TITLE: Annual Transportation Priorities Review

FILE NUMBER:

REQUEST: Staff will present the priorities report for review and comment by the Planning Commission.

PROJECT INFORMATION:
LOCATION:  
ZONE:  
REGION:  
WATER/SEWER:  
COMP. PLAN/LAND USE:  

APPLICANT/REPRESENTATIVES: (as applicable)
APPLICANT:  
OWNER:  
ENGINEER:  
ARCHITECT:  
ATTORNEY:  

STAFF: Ron Burns, Traffic Supervisor

RECOMMENDATION: For Review and Comment

Enclosures:
Transportation Priorities Report
SHA Highway Needs Inventory
2014 County Priorities Letter
TO: Frederick County Planning Commission
FROM: Jim Gugel, Planning Director
THROUGH: Ronald T. Burns, engineering Supervisor
DATE: February 11, 2015
RE: Annual Transportation Priorities Review - 2015

ISSUE

Staff presents the Summary of Annual Transportation Priorities Review (ATPR) for 2015 to Frederick County Planning Commission (FcPc) for review, and comment to the County Executive.

BACKGROUND

The summary of priorities from the County's Annual Transportation Priorities Review is used by the Maryland Department of Transportation (MDOT) in the preparation of the annual update to the State's Consolidated Transportation Program (CTP). The report includes a summary of priorities for State primary and secondary highways, local & regional transit, bicycle and pedestrian facilities, and the Frederick Municipal Airport. The summary of recommended priorities to be submitted to the State does not include projects expected to be funded entirely through local funds such as many of those in local capital improvement program (CIP). The Priorities Review also has been used to aid in the prioritization of the offering of any local contributions to State Highway Projects.

Significant changes that have occurred since the development of the last report include:

1. Advancement of the US 15 Widening project between I-70 and MD 26 from a final design priority to construction priority as the project has progressed to full funding for final design.

2. New priority project recommendations:
   a. Detailed prioritization of I-270 widening phases for final design
   b. New project planning priority for US 15 widening, from MD 28 to I-70

3. Re-ordering of project planning priorities: moving the MD 194 widening ahead of MD 75

RECOMMENDATION

Staff recommends that the Planning Commission review the Annual Transportation Priorities Report for 2015 and forward comments to the County Executive.

Attachment: Annual Transportation Priorities Report for 2015
Introduction

The Transportation Priorities Review is conducted annually to, for the most part; address the State primary and secondary highway project priorities as well as a review of other transportation needs and priorities. A focus of the priorities is to provide guidance for the County’s preparation of the FY 2016 to FY 2021 Capital Improvements Program (CIP) and to the Maryland Department of Transportation’s preparation of next year’s draft Consolidated Transportation Program (CTP), which is released in the fall.

The priorities review provides a multi-modal approach to identifying transportation needs and priorities, including:

- State primary and secondary highway projects
- Bus, rail and bicycle/pedestrian projects
- The Frederick Municipal Airport

The Transportation Priorities Review is formally presented for review to the County Planning Commission, Transportation Services Advisory Council (TSAC), and the County Council. Comments and recommendations from these groups and the municipalities in Frederick County will be forwarded to the County Executive and the Maryland State Delegation for their consideration and final approval. All of the above mentioned presentations are open to the public. County staff also coordinates with individual MDOT agencies as appropriate to review opportunities for consistency in project priorities. The priority listing for State projects are then transmitted to the Maryland Department of Transportation in early April.

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County Funding of Transportation Projects

In 2001, the County adopted the Building Excise Tax (BET) ordinance, which became effective on February 4, 2002. The BET is applied at the building permit stage to all residential and non-residential construction within the County, including the municipalities, and is restricted to finance capital projects for either county or state public road facilities. In November of 2011 the Board of County Commissioners reduced the BET to $0 but kept the ordinance in place, preferring to fund projects out of the general fund on a case by case basis.

The following projects have been allocated county funding (general funds) or are pending:

**Monocacy Boulevard: Schifferstadt Blvd. to Gas House Pike** - An agreement between the County and Frederick City has been executed to establish a County contribution of 50% ($8.35 million) toward the construction of a fully locally funded 4 lane divided highway in FY 15 through FY 18.

**MD 85 Widening: English Muffin Way to south of Ballenger Creek** – The County is contributing up to $1.5 million toward the construction of a 5 lane section to mitigate existing congestion and support the needs of extensive approved development.

**I-70/Meadow Rd Interchange** – The County has agreed to a Tax Increment Financing (TIF) guarantee for the Lake Linganore area developer that would apply county tax increments to pay off the debt for the addition of the new ramps. This project is identified in the Draft FY 2015-2020 CTP. The developer has initiated planning work on this project.

**Opossumtown Pike Reconstruction** – Thomas Johnson Drive to US 15/Motter Avenue Interchange – Per a City/County agreement the County contributed $500,000 towards construction. This project was completed in late 2014.

**MD 85/I-270 Northbound On-Ramp Intersection Improvements** – This Public-Private Partnership (P3), described in more detail on page 7, has $2 million in county funding added to $900,000 developer contributions to design and construct this project. Under construction.

**MD 75 Corridor Improvements** – This P3 is identified in the FY 2015-2020 County CIP to provide $500,000 each year (FY 2019 and 2020) for partial funding for right-of-way acquisition. Additional right-of-way funding of approximately $1.5 million may be needed. Developers would then be responsible for roadway design and construction within existing, dedicated and county obtained right-of-way.

**US 15/Monocacy Boulevard Interchange** – The County and City of Frederick each funded 1/3 of the design cost (approximately $1.4 million) which is now fully funded for construction in the CTP. Construction is expected to start in mid/late 2015.

**MD 85/I-270 Interchange Reconstruction** – The County is funding $1.5 million to design this SHA project which is nearing completion of the design phase.

**Participation in State Projects** – Provide funding for state projects that require a local contribution. The FY 2015-2020 CIP identifies $500,000/year from 2017 to 2020.
Public-Private Partnerships

**US 340/15 Interchange** – As part of the mixed use development (MXD) project for the Jefferson Technology Park, the developers were required to construct an interchange and collector road connecting US 340/15 with MD 180. The County has approved Tax Increment Financing (TIF) as their contribution to the project, and authorized the formation of a Community Development Authority (CDA) to help facilitate its construction. The interchange was completed in late 2014.

**I-70/Meadow Road Interchange** – The Lake Linganore PUD developers (Oakdale Investments) will design and construct the interchange in phases, beginning with the critical missing on-ramp to westbound I-70 to be open to traffic by 2017 and the off-ramp from eastbound I-70 to be open to traffic by 2022. This work will be coordinated through SHA, with federal approvals. Planning work on this project is underway.

**MD 85/I-270 Northbound Ramp Intersection** – Design and reconstruction to add additional northbound left and southbound right approach lanes on MD 85 at the northbound ramp intersection; funded at $2.9 million in the County CIP with technical assistance and permitting by SHA; contributions from corridor developers has accumulated to $900,000.

**MD 180/351** – Widen and provide sidewalk and intersection improvements from north of Solarex Ct. to Crestwood Blvd. County and City developer escrow contributions total approximately $1.2 million toward the design and construction of this project and additional contributions are pending. Construction is fully funded and would be performed by SHA beginning in the summer of 2015.

**MD 85** – Widen MD 85 from English Muffin Way to south of Ballenger Creek. An adjacent developer will design and construct this improvement and the County will reimburse the developer up to $1.5 million. This improvement is necessitated by the developer’s access with MD 85 and added traffic from pending industrial development in the corridor; and will provide the southern leg of the SHA MD 85 Phase II widening project, reducing the ultimate cost of that project by several million dollars.

**MD 75 Corridor Improvements** – The Landsdale, Monrovia Town Center, and Casey developments are conditioned (in the LOU’s) to contribute funding to MD 75 Corridor improvements. At build-out these developments would contribute a total of $3,005,000, $3,675,000, and $1,669,070 respectively. Other county developments in this corridor would also be required to contribute to these corridor improvements. Numerous corridor development projects are making financial contributions, dedication of rights-of-way and/or construction of specific MD 75 improvements (described on page 7).
**State Highway Priorities**

For the State highways, priorities are grouped into two categories: the **primary system**, including such major highways as I-70, I-270, US 15, & US 340 and the **secondary system**, which includes arterial roads such as MD 75, MD 80, MD 180 and MD 355.

Eligible projects for new project planning starts must be included in the State’s Highway Needs Inventory (HNI), the current version (2014) of which is attached. Local projects, currently funded for planning, design or construction, are identified in the State's draft FY 2015-2020 Consolidated Transportation Program (CTP), which are listed in the Appendix. The type of priorities includes the following:

- New project planning starts – projects must be listed in the HNI
- Projects moving from planning to design/engineering
- Projects moving from design/engineering to construction
- Projects requiring additional funding to complete a particular phase of a project

**Significant CTP Project Additions since 2014 Priorities Report**

The following project has been added to the Primary Development & Evaluation Program for the completion of environmental studies and final highway and bridge design.

**US 15 – I-70 to MD 26** – widen this section from 4 to 6 lanes and add an auxiliary lane in each direction that would connect the acceleration and deceleration lanes, along with noise barriers where warranted. This is a break out project from the I-270/US 15 Multi-Modal Study.

**State PRIMARY Highway Priority Listing**

**Project Planning**

1. **I-70/Meadow Road Interchange** This project would add missing ramp movements from eastbound I-70 to MD 144/Old National Pike and from Meadow Rd/Old National Pike to westbound I-70.

   **Project Status:** It is expected that this interchange would be constructed with the initial construction of the westbound on-ramp to I-70, the most critical need to ameliorate existing traffic congestion on MD 144, being built in the near term by developers, with an approved TIF to fund the entire project. The Linganore PUD developer will be responsible for conducting the necessary planning prior to its requirement to design and construct. The planning work is underway.

2. **I-70 Phase 2 "E" / South Street / Monocacy Blvd** This project would address safety and operational needs of the substandard section of Monocacy Blvd between South St. and E. Patrick St., which is currently a 2-lane road.

   **Project Status:** The continuation of the dualized multilane section of Monocacy Blvd. from East Street is needed for the safe and efficient movement of vehicles
and non-motorized travel along Monocacy Blvd. and the ramps to/from westbound I-70. It is expected that developers on the north side of the road would build frontage improvements consistent with the proposed divided highway. This project may be eligible for a Systems Preservation Project.

**Final Design**

1. **I-270/US 15 Multimodal Corridor Study: I-370 to Biggs Ford Road** – commence final design and concurrently complete environmental studies to provide a 6 – 8 lane freeway in Frederick County as outlined in Alternative 7B. Breakout projects would be designed/constructed in the following priority phases based on current need and road capacity failures:

   I. **I-270: North of MD 121 to the Relocated MD 75 Interchange** – Inside Widening of the existing 4 lane section to 6 lanes, including the relocation of MD 75 (Hyattstown Bypass) to northwest of MD 355; would require slight outside widening at the MD 109 interchange due to the narrowing of the existing median.

   II. **I-270: Relocated MD 75 to MD 85 interchange** – Inside Widening of the existing 4 lane section to 6 lanes; would require slight outside widening at the bridge over the Monocacy River and northward due to the narrowing of the existing median.

   III. **US 15: MD 26 to Biggs Ford Road** – Inside widening of the existing 4 lane section to 6 lanes adding/dropping lanes at the new Biggs Ford Rd. interchange built by others.

   IV. **I-270: entire project limits** – Outside widening from south to north over a period of several years as congestion relief and changing needs dictate.

2. **I-70 Phase 4** – This is the final phase of the I-70 project and includes the inside widening of the mainline (no R/W required) from two lanes to three lanes in each direction between I-270 and west of Mt. Phillip Rd. Parent project to the System Preservation project to breakout the westbound lane as a first phase.

   **Project Status:** The current scope of improvements would require the widening of 6 bridges. Two of the bridge widenings would require total reconstruction to accommodate the proposed road section identified in the MD 180-351 project planning study. This is a priority freight movement project in the Maryland State Freight Plan and MWCOG Freight Priorities List.

**Construction**

**US 15 – I-70 to MD 26** – widen from 4 to 6 lanes and add an auxiliary lane in each direction that would connect the acceleration and deceleration lanes, along with noise barriers where warranted. This is a break out project from the I-270/US 15 Multi-Modal Study.

   **Project Status:** This project recently became eligible as a construction priority when it became fully funded for final design in the MDOT FY 15 – 20 CTP. It would require the inside widening of 3 bridges, over: US 40, Rosemont Ave. and 7th St.
State SECONDARY Highway Priority Listing

Feasibility Study

1. **MD 26/Monocacy Blvd. Interchange** – This project is necessitated by sudden traffic growth and an inability to reasonably widen the intersection at-grade. The study would identify costs, impacts and right-of-way/set back requirements and need to be included in the HNI and Frederick City Comprehensive Plan.

2. **MD 80 Extended** – This new two lane roadway would provide access to a major planned growth area north of Adamstown at the old Eastalco site and a new MARC station and potential transit oriented development, as well as providing some relief to regional traffic on I-70 and I-270 by providing a circumferential accommodation for east-west travelers.

Project Planning

1. **MD 194: MD 26 to Devilbiss Bridge Road** – This project proposes the widening to a 4-lane divided roadway. This project would address both capacity and safety issues. Short term safety improvements would be made under the System Preservation program as needed.

*Project Status:* Planning for a portion of this project from the intersection of MD 26 and MD 194 to the southern end of the Walkersville bypass at Walkersville High School was completed as part of the MD 26 upgrade completed in the 1990’s. Right-of-way has essentially been acquired when the first two lanes of the ultimate four was constructed in the 1970’s.

2. **MD 75: I-70 to Lewisdale Road** – This project can be divided into segments with different context sensitive solutions. The County is collecting contributions from development projects in the MD 75 corridor.
   - **North Segment** - relocation from the park and ride lot at Baldwin Rd. to existing MD 75, south of Bush Creek in the vicinity of the Bush Creek Brethren Church, with a long bridge over Bush Creek and CSX railroad.
   - **MD 80 Intersection** – realignment to create a four-legged intersection with MD 80 and would include a ½ mile relocation of southern leg of MD 75. (This section will be constructed as a P3 involving the County acquisition of land and the Monrovia Town Center developer constructing the roadway.
   - **Middle Segment** – section from ½ mile south of MD 80 to Lewisdale Rd. involving reconstruction as a 4-lane divided roadway to primarily address capacity and safety improvements. 
     Note that the South Segment: MD 75 Relocated at Lewisdale Road to I-270, is included as a Primary Final Design Priority #1 project listed above.

3. **US 15: MD 28 to I-70** – This project includes the dualization of US 15 south of US 340/15 and the widening of US 340/15 from US 15 to I-70 from 4 to 6 lanes; new interchanges at MD 28 Relocated and Mountville Road; a new ramp from eastbound US 340/15 to southbound US 15; and the relocation of MD 28 northward with a new grade crossing over the CSX railroad. Construction would occur in phases over a period of years, starting with the dualization of US 15 from Relocated MD 28 to US 340/15.
Final Design

1. **MD 180: Solarex Court to Relocated Butterfly Lane** – Widen to a 4 lane divided section with expanded bridge over US 340/15

   *Project Status:* This is a breakout project from the MD 351/180 Project Planning study. Project planning has been largely completed, awaiting a “probability of construction funding” finding from the Federal Highway Administration. The City would reconstruct Butterfly Lane on a relocated western alignment, the County and City has and will continue to collect developer funds as seed money and SHA has a balance of funds (about $2 million) available from a recent access control break payment from a developer that might be used to help fund this project.

2. **MD 85 Phase II** - Widen to 4-lane divided roadway from Executive Way to south of a new bridge over Ballenger Creek.

   *Project Status:* Project planning has been completed. County has entered into an agreement to assist in a developer funded improvement that is now under construction from English Muffin Road to just south of Ballenger Creek.

3. **MD 85 Phase III** – Widen/Reconstruct to a 6-lane divided roadway from Spectrum Drive to Guilford Drive to improve vehicular, bike and pedestrian operation and safety.

   *Project Status:* Project planning has been completed.

Construction

**MD 85 Phase I** - Reconstruct existing I-270 interchange with roadway widening as a 4 to 6 lane divided highway from south of Crestwood Boulevard to Spectrum Drive.

*Project Status:* This is fully funded for the design/engineering phase with County contribution of $2.1 million toward planning and final design. Full design/engineering completion has been delayed and is now expected to be complete this year. $90 million construction estimate.

State SYSTEM PRESERVATION Highway Priority Listing

1. **I-70: US 15 to Braddock Mountain** – Add third westbound lane in the median between the on-ramp from just west of US 340/15 to the beginning of the truck climbing lane at Mt. Phillip Road (1.8 miles) and extend the truck climbing lane westward from its current premature ending at the top of Braddock Mountain.

2. **MD 75: Baldwin Road to Old National Pike** – Add additional turn lanes and receiving lanes to improve operational inefficiencies, especially in the AM peak period.

Note: Bus On Shoulder initiatives are discussed under the Regional Transit section but their implementation along I-270 would be part of SHA System Preservation Projects, often associated with yet to be scheduled resurfacing projects.
Local Transit

For transit projects the priorities are divided into local priorities for TransIT Services and regional priorities for transit / commuter service. The priorities include capital and/or operating projects.

The April 2007 Transportation Development Plan (TDP), which is being updated this year, provides guidance for the development of community transportation services for a six-year period. The plan forecasts operational and capital needs related to fixed-route transit, paratransit and commuter shuttle services. The plan recommends a phased expansion of transit services in both the rural and urbanized areas of the County focusing on areas of residential and employment growth. Transit friendly design supportive of future transit growth are also recommended.

The top priority every year is to maintain existing service levels.

Local Transit Recommendations (in priority order)

1. **Replacement of Aging Fleet** - 3 to 4 large transit buses with all electric buses over each of the next 3 years. $2,120,000 (minimum of $1,908,000 federal/state)
2. **Connector Route Service** – Annual funding to provide 30-minute service frequencies from start of service to 6 pm. This project directly facilitates job growth. $439,000 ($395,000 federal/state). Annual funding of operating costs for two new Connector Routes to improve bi-directional service and improve on-time performance (#30, #90)
3. **Shuttle Service** – Annual Funding to provide peak-period shuttle service to regional communities such as Urbana, Middletown and New Market that currently do not have any service. This project directly facilitates job growth. $83,000 per shuttle route ($75,000 federal/state)
4. **Paratransit Service** – Annual Funding to expand paratransit service to meet growing demand. Year 1 - $62,000/Yrs 2-5 $23,000 per year ($0 federal/state)
5. **Facilities and Infrastructure** - Funding to expand administrative and vehicle maintenance facilities $3,955,000 ($3,559,500 federal/state)

Regional Transit

**MTA Commuter Bus**

The #991 commuter bus service has been split into two lines: the #515, which originates in Frederick with stops at the Downtown Frederick MARC station (new this year), the Monocacy MARC station and the Urbana Park & Ride; and the #505 originating in Hagerstown with a stop in Myersville – both primarily terminating at the Shady Grove Metro Station, with some routes continuing on to North Bethesda. Currently, there are a combined 21 a.m. southbound trips (13 on the #515 and 8 on the #505) and 23 p.m. northbound trips (14 on the #515 and 9 on the #505), up from 19 a.m. and 19 p.m. peak trips, a year ago. There is also one early afternoon day trip from North Bethesda to Hagerstown stopping at all but the Downtown Frederick station. The service continues to have significant gains in ridership. The County recommends the State continue to fund this important and cost effective service and add additional buses in the non-peak, off-peak direction and on weekends.
The 200 series Inter-County Connector (ICC) commuter bus service directly serves two stops in Frederick County on the #204 route at the Monocacy MARC station and the Urbana Park & Ride, that carry riders to the College Park Metro/MARC station via the ICC (MD 200). Currently there are 5 trips departing from the Monocacy MARC station during the morning peak period and 6 returning from College Park in the evening. In addition, there are transfers in Gaithersburg to #201 which accesses the BWI Airport area (including Arundel Mills Mall, AMTRAK, MARC Penn Line and Baltimore Light Rail) and #202 which accesses the Ft. Meade/NSA campus.

**MARC Commuter Rail**

Current Brunswick Line MARC service from the Monocacy and Downtown stations includes three a.m. departures and three p.m. trains per weekday. These trains cannot stop at the Point of Rocks station because no platform is provided (see below). In addition, there are 6 morning and 7 evening trains that stop at Point of Rocks and Brunswick.

**Regional Transit Priorities**

The MTA Commuter bus and MARC Commuter Rail, both MTA programs, are meant to compliment and not compete with each other for funding priorities. In the short term, commuter bus is best equipped to improve service between Greater Frederick and the greater Washington, D.C area. In the long term when population and especially employment densities in greater Frederick grow, only commuter bus is equipped to provide service to other destinations outside of Washington, D.C, but MARC rail enhancements would equally be critical to servicing the needs of commuters in the Frederick/Washington, D.C corridor.

Commuting enhancement recommendations, in general order of priority include:

- Improve commuter bus infrastructure by permitting bus use on shoulders (BOS) on I-270 and providing additional Park & Ride capacity US 15/Monocacy Blvd. (now funded for construction) and Emmitsburg (in design as a carpool lot only)
- Establish reverse commute, off-peak and weekend service, first via Commuter Bus #515/505, then by MARC trains in the long term
- Construct a new platform at Point of Rocks to serve Frederick Branch trains and increase the number and frequency of trains on the Frederick Branch
- Establish commuter bus service from the Frederick area to the Baltimore area, exploring the feasibility of providing stop on this proposed route in Carroll County and/or Howard County to maximize ridership on this proposed route.
- Purchase additional passenger cars and locomotives to support more service on Frederick Branch.
- Construct signal improvements along the Old Main Line between Frederick and Point of Rocks to accommodate existing and expanded service.
- Establish additional premium commuter bus service in I-270 / US 15 corridor from Frederick County to various locations in Montgomery County as identified in the I-270 / US 15 multi-modal study.
Bicycle and Pedestrian Facilities

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian facilities. These facilities should be considered for both recreational use and as an integral part of a multi-modal transportation system. Implementing projects that provide for bicycle and pedestrian safety improvements and increased access to transit can also reinforce priorities. Increases in funding within the scope of future capital improvement programs could come in the form of Transportation Alternatives (TA) through MAP-21, Maryland Bikeways through the State of Maryland, the designation of sidewalk retrofit funds, safe routes to school funding, improved access to transit, bicycle and pedestrian safety spot improvements, on-street bikeway improvements and/or additional off-street shared use path projects.

Off-Street Shared Use Paths

The County’s Bikeways and Trails Plan, adopted in 1999, identifies several priority shared-use path corridors for implementation. This plan update is currently on hold. The priority corridors will be subject to more detailed master plan study or design phase followed by construction. The Community Development Division would continue to be responsible for planning phases while the Division of Parks and Recreation would be responsible for the design and construction phases.

Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts should be a consideration in planning future priorities.

Priority county shared-use path corridors, current project phase and the agency/jurisdiction responsible for them are as follows:

Planning
- Monocacy River Greenway Phase I – between Tuscarora Creek and Carroll Creek – (Frederick County, City of Frederick,) Part of Grand History Loop and identified as a priority regional Bikeway and Trail project by the Metropolitan Washington Council of Governments (MWCOG).
- H&F Trolley Trail Section 3 – Moser Road to Blue Mountain Road Section 2 between Water St. and Moser Road is complete (Town of Thurmont/Frederick County) Part of Grand History Loop
- East Street / Walkersville Southern Rail with Trail – City of Frederick to Fountain Rock Park

County Projects: Design / Construction
- Ballenger Creek Trail Section 4 – This section is currently in design.

Municipal Projects: Design / Construction
- Rock Creek Trail – Carroll Creek Trail – (City of Frederick)
- Carroll Creek Linear Park Extension East to Patrick Street (City of Frederick CIP)
- East Street Rail with Trail – Carroll Creek to MD 26 (City of Frederick CIP)
- Mount St. Mary’s to Downtown Emmitsburg Multi-use Path
**On-Street Bikeways**

On-street bikeways include marked bike lanes, road shoulders, and signed shared roadways. The construction of new shoulders/curb lanes would typically be done as part of a government or developer funded upgrade/reconstruction project for the road itself. Highways with shoulders could be marked either by signs only or with signs and painted markings. Marking and signing of designated bike routes should also be part of routine and planned resurfacing or remarking of county highways on designated bikeways.

The 1999 Bikeways and Trails Plan identify a number of priorities for the development of on-street bicycle facilities. These improvements would normally be part of roadway system expansion or reconstruction and not as part of a retrofit program to provide the bike lanes alone. Providing connections between existing on and off street bikeways and trails, residential and employment centers and establishing Safe Routes to Schools should again be a priority. The facilities and the jurisdiction are provided below.

<table>
<thead>
<tr>
<th>Table 1: Frederick County Priority On-street Bikeway Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road Section</strong></td>
</tr>
<tr>
<td>New Design Road</td>
</tr>
<tr>
<td>Ballenger Creek Pike</td>
</tr>
<tr>
<td>New Design Road</td>
</tr>
</tbody>
</table>

**Pedestrian Facilities**

In an effort to become more proactive with regard to improving pedestrian facilities in the County, two programmatic initiatives are recommended, one at the County level and the other for the State. As many parts of the County continue to develop at suburban and urban densities the need to provide missing links of pedestrian access to connect residential areas with schools, parks, and employment areas will increase as well. In particular, the Libertytown, Urbana, and Ballenger Creek and other areas adjacent to schools have a number of needs that could be addressed by either the State or County programs. Most recently, the Urbana District Park (which was opened to the public in June 2012) has a pedestrian/bikeway trail, which connects the park to Lew Wallace Drive in the Villages of Urbana Community. Future additions to any of these programs should focus on improving pedestrian safety throughout the County, particularly where school aged children are prevalent, and improving access to transit.
State Sidewalk Retrofit Program
This program has been in place for several years and provides local jurisdictions with a 50% match towards the construction of new sidewalks along State highways. The local jurisdiction is responsible for the other 50% of the construction costs as well as any design and right-of-way costs. There are areas in Brunswick and the City of Frederick designated as priority redevelopment areas that are eligible for 100% funding from this program. Current projects currently under consideration are listed in Table 2.

Table 2: State Sidewalk Retrofit Projects in Frederick County

<table>
<thead>
<tr>
<th>Project Extent</th>
<th>Length of Sidewalk</th>
<th>Local Match Provider</th>
<th>State Funding</th>
<th>% Complete</th>
<th>Transit Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>MD 26 – Waterside Drive to Longmeadow Drive</td>
<td>2,600’</td>
<td>City of Frederick, 25%; Private, 25%</td>
<td>$145,000 Requested</td>
<td>-</td>
<td>Yes</td>
</tr>
</tbody>
</table>

County Sidewalks / Safe Routes to School Program
Efforts continued this past year to establish a program similar to the state’s that would focus on Frederick County sidewalks and establishing a Safe Routes to School Program. The program would focus only where there is sufficient existing, or easily obtainable, right-of-way. The Division of Community Development has developed the framework for a countywide inventory to identify where sidewalk improvements would be needed and establishing priorities for individual projects. Although the inventory would include improvements on State highways as well as County roads, the State highway improvements would be implemented through the State’s retrofit program.

Once the inventory is prepared and implementation guidelines are established, the County could create and maintain a line item in the CIP specifically for sidewalks, pedestrian safety, and Safe Routes to School improvements. This funding could also be used for crosswalk and intersection improvements. This funding source would also be used as a source for local dollars for those projects that are in receipt of State or Federal funds but require a local match. County staff has formed a partnership to review Safe Routes to School needs and explore potential grant funded opportunities. Most of the potential Federal Highway Administration and State of Maryland grant programs are reimbursement based programs that have limited funding so program efforts have primarily been focused on non-infrastructure projects like education, encouragement, and enforcement programs. A sidewalk construction project along Opossumtown Pike has recently been completed. This effort involves staff or input from the Division of Community Development, the Health Department, County Sheriff’s Office, Division of Public Works, County Municipalities, Frederick County Public Schools Facilities & Construction, and Frederick County Public Schools Transportation as the lead department.

Recommendation
Establish a County sidewalk & Safe Routes to School Program capital improvement program line item to use for matching sidewalk retrofit funds and implementation of priority improvements. The SRTS program should be prioritized and managed by the Frederick County Public School System, Facilities and Transportation Divisions.
State Community Safety and Enhancement Projects

**Streetscape Projects**

There are three projects in the County currently associated with this program; all of these projects have been deferred due to MDOT revenue reductions. The County requests funding to be restored to these projects so that they may proceed to the next phase.

- **Town of New Market MD 144** — Royal Oak Drive to Eastern Town Limits. Under construction

- **Jefferson MD 180** — US 340 to Old Holter Road — Design underway. The community of Jefferson supports this request. No construction funding.

- **Middletown US 40Alt** — Town Center Drive to Eastern Circle — Design underway. The Town of Middletown supports this request. No construction funding.

- **Libertytown MD 26** — Elementary School to Park. Top non-funded priority.

**Access to Transit Projects**

A new line item has been added in MD SHA’s budget to fund improvements that enhance pedestrian and bicycle access to transit around the state. Potential projects include:

**County Projects - Access to Transit (State Highways / Rail Stations Only)**

- Point of Rocks MARC Station Access Trail
- Monocacy MARC Station Access Trails – Reich’s Ford Road to Rail Station and Rail Station to I-270 Technology Park / FSK Mall
- Jefferson Streetscape – Local transit serves west end of Streetscape project
- MD 85 at Grove Road - East and West Side sidewalk from Lowes to McDonalds / Grove Road – transit stop is on Grove Road just off of MD 85 on east and at corner of MD 85 and Grove on the west
- MD 180 south side from end of existing sidewalk just east of Valley Elementary School to bus stop at Jefferson Market (across from Post Office), this connects to western end of streetscape project
- MD 351 from Solarex Court bus stop at MD 351 to Crestwood Blvd.
- MD 194 at Glade Road (Walkersville) – ADA issues

**Municipal Projects - Access to Transit**

- MD 26 – Waterside Drive to Long Meadow Drive (Also requested as sidewalk retrofit)
- Access to and from Baughman’s Lane to US 40
- Monocacy Blvd – new section from East Street to Patrick Street
Frederick Municipal Airport

A Master Plan Study for the Frederick Municipal Airport was competed in February of 2008. This study provides a guide for short and long-term improvements to the airport. In 2012, Reauthorization of Federal Aviation Administration came to fruition. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is federal - is now 90%, down from previous levels in the 2000’s of 95%. The remainder will be split between the State (MAA) at 5%, Frederick County at 2.5% and the City (Airport Sponsor) 2.5%.

For Federal FY 2015/16 the City of Frederick has identified the following improvement project priorities for the Frederick Municipal Airport which will be funded in the split as noted above:

**Bailes Lane Building Demolition and Washington Gas Line Relocation:**

funding for the demolition of current obstructions and grading that are currently penetrating Part 77.
HNI OVERVIEW

1.0 BACKGROUND

The Highway Needs Inventory (HNI) is a technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the State as well as address safety and structural problems that warrant major construction or reconstruction.

The projects identified in this document represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans. The HNI is not a construction program, and inclusion of a project does not represent a commitment to implementation. The HNI is not financially constrained nor is it based on revenue forecasts.

The HNI may be considered as a compilation of projected major highway deficiencies. It is important to note that only a portion of the projects in this document will be addressed in the future through selective capital improvements. Many of these needs will remain unfulfilled because the Department does not anticipate that the gap between needs and resources can ever be completely closed, even with the infusion of new revenue.

2.0 LEGAL BASIS OF THE HNI

The development of the HNI is required under Sections 8-610 and 8-611 of the Transportation Article of the Maryland Annotated Code. Section 8-110 of the Transportation Article of the Maryland Annotated Code defines the HNI as “…an identification of needs for highway projects, based on latest evaluation of highway conditions and transportation needs…”

Section 8-611 of the Transportation Article of the Maryland Annotated Code requires that “in calendar year 1979 and in each second year following, the Administration, following an assessment of the highway conditions and transportation needs of this State, shall prepare those proposed modifications of the highway needs inventory that it considers necessary.”

3.0 SCOPE OF HNI

The HNI is based on a technical evaluation of highway conditions. The general scope and approximate cost of needed highway improvements in this document are based on the application of reasonable design standards. However, this does not preclude further considerations of alternative solutions to the problem, or the “no build” option. Ultimately, more detailed project planning studies would be conducted on potential projects to determine more precise cost estimates and acceptable solutions to the identified need. The HNI lists only major capital construction projects which entail a significant increase in traffic capacity, extensive right-of-way, high cost or major impact.
Low cost capital improvements, otherwise known as “System Preservation Projects” are not included in the HNI. System Preservation Projects include the following: resurface/rehabilitate, safety and spot improvements, neighborhood conservation, noise barriers, traffic management, environmental preservation, commuter action improvements, sidewalks, enhancements, bridge replacement/rehabilitation, intersection capacity improvements, beautification/streetscape and minor improvements, drainage, access controls, and rail crossing elimination. These projects are included in the annual update of the Department’s Consolidated Transportation Program (CTP). Often these relatively low cost improvements serve to correct localized problems and to extend the time before major modernization of the facility becomes necessary. System preservation projects may in some cases result in an indefinite deferral of a major project.

4.0 ROLE OF THE HNI IN THE PLANNING PROCESS

The Maryland Department of Transportation’s planning process affects all modes and covers all aspects from policy/system planning and program development through detailed project planning and implementation. The key planning documents developed by the Department to establish the priority of various proposed highway improvements are as follows: (1) State Report on Transportation (SRT); (2) Maryland Transportation Plan (MTP); and (3) the Consolidated Transportation Program (CTP).

The HNI serves as a technical reference and reflection of these planning documents. In addition, the Department participates in the development of local and regional transportation plans which are the responsibility of local and regional planning agencies.

5.0 HNI TERMINOLOGY

There are 29,265 center line miles of roadway in the state of Maryland. Of this total, the State Highway Administration (SHA) maintains 5,243 center line miles (17.92%). Although this represents less than 20 percent of the total miles of roadways in the state, these highways account for approximately 70% of the total vehicle miles of travel in the state. The 5,243 miles of highways maintained by the State Highway Administration are categorized for funding purposes as Primary and Secondary highways.

5.1 Primary System

The State Primary Systems consists of approximately 1,288 miles of state maintained routes or 25 percent of the total State maintained road mileage. The State Primary System was originally adopted in 1972 and revised in 1978 in accordance with provisions of State law. The Primary System serves the state in the same manner as the Interstate System serves the nation. It has been a policy of the Department to develop the Primary System with a maximum practical degree of access control in order to provide safety to the motorist.
5.2 Secondary System

The Secondary System is a network of State routes which serve inter-regional and localized traffic. This network consists of 3,955 miles (75.45%) of the total state maintained roadways and provides feeder and support functions to the Primary System. It also complements county highway systems.

6.0 IMPROVEMENT TYPES

For projects in the Consolidated Transportation Plan (CTP), the specific improvement type identified is also shown in the HNI. Improvement types shown for other projects in the HNI are categorical rather than specific, pending project planning studies. The project planning studies may lead to the selection of a “no build” option or a different improvement type than shown in the HNI.

The improvement types used in the HNI may entail significant right-of-way acquisition, significant increases in capacity and/or significant environmental impact. The basic improvement types used in the HNI are described as follow:

6.1 Reconstruction

These are improvements where old pavement and appurtenances such as drainage structures are removed and replaced or substantially modified. Such reconstruction may apply to the existing number of lanes or dualization, adding or modifying interchanges or existing highway on the same alignment.

6.2 Construction

These are improvements of a totally new facility and appurtenances, including bridges. A new facility will generally provide a highway where none exists, or an alternate facility to an existing highway that will remain open and continue to serve through traffic.

6.3 Access Control Improvement

Control of access by definition is where the ingress and egress to abutting land, onto and/or across the highway is fully or partially restricted by public authority. Highway access can by controlled as follows:

6.3.1 Full Control

This gives preference to through traffic by providing grade separation interchanges with selected public roads only and by prohibiting intersecting at-grade and direct private driveway connections.
6.3.2 **Partial Control**

This gibes preference to through traffic to a degree that, in addition to or in lieu of interchanges with major public roads, there may be selected at-grade intersections to public streets only.

6.3.3 **Uncontrolled Access**

This allows the number of points of ingress and egress to be limited only by control over the placement and the geometric design of connections as necessary for the safety of the traveling public.

6.4 **Lane Definitions**

The specific number of lanes is referenced only for two lane highways in the HNI, and any highway improvement needing more than two lanes is generally referred to as “multi-lane”. Where the case for a multi-lanes improvement is more firmly established; the following terms may be used:

6.4.1 **Divided Highway.**

This is a multi-lane highway where opposing roadways are separated by a median or barrier.

6.4.2 **Freeway.**

This is divided highway, usually serving a principal arterial function, providing for unrestricted through traffic movement and full control of access (called an expressway under current Maryland law).

7.0 **COST ESTIMATES**

Cost estimates for prospective improvements are approximate, and are based on likely improvement types. The estimates are not detailed engineering estimates nor do they reflect substantive engineering analysis. These cost estimates do not imply fixed decisions, nor do they preclude alternative solutions to the problem. They merely provide the basis for a general appraisal of the total cost of all highway needs, as well as some idea of the distribution of highway needs across the State.
<table>
<thead>
<tr>
<th>Map Ref.</th>
<th>Route-Route Name</th>
<th>Limits</th>
<th>County Priority</th>
<th>Length</th>
<th>Improvement Type</th>
<th>Cost ($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>IS 70</td>
<td>Eisenhower Memorial Highway</td>
<td>Washington County line to west of Mt. Phillip Road</td>
<td>Yes</td>
<td>11.6</td>
<td>Freeway reconstruct (includes interchanges)</td>
<td>$656,100</td>
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<tr>
<td>IS 70</td>
<td>Baltimore National Pike/Eisenhower Mem. Highway</td>
<td>Mt. Philip Road to I-270</td>
<td>Yes</td>
<td>3.0</td>
<td>Freeway reconstruct (includes interchanges)</td>
<td>$145,100</td>
</tr>
<tr>
<td>IS 70</td>
<td>Baltimore National Pike</td>
<td>E. Patrick Street to Meadow Road</td>
<td>Yes</td>
<td>3.4</td>
<td>Freeway reconstruct (includes interchanges)</td>
<td>$33,300</td>
</tr>
<tr>
<td>IS 270</td>
<td>Dwight Eisenhower Highway</td>
<td>Montgomery County line to I-70 (US 40)</td>
<td>Yes</td>
<td>10.1</td>
<td>Freeway reconstruct (includes Managed lanes/interchanges)</td>
<td>$1,894,600</td>
</tr>
<tr>
<td>US 15</td>
<td>Jefferson National Pike</td>
<td>US 340 West Split to I-70</td>
<td>No</td>
<td>4.1</td>
<td>Freeway reconstruct with interchanges</td>
<td>$156,200</td>
</tr>
<tr>
<td>US 15</td>
<td>Frederick Freeway</td>
<td>US 40 to North of Biggs Ford Road</td>
<td>Yes</td>
<td>6.4</td>
<td>Freeway reconstruct (includes interchanges)</td>
<td>$1,012,100</td>
</tr>
<tr>
<td>US 15</td>
<td>Catoctin Mt. Highway</td>
<td>North of Biggs Ford Road to Pennsylvania State line</td>
<td>No</td>
<td>19.8</td>
<td>Freeway reconstruct (includes interchanges)</td>
<td>$742,500</td>
</tr>
<tr>
<td>US 40</td>
<td>Frederick Freeway</td>
<td>US 15 to I-70</td>
<td>Yes</td>
<td>1.4</td>
<td>Multi-lane reconstruct</td>
<td>$252,800</td>
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<tr>
<td>US 340</td>
<td>Jefferson National Pike</td>
<td>St. Mark Road to US 15</td>
<td>No</td>
<td>5.5</td>
<td>Freeway reconstruct (includes interchange)</td>
<td>$303,900</td>
</tr>
</tbody>
</table>
## HIGHWAY NEEDS INVENTORY

### Frederick County - Secondary

(Revised 2014)

<table>
<thead>
<tr>
<th>Map Ref.</th>
<th>Route-Route Name</th>
<th>County Priority</th>
<th>Improvement Type</th>
<th>Cost ($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MD 75</td>
<td>Green Valley Road</td>
<td>Yes</td>
<td>Multi-lane reconstruct</td>
<td>$151,800</td>
</tr>
<tr>
<td>1 MD 355 to I-70</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 75</td>
<td>Dwight Eisenhower Highway</td>
<td>No</td>
<td>Multi-lane construct (includes interchange)</td>
<td>$118,500</td>
</tr>
<tr>
<td>2 Ex MD 75</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 85</td>
<td>Buckeystown Pike</td>
<td>Yes</td>
<td>Multi-lane divided reconstruct</td>
<td>$222,800</td>
</tr>
<tr>
<td>3 English Muffin Way to north of Grove Road.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 144</td>
<td>Old National Pike</td>
<td>Yes</td>
<td>Multi-lane reconstruct</td>
<td>$273,000</td>
</tr>
<tr>
<td>4 East of Spring Ridge to Monocacy Blvd</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 144</td>
<td>West Patrick Street</td>
<td>No</td>
<td>Multi-lane urban reconstruct</td>
<td>$43,500</td>
</tr>
<tr>
<td>5 Monocacy Blvd to Jefferson Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 180</td>
<td>Jefferson Pike</td>
<td>Yes</td>
<td>Multi-lane reconstruct (includes interchange at US 15)</td>
<td>$242,500</td>
</tr>
<tr>
<td>6 Greenfield Drive to Ballenger Center Drive</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>MD 194</td>
<td>Woodsboro Pike</td>
<td>Yes</td>
<td>Divided highway reconstruct</td>
<td>$66,700</td>
</tr>
<tr>
<td>7 0.1 mile north of MD 26 to Devilbiss Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>MD 351</td>
<td>Ballenger Creek Pike</td>
<td>No</td>
<td>Multi-lane reconstruct</td>
<td>$35,800</td>
</tr>
<tr>
<td>8 Corporate Drive to Ballenger Center Drive</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 355</td>
<td>Urbana Pike</td>
<td>No</td>
<td>Multi-lane reconstruct</td>
<td>$81,900</td>
</tr>
<tr>
<td>9 MD 75 Rel to MD 80</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 355</td>
<td>Urbana Pike</td>
<td>No</td>
<td>Multi-lane reconstruct</td>
<td>$39,300</td>
</tr>
<tr>
<td>10 Sprigg Street South to New Technology Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 355</td>
<td>Urbana Pike</td>
<td>No</td>
<td>Multi-lane reconstruct</td>
<td>$61,500</td>
</tr>
<tr>
<td>11 New Technology Way to MD 85</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 464</td>
<td>Souder Road</td>
<td>No</td>
<td>2 lane reconstruct</td>
<td>$19,900</td>
</tr>
<tr>
<td>12 MD 79 to Corporate limits of Brunswick</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 464</td>
<td>Tuscarora Road relocated</td>
<td>No</td>
<td>2 lane reconstruct/construct</td>
<td>$14,900</td>
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<tr>
<td>13 East of US 15 to 0.25 mile east of Rock Hall Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 15</td>
<td>Catoctin Mountain Highway</td>
<td>Yes</td>
<td>Freeway reconstruct (includes interchanges and access control improvements)</td>
<td>$396,400</td>
</tr>
<tr>
<td>14 Potomac River to US 340</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## HIGHWAY NEEDS INVENTORY
### Frederick County - Secondary
(Revised 2014)

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<th>Cost ($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>US 40 AL Old National Pike</td>
<td>No</td>
<td>4.5</td>
<td>2 lane reconstruct</td>
<td>$43,500</td>
</tr>
<tr>
<td>16</td>
<td>US 40 AL West/East Main Street</td>
<td>No</td>
<td>2.2</td>
<td>2 lane urban reconstruct</td>
<td>$30,142</td>
</tr>
<tr>
<td>17</td>
<td>US 40 AL Old National Pike</td>
<td>No</td>
<td>3.7</td>
<td>Divided highway reconstruct</td>
<td>$688,300</td>
</tr>
</tbody>
</table>
April 1, 2014

Mr. James T. Smith, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: 2014 Frederick County Transportation Priorities

Dear Secretary Smith:

On behalf of the Board of County Commissioners of Frederick County and the Frederick County Delegation, we are writing to share Frederick County’s (“County”) transportation priorities for consideration in the development of the FY 2015 – FY 2020 Maryland Consolidated Transportation Program (CTP).

The County has numerous transportation priorities to address both congestion and traffic safety which are enclosed in the Annual Transportation Priorities Review Report. You would note upfront in the report, several County funded and private-public partnership projects on the Maryland State system that demonstrate our willingness to partner with the Maryland Department of Transportation (MDOT) with the goal to focus on safe and cost-effective improvements that eliminate existing and near term projected bottlenecks.

Because of projects moving forward in the CTP and significant commitments by our development community to fund improvements on the state highway system, our overall top priorities for highways have changed since last year and include:

**#1 – Project Planning Funding – MD 75: I-70 to Lewisdale Road**

This improvement would address existing safety and future capacity needs of the corridor. The County has significant contributions pending in the millions of dollars to both construct and contribute funds toward this project.

**#2 – Final Design Funding – US 15: I-70 to MD 26**

This very cost effective improvement would add one additional lane in each direction in the median and relieve an existing bottleneck largely caused by through traffic.

**#3 – Construction Funding – MD 85 Phase 1**

This improvement would duclize MD 85 from Crestwood Boulevard to Spectrum Drive and reconstruct the deficient interchange with I-270 to improve safety and increase capacity in the County’s largest commercial/industrial job corridor.
The top priorities broken out by Primary, Secondary and System Preservation categories, and by feasibility study, project planning, design, and construction phases, are as follows:

**STATE PRIMARY HIGHWAY PRIORITIES**

**Project Planning:**

**I-70/Meadow Road Interchange** — This project would add missing ramp movements from eastbound I-70 to Old National Pike and from Old National Pike to westbound I-70.

*Project Status:* The project planning had commenced in 2007 but is currently on hold. The County has offered to fund the $500,000 project planning cost. It is expected that this interchange would be constructed with the initial construction of the westbound on-ramp to I-70, the most critical need to ameliorate existing traffic congestion on MD 144, being built in the near term by developers, with a Tax Increment Financing (TIF) application pending approval by the County to fund the entire project. The Linganore Planned Unit Development developer will be responsible for conducting the necessary planning prior to its requirement for design and construction under the TIF.

**Final Design:**

**US 15: I-70 to MD 26** — Inside widening of the existing 4-lane section (50’ median) to 6 lanes (bridge widening over US 40, Rosemont Avenue and Seventh Street) and noise barriers. Companion project to System Preservation projects to provide outside auxiliary lanes between closely spaced interchanges to improve safety and operation.

*Project Status:* This would be a breakout project from the I-270/US 15 Multimodal Corridor.

**STATE SECONDARY HIGHWAY PRIORITIES**

**Feasibility Study:**

**MD 26/Monocacy Boulevard Interchange** — This project is necessitated by sudden traffic growth and an inability to reasonably widen the intersection at-grade. The study would identify costs, impacts and right-of-way/set back requirements and be included in the HNI and Frederick City Comprehensive Plan.

**Project Planning:**

**MD 75: I-70 to Lewisdale Road** — This project can be divided into three segments with different context sensitive solutions.

- **North Segment** — relocation from the park and ride lot at Baldwin Road to existing MD 75, south of Bush Creek in the vicinity of the Bush Creek Brethren Church, with a long bridge over Bush Creek and CSX railroad. (The County is collecting contributions from development projects in the MD 75 corridor.)
Mr. James T. Smith, Jr., Secretary
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April 1, 2014

- **MD 80 Intersection** – realignment to create a four-legged intersection with MD 80 and would include a ½ mile relocation of southern leg of MD 75. (This section would likely be constructed as a P3 involving the County and the Monrovia Town Center project, which is currently under review.

- **Middle Segment** – section from ¼ mile south of MD 80 to Lewisdale Road involving reconstruction as a 4–lane divided roadway to primarily address capacity and safety improvements.

Note that the southern segment, MD 75 Relocated at Lewisdale Road to I–270, is already included in the SHA I–270/US 15 Multimodal Project Planning Study.

**Final Design:**

**MD 180: Solarex Court to Relocated Butterfly Lane** – Widen to a 4–lane divided section with expanded bridge over US 340/15.

**Project Status:** This is a breakout project from the MD 351/180 Project Planning study. Project planning has been largely completed, awaiting a “probability of construction funding” finding from the Federal Highway Administration. The City would reconstruct Butterfly Lane on a relocated western alignment, the County and City have and will continue to collect developer funds as seed money and the State Highway Administration (SHA) has a balance of funds (about $2 million) available from a recent access control break payment from a developer that might be used to fund this project.

**Construction:**

**MD 85 Phase I** – Reconstruct existing I–270 interchange with roadway widening from south of Crestwood Boulevard to Spectrum Drive as a 4– to 6–lane divided highway.

**Project Status:** This is fully funded for the design/engineering phase with County contribution of $2.1 million toward planning and final design. Full design/engineering completion has been delayed and is now expected to be complete this year.

**STATE SYSTEM PRESERVATION HIGHWAY PRIORITY**

**I-70: US 15 to Braddock Mountain** – Add third westbound lane in the median between the on–ramp from just west of US 340/15 to the beginning of the truck climbing lane near Mt. Phillip Road and extend the truck climbing lane about ½ mile westward from its current premature ending at the top of Braddock Mountain. The first phase of this improvement may be the lengthening of the on–ramp as currently under study by SHA.

**STATE REGIONAL TRANSIT PRIORITY**

Our top non–highway priority is the enhancement of MTA #991 commuter service by permitting bus use on shoulders (BOS) on I–270; providing additional park and ride capacity at Myersville and Emmitsburg; and initiating off–peak, reverse peak, and weekend service.

Priorities for aviation, bike and pedestrian facilities and additional highway and transit projects are all detailed in the enclosed Annual Transportation Priority Review - 2014. The project questionnaires that delineate each
Mr. James T. Smith, Jr., Secretary  
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April 1, 2014  

The project’s adherence to the Maryland Transportation Plan, Greenhouse Gas Reduction Plan and the 2012 Frederick County Comprehensive Plan are also enclosed.

We appreciate the opportunity to provide our transportation priorities. We look forward to continuing a productive partnership with MDOT and to actively participate in the development of the CTP. If you have any questions or need additional information, please contact Mr. Ron Burns, Community Development Division, at 301-600-6742 or rburns@FrederickCountyMD.gov.

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
OF FREDERICK COUNTY, MARYLAND

By:  
Blaine R. Young, President

STATE DELEGATION OF  
FREDERICK COUNTY, MARYLAND

By:  
Kelly Schulz, Chair

BRY/KS/RTB/jmg

Enclosures: Annual Transportation Priorities Report 2014 and Project Questionnaires

cc:  
Frederick County Delegation Members  
The Honorable Randy McClement, Mayor, City of Frederick  
Board of County Commissioners  
Lori L. Depies, CPA, County Manager  
Gary W. Hessong, Acting Director, Community Development Division  
Ron Burns, P.E., Engineering Supervisor, Traffic and Transportation, Community Development Division  
Charles F. Nipe, Director, Public Works Division  
Patricia B. Rosenstedl, Director, Citizens Services Division  
Nancy J. Norris, Director, Department of TransIT, Citizens Services Division  
Robert L. Smith, Administrator, Maryland Transit Administration  
Paul Wiedefeld, CEC, Maryland Aviation Administration  
Melinda Peters, Administrator, State Highway Administration  
Dave J. Coyne, District Engineer, State Highway Administration