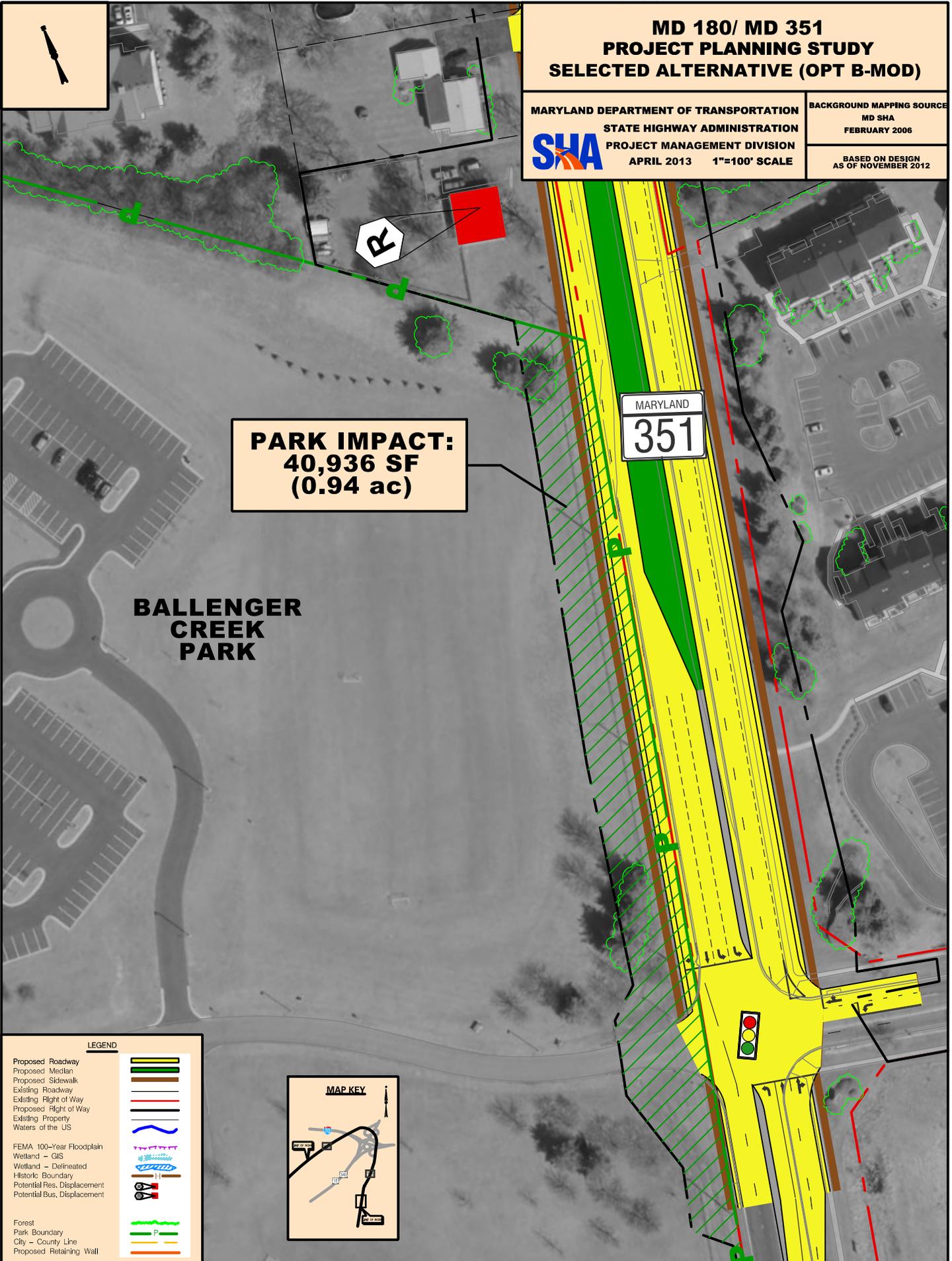


**MD 180/ MD 351
PROJECT PLANNING STUDY
SELECTED ALTERNATIVE (OPT B-MOD)**

**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION**
APRIL 2013 1"=100' SCALE

BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2006

BASED ON DESIGN
AS OF NOVEMBER 2012



**PARK IMPACT:
40,936 SF
(0.94 ac)**

**BALLEGER
CREEK
PARK**

MARYLAND
351

LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Existing Roadway
- Existing Right of Way
- Proposed Right of Way
- Existing Property
- Waters of the US
- FEMA 100-Year Floodplain
- Wetland - GIS
- Wetland - Delineated
- Historic Boundary
- Potential Res. Displacement
- Potential Bus. Displacement
- Forest
- Park Boundary
- City - County Line
- Proposed Retaining Wall





Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

April 25, 2006

Re: Project No: FR549A11
MD 180/MD 351: from Stoney Creek Drive at
MD 180 to Crestwood Boulevard at MD 351
Frederick County, Maryland

Mr. W. Paul Dial (301) 694-1652
Department Head
Frederick County Parks and Recreation Department
118 N. Market Street
Frederick, MD 21701

Dear Mr. Dial:

The State Highway Administration (SHA) has initiated Project Planning studies for the MD 180/MD 351 project from Stoney Creek Drive at MD 180 to Crestwood Boulevard at MD 351 in Frederick County, Maryland. This project will address existing congestion and proposed development within the project area. We have developed a study area (see attached map) in which we will explore any feasible alternatives to improve traffic operations and safety along this stretch of roadway. Review of our mapping has indicated seven parks, Ballenger Creek Park, David Lane Park, Hillcrest Park, Overlook Park, Golfview Park, Monarch Ridge Park, and Emerald Farms Park within the study area.

We are requesting your assistance in determining if any existing or proposed publicly owned parks or recreational facilities available for public use are located within the study area. Please provide us with the following information concerning any existing or proposed publicly owned parks or recreational facilities identified as a result of your review:

- The name of the official with jurisdiction over the parks;
- Mapping and/or CADD files showing the park boundaries;
- Funding sources: Were Program Open Space and/or Land and Water Conservation (Section 6(f) funds used to acquire or develop these parks?
- Types of facilities within the parks;
- Frequency with which the public uses these facilities;

Our toll-free number is: 1.877.416.6349

Maryland Relay Service for Impaired Hearing or Speech: 1.800.785.2258 Statewide Toll Free

Street Address: 3050 Churchville Road • Churchville, Maryland 21028 • Phone: 410.888.7788 • Fax: 410.734.4597 • www.marylandroads.com

Mr. W. Paul Dial
MD 180/MD 351: from Stoney Creek Drive at
MD 180 to Crestwood Boulevard at MD 351
Page Two

- Park Master Plans;
- Your determination whether the parks serve a "significant" function in providing for the overall recreational needs of communities in the park area. The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Thank you for your attention to this matter. Should you have any questions or need additional information, please feel free to contact Ms. Juliet Healy at 410-545-2864.

Very truly yours,

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by:



Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure

cc: Ms. Juliet Healy, SHA-PPD (w/enclosure)
Mr. Joseph Kresslein, SHA-PPD
Ms. Chisa Winstead, SHA-PPD



Martin O'Malley, *Governor*
 Anthony G. Brown, *Lt. Governor*

State Highway
 Administration

John D. Porcari, *Secretary*
 Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

September 29, 2008

Re: Project No: FR549M11
 MD 180/MD351
 From Greenfield Drive to
 South of Corporate Drive
 Frederick County, Maryland

Mr. W. Paul Dial, Division Director
 Frederick County Department of
 Parks and Recreation
 118 North Market Street
 Frederick, Maryland 21701

Dear Mr. Dial:

The Maryland State Highway Administration (SHA) is continuing Project Planning studies for MD 180 and MD351 – From Greenfield Drive to South of Corporate Drive in Frederick, Maryland. The purpose of this letter is to provide an update since SHA last coordinated with your office in April 2006.

The purpose of this project is to improve existing capacity and traffic operations along MD 180 and MD 351, while supporting existing and planned development in the area. Improvements to MD 180/MD 351 would accommodate projected traffic volumes, improve existing and future roadway capacity and traffic operations along the corridor, and improve access, mobility, and safety for local, regional, and inter-regional traffic.

The SHA coordinated with your office in April 2006, during the initial stage of Project Planning studies for this project (see enclosed letter and response). Subsequent to that coordination, preliminary alternatives were developed and were made available to the public and other interested parties for comment. The project is currently at the Alternatives Retained for Detailed Study phase. The following alternatives have been retained for detailed study:

Alternative 1 – No Build

With the No-Build Alternative, no substantial improvements other than normal maintenance would be made to transportation facilities beyond those improvements currently planned for the area, which are identified in the development Plan:

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



- Widening of southbound US 15/US 340 off-ramp with the addition of a new left turn bay.
- The addition of double left turn bays on northbound MD 180 and a new single left turn bay on southbound MD 180 at Solarex Court. Solarex Court will be restriped to provide one shared left turn/through lane and one shared through/right turn lane. An additional receiving lane will be provided on northbound US 15/US 340 On-ramp.
- Signal control devices will be provided at the intersections of MD 180 at northbound US 15/340 off-ramp, MD 351 at Hannover Drive, and MD 351 @ Corporate Drive.

Alternative 2 – TSM / TDM

Alternative 2 includes the No-Build improvements with additional geometric and signal timing improvements at key intersections and addresses capacity concerns at the intersections throughout the study area.

- A new left turn bay on southbound MD 180 and a new right-turn bay on northbound MD 180 at Fair Oaks Drive.
- Two through lanes in both directions along the corridor from Butterfly Lane to Crestwood Boulevard.
- A left-turn bay at northbound MD 180 at Butterfly Lane. A new right-turn bay on southbound Butterfly Lane and an additional receiving lane on northbound Butterfly lane.
- Northbound US 15/US 340 off-ramp will be widened with double left-turn lanes and a right-turn bay.
- Double left-turn bays are proposed on both approaches of MD 180 at Solarex Court. Solarex Court will be widened to provide a right-turn lane, a through lane and a left-turn lane. An additional receiving lane will also be provided on Solarex Court.
- There will be a median strip under the I-70 bridges which will require the reconstruction of the I-70 bridges.
- Left-turn bays at both approaches of MD 351 at Ballenger Center Drive and a southbound approach at Crestwood Boulevard are proposed. The median will be reconstructed at eastbound Crestwood Boulevard to accommodate a new left-turn bay.
- A left-turn bay, a through lane and a through/right-turn shared lane will be provided on both approaches of MD 351 at Hannover Drive.
- The southbound approach of MD 351 at Corporate Drive will consist of a left-turn bay, a through lane and a through/right-turn shared lane and the northbound approach will consist of a left-turn bay, a through lane and a right-turn lane.
- Signal timing improvements will be provided along the corridor.
- Sidewalks are proposed on both sides of MD 180 between the entrance of Tranquility at Frederick Towne Assisted Living and Himes Avenue, along northbound MD 180/MD 351 from Ballenger Center Drive to Himes Avenue, along southbound

MD 351 from Ballenger Center Drive to Corporate Drive, along northbound MD 351 between Ballenger Center Drive and Crestwood Boulevard, and at Hannover Drive.

Alternative 3 – Four-Lane Divided and Five-lane Option

Alternative 3 improves the roadway capacity throughout the study area:

- MD 180 / MD 351 will be widened to a four-lane divided roadway from 2000 feet south of Fair Oaks Avenue to Corporate Drive. The improvement includes two through lanes in both directions with a 20-ft median in the center.
- The outside lanes are bicycle-compatible lanes within the entire study area. Sidewalks are provided along both sides of the roadway.
- A Five-Lane Option is also under consideration: This would widen MD 351 to a five-lane roadway with two through lanes in both directions with a 13-foot center turn lane from Crestwood Boulevard to Corporate Drive.

Additional auxiliary lanes are provided at the intersections. The additional improvements are listed below:

- Two through lanes are carried along MD 180 to Greenfield Drive.
- Butterfly Lane will be restriped to accommodate a left turn lane and a shared right turn/left turn lane.
- Northbound US 15/US 340 off-Ramp will be widened with a new left-turn bay, a through/left turn shared lane, and a right-turn lane.
- Both approaches of Crestwood Boulevard will be restriped

Alternative 3 - US 15/340 Interchange Option A

In order to accommodate the heavy traffic volumes from/to US 15/US 340, the four-lane divided roadway will be widened to provide two additional auxiliary lanes on southbound MD 180 and one auxiliary lane on northbound MD 180 between Himes Avenue and the northbound US 15/US 340 off-ramp. The three loop ramps at this interchange will also be widened to allow US 15/US 340 traffic to enter or exit from the study corridor. An auxiliary lane will be provided along northbound US 15/US 340 under this interchange and will tie into the exit ramp of I-70. The auxiliary lane along the C-D road receiving the traffic from the southbound US 15/US340 on-ramp will be carried through the interchange.

Alternative 3 - US 15/340 Interchange Option B

This option combines the improvements of Alternative 3-Option A with the removal of two loop ramps and construction of new ramps along northbound US 15/US 340. At the intersection of MD 180 and the loop ramp to northbound US 15/US 340, heavy left-turn volumes on northbound

MD 180 is the main factor that results in LOS F. In order to remove the heavy left-turn movement, two loop ramps will be removed and new ramps will be constructed to form a half diamond interchange. The weaving section along northbound US 15/US 340 under the MD 180 bridge will no longer exist, and new weaving sections will be introduced to service the proposed ramps. The first new weaving section is between the on-ramp from I-70 and the new off-ramp to MD 180 on the south side of the US 340 interchange. The second weaving section is formed from the new on-ramp from MD 180 to the off-ramp to I-70 from US 15/US 340.

Alternative 3 - US 15/340 Interchange Option B Modified (Butterfly Lane Relocation)

This option combines the improvements of Alternative 3 - Option B with the relocation of Butterfly Lane and other access modifications near the Butterfly Lane intersection. The location of the new Butterfly Lane alignment and tie-in with MD 180 was obtained from the City of Frederick's Engineering Department. Butterfly Lane will be relocated about 800 feet west of its current location and old Butterfly Lane will be closed off (cul-de-sac). The intersection of MD 180, the Relocated Butterfly Lane and the proposed entrance into the Seventh Day Adventists Church will require a new traffic signal. This new signalized intersection will provide better vehicular access for the Seventh Day Adventists Church and safer pedestrian movements between the parking lot and the First Baptist Church across the street. Another safety measure is to move the existing entrance to the First Baptist Church further north away from the intersection to prevent rear-end crashes due to a large volume of traffic turning right from MD 180 to go north on Butterfly Lane. In addition, triple-left turn lanes are proposed at the southbound US 15/US 340 off-ramp to accommodate heavy traffic from southbound US 15/US 340 to Jefferson Pike. Southbound MD 180 will also be widened to provide two through lanes and two auxiliary lanes between Butterfly Lane and Himes Avenue.

As illustrated on the attached plan sheets and summarized in the attached table, all proposed build alternatives under consideration could potentially impact the Ballenger Creek District Park a county owned property located within the project area. It should be noted that all proposed build alternatives would have similar impacts to the park, requiring a minor strip right-of-way taking along the frontage of the park. Alternative 2 would require approximately 0.7 acre of right-of-way and Alternative 3, (including all options) would require approximately 1.1 acres.

Impacts to the park were minimized by shifting the alignment eight feet. Additional engineering studies are underway to determine the feasibility of additional avoidance and minimization measures.

Mr. W. Paul Dial
MD 180/MD351
Page Five

According to Section 4(f) of the Department of Transportation (DOT) Act of 1966 (49 U.S.C. 303(c)), use of land protected by Section 4(f) including publicly-owned recreational land, even planned facilities, must be evaluated and documented. As part of the Section 4(f) documentation process required for federal-aid projects, concurrence must be sought from the officials having jurisdiction over the park or recreation land that they agree to the assessment of impacts to the property and the associated mitigation. In accordance with Section 4(f) statute, minimization and mitigation measures should be determined through consultation with the official of the agency owning or administering the resource.

Based on your May 25, 2006 response, Ballenger Creek Park is frequented throughout the year but is most heavily used during the months of April through October, and serves a "significant" function in providing for the overall recreational needs of communities in the park area. As previously stated, SHA is conducting additional engineering studies to determine the feasibility of additional avoidance and minimization measures to the park property. Should there be no feasible and prudent alternatives to avoid the impact to the park, SHA, in consultation with the Frederick County Department of Parks and Recreation, will prepare the appropriate documentation.

As the project progresses through the development of detailed alternatives, the SHA will continue coordination with Frederick County Department of Parks and Recreation, to determine that the assessment of impacts to the Ballenger Creek District Park and the associated avoidance, minimization and mitigation measures developed is accurate and agreeable in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Mitigation measures involving public parks, recreation areas, or wildlife and waterfowl refuges may involve a replacement of land and/or facilities of comparable value and function, or monetary compensation, which could be used to enhance the remaining land.

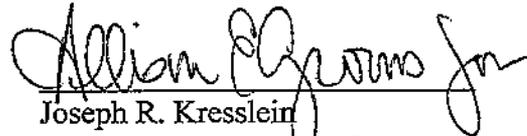
Mr. W. Paul Dial
MD 180/MD351
Page Six

Should you have any questions or need additional information, please feel free to contact the Environmental Manager, Ms. Patricia Greene at 410-545-8528 or via e-mail, pgreene@sha.state.md.us.

Very truly yours,

Bruce Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by:



Joseph R. Kresslein
Assistant Division Chief
Environmental Planning Division

Enclosure

cc: Ms. Felicia Alexander, SHA-PMD
Ms. Patricia Greene, SHA-EPLD
Ms. Allison Grooms, SHA-EPLD
Mr. Joseph Kresslein, SHA-EPLD
Mr. Michael Perrotta, SHA-PMD



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway
Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 16, 2009

RE: Project No. FR549M11
MD 180/MD 351 From Greenfield Drive
to South of Corporate Drive
Frederick County, Maryland

Mr. W. Paul Dial, Division Director
Frederick County Department of
Parks and Recreation
118 North Market Street
Frederick, Maryland 21701

Dear Mr. Dial:

The Maryland State Highway Administration (SHA) is continuing Project Planning studies for the MD 180 and MD 351 project from Greenfield Drive to south of Corporate Drive in Frederick, Maryland. The purpose of this letter is to request your concurrence that the proposed project would have *de minimis* impacts on Ballenger Creek Park that would not adversely affect the activities, features or attributes of the park.

The purpose of this project is to improve capacity and traffic operations along MD 180 and MD 351, while supporting existing and planned development in the area. Improvements to MD 180/MD 351 would accommodate projected traffic volumes, improve existing and future roadway capacity and traffic operations along the corridor, and improve access, mobility, and safety for local, regional, and inter-regional traffic.

The SHA previously coordinated with your office in April 2006 (Attachment 1) and September 2008 (Attachment 2). The April 2006 letter served to inform your office that the initial stages of Project Planning had commenced and to request information regarding public parks and recreation areas in the study area. The September 2008 letter served to update your office on the status of the Project Planning study and to introduce the Alternatives Retained for Detailed Study and their associated impacts on Ballenger Creek Park (See the September 29, 2008 letter for detailed project descriptions).

My telephone number/toll-free number is _____

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Mr. W. Paul Dial
MD 180/MD 351 From Greenfield Drive to South of Corporate Drive
Page Two

As stated in the September 2008 letter, the area needed for either Alternative 2 or Alternative 3 would consist of a minor strip of right-of-way fronting the park, adjacent to the existing roadway. Since the September 2008 letter, the current alignment for Alternative 2 was revised and now avoids impacts to the park. Alternative 3 (and options, see attached figure) would require approximately 1.2 acres (approximately 1,000 feet in length x 50 feet in width) of frontage from the park. Although the right-of-way required from Ballenger Creek Park is considered a Section 4(f) use, the land needed is undeveloped property that is not actively used for recreation purposes. Therefore this minor acquisition should not adversely affect the recreational opportunities within Ballenger Creek Park. Additional coordination will be required between SHA and Frederick County at a later time to determine appropriate mitigation for any impacts to Ballenger Creek Park.

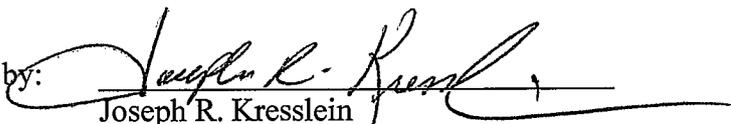
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amendment to the Section 4(f) requirements allows the Federal Highway Administration (FHWA) to determine that certain uses of Section 4(f) land will have no adverse effect on the protected resource after mitigation is considered. When this is the case, and the responsible official(s) with jurisdiction over the resource agrees in writing, compliance with Section 4(f) is greatly simplified. *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource.

We request your concurrence that the minor impacts will not impair the remaining activities, features and attributes of Ballenger Creek Park. Based on your agreement, the SHA intends to propose a *de minimis* impact finding to the FHWA for the use of the park property.

Should you have any questions or need additional information, please feel free to contact the Environmental Manager, Ms. Patricia Greene at 410-545-8528 or via email, pgreene@sha.state.md.us.

Very truly yours,

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: 
Joseph R. Kresslein
Assistant Division Chief
Environmental Planning Division

Mr. W. Paul Dial
MD 180/MD 351 From Greenfield Drive to South of Corporate Drive
Page Three

CONCURRENCE:

Frederick County Department of
Parks and Recreation

Date

Enclosure

cc: Ms. Felicia Alexander, SHA-PMD
Ms. Patricia Greene, SHA-EPLD
Ms. Allison Grooms, SHA-EPLD
Mr. Joseph Kresslein, SHA-EPLD
Mr. Michael Perrotta, SHA-PMD