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October 27, 2021

Mr. Mark Mishler
Transportation Engineering Supervisor
Division of Planning & Permitting
Frederick County Government
30 N. Market Street
Frederick, MD 21701

RE: Park Place at Ballenger
Frederick County, Maryland
Our Agreement No.: 2021-1035

Dear Mr. Mishler:

As requested by Frederick County, we have prepared a traffic study for the proposed Rezoning for the Park Place at Ballenger Development (Zimmerman Property) located along the west side of Ballenger Creek Pike, just north of Tuscarora High School in Frederick County, Maryland. The 3.167-acre property is presently zoned Agricultural (A) and is proposed to be changed to Planned Unit Development (PUD).

The development is proposed with 29 3+Story Townhomes with a proposed right-in/right-out access along Ballenger Creek Pike about 300 feet north of the Tuscarora High School northern access.

Using the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, we prepared a trip generation of the proposed use, and the results are as follows:

	AM			PM		
	In	Out	Total	In	Out	Total
29 Multifamily Housing Units, Mid-Rise General Urban/Suburban (ITE-221)	3	7	10	8	5	13

Based on the Frederick County APFO, this size development would fall under the APFO Consideration for a Traffic Impact Analysis, which is a development that generates 6 to 50 new peak hour trips.

Recently, The Traffic Group, Inc. conducted Traffic Impact Analyses for Ballenger Creek Center Lot 9 (2019) and Crestwood Manor (2021). Counts were conducted at the intersection of Ballenger Creek Pike and Crestwood Boulevard as well as other intersections to the north along Ballenger Creek Pike, and the results of these studies show acceptable levels of service into the future with available capacity.

As part of the Ballenger PUD, the developer had to reconstruct Ballenger Creek Pike from two lanes to four lanes generally from Ballenger Creek Court at Tuscarora High School to the north to Crestwood Boulevard to create additional capacity and enhance operations in the corridor. Additionally, MDOT SHA recently completed their widening project along Ballenger Creek Pike from generally north of Crestwood Boulevard to the US 15/US 340 Interchange, which again created available capacity in the entire corridor.

As detailed above, the proposed 29 Multi-Family Units is proposed to generate 10 AM and 13 PM peak hour trips for this property. Based on the capacity related improvements in the area to accommodate both existing and future development/traffic, this development would have a very minor impact on traffic conditions. Therefore, it is our opinion that a Traffic Impact Analysis will not be needed, and contributions to existing escrow accounts will be necessary in the area to satisfy Frederick County's APFO.

If you have any questions or comments, please let me know. Thank you.

Sincerely,



Joseph J. Caloggero, P.E., PTOE, PTP
Vice President

JJC:amr

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