

Project Schedule

- Purpose and Need Concurrence - *November 2006*
- Alternates Public Workshop - *September 2007*
- Alternatives Retained for Detailed Study - *October 2007*
- Location/Design Public Hearing - *Fall 2008*
- Location/Design Approval - *Fall/Winter 2009*

Public Input is Important

We want to hear from you! Here's how you can get involved in the study and stay updated as we move forward:

- Fill out and mail the attached postage-paid survey.
- Get on the project mailing list. Add your name and address to the bottom of the attached survey to receive future project updates and announcements
- Come to our public meetings! We will send you announcements and advertise in newspapers. Refer to the project schedule in this newsletter for general timeframes for upcoming meetings.
- Log on to our Project Web Page at www.marylandroads.com

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lieutenant Governor
Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

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Maryland Department of Transportation

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 SHA Project Manager

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MD 180/MD 351



PROJECT NEWSLETTER • FALL 2006

SHA LAUNCHES MD 180/MD 351 PROJECT PLANNING STUDY

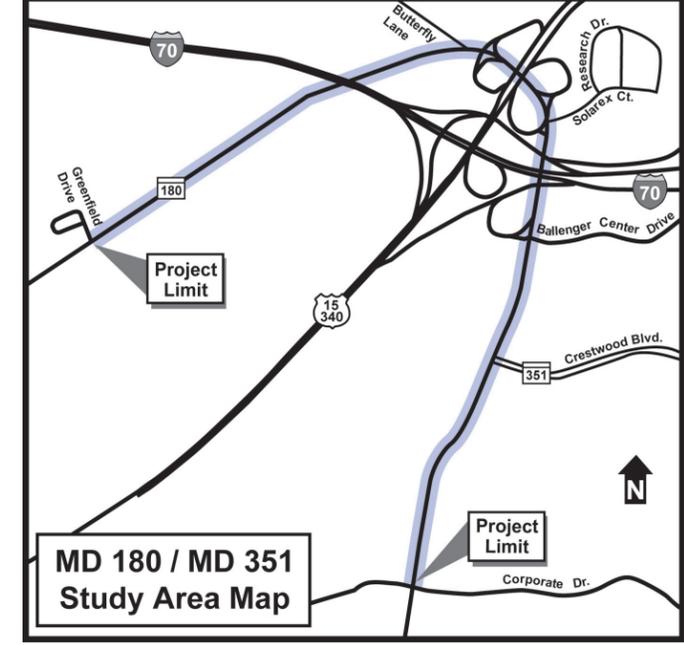
The State Highway Administration (SHA) has initiated a project planning study to investigate transportation improvements to MD 180/MD 351 between Greenfield Drive and Corporate Drive in the City of Frederick and Frederick County.

The study will focus on how best to ease the growing levels of congestion on the existing roadway network, while considering the needs of local communities and minimizing impacts to the extent possible.

This newsletter will allow you to:

- Learn about the study and the project schedule
- Help SHA understand the concerns of those who live and/or work in the area.

Please fill out the attached postage-paid survey, which will also allow you to add your name and address to the project mailing list.



Maryland Department of Transportation
State Highway Administration
 Office of Planning and Preliminary Engineering
 P.O. Box 717, Mail Stop C-301
 Baltimore, Maryland 21203-0717



Project Planning Study

At the start of any planning study, SHA develops a draft Purpose and Need Statement that is used as a foundation for all engineering and environmental studies that follow. The Purpose and Need Statement is a summary of the study area's needs in terms of traffic mobility, land use, and pedestrian and bicycle use. It is crucial to the success of this planning study to have a strong foundation based on input from the residents, business owners, and other stakeholders of the MD 180/MD 351 project area. Please review this summary and provide us with your comments by completing the survey included in this newsletter, calling the study team, or sending your written comments to SHA. The complete Draft Purpose and Need Statement can be obtained by contacting the Project Manager.

Project Description

The MD 180/MD 351 study corridor is a 3.1 mile Urban Collector road extending from Greenfield Drive to Corporate Drive, located in both the City of Frederick and Frederick County. This roadway provides access to residential, commercial, and industrial development within the area. The 2002 Frederick Region Plan has designated the corridor for significant planned growth consisting of residential, commercial, and office development. The project area is located within a Frederick County Priority Funding Area.

Purpose and Need

The purpose of this project is to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development. MD 180/MD 351 is inadequate to handle existing traffic accessing the various land uses in the study area. Improvements are needed to address existing traffic congestion and projected operational and safety deficiencies resulting from planned development in and around the study area.

Traffic

Annual Average Daily Traffic (AADT) AM and PM peak hour volumes were developed for the study area. 2006 Existing AADT on MD 180 ranges from 3,000 to 22,650, and on MD 351 from 12,250 to 24,550. It is projected that 2030 No-Build AADT would range from 19,100 to 58,150 on MD 180, and from 21,400 to 46,750 on MD 351.

Levels of Service (LOS)

Planners often use a simple grading system, much like the one we all used in grade school, to characterize the operations at intersections. A grade or Level of Service (LOS) of 'A' means there is no delay or congestion, while LOS 'F' means the intersection is failing and has long delays and high levels of congestion. Several intersections are at or approaching failing conditions, and nearly all will be failing by the traffic forecast year 2030.

To Learn More - If you would like more information on this project, please visit the Maryland State Highway Administration's website at: www.marylandroads.com

Written comments/requests may be submitted to:

Ms. Felicia Alexander, Project Manager
Mailstop C-301
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

To speak with a member of the Project Team, please call toll free 1-800-548-5026 or email falexander@sha.state.md.us

The traffic analysis indicates that under the existing conditions (2006), all signalized intersections operate at LOS C or better, with the exception of the MD 180/Himes Avenue and MD 180/Solarex Court intersections. Under existing conditions, the MD 180/Solarex Court intersection operates at failing conditions during both AM and PM peak hours. Under 2030 No-Build conditions, all of the following intersections are expected to operate at or above capacity (LOS F) during both the AM and PM peak hours: Butterfly Lane, Himes Avenue/Ramps from US 15/US 340, Solarex Court, Ballenger Center Drive, Crestwood Boulevard, Hannover Road, and Corporate Drive.

Safety

A total of 80 crashes occurred between 2003 and 2005 along the project corridor. Of these, 32 were injury crashes and 48 were property damage crashes. The MD 180 section of the corridor experienced significantly higher rates of left-turn and angle collisions than the statewide average. Left-turn and angle collisions typically occur at intersections with poor sight distances and oncoming traffic traveling above posted speed limits.

Growth and Development

Many new businesses and residential properties are planned within the vicinity of MD 180/MD 351, which are expected to generate high traffic volumes and congestion, especially during peak travel periods. High traffic volumes resulting from existing development are already causing operational failure under existing roadway conditions. Planned developments will generate additional traffic and exacerbate existing levels of congestion along the corridor.

Project Status

The MD 180/MD351 study is funded for Project Planning only. It is not yet funded for design, right-of-way, or construction. The Project Planning phase includes the review of all reasonable alternatives, including the No-Build Alternative; the collection and evaluation of social, human, cultural, economic, and natural environmental impacts; and agency and public involvement. Citizen involvement is encouraged throughout the planning process.



MD 180/MD 351



Please assist the Project Team by answering the following questions. To return the postage-paid survey, simply fold and seal before dropping it into the mail.

1. What do you like most about this stretch of MD 180/MD 351?

2. What do you like least about this stretch of MD 180/MD 351?

3. What are the top three transportation issues in this area? (Circle three)

- | | |
|--|--|
| A. Traffic congestion | E. Delays at signalized intersections |
| B. Traffic safety | F. Insufficient transit service |
| C. Difficulty crossing MD 180/ MD 351 and/or making left turns | G. Lack of bicycle and pedestrian access |
| D. Speeding | H. Other: _____ |

4. Which location along MD 180/MD 351 has the worst traffic problem?

5. Which impacts concern you most? (Circle one)

- | | |
|--|-----------------------------------|
| A. Impacts on homes | E. Impacts during construction |
| B. Impacts on businesses | F. Impacts on community character |
| C. Impacts on the natural environment (trees, streams, etc.) | G. Other: _____ |
| D. Impacts on historic properties/archaeological sites | |

6. Please identify any groups in this corridor that may have special or unique needs. (Circle all that apply – please include locations)

- | | |
|--|----------------------------------|
| A. Limited English proficiency - _____ | E. Transit-dependent - _____ |
| B. Low income - _____ | F. Regular bicycle users - _____ |
| C. Minority - _____ | G. Pedestrians - _____ |
| D. Elderly - _____ | H. Other - _____ |

7. What are the sensitive natural or community resources in this corridor?

- | | |
|-------------------------------|-----------------------------|
| A. Public parks - _____ | D. Cultural centers - _____ |
| B. Churches - _____ | E. Other - _____ |
| C. Historic buildings - _____ | |

8. Do you have any comments about the project Purpose and Need, schedule, or coordination plan?

Project Mailing List - Please provide your name and address if you would like to be placed on the project mailing list for updates and announcements. **If you prefer to receive these items by email, please provide that address, instead.*

NAME: _____

ADDRESS: _____

*EMAIL: _____

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