



FREDERICK COUNTY GOVERNMENT

DIVISION OF PUBLIC WORKS

Jan H. Gardner
County Executive

Charles F. Nipe, Division Director

April 18, 2017

RE: BOYERS MILL ROAD NORTHERN SECTION CONSTRUCTION PUBLIC MEETING MINUTES

Meeting Minutes from the April 4, 2017, Public Meeting

The purpose of this mailing is to provide the attached meeting minutes from the April 4, 2017, public meeting. Thank you to all of those who attended and asked questions.

All questions that were received by mail, email, or phone, or were asked during the Public Meeting, have been read, documented and answered.

For more information, please contact Samantha Krautwurst, P.E., Engineer, at 301-600-1806 or email skrautwurst@FrederickCountyMD.gov. Thank you for being a part of this project.

By: Frederick County Division of Public Works
Department of Engineering and Construction Management
Office of Transportation Engineering

Attachments

CC: Chuck Nipe, Director, Division of Public Works
Robert Shen, P.E., Department Head, Department of Engineering and Construction Management
Jason Stitt, P.E., Chief, Office of Transportation Engineering
Blair Hovatter, Program Manager, Department of Engineering and Construction Management
Samantha Krautwurst, Engineer, Office of Transportation Engineering
Brad Fisher, Inspector, Department of Engineering and Construction Management
Crystal Chamberlain, Land Acquisition Coordinator, Department of Engineering and Construction Management

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Boyers Mill Road Northern Section Construction, Public Meeting Minutes and Summary of Contents

On Tuesday, April 4, 2017, staff from the Frederick County Department of Engineering and Construction Management conducted a public meeting concerning the construction phase of the Boyers Mill Road (BMR) Northern Section Improvement Project.

The meeting began at approximately 7:15 PM and was held in the cafeteria of Deer Crossing Elementary School, 10601 Finn Drive, New Market, MD 21775. There were approximately 70 people in attendance from the community, 5 people in attendance representing Frederick County Government, and 2 representatives from Kinsley Construction, Inc. (County's construction contractor). The following were in attendance representing Frederick County government:

Division of Public Works:

Robert Shen, P.E., Head of the Dept. of Engineering and Con. Management.....(301) 600-2928
Jason Stitt, P.E., Chief of the Office of Transportation Engineering.....(301) 600-2932
Samantha Krautwurst, P.E., Engineer.....(301) 600-1806
Brad Fisher, Inspector.....(240) 674-6820
Crystal Chamberlain, Land Acquisition Coordinator.....(301) 600-1494

Questions regarding the BMR Northern Section improvement project should be directed to Samantha Krautwurst, P.E., Office of Transportation Engineering, at (301) 600-1806 or email skrautwurst@FrederickCountyMD.gov.

The purpose of the meeting was to provide a project overview, construction schedule, and maintenance of traffic (MOT) narrative for construction of the Northern Section of BMR from its intersection with Gas House Pike (GHP) to just north of Lake Linganore.

Attendees started to arrive around 7:00 PM. County staff was positioned around the room to welcome citizens and have them sign-in and take handouts. "Additional Question" sheets were provided to each attendee to write down questions they had regarding the project during and after the meeting. Comments were requested to be received by the Office of Transportation Engineering within the two weeks following the Public Meeting. The formal presentation began around 7:15 PM. Ms. Krautwurst opened with introductions of staff and an overview of the road improvement project. Ms. Krautwurst discussed the construction schedule, as well as provided a stage-by-stage look at what should be expected during construction. Driveway tie-ins and mailboxes were also discussed. Ms. Krautwurst also provided information regarding where people could find updates on the construction project. After the presentation was completed, time was allowed for questions from the group. Following the group question portion of the meeting, staff were made available to answer any additional individual questions. The meeting concluded at approximately 8:15 PM.

Please see the following pages for questions that were received by mail, email, or phone, or asked during the Public Meeting.

Questions Received

The summary of questions includes questions discussed at the Public Meeting, as well as, any questions received before or after the meeting. Questions that pertained to the same issue were grouped together and may have been edited or reworded for clarity. Answers follow each question. Questions asked by property owners related to their specific properties are not included here and have been answered on an individual basis.

Project Description: This project will upgrade BMR from its intersection with GHP to north of Lake Linganore to serve traffic growth in the New Market Region with a focus on safety. BMR will be constructed to minor arterial standards, modified to provide 2-foot paved or 5-foot paved shoulders (depending on location) adjacent to 11-foot lanes (one in each direction). Other proposed improvements include horizontal and vertical alignments, comprehensive stormwater management, speed enforcement pull-off areas, and a roundabout at the BMR-Eaglehead Drive (EHD) intersection to replace the existing four-way stop. Construction began on April 3, 2017 and is anticipated to be complete by summer 2018, barring any delays due to weather or other unforeseen circumstances.

For a narrative explaining each construction stage, please visit the project webpage at <https://www.frederickcountymd.gov/5408/Boyers-Mill-Road-Bridge-CIP>. The final roadway plans and weekly updates, if applicable, on construction are also posted here. Notices concerning any upcoming weekend closures will also be posted on the webpage.

A. Questions/Concerns regarding Design Elements

1. What will the size of the roundabout at BMR-EHD be? What is the diameter of the center island? Can someone drive through the center? What will be in the center?

There will be a single lane roundabout installed at the intersection of BMR-EHD which will replace the existing four-way stop. The diameter of the center island will be 80 feet (including the mountable apron), and the outer-diameter of the roundabout will be 112 feet. The interior of the center island is approximately 56 feet in diameter with an 8 inch vertical curb to prevent driving through the center. Additionally, the Lake Linganore Association is working on a landscaping plan for the interior of the center island that would further prevent vehicles from driving through it.

2. What has been incorporated into the design of the roundabout to allow for pedestrians to cross safely?

The roundabout follows the 2013 Maryland State Highway Administration Guidelines with regards to pavement markings and signing, including for pedestrians. Additional signage that has a stop sign symbol and text stating "STATE LAW [Stop Sign Symbol] FOR [Pedestrian Symbol] WITHIN CROSSWALKS" has also been included. Curbs will help channelize pedestrians and keep them on sidewalks and within the crosswalks. The splitter islands will provide a pedestrian refuge area. There are currently no pavement markings (crosswalks) or pedestrian signs at the existing intersection.

3. Will emergency vehicles and school buses be able to navigate the new single lane roundabout being built at BMR-EHD?

Yes, emergency vehicles and school buses will be able to navigate the roundabout being built at BMR-EHD. There will be a mountable curb and apron on the interior island to accommodate larger vehicles.

4. Will the temporary road being built along the north side of the east and west approaches of EHD be removed after construction?

Yes, the temporary roadway being built along the north side of the east and west approaches of EHD will be removed. It will be removed during Stage 3 of construction. For a narrative explaining each construction Stage, please visit the project webpage at <https://www.frederickcountymd.gov/5408/Boyers-Mill-Road-Bridge-CIP>.

5. Is the curve by the Potomac Edison substation being removed?

The horizontal alignment of the roadway in the vicinity of the two Potomac Edison substations will be slightly modified. A speed enforcement area is being constructed here as well. Please refer to Roadway Plan Sheet 6 posted on the project webpage at <https://www.frederickcountymd.gov/5408/Boyers-Mill-Road-Bridge-CIP>.

6. Could speed bumps be installed prior to the BMR-EHD roundabout?

No, speed bumps should not be installed prior to the BMR-EHD roundabout. BMR is classified as a minor arterial roadway and speed bumps are not permissible under the County's Neighborhood Traffic Calming Policy.

7. Could BMR be weight-restricted so that trucks cannot use the roadway? Can the roundabout handle trucks?

No, there will be no restrictions put in place to restrict trucks from using BMR. The overall goal of the transportation network is to accommodate all legal vehicles and function efficiently as a whole to keep goods and people moving through the region.

8. Are drainage improvements included in the design?

Yes, the stormwater management has been assessed and designed in a comprehensive manner for the length of the project. Different types of stormwater management facilities, such as micro-bioretenion facilities, 2-foot flat bottom ditches, stormdrains, and bio-swales included.

9. How will the deteriorating asphalt along BMR be addressed?

Areas of the roadway that will not be full depth reconstructed/patched will be milled and overlaid, providing a new riding surface along the project corridor.

B. Questions/Concerns regarding Construction

1. Have all easements been obtained for construction?

Yes, all required easements for construction of this project have been obtained.

2. What will the lighting at the EHD-BMR roundabout be like? Will the lights be LED? How far outside of the intersection will the lighting reach? How tall will the light poles be? Why is the lighting needed?

The lighting at the EHD-BMR roundabout will look like the lighting installed on the BMR Bridge; 23 foot decorative metal poles with 6 foot pendant-style arms, 8 light poles in total. The centerline of the light poles will be placed between 5 feet to 12 feet from the face of the curb, with the lights reaching out into the intersection to focus the majority of the light within the roundabout area and its approaches. Universal house-side shields will be installed to help minimize the lighting from reaching outside of the intersection. The luminaire wattage is 150 watts LED. The lighting is needed to have appropriate stopping sight distance at night, provide visibility from a distance for users approaching the roundabout, and provides visibility to improve user's perception of the roundabout layout.

3. Will there be any power outages during construction?

Yes, Potomac Edison will be conducting scheduled power outages as part of their required utility relocations. Potomac Edison has a protocol they will follow regarding planned outages and notifying affected customers. The County will also do their best to update the webpage with information regarding planned outages by Potomac Edison once dates and times are set.

4. Will emergency vehicles be able to access the community during construction?

Yes, emergency vehicles will be able to access Lake Linganore community during construction. With regards to the maintenance of traffic, a minimum of one lane of traffic (10 foot minimum width) will be maintained through construction between 9AM to 3PM Monday through Friday using standard flagging operations. The roadway will be re-opened to two lanes at the end of each work day. The County coordinated the maintenance of traffic with the Division of Fire and Rescue Services, the Sherriff's Office, Frederick County Public Schools, the State Highway Administration, and other applicable local agencies. The contractor's flaggers are aware that if an emergency vehicle approaches the work zone, they will clear the area to allow the emergency vehicle through as soon as possible.

5. Could sound barriers be constructed along BMR?

There are no current plans to install sound barriers along BMR.

6. What will the posted speed limit of BMR be once construction is complete?

The posted speed limit will remain at 35 mph once construction is complete.

7. How much did this construction project cost?

The amount of the initial construction contract awarded for the project is \$4,606,822.60. This does not include the cost of the project's design, land acquisition, utility relocation, inspection, project management, or any unforeseen circumstances during construction.

8. What direction will the construction vehicles be coming from?

Construction vehicles will access the site from both Gas House Pike and Old National Pike depending on the direction they are coming from.

9. Will the decorative boulders along EHD be replaced and/or preserved?

The decorative boulders along EHD have been given back to the Lake Linganore Association. The contractor will not replace the boulders along EHD. Please contact the Association for information regarding any plans for the boulders.

10. Will school buses be delayed during construction?

As mentioned above, the County has coordinated with Frederick County Public Schools regarding the maintenance of traffic. FCPS is aware the contractor may be in the roadway with a flagging operation between 9AM and 3PM Monday through Friday. FCPS has been notified to contact the Division of Public Works immediately if any excessive delays or problems are experienced by their drivers.

11. How often will the roadway be fully closed and the detour enacted?

The contractor is permitted some weekend closures for situations where they feel it is necessary. All appropriate emergency and non-emergency agencies will be notified when a road closure is planned to occur, and a notice will be posted on the project webpage as well as provided to the Lake Linganore Association. The detour route has been coordinated with all applicable emergency and non-emergency agencies and approved by the State Highway Administration. Local traffic will have access even when a detour is enacted. The detour route can be found in the "Public Meeting Handout – April 4, 2017" posted on the project webpage at <https://www.frederickcountymd.gov/5408/Boyers-Mill-Road-Bridge-CIP>.

C. Questions/Concerns regarding Development in Region

1. When will the EHD Bridge below the Linganore dam be rebuilt? By who?

Prior to any new development in the Alpine, Aspen or Eaglestream sections by the developer: Oakdale Investments, LLC.

2. Why are there so many developments being approved in the Lake Linganore and New Market region without the appropriate infrastructure in place? Especially those along Gas House Pike and in areas of Lake Linganore that only have one access?

New development is required to meet the requirements of the County Code including the Adequate Public Facilities Ordinance. Many of the developments that have been approved in the Lake Linganore Area include specific triggers for construction of various improvements. These triggers are associated with specific levels of development. Any specific questions in regards to a particular project can be directed to the Department of Development Review (301) 600-1138.

3. When will the Woodridge Entrance onto Gas House Pike be open? How will this entrance be safe?

Woodridge Rd Extended will be built concurrent with the proposed Woodridge subdivision, or prior to any new development in Aspen or Eaglestream at a location that has adequate site distance (not where the current construction entrance sits).

4. What is the status of the New Market Bypass?

According to the town engineer, the New Market Bypass is proposed to be installed as part of the Calumet residential development within The Town of New Market. The roadway will be installed in segments as the community is built. The community is currently in the design phase for approval by The Town of New Market with no set schedule for the beginning of construction. The Town should be contacted for specific information regarding the project. Please contact the Town at 301-865-5544.

5. What is the status of the I-70 interchange at Meadow Road/MD 144?

The missing ramps at the interchange of I-70 and Meadow Road are being installed as part of a public/private partnership between Frederick County and Oakdale Investments, LLC. The design plans for a new

ramp from Meadow Road to westbound I-70 are under review by the Maryland State Highway Administration with construction anticipated to begin later this year. The design and construction of a new ramp from eastbound I-70 to MD 144 will follow prior to the 864th Lake Linganore Town Center residential building permit.

6. What is the timing of construction of Monocacy Boulevard and developments in the area?

Monocacy Blvd will be open to traffic Summer 2019. There will be closures of the roadway over time and the public will be notified in advance. Generally, the construction for developments are driven by investors and the market.

7. Will there ever be a stoplight at Monocacy Boulevard and GHP?

As part of the City's Central Section Phase II project underway, a traffic signal will be installed at that location.

D. Other Questions/Concerns

1. When will construction on the Southern Section of BMR begin? When will the County meet with property owners for this portion of the project?

Funding for construction of the Southern Section of BMR is currently scheduled to be received July 1, 2018, meaning the County would aim to begin construction no later than July 1, 2019. The design for the Southern Section is currently between 60% and 90%. The design consultant is working on property plats. These plats will be used by a local appraiser to assign a value of compensation to impacts outside of the County right-of-way on affected properties. The County will send property owners letters of notification once appraisals have been received. It is currently anticipated letters will go out during fall/winter 2017.

Thank you to everyone that submitted questions via mail, email, and phone. Thank you also to everyone who attended the Public Meeting. We appreciated you taking the time to let us know your thoughts. Barring any delays due to weather or other unforeseen circumstances, construction is anticipated to be complete by summer 2018.

As always, please feel free to contact Samantha Krautwurst, regarding this public project, (301) 600-1806 or skrautwurst@FrederickCountyMD.gov.