



THE EFFECTS

OF RESIDENTIAL OVERBUILDING ON OUR ROADS

We often hear statements about growth and development in Frederick County that sound true – but that may be false. Those falsehoods are often spoken by those with vested economic interests in having people believe them without question.

The problems associated with the “boom and bust” residential overbuilding in Frederick County have affected the lives of every resident who uses Frederick County roads. Consider this myth, truth and facts about our road system.

THE MYTH

Growth pays for roads. We need new residential development to help reduce the overcrowding on our roads and highways.

THE TRUTH

Residential development only pays for new roads within the new development itself and—occasionally for some upgrades to nearby access roads.

THE FACTS

Reducing the traffic on our overcrowded streets and highways will require a massive infusion of money, far more than developers are willing or able to pay. This means that all the added traffic generated by residential development is forced on to existing overcrowded roads.

9.57

**AUTO TRIPS PER DAY
PER HOME**

Every new single family home is estimated to generate, on average, 9.57 automobile trips a day. That means the development that is already approved will add over 330,000 car trips each day to our roads unless we can afford to build new ones.¹ Included in this number are new developments that will utilize already dangerous roads like Route 15 north of Frederick. One development is estimated to add approximately 13,000 car trips to that road every day.

\$3.5B

**TO RESOLVE CURRENT
ROAD CRISIS**

Even without this new growth, the costs to remedy current transportation problems are staggering. Frederick County's top ten priority federal and state primary highway projects have a combined cost of \$2.540 billion. And that is just to get traffic moving again. Frederick also has 18 high priority projects needed to get traffic flowing on secondary roads. These projects total an additional \$924.5 million.² The total estimated cost to resolve our current road crisis is \$3.5 billion. There has never been an identified source for that money.

WHAT YOU CAN DO

- Help us get the messages about growth, taxes, schools and roads to fellow county citizens. Do you belong to an organization, church or neighborhood group we can talk to?
- Forward this to a friend who might be interested or want to become involved.
- Donate to our educational fund— even a small sum is a big gift! <http://www.friendsof-frederickcounty.org/you-can-help/donate/>
- Please sign on to our Facebook page and spread the word to your friends in Frederick County: <http://bit.ly/friends-of-frederickcounty>

¹Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th edition – the average weekday rate of trips generated per dwelling unit for a single family detached home is 9.57, pp 268-269

²Annual Transportation Priorities Review – 2010, Frederick County Division of Planning Transportation pp7-1 to 7-3



\$48.9M

FOR ONE INTERCHANGE

Some of the most needed interchanges to speed up the flow of traffic and increase safety are those along U.S. Route 15 at Biggs Ford Road, Monocacy Boulevard, Hayward Road and Mountville Road. Of these, only the intersection at Monocacy Boulevard is in the implementation phase. The estimated cost of that interchange in today's dollars is \$48.9 million.

\$1.025B

I-270 IMPROVEMENT PROJECT

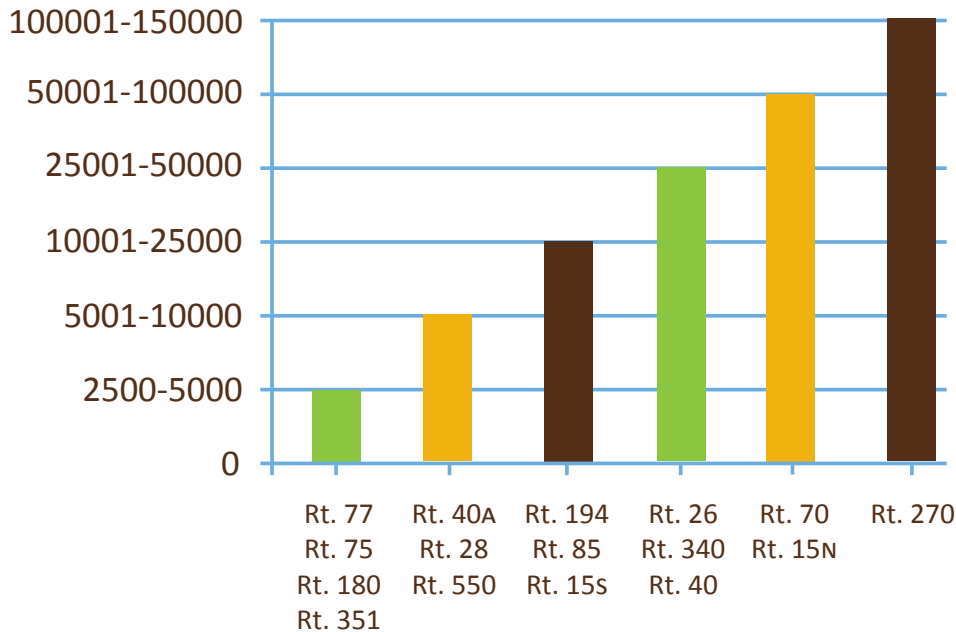
The most complaints about road overcrowding center on Interstate 270 and U.S. Route 15. The I-270 improvement project between I-70 and the Montgomery County line, which has been in a study stage for 40 years, and which gets more expensive every year, is now estimated to cost nearly \$1.025 billion.³

\$904M

ROUTE 15 UPGRADES

Upgrades to U.S. Rte 15 through Frederick, from I-270 north to the Pennsylvania line are now estimated to cost \$904 million – exclusive of interchanges.

**DAILY TRAFFIC VOLUMES⁴
FREDERICK COUNTY, MD**



Projected development will add over 330,000 car trips each day to our roads.

³Annual Transportation Priorities Review – 2010, Frederick County Division of Planning Transportation p7-1

⁴Providing Transportation Choices, Daily Traffic Volumes 06-8.