



**FREDERICK COUNTY GOVERNMENT  
BOARD OF COUNTY COMMISSIONERS**

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Commissioners

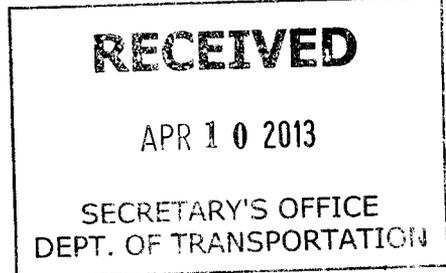
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*County Manager*

March 20, 2013



Mr. Darrell B. Mobley, Acting Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

Re: FY 2013 Frederick County Transportation Priorities

Dear Acting Secretary Mobley:

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 2014 – FY 2019 Maryland Consolidated Transportation Program (CTP).

The County has numerous transportation priorities to address both congestion and traffic safety. Our top priorities for highways have not changed since last year and include:

**#1 Construction Funding – US 15/Monocacy Boulevard Interchange**

*This interchange is a BRAC priority project and is needed to address public safety issues at US 15 and Hayward Road, and area capacity and transit needs. At this time the state of Maryland, the County, and the City of Frederick have equally funded final design.*

**#2 Project Planning Funding – Meadow Road/I-70 Ramps**

*The missing ramps to/from the west would be built as a public-private partnership (P3) but need NEPA and LAPA approvals before construction can commence. MD 144, between Frederick and New Market, is overburdened with traffic that cannot directly access I-70 without the missing ramps. The County has agreed to pay \$500,000 of the planning costs.*

**#3 Final Design Funding – MD 85 Phase 2**

*This improvement would dualize MD 85 from Crestwood Boulevard to English Muffin Way; improve safety and increase capacity in the County's largest commercial/industrial job corridor, filling in the gap between developer constructed improvements.*

A complete and more detailed listing of the County's top transportation priorities is enclosed. This listing includes priorities for highways, transit, and the Frederick Municipal Airport. The County has



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contributed local funding to advance a number of these projects and will continue to partner with the Maryland Department of Transportation (MDOT) to advance our priority projects.

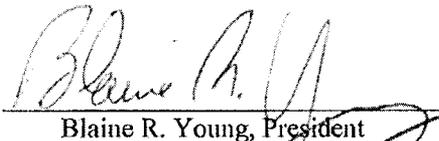
Our top non-highway priority is the enhancement of commuter service in the greater Frederick/Washington, D.C. corridor via:

- MTA Commuter Bus: Improved headways to accommodate over capacity ridership needs.
- MTA MARC Train: Point of Rocks Station Platform Extension.

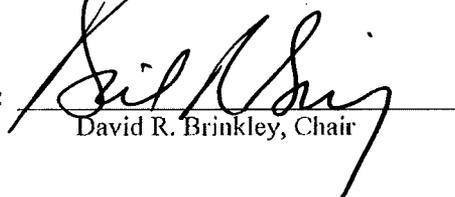
We appreciate the opportunity to provide our transportation priorities. We look forward to continuing a productive partnership with MDOT and to actively participate in the development of the CTP. If you have any questions or need additional information, please contact Mr. Ron Burns, Community Development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

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
OF FREDERICK COUNTY, MARYLAND

By:   
Blaine R. Young, President

STATE DELEGATION  
OF FREDERICK COUNTY, MARYLAND

By:   
David R. Brinkley, Chair

BRY/DRB/RTB/jmg  
Enclosure

cc: Frederick County Delegation Members  
The Honorable Randy McClement, Mayor, City of Frederick  
Board of County Commissioners  
Lori L. Depies, CPA, County Manager  
Eric E. Soter, Director, Community Development Division  
Thomas J. Meunier, P.E., Director, Public Works Division  
Patricia B. Rosensteel, Director, Citizens Services Division  
Nancy J. Norris, Director, Department of TransIT, Citizens Services Division  
Ralign T. Wells, Administrator, Maryland Transit Administration  
Paul Wiedefeld, CEO, Maryland Aviation Administration  
Melinda Peters, Administrator, State Highway Administration  
Dave J. Coyne, District Engineer, State Highway Administration

# **SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES**

## **STATE PRIMARY HIGHWAY PRIORITY LISTING**

### **Project Planning:**

**I-70/Meadow Road/MD 144 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. Frederick County (“County”) has offered to fund \$500,000 million project planning cost. Funding is requested for FY 2014 as the County’s second overall Maryland Department of Transportation (MDOT) priority. It is expected that this interchange would be constructed as a public-private partnership (P3) 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.

### **Final Design:**

**I-270/US 15 Multi-Modal Corridor Study** – Planned highway improvements include new/reconstructed interchanges, safety improvements, and widening of I-270 and US 15 up to Biggs Ford Road. The highway widening on I-270 may include Express Toll Lanes (ETL).

### **Recommended System Preservation Improvements**

- Auxiliary Lanes – between interchanges along US 15 between West Patrick Street and MD 26, top priority between Motter Road and MD 26 in both directions.
- Bus on Shoulder (BOS) – Continue where the MWCOG feasibility study leaves off, facilitating the running of commuter and local buses on existing I-270 shoulders between MD 85 and I-495.

### **Recommended I-270/US 15 Breakout Project Priorities**

- US 15 – widening and bridge replacements/widenings from I-70 to MD 26 (top priority).

### **Construction:**

**US 15/Monocacy Boulevard Interchange** – Proposes a new interchange as well as approach road improvements to meet current safety and capacity needs. The project also includes a 416 space park and ride lot to serve local transit, regional commuter bus, and car/vanpools. Funding is requested for FY 2014 as the County’s top overall MDOT priority.

# **SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES**

## **STATE SECONDARY HIGHWAY PRIORITY LISTING**

### **Project Planning:**

**MD 75** – This project can be divided into four segments with different context sensitive improvements.

- **North Segment** – relocation from the park and ride lot at Baldwin Road to 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/roundabout with MD 80 and would include a ½ mile relocation of southern leg of MD 75.
- **Middle Segment** – section from ½ mile south of MD 80 to Lewisdale Road involving reconstruction as a 2-lane roadway to primarily address safety improvements.
- **South Segment** – proposed relocation and new roadway between MD 75 at Lewisdale Road and a proposed interchange with I-270. Included as part of the I-270/US 15 Multimodal Corridor Study.

### **Final Design:**

**MD 85 Phase II** – Widen to 4-lane divided roadway from south of Crestwood Boulevard to English Muffin Way with a new bridge over Ballenger Creek. Project planning has been completed. Frederick County has entered into an agreement to assist in a developer-funded improvement that would build part of this project from English Muffin Road to just south of Ballenger Creek. Funding is requested for FY 2013 as the County's third overall MDOT priority.

### **Construction:**

**MD 85 Phase I** – Reconstruct existing I-270 interchange with roadway widening from south of Crestwood Boulevard to Spectrum Drive. Phase I is fully funded for the design/engineering phase with Frederick County's contribution of \$2.1 million toward planning and final design. The State Highway Administration is currently examining construction phasing focused on prioritizing the construction of the new I-270 bridge as its useful life approaches the end.

## **SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES**

### **LOCAL TRANSIT**

**Connector Route Service** – Annual funding to provide 30-minute service frequencies from start of service to 6 p.m. This project directly facilitates job growth (\$439,000 (\$395,000 federal/state)).

### **REGIONAL TRANSIT**

#### **Commuter Bus and MARC Recommendations:**

- Decrease headways on the #991 commuter bus route by increasing the number of buses available for use.
- Improve commuter bus infrastructure by permitting bus use on shoulders (BOS) on I-270 and providing additional park and ride capacity at Myersville, US 15/Monocacy Boulevard, and Emmitsburg.
- Construct new platform at Point of Rocks to serve Frederick Branch trains. Increase number and frequency of trains on Frederick Branch.

### **FREDERICK COUNTY ACCESS TO TRANSIT, STREETScape, AND SIDEWALK RETROFIT PROJECTS**

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

- **Monocacy MARC Station Access Trails** – Reich’s Ford Road to Rail Station and Rail Station to I-270 Technology Park / FSK Mall – Including Crossing of MD 355.

#### **Municipal Access to Transit Projects:**

- **City of Brunswick** -- MD 464 (Souder Road – Brunswick) from Maple Ave to 9<sup>th</sup> Street, existing sidewalk retrofit project.
- **City of Frederick** – MD 26 – Waterside Drive to Long Meadow Drive (southeast side of MD 26; also requested as sidewalk retrofit).
- **Town of Thurmont** – MD 550 / MD 806 – North Altamont to Woodside – Crossing improvements and east side sidewalks.
- **Town of Walkersville** – MD 194 at East Frederick Street to Glade Boulevard (Walkersville) – Crossing and ADA issues.

## **SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES**

### **Streetscape Projects:**

- **Town of New Market Streetscape** – The Town of New Market and the County request restoration of design and construction funding deferred due to 9/08 revenue reduction for this streetscape project in the town.

### **Sidewalk Retrofit Projects:**

- **MD 26 Sidewalk Retrofit** – Request construction funding for sidewalk retrofit project between Longmeadow Drive (Monocacy Shopping Center) and Waterside Drive in the City of Frederick.

## **FREDERICK MUNICIPAL AIRPORT**

### **Federal:**

- **Restore ACIP Funding** – Restore FAA Trust Fund funding to airports so the Frederick Municipal Airport may receive grant reimbursements in the amount of \$13.65M in forward funded property acquisitions.

### **State:**

- **Property Acquisition Funding** – Fund the MAA proposed new standard portion of 5% towards the forward funded properties acquired by the City of Frederick. The MAA contribution would be \$682,500.