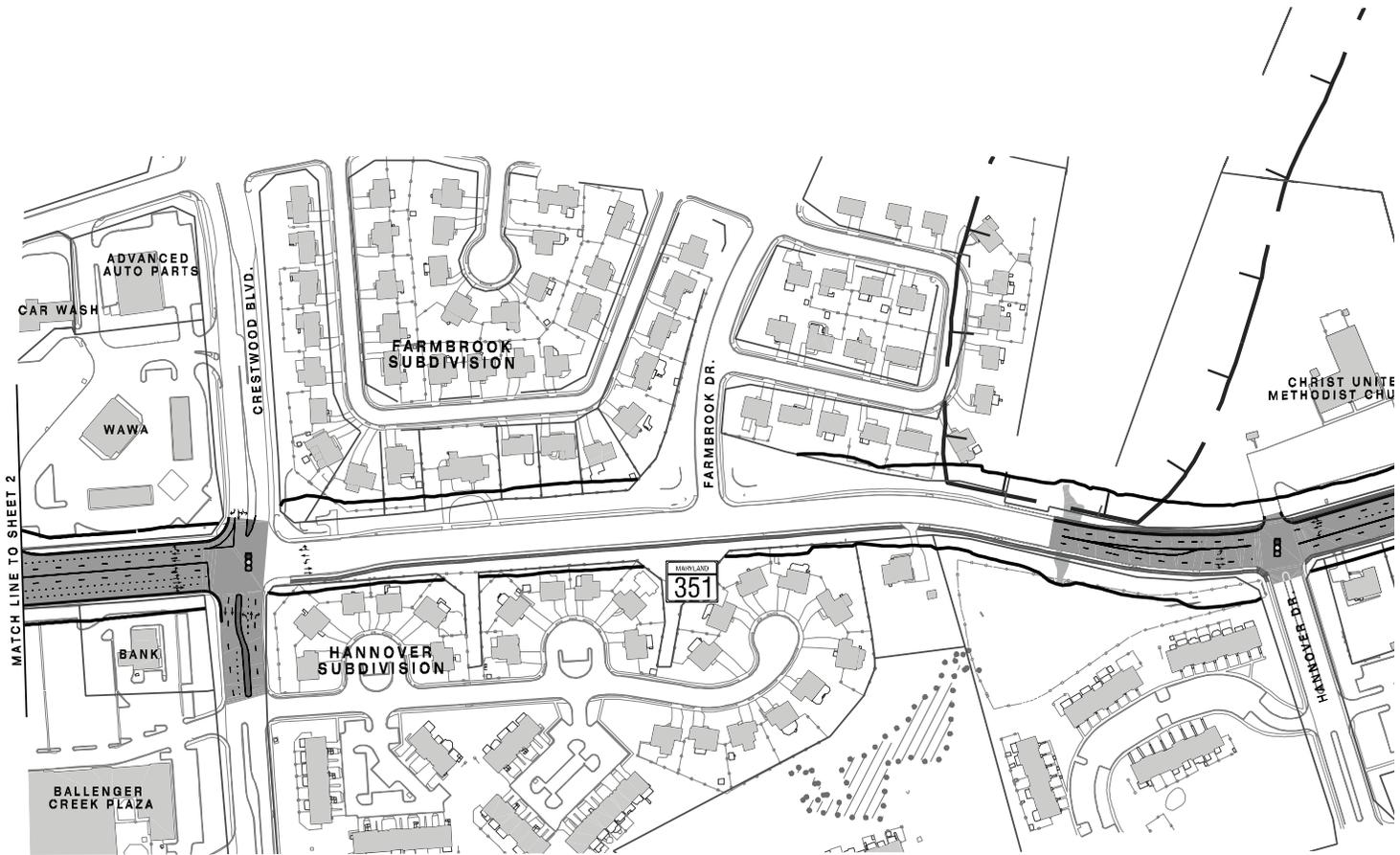
**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 2 TSM / TDM**

MARYLAND DEPARTMENT OF TRANSPORTATION
SHA STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE: 1" = 300' SEPTEMBER 2007

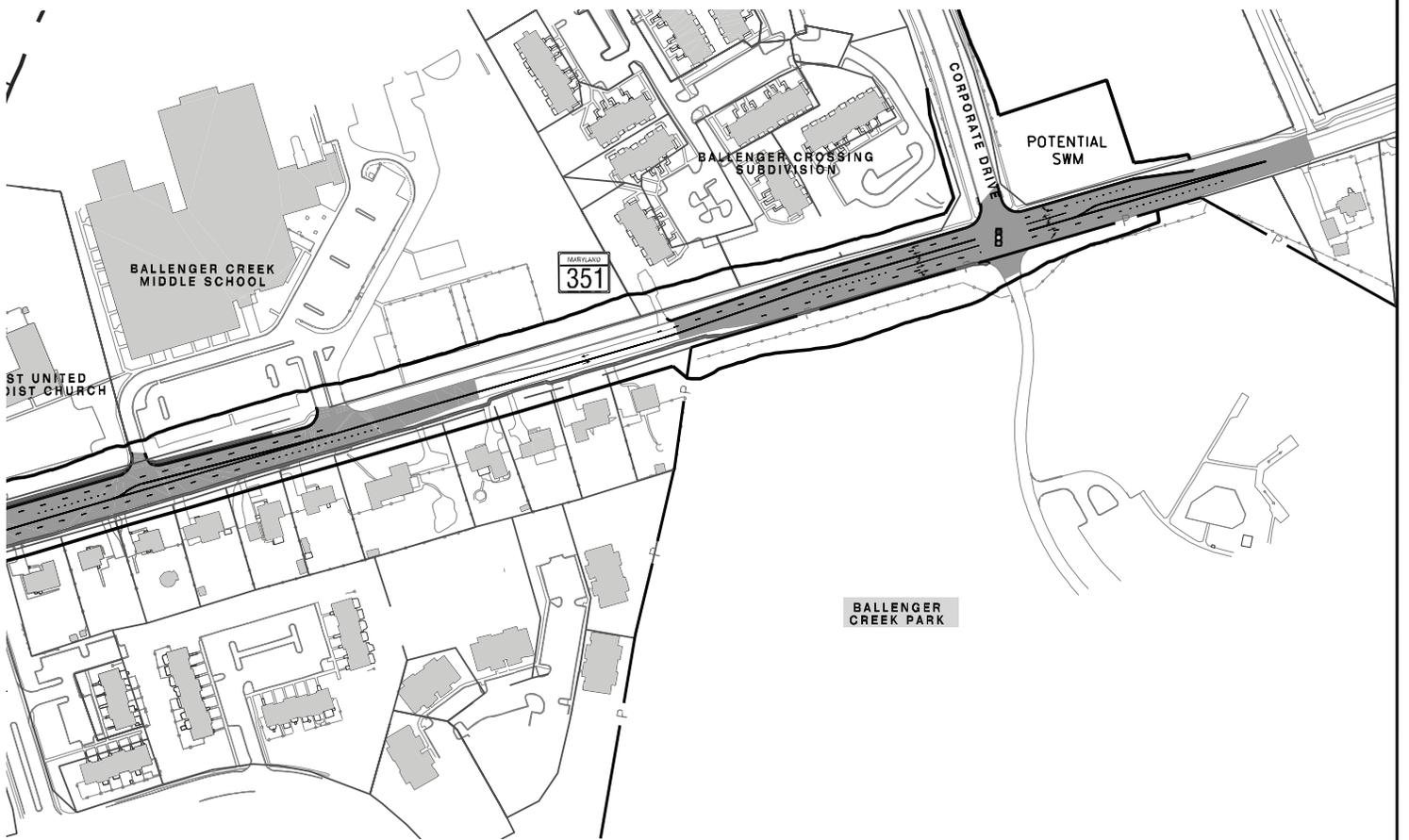
BACKGROUND MAPPING SOURCE
MARYLAND STATE HIGHWAY ADMINISTRATION
OCTOBER 2005

SHEET 2 OF 3

MD180/MD351 PLANNING STUDY



LEGEND		KEY MAP	
Proposed Roadway			
Removal of Existing Roadway			
Existing Right-of-Way			
Proposed Limit of Disturbance			
Traffic Flow Arrows			
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Park Boundary			
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100 -Year Floodplain			



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

MARYLAND DEPARTMENT OF TRANSPORTATION

SHA STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

SCALE: 1" = 300' SEPTEMBER 2007

BACKGROUND MAPPING SOURCE

MARYLAND STATE
HIGHWAY ADMINISTRATION
OCTOBER 2005

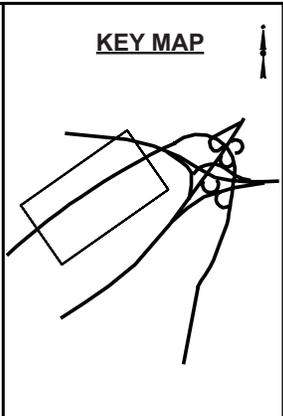
SHEET 3 OF 3

MD180/MD351 PLANNING STUDY

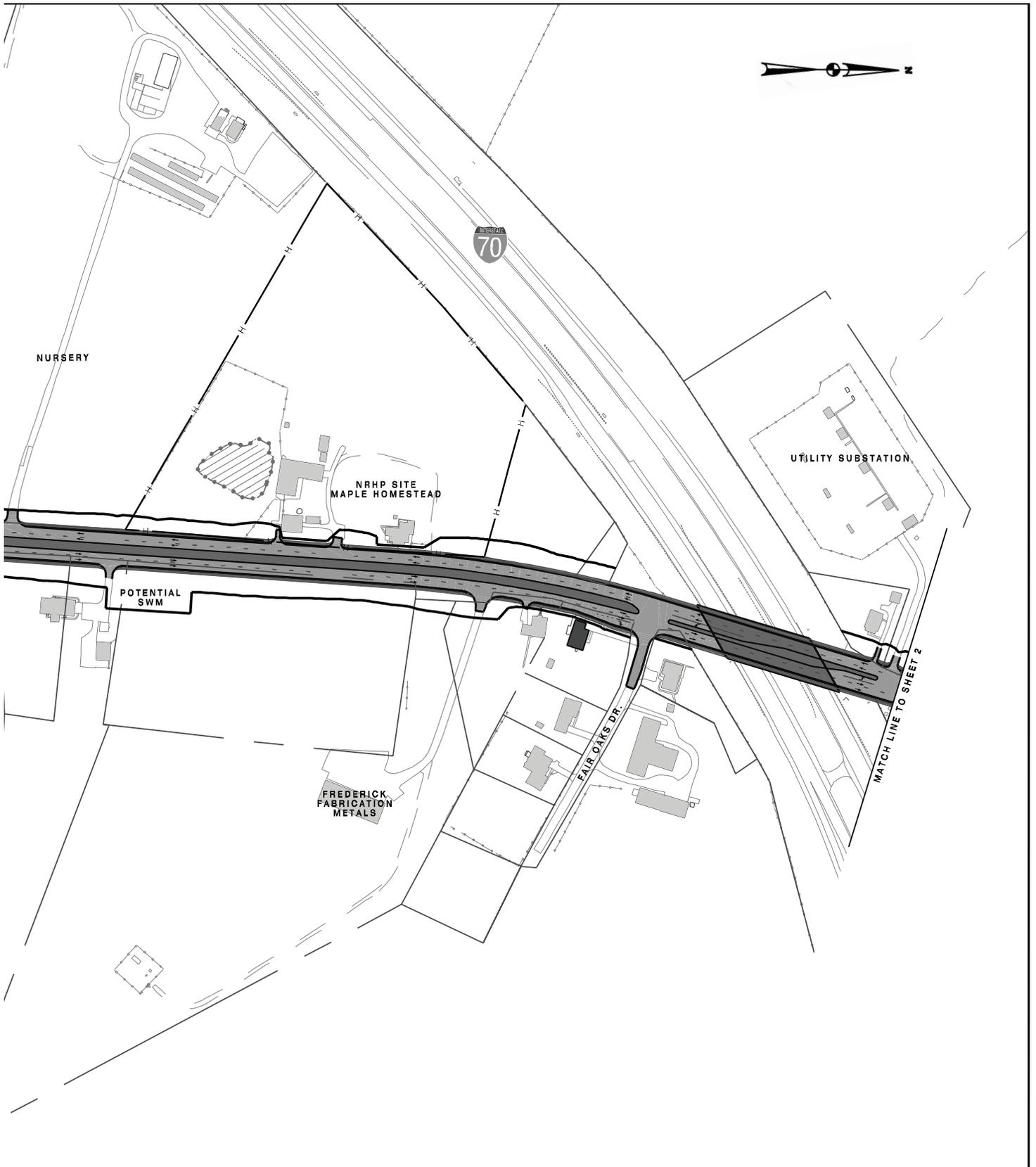


LEGEND

Proposed Roadway	
Removal of Existing Roadway	
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JEFFERSON
TECHNOLOGY PARK
TOWN HOUSE, MULTI-FAMILY & COMM
(TO BE DEVELOPED)



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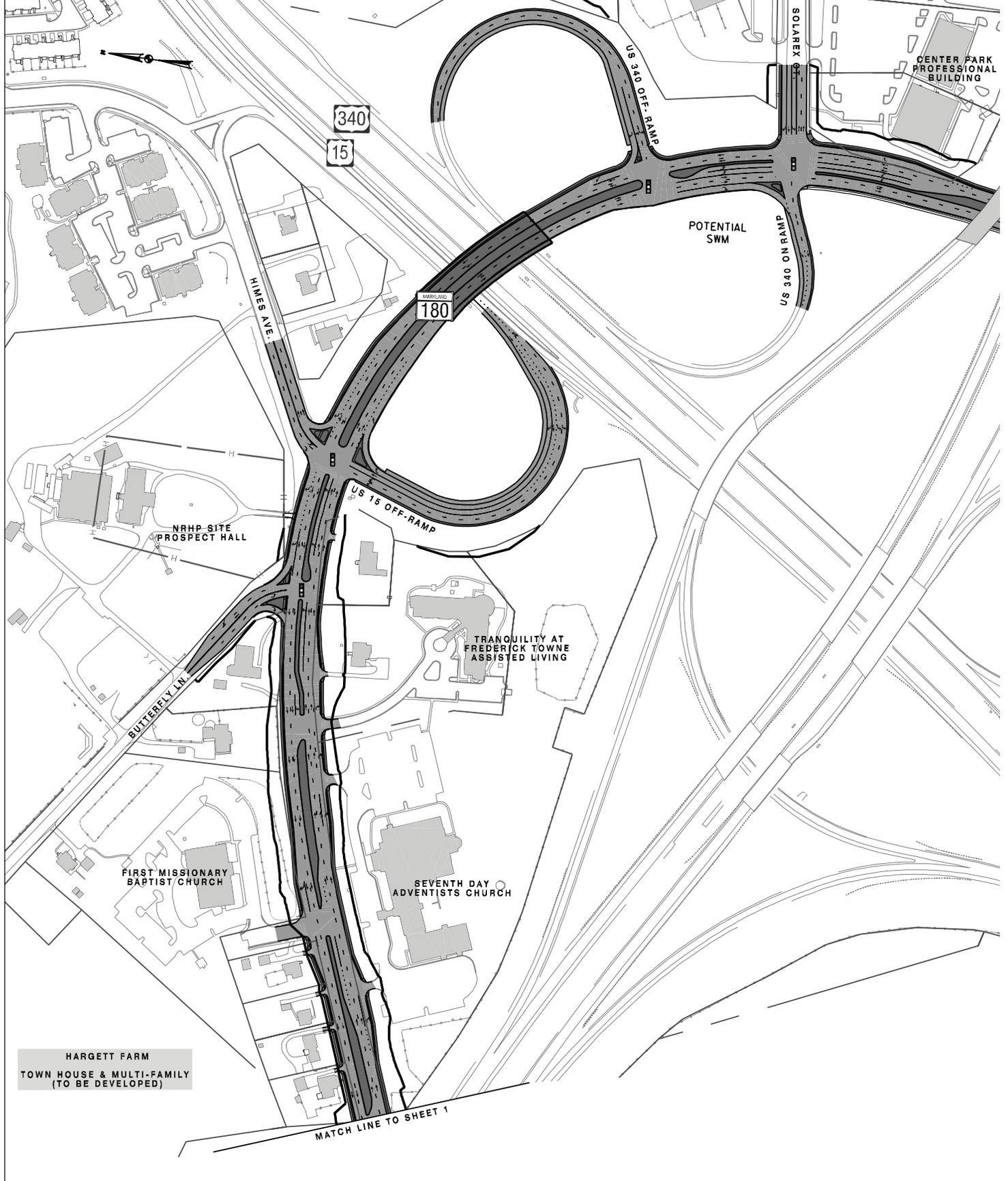
**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 3 FOUR-LANE DIVIDED**

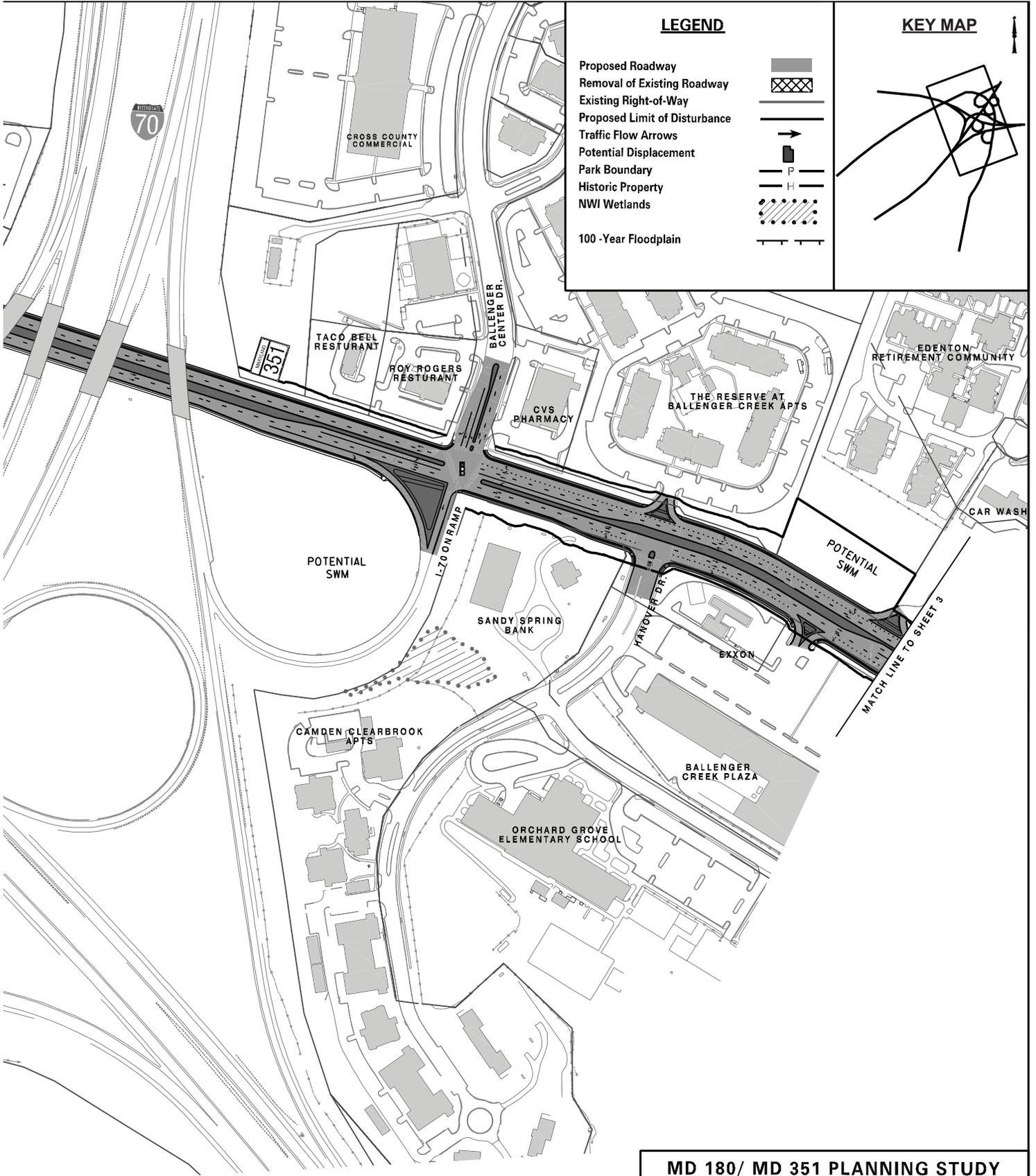
MARYLAND DEPARTMENT OF TRANSPORTATION
SHA STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE: 1" = 300' SEPTEMBER 2007

BACKGROUND MAPPING SOURCE
MARYLAND STATE
HIGHWAY ADMINISTRATION
OCTOBER 2005

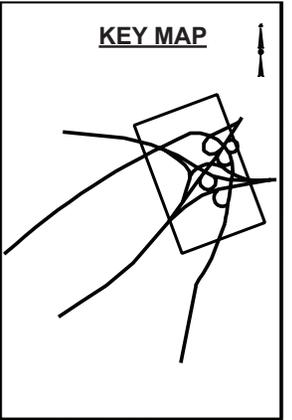
SHEET 1 OF 3

MD180/MD351 PLANNING STUDY



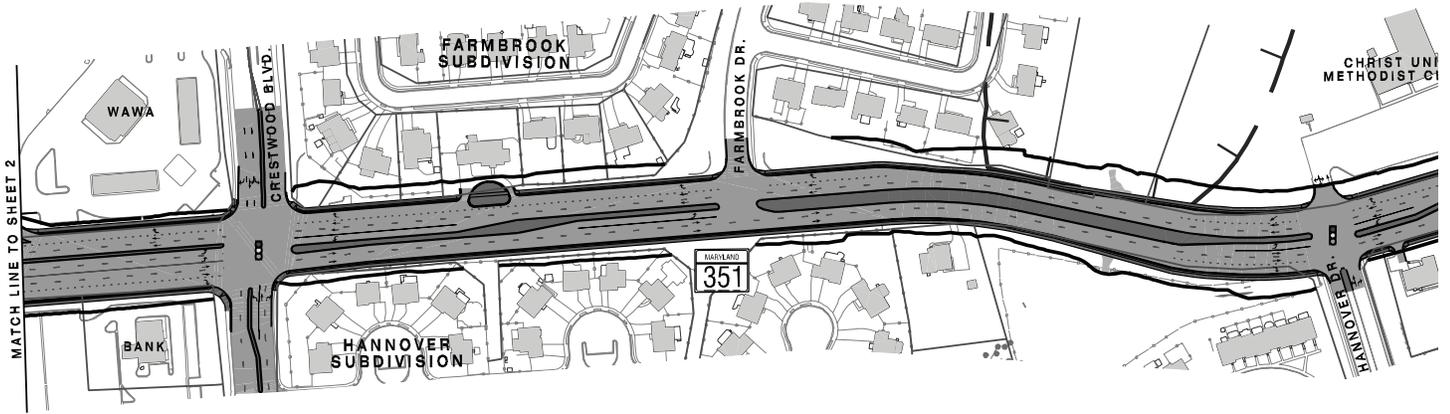


LEGEND	
Proposed Roadway	
Removal of Existing Roadway	
Existing Right-of-Way	
Proposed Limit of Disturbance	
Traffic Flow Arrows	
Potential Displacement	
Park Boundary	
Historic Property	
NWI Wetlands	
100-Year Floodplain	

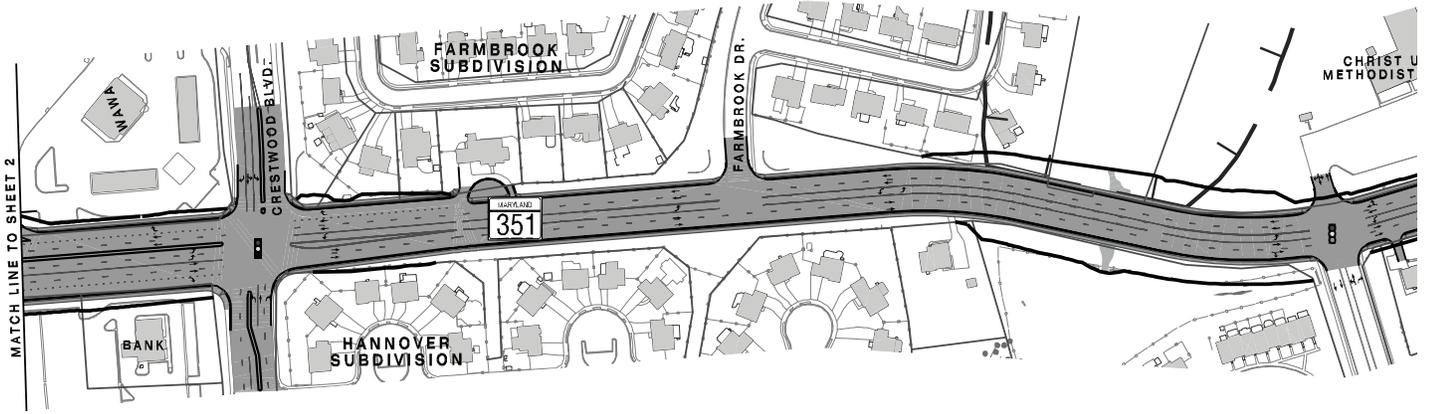


MD 180/ MD 351 PLANNING STUDY	
ALTERNATIVE 3 FOUR-LANE DIVIDED	
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	BACKGROUND MAPPING SOURCE MARYLAND STATE HIGHWAY ADMINISTRATION OCTOBER 2005
SCALE: 1" = 300'	SEPTEMBER 2007
SHEET 2 OF 3	

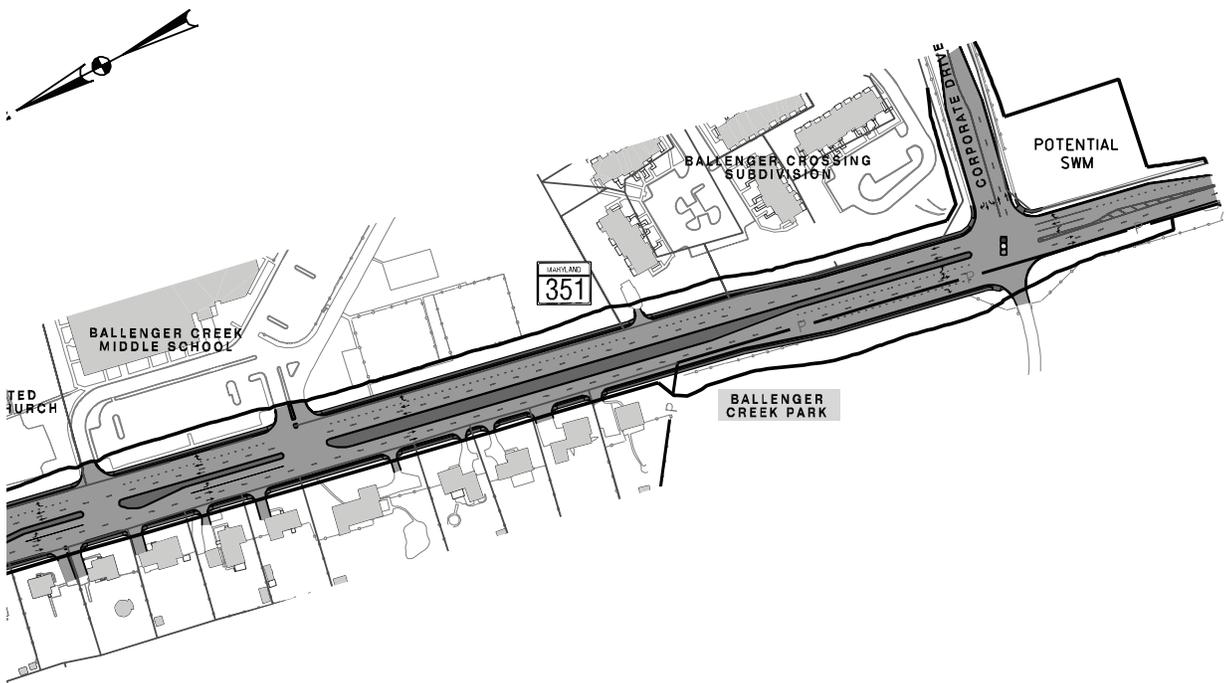
MD180/MD351 PLANNING STUDY



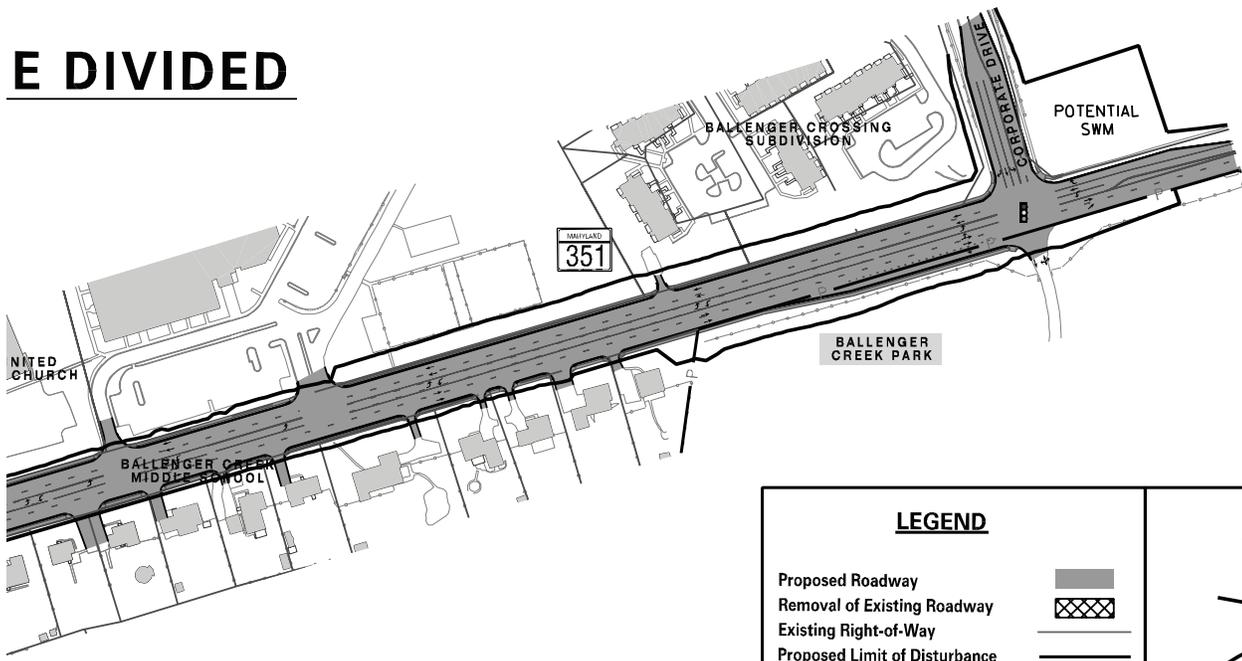
ALTERNATIVE 3 FOUR-LANE



MD 351 FIVE-LANE SECTION



E DIVIDED



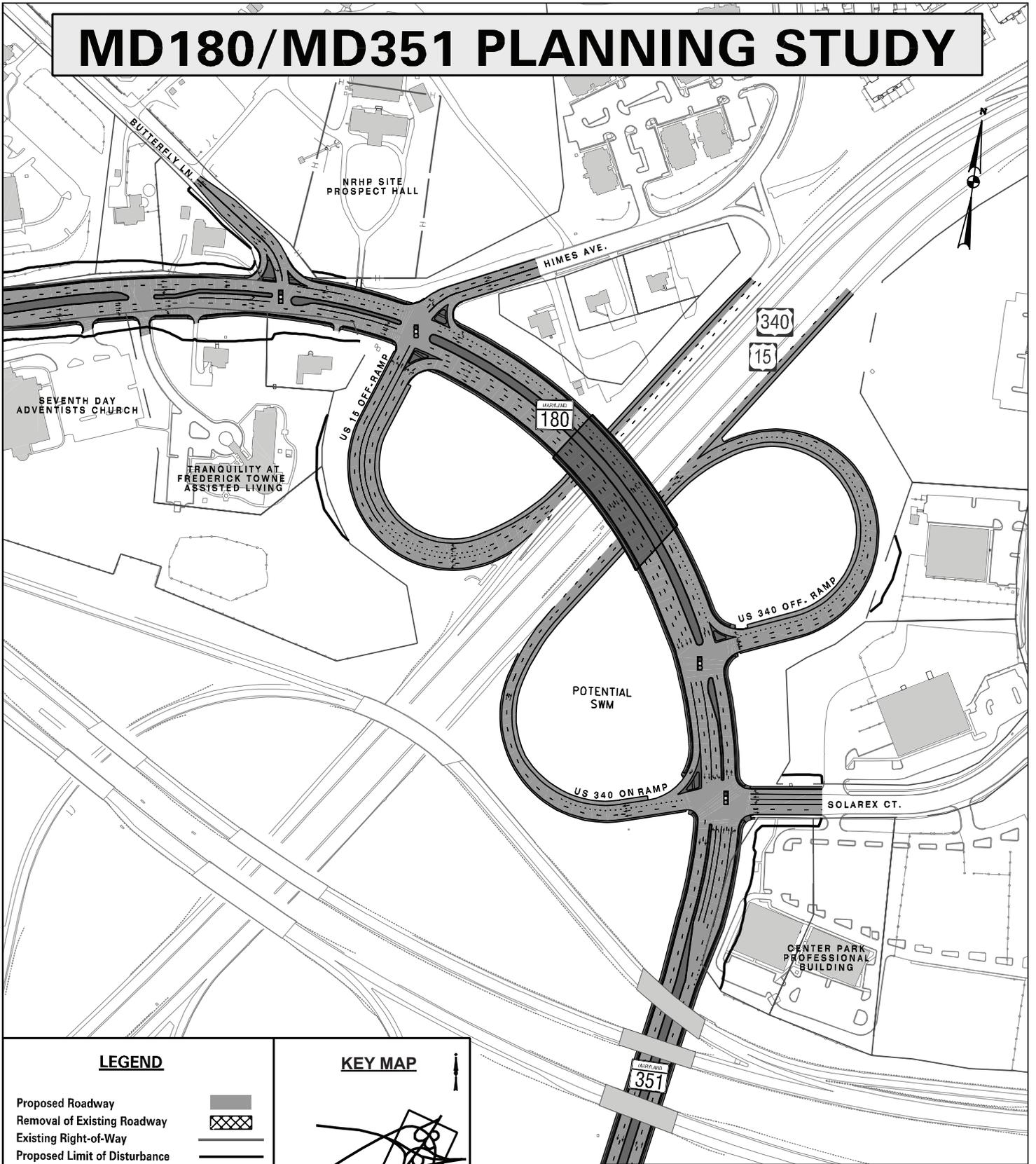
N OPTION

LEGEND		KEY MAP
Proposed Roadway		
Removal of Existing Roadway		
Existing Right-of-Way		
Proposed Limit of Disturbance		
Traffic Flow Arrows		
Potential Displacement		
Park Boundary		
Historic Property		
NWI Wetlands		
100 -Year Floodplain		

**MD 180/ MD 351 PLANNING STUDY
ALTERNATIVE 3 FOUR-LANE DIVIDED
and MD 351 FIVE-LANE SECTION OPTION**

<p>MARYLAND DEPARTMENT OF TRANSPORTATION SHA STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION SCALE: 1" = 300' SEPTEMBER 2007</p>	<p>BACKGROUND MAPPING SOURCE MARYLAND STATE HIGHWAY ADMINISTRATION OCTOBER 2005 SHEET 3 OF 3</p>
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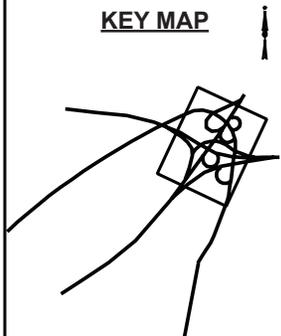
MD180/MD351 PLANNING STUDY



LEGEND

- Proposed Roadway 
- Removal of Existing Roadway 
- Existing Right-of-Way 
- Proposed Limit of Disturbance 
- Traffic Flow Arrows 
- Potential Displacement 
- Park Boundary 
- Historic Property 
- NWI Wetlands 
- 100 - Year Floodplain 

KEY MAP



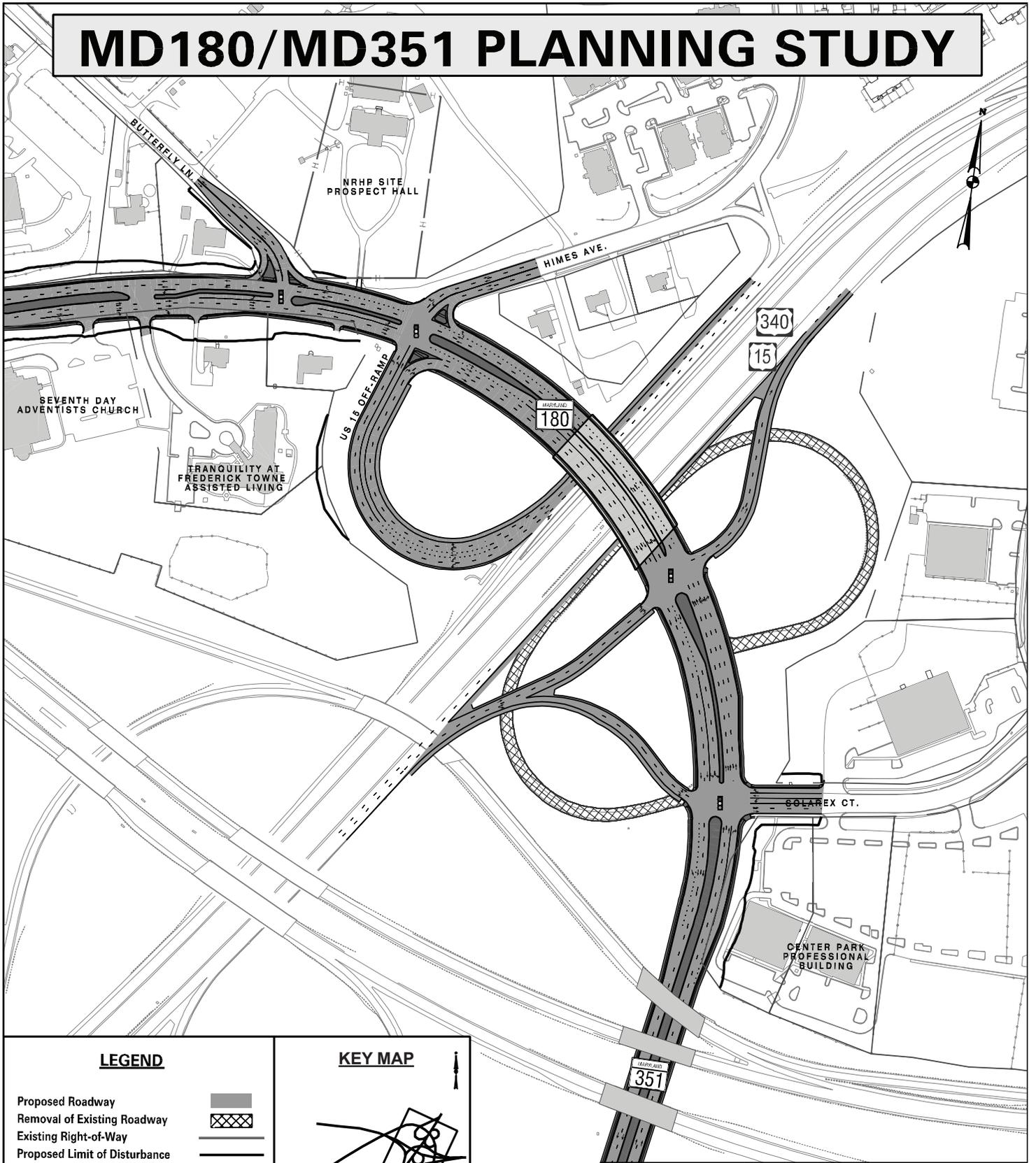
MD 180/ MD 351 PLANNING STUDY ALTERNATIVE 3 US 15/ US 340 INTERCHANGE OPTION A

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
SHA PROJECT PLANNING DIVISION
SCALE: 1" = 300' SEPTEMBER 2007

BACKGROUND MAPPING SOURCE
MARYLAND STATE HIGHWAY ADMINISTRATION
OCTOBER 2005

SHEET 1 OF 1

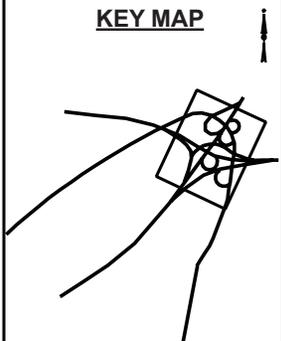
MD180/MD351 PLANNING STUDY



LEGEND

- Proposed Roadway 
- Removal of Existing Roadway 
- Existing Right-of-Way 
- Proposed Limit of Disturbance 
- Traffic Flow Arrows 
- Potential Displacement 
- Park Boundary 
- Historic Property 
- NWI Wetlands 
- 100 -Year Floodplain 

KEY MAP



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

MARYLAND DEPARTMENT OF TRANSPORTATION

SHA STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

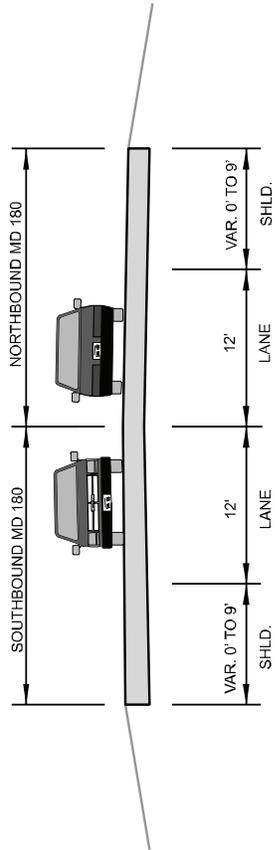
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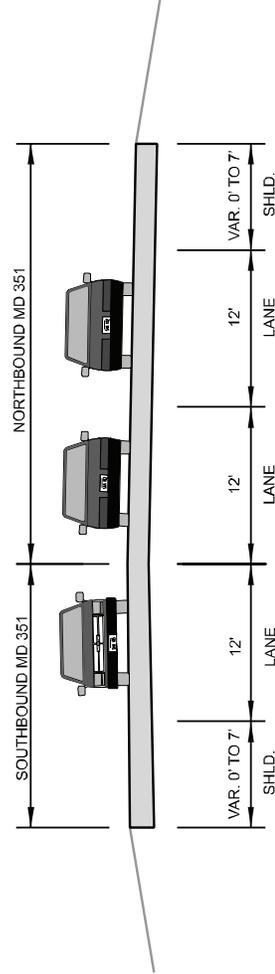
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HIGHWAY ADMINISTRATION
OCTOBER 2005

SHEET 1 OF 1

EXISTING CONDITION



MD 180 TWO LANE NORMAL CROWN
FROM GREENFIELD DR. TO SOLAREX CT.



MD 351 THREE LANE NORMAL CROWN
FROM SOLAREX CT. TO CORPORATE DR.

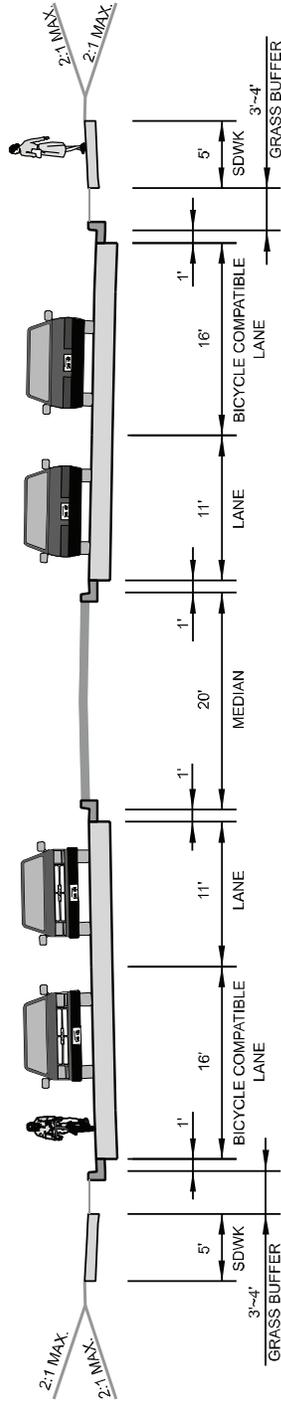
SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 180 / MD 351
From Greenfield Dr. to Corporate Dr.

TYPICAL SECTIONS

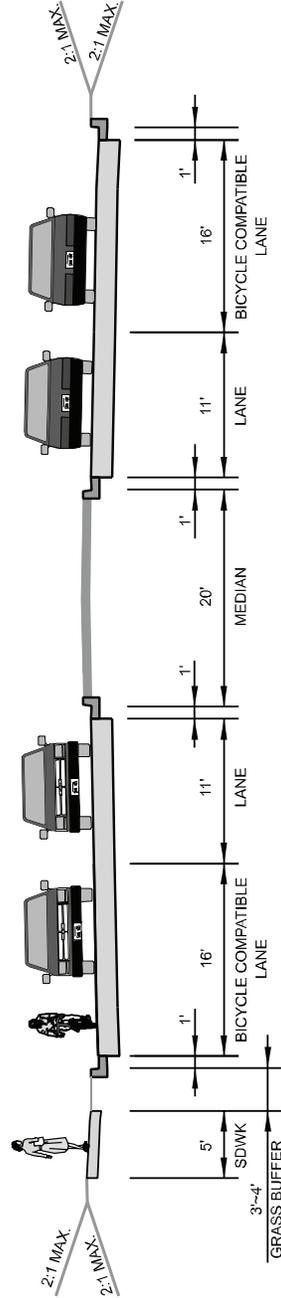
NOT TO SCALE SEP. 2007 FIGURE 1

ALTERNATIVE 3: FOUR-LANE DIVIDED



MD 180 / MD 351

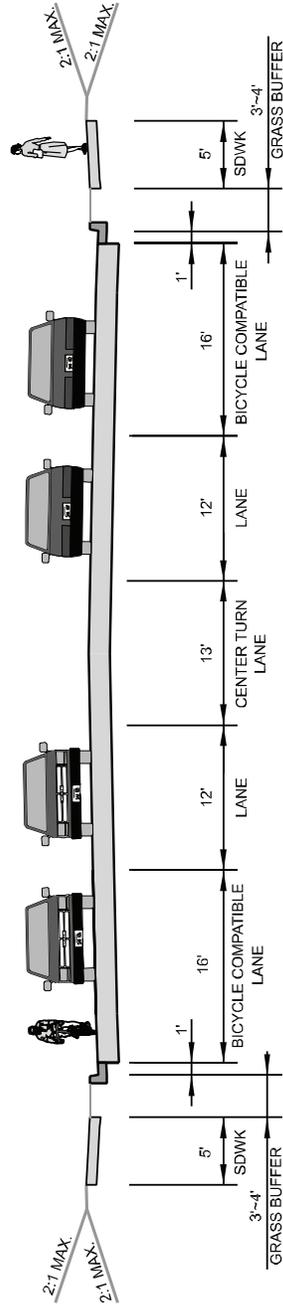
FROM FAIR OAKS DR. TO HIMES AVE.
FROM BALLENGER CENTER DR. TO CORPORATE DR.



MD 180 FROM HIMES AVE. TO BALLENGER CENTER DR.

 STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	MD 180 / MD 351
	From Greenfield Dr. to Corporate Dr.
TYPICAL SECTIONS	
NOT TO SCALE	SEP. 2007
FIGURE 2	

ALTERNATIVE 3: MD 351 FIVE-LANE SECTION OPTION



MD 351 FROM CRESTWOOD BLVD. TO CORPORATE DR.

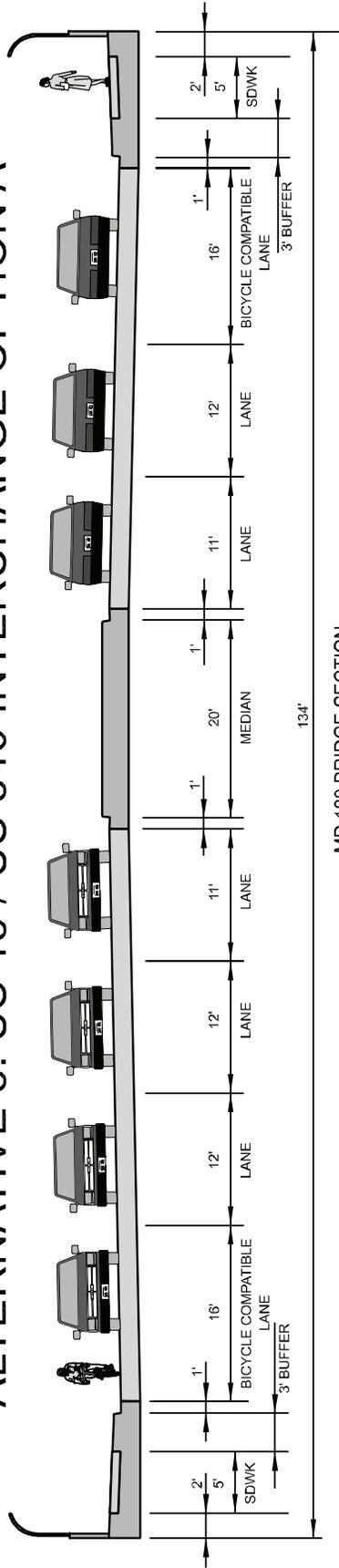
SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 180 / MD 351
From Greenfield Dr. to Corporate Dr.

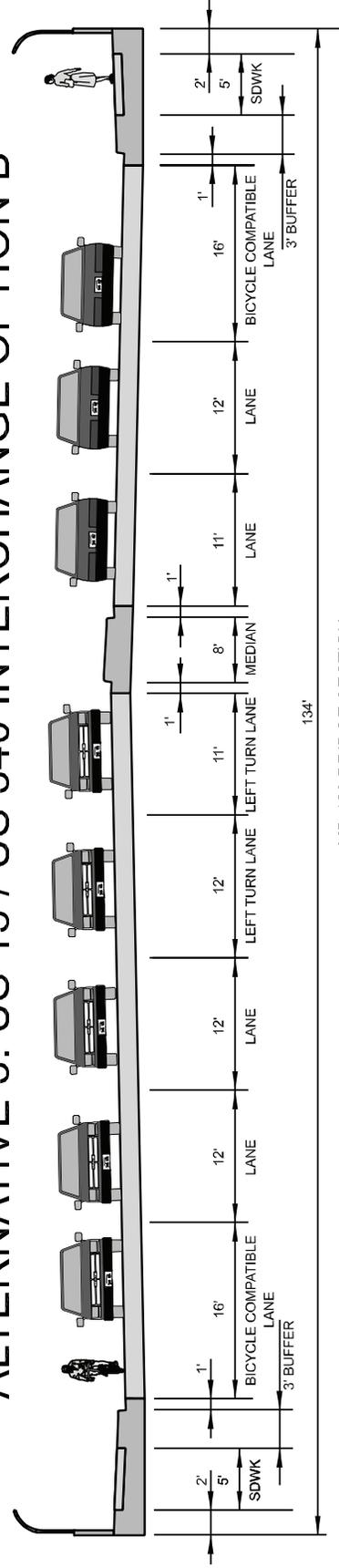
TYPICAL SECTIONS

NOT TO SCALE SEP. 2007 FIGURE 3

ALTERNATIVE 3: US 15 / US 340 INTERCHANGE OPTION A



ALTERNATIVE 3: US 15 / US 340 INTERCHANGE OPTION B



MD 180 BRIDGE SECTION

 STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	MD 180 / MD 351
	From Greenfield Dr. to Corporate Dr.
TYPICAL SECTIONS	
NOT TO SCALE	SEP. 2007
FIGURE 4	

Tear Here

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

Project Number FR549M11
ALTERNATES PUBLIC WORKSHOP
MD 180/MD 351 Project Planning Study

WEDNESDAY
OCTOBER 17, 2007
5:30 PM to 8:30 PM

BALLENGER CREEK MIDDLE SCHOOL
5525 Ballenger Creek Pike
Frederick, Maryland 21703

Name _____ Date _____

Address _____ City _____ State _____ Zip _____

PLEASE HELP US EVALUATE THE ALTERNATIVES PRESETED AT THE WORKSHOP

1. On a scale of 1 to 5, how do you view such an alternative/option? (circle one) 1-Very Negative 5-Very Positive

Alternative 1: No-Build	1	2	3	4	5
Alternative 2: TSM/TDM	1	2	3	4	5
Alternative 3: Four-Lane Divided	1	2	3	4	5
Alternative 3: MD 351 Five-Lane Section Option	1	2	3	4	5
Alternative 3: US 15/US 340 Interchange Option A	1	2	3	4	5
Alternative 3: US 15/US 340 Interchange Option B	1	2	3	4	5

1. Regarding the Alternatives, which features do you find most desirable? Why?

3. Regarding the Alternatives, which features concern you the most? Why?

4. Please list any additional Alternatives/options SHA should consider:

5. When using MD 180/MD 351, what is your most frequent destination?

- Areas of Frederick
 Areas South of Frederick
 Washington D.C.
 Hagerstown
 Baltimore
 Other

6. Do you use transit or ridesharing? Yes No If not, Why?

7. Please provide any additional comments here

Please add my/our name(s)
to the mailing list

Please remove my/our name(s)
from the mailing list

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Persons who have received a copy of this brochure through the mail are already on the project mailing list

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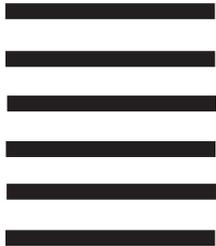
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To help us improve our public involvement program, we would appreciate your thoughts on this *project brochure*.

Please circle the most appropriate number.

Poor Excellent

Overall, was the brochure useful and informative? 1 2 3 4

Was each part of the brochure easy to understand?

Purpose of the Study 1 2 3 4

Purpose of the Meeting 1 2 3 4

Public Comments 1 2 3 4

Project Status 1 2 3 4

Project Need 1 2 3 4

Project History 1 2 3 4

Description of Alternatives 1 2 3 4

Maps of Alternatives 1 2 3 4

Tables and Charts 1 2 3 4

Environmental Summary 1 2 3 4

Remaining Steps in Planning Process 1 2 3 4

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How can we improve the brochure?

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