



**FREDERICK COUNTY GOVERNMENT**  
**OFFICE OF THE COUNTY EXECUTIVE**

Jessica Fitzwater  
County Executive

John K. Peterson, Chief Administrative Officer

September 11, 2023



Mr. Paul J. Wiedefeld, Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

Re: Draft FY24 – FY29 Maryland Consolidated Transportation Plan

Dear Secretary Wiedefeld:

On behalf of Frederick County, I am writing to respectfully request that the MD 180, Jefferson Pike, and Ballenger Creek Pike project be reinstated into the FY24– FY29 Maryland Consolidated Transportation Program (CTP).

As a thriving community in central Maryland, Frederick County ("County") continues to seek investments in its transportation network that meet the rapidly diversifying needs of our residents, municipalities, businesses, and industries. The County values its collaborative relationship with the Maryland Department of Transportation (MDOT) and appreciates past and present efforts to invest in meaningful transportation network improvements throughout Frederick County.

The FY23 – FY28 CTP included the MD 180, Jefferson Pike, and Ballenger Creek Pike project which consisted of a preliminary planning study focused on improving capacity and operations on a 2.7-mile road corridor between Corporate Drive and Greenfield Drive (Exhibit A).

The study also evaluated the ability to include bicycle and pedestrian accommodations where feasible and appropriate, helping to support a multimodal corridor. The County contributed \$500,000 to the planning activities and the project moved forward as a collaborative effort between the County, The City of Frederick, and the MDOT.

The MD 180/MD 351 corridor continues to see rapid mixed-use development consisting of residential homes, biomedical testing and research, warehouse and logistics, and business park uses. The City of Frederick has overseen significant growth in the area and, in conjunction with County efforts, it is of critical importance to ensure that the built environment be prepared for the growing transit propensity and the development already present. Infrastructure must thus be developed in a manner suitable to ensure safe, reliable, efficient multimodal options for users of all ages and abilities. There are existing

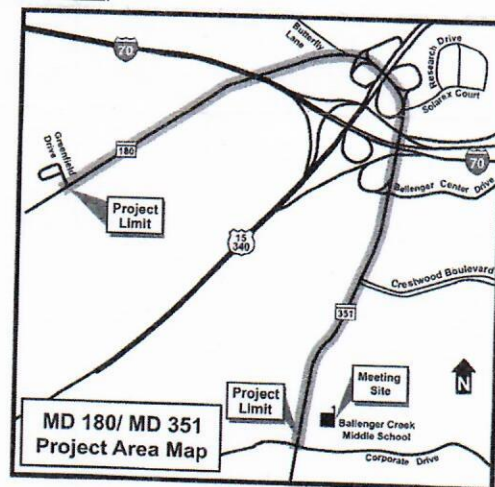


Figure 1: Project Location Map



September 11, 2023

operational issues along the roadway network and the County has several road escrow accounts collecting mitigation fees that would be available for future roadway improvements.

Several MDOT roadway infrastructure projects have been designed and constructed along the MD 180/MD 351 corridor providing needed improvements from Corporate Drive to just east of the I-70 bridge, leaving approximately a 0.9-mile unimproved section, which was included in the original planning study. The County is appreciative of these improvements and desires to see the remaining corridor improvements through to completion as originally envisioned.

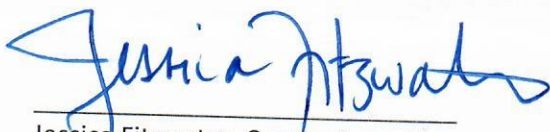
The County recognizes and endorses the importance of a safety-first approach to the transportation network and believes that the removal of this project is not representative of a safety-first focus. In response to the rapid development in the area, the County is conducting preliminary planning activities for a public safety facility (fire station) that will access MD 180 from Fair Oaks Drive, just west of the I-70 bridge. There is a sight distance access issue that cannot be resolved without a bridge improvement and widening on this remaining unimproved section, creating further difficulties in the effort to provide adequate public facilities in this area.

The draft CTP did not propose any funding in the current year or any of the out years for the MD 180 project. There is no financial impact on the FY24– FY29 CTP if the project remains in the CTP. The removal of this project will make it difficult to add it back to a future CTP for funding consideration, resulting in a partially completed transportation corridor that the County prioritized and invested local dollars in.

The County respectfully requests the MD 180, Jefferson Pike, and Ballenger Creek Pike Project remain in the Draft and Final FY24– FY29 CTP.

Thank you for your continued partnership in meeting the needs of Maryland residents and businesses in Frederick County. If you have any questions about this matter, please contact Mr. Mark Mishler, Division of Planning and Permitting, at 301-600-6742 or [mmishler@frederickcountymd.gov](mailto:mmishler@frederickcountymd.gov).

Sincerely,



Jessica Fitzwater, County Executive  
Frederick County, Maryland

Attachment: Exhibit A

cc: Andrew Radcliffe, District Engineer, MDOT SHA District 7  
John K. Peterson, Chief Administrative Officer, Office of the County Executive  
Victoria Venable, Legislative Director, Office of the County Executive  
Deborah A. Carpenter, Director, Frederick County Planning and Permitting Division  
Mark Mishler, Transportation Engineering Supervisor, Frederick County Planning and Permitting Division

Secondary Development & Evaluation Program

PROJECT: MD 180, Jefferson Pike and Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and Ballenger Creek Pike (formerly MD 351) capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). Bicycle and pedestrian accommodations will be included where appropriate.

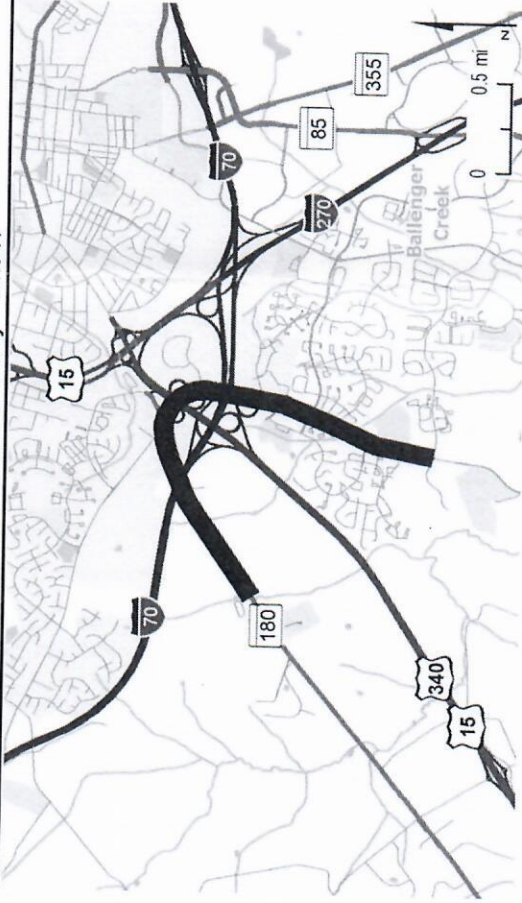
PURPOSE & NEED SUMMARY STATEMENT: The MD 180 and Ballenger Creek Pike corridor is experiencing rapid development. Businesses and residential developments are contributing to operational failures along the existing roadway network, especially during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Project on hold. County contributed \$0.5 million to planning.

SIGNIFICANT CHANGE FROM FY 2022-27 CTP: None.



POTENTIAL FUNDING SOURCE:

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,291	2,291	2	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,291</b>	<b>2,291</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,791	1,791	2	0	0	0	0	0	0	0	0
Other	500	500	0	0	0	0	0	0	0	0	0

STIP REFERENCE #FR5491 12/01/2022

Classification:

STATE - Major Collector  
FEDERAL - Major Collector  
STATE SYSTEM: Secondary  
Estimated Annual Average Daily Traffic (vehicles per day)  
CURRENT (2022) 28900  
PROJECTED (2042) 74800