



# ALLEGANY COUNTY, MARYLAND

## Office of The Board of County Commissioners

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### BOARD OF COMMISSIONERS

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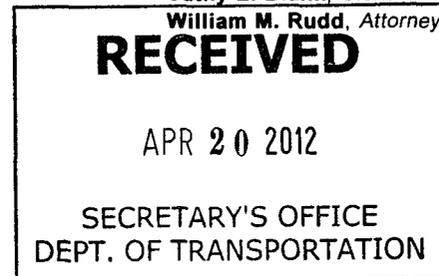
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April 12, 2012

The Hon. Beverley K. Swaim-Staley, Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076



Dear Madam Secretary,

The Board of Commissioners of Allegany County is pleased to have the opportunity to articulate its transportation priorities to your department for the Draft FY 2013 – 2018 Consolidated Transportation Program (CTP). Allegany County and its municipalities recognize these as times of fiscal challenges, but want to share our local transportation concerns. The County and municipalities have coordinated our needs and have prioritized our projects and demonstrated how they relate to the long term goals of the Maryland Transportation Plan. The Board of County Commissioners discussed the priority project requests as an agenda item at the regular meeting held on Thursday, April 12, 2012. On behalf of Allegany County, the Town of Barton, the City of Cumberland, the City of Frostburg, the Town of Lonaconing, the Town of Luke, the Town of Midland, and the Town of Westernport we would like to submit our projects; they are summarized as follows:

**1. Tier Two Study of the US 220 National Highway System**

Allegany County supports the initiation and full-funding of Maryland's share of the Tier Two EIS Study for the development of a new highway between Interstate 68 (I-68) along US 220 to Corridor H as part of the National Highway System (NHS). The further refined study of this important highway upgrade corresponds with Maryland's Transportation Plan's (MTP) goal of environmental stewardship. This inventory of natural, cultural, and socio-economic resources within the study area will be conducted and analysis of the road's alignment is in the interest protect Maryland's resources without negatively impacting economic development. In addition, the construction of a new highway in the alignment along US 220 will also improve users' experience improving travel time and reliability along the north/south corridor.

**2. Braddock Road/MD 736 Access and Safety Improvements Project – Phase II**

Phase II improvements will complete widening, adjustments to drainage, and installation of an acceleration lane on the east frontage of MD 736 north of Braddock Street along the Woda Group's Braddock's Greene frontage, in the City of Frostburg. State assistance is now crucial to further progress toward Master Plan goals. This project prepares for future access improvements on the west side of the MD 736 to accommodate a major commercial site and the rear of FSU's business park, replacing a poorly located coal haul entrance near I-68 Interchange #34. *See Attachment 1: Master Plan.* Based on current Nolan Associates Phase I estimates (at 75% phase), the Phase II project would require \$500K to complete all east frontage construction activities to achieve the safety and access goals for that sector, focused on Braddock Street.

**3. MD 135 Safety Improvements in Luke, Maryland**

The Town of Luke would greatly appreciate the State to consider safety improvements to MD 135 in the area of the filtration plant turn. Widening this area has been talked about for years and it is a major safety concern. On February 13, 2012 there was another truck wreck at the bend in the roadway. This improvement directly relates to safety and security of the transportation system, improvements to safety would decrease freight and passenger collisions in this area.

**4. Tourist Area and Corridor (TAC) Sign Implementation for Cumberland, Maryland**



Cumberland is a historic town with a number of tourist attractions, but it is often bypassed by travelers on I-68. Through a Maryland State Transportation Planning Grant to Allegany County the initial stages of a Tourist Area Guide Sign Plan has been developed and group of local stakeholders have been introduced to the TAC concept. The City of Cumberland requests that design and installation project for Cumberland guide signs be approved.

**Goals:** This project meets the goals of the State Transportation Plan, particularly Quality of Service. It also meets local goals in that it will enhance the tourism experience in historic Cumberland, a Trail Town community.

**Cost:** Unknown

**5. Long Drive and US 40 Streetscape**

Allegany County supports the completion of the LaVale Streetscape Project from Long Drive to the National Highway (US 40) and MD 36 intersection at the Narrows. This project would preserve and enhance Maryland's natural community and historic resources as well as improving customer service by way of this neighborhood improvement. This project would also encourage other modes of transportation such as bicycling and pedestrian activity.

**6. Baltimore Street Bridge Rehabilitation**

This project remains a priority for Cumberland and we appreciate the SHA's assistance in obtaining Federal Bridge Replacement Funds through a reallocation of Local Government Funds from jurisdictions outside of Allegany County. The City, County and State have put effort into this project, but unfortunately the City is currently lacking local funds for this project. The project is listed here because the City is hopeful that local funds can be available in the future. The Baltimore Street Bridge over Wills Creek needs a total deck replacement. The bridge connects the main downtown business area with the West Side of Cumberland.

**Goals:** The project is consistent with State and local goals and is included in the Cumberland Urbanized Area Transportation Improvement Program FY 2011-2014.

**Costs:** \$1,700,000

**7. Greene Street (Baltimore Street to Fayette Street) Streetscape Improvements**

This important City road was formally US 220 and prior to that it was part of the National Road. Greene Street is in need of significant rehabilitation to handle the traffic on this West Side arterial street. Lack of local funds as well as any funds for road improvements have prevented the City from being able to do anything on this street since the days of Urban Systems Federal Aid sharing through the Maryland SHA. The current method of providing State Aid in lieu of Federal Aid has drastically reduced the funding that was available to the City of Cumberland in the past. We are very interested in obtaining any transportation enhancement funds that could be made available to help this needed project. If necessary work could be phased to fit available grants. Improvements would include curb and sidewalk as well as providing signs and marking to allow for safe bicycle travel.

**Goals:** Preservation and improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.

**Costs:** Exact costs are unknown, but it is expected to be in the range of \$2 million.

**8. US 220 Improvements through Cresaptown**

US 220 (McMullen Highway) through Cresaptown, Maryland from the I-68 interchange #42 to the intersection of MD 53 (Winchester Road) is a two lane highway experiencing congestion. Allegany County requests widening this portion of highway and improving the intersection at Winchester Road (MD 53) and US 220 South. The County would appreciate particular attention to a "roundabout concept," which is the County's preferred alternative to improve intersection safety and performance. Widening this road would improve the users' experience and travel safety by reducing congestion and by providing reliable and predictable travel times for freight transportation and private vehicles. This project also supports the State's transportation goal of safety and security by in reducing the number and rate of fatalities and injuries.

**9. Public Transportation in Allegany County**

As an effort to improve connectivity for daily life and encourage environmental stewardship, Allegany County supports energy saving projects and coordination with other agencies, to create a more cost-effective

way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.

**10. MD 936, Grant Street Stormwater and Safety Improvements Project**

This project should be a State project, coordinated and in partnership with Frostburg's efforts to separate combined sewers. The project will improve safety characteristics for motorists using the steep grade from Main Street to the bottom of grade near Blair Street by removing excess sheet flow due to surface runoff during periods of heavy rain and major snow melt. This is also a factor in the City's efforts to comply with EPA/State Chesapeake Bay pollution reduction mandate and will link with City efforts to enhance infiltration of stormwater at the bottom of the State corridor. *See Grant Street Location Map Attachment.* Improvements would construct 1,300lf of storm sewer improvements to convey separated stormwater from US 40 Alternate to a proper outfall to be constructed by the City as part of its CSO Elimination Project. This will eliminate an overflow point near the bottom of grade about 100 lf south of the Blair Street intersection. The project would use existing inlets along the east side of Grant Street

**11. MD 36 Corridor Management Project**

Allegany County in partnership with the City of Frostburg, the Town of Midland, the Town of Lonaconing, the Town of Barton, and the Town of Westernport would like to request a Corridor Management Project for MD 36. This project would include land preservation, beautification, efficient transportation planning and an effort to revitalize the towns along MD 36; with particular attention to make improvement to the 'growth area' within the limits of Frostburg and improve safety at key intersections. The project corridor shall span from MD 36 (New Georges Creek Road), in the vicinity of the US 40 alternate intersection near Mountain Ridge High School, to the intersection of MD 135 in Westernport.

A portion of the project will emphasize improving the City of Frostburg's 'growth area,' from the I-68 Interchange #34 to the vicinity of the Route 40A intersection. Improvements in this area would address safety by limiting options for access on both sides of MD 36; providing the most effective access option allowing for safe ingress and egress for customer and delivery vehicles, and optimum public access into future private development sites, as recommended in Frostburg Comprehensive Plan's Municipal Growth Element.

Another portion of this project will address safety and access at the I-68 Interchange #34, and provide an Access Control Study for the MD 55 and MD 36 intersection, south of the Frostburg City Limits. The Access Control Study is a recommendation of the pending Georges Creek Planning Region Comprehensive Plan's Transportation Element.

This project shall also include gateway improvements, such as signage, along the MD 36's main corridor at the towns of: Midland, Lonaconing, Barton, and Westernport, as recommend by the pending Georges Creek Planning Region Comprehensive Plan.

The Corridor Management Project for MD 36 will address current safety and access issues, provide crucial improvements for future development and revitalize and preserve the communities and natural resources in Western Maryland.

**12. Maryland Avenue Improvements between Short and Lamont Streets**

This section of Maryland Avenue is the last section that must be improved to link the Rolling Mill and Virginia Avenue project. Improvement work includes street widening and resurfacing, retaining wall reconstruction and reinforcement, sidewalk improvements, and streetscaping.

**Goals:** Improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.

**Cost:** Exact costs are unknown, but it is expected to be in the range of \$2 million.

**13. Park Street and Braddock Road Intersection and Approach Project**

This project would build on 2011-12 City of Frostburg project resurfacing project along Center Street to the key intersection of Bowery/Park/Braddock Road/Center Street, focusing on the first two blocks of Park Street and Braddock Road from the main intersection. This project contemplates a State – City partnership to attack conditions that directly and adversely affect a large block of City's residents: students living in the University Neighborhoods surrounding FSU totaling about 2,500 individuals, plus friends and family who visit student residents in the City of Frostburg.

This critical intersection area impacts the University - the City's largest employer - and a major private investment at Welsh Hill Commons, the adjoining student housing complex that has grown to a substantial off-campus housing center over the past 10 years.

**14. Bicycle/Pedestrian Improvements to Industrial Boulevard**

Building upon previous coordination meetings between the City of Cumberland and SHA officials in 2011, design and implement bicycle and pedestrian improvements along both sides of Industrial Boulevard (MD Highway 51) between Winston Street (Canal Place) on the north and Mesick Road on the south. The improvements evaluated in the feasibility and design assessment would include, but not necessarily be limited to, a combination of dedicated bike lanes, shared lane bikeways, and bike boxes at key intersections as may be warranted and appropriate. This project is part of the City's Grand Loop bicycling route as recommended in the 2008 Trails and Bikeways Master Plan, which is a component of the City's Comprehensive Plan.

**Goals:** This project is consistent with State, County and Local Plans. The project is identified and described as an on-road facility that is part of the "Grand Loop." It is identified as part of Goal A-9 of the plan and is depicted in the master plan map of the bikeway network in Appendix A. The project supports the City's long-range plans to extend bicycling access for residents and visitors from the two regional bike trails that connect in Downtown Cumberland. The City considers this route to be an essential connection, since it is the only level route that provides a direct link between the downtown area and the other planned neighborhood bikeway routes in South Cumberland. The route is currently used occasionally by the Bicycling community and has been rated as dangerous for bicycling in its current condition.

**Estimated Cost – Unknown.** The project would involve an initial feasibility and design study to determine what improvements can and should be made. A better estimate of the ultimate project cost can be determined once the feasibility and design study, which has already been assigned dedicated funding, is complete.

**15. MD 135 (Pratt Street) Pavement Improvements**

The Town of Luke requests that the State of Maryland, consider MD 135, also known as Pratt Street, for pavement repair. The Town would like to see this area improved for public safety, and to improve quality of service in the area by providing better road surfaces to industry related freight traffic and for general passenger vehicles.

**16. Village Parkway Resurfacing and Drainage Improvements Project.**

This project completes capital resurfacing of a commercial access road first installed by Allegany County in the late 1970's during creation of the Frostburg Business Park. This roadway serves multiple employment sites, including a nursing/rehab facility, a 110-unit multi-family subsidized housing project, and Quest Industries.

**Status and Future Plans:** The City of Frostburg completed a portion of this project in 2011, leaving about 1,320 linear feet to mill and resurface, including the vicinity of the driveway to Frostburg Village Apartments and the Nursing and Rehab Center near the MD 36 intersection, and a large section near Hoffman Hollow Road which has supported commercial job growth in recent years.

The estimate to complete this work is \$50,000 based on actual improvements completed, not including design and ESD drainage improvements. A design to fully address this accessway is proposed to include a drainage evaluation for practicality of ESD retrofit, and will reset the surface for an extended useful life to support future use of vacant interior lots within the Park which are available for expansion or new commercial locations. Design can be completed with City funds by July 2012 if construction funds are identified for the 2013 construction season.

**17. Bicycle and Pedestrian Project Support**

Allegany County would appreciate funding and technical assistance to facilitate completion of bicycle and pedestrian projects in Western Maryland. Currently, Allegany County is in the process of writing the Allegany Bicycle and Pedestrian Master Plan which is expected to be completed by October 2012. Funding and support for facilities branching off of the existing Great Allegany Passage Trail and C&O Canal Tow Path linking communities in Maryland, Pennsylvania and West Virginia would be appreciated. This project would improve connectivity for daily life and would facilitate multimodal transportation and linkages within and beyond Maryland to support a healthy economy.

**18. Intersection Improvements at Wagner Road (CO 0548) and MD 51**

There is a need for intersection improvements at Wagner Road (CO 0548) and MD 51, where the sight distance is substandard due to the location of the intersection; there is also an issue with the vertical geometry of MD 51. The County would appreciate SHA's support to evaluate potential solutions for this issue. Improving this intersection is aligned with the State's MTP goal safety and would increase visibility at the intersection and reduce the incidents of collisions.

**19. Park and Ride Needs Assessment**

There is a need for a Park & Ride Needs Assessment in for the areas of LaVale, Frostburg, Flintstone and East Cumberland. Improvement to these Park and Rides support the State goals to provide a balanced multimodal transportation system, as well as supporting initiatives to further our environmental stewardship decreasing congestion and carbon emissions by encouraging the use of car pools and public transportation.

**20. C&P Railroad Tunnel Rehabilitation Bicycle and Pedestrian Access Project**

The C&P Railroad Tunnel, under US 40, Main Street of Frostburg Maryland, connects the Frostburg Depot to Bowery Street. This 570' tunnel is owned by the Allegany county Commissioners, and is part of a recreation facility, but is closed to the public. In 1999, SHA commissioned a visual condition survey which developed recommendations to make entry and passage safe and evaluate the condition regarding the safety of the overlying State Highway. Best and worst case budgets were developed (\$0.6K - \$2.2K). This project is supported by the local nonprofit Mountain Maryland Trails as a part of a long-range connection to the George's Creek valley and the North Branch of the Potomac Valley past Westernport to the Elkins area of West Virginia. In addition this access is also addressed in the County's Georges Creek Comprehensive Plan, and will be examined in the Allegany County Bicycle and Pedestrian Master Plan. This bicycle and pedestrian project will provide alternative access to the Frostburg Depot, which is currently accessed by a stepped walkway, and Depot Street which has steep grade. The tunnel will also encourage trail users to stop at Frostburg's businesses.

If you need any clarifications about our recommendations please contact us.

Sincerely,

The Board of County Commissioners of Allegany County

  
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President, Michael W. McKay

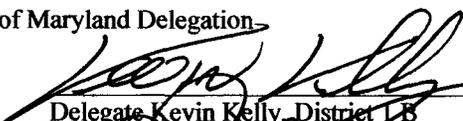
  
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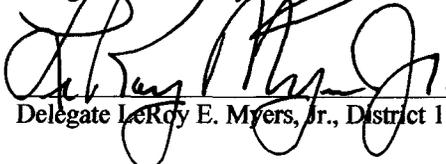
  
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Commissioner William R. Valentine

  
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Senator George C. Edwards, District 1

  
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Delegate Wendell R. Beitzel, District 1A

Allegany County State of Maryland Delegation

  
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Delegate Kevin Kelly, District 1B

  
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Delegate LeRoy E. Myers, Jr., District 1 C

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John W. Coburn, Mayor Town of Lonaconing

Attachments:

- Project Questionnaires, for all projects
- Braddock Road MD 736 Corridor Map
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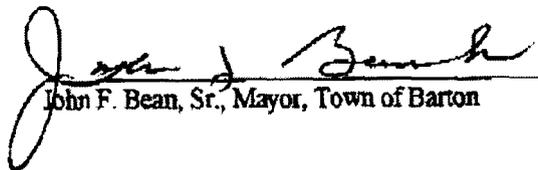
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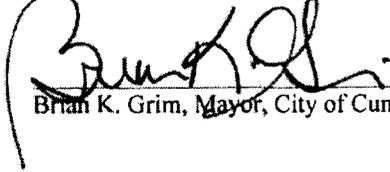
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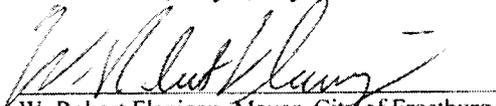
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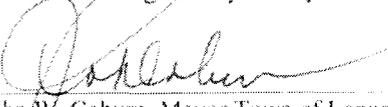
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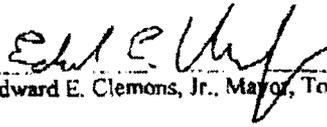
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5

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Project Questionnaires, for all projects  
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 Braddock Road MD 736 Master Plan  
 Cumberland TAC Wayfinding Concept Plan Map  
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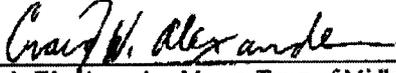
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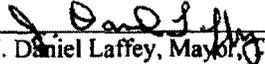
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# Allegheny County Priority Letter Attachments

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1. Tier Two Study of the US 220 National Highway System

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Tier Two Study of the US 220 National Highway System
- 2) Submitting Jurisdiction: Allegany County
- 3) Location of the project (describe project limits and location, attach map if available and applicable):  
Between Interstate 68 (I-68) along US 220 to Corridor H.
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): Tier Two EIS Study for the development of a new highway between Interstate 68 (I-68) along US 220 to Corridor H as part of the National Highway System (NHS). This corridor also is a growing residential area with some strip commercial development. Many vacant buildable lots exist in the corridor that could be developed for residential use. Finally, the long-range development of currently vacant land, west of existing U.S. Route 220, between Bel Air and Rawlings, is dependent on the relocation of U.S. Route 220, to separate local traffic from through traffic. The proposed industrial park near Maryland Route 956, is also dependent on this new highway. The traffic volume on U.S. Route 220, at Bel Air, justifies an improved, multilane access-controlled highway to Rawlings. To ease the current conflict between local and through traffic, the State could construct a new U.S. Route 220, eventually connecting Cumberland with Appalachian Development Highway System (ADHS) Corridor "H," south of Keyser. Reconfiguring U.S. Route 220 South, to a multilane facility, is included in the Maryland SHA list of highway needs. SHA, with the West Virginia Department of Transportation, is conducting a joint planning study to examine alternatives that will improve U.S. Route 220 South from I-68, via MD 53, to Corridor H in West Virginia.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is located within and extending from the Cumberland Urbanized Area Boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This plan is consistent with the Cumberland Area Long Range Transportation Plan, and Allegany County's regional Comprehensive Plans.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: In addition, the construction of a new highway in the alignment along US 200 will also improve users' experience improving travel time and reliability along the north/south corridor.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The further refined study of this important highway project corresponds with Maryland's Transportation Plan's (MTP) goal of environmental stewardship. This inventory of natural, cultural, and socio-economic resources within the study area will be conducted and analysis of the road's alignment is in the interest protect Maryland's resources without negatively impacting economic development.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The further refined study of this important highway project corresponds with Maryland's Transportation Plan's (MTP) goal of environmental stewardship. This inventory of natural, cultural, and socio-economic resources within the study area will be conducted and analysis of the road's alignment is in the interest protect Maryland's resources without negatively impacting economic development.

11) Additional Comments/Explanation: Allegany County Priority #1

2. Braddock Road/MD 736 Access and Safety Improvements Project – Phase II

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Braddock Road/MD 736 Access and Safety Improvements Project – Phase II
- 2) Submitting Jurisdiction: Allegany County on the behalf of the City of Frostburg
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Along the southernmost sector of MD 736 approaching I-68, in Frostburg, MD
- 4) Anticipated cost and funding source (approximate if available): \$500K
- 5) Description of project purpose and need (up to one paragraph): Phase II improvements will complete widening, adjustments to drainage, and installation of an acceleration lane on the east frontage of MD 736 north of Braddock Street along the Woda Group's Braddock's Greene frontage. State assistance is now crucial to further progress toward Master Plan goals. Without State support, the City will not be able to complete its top priority project addressing both safety and redevelopment goals.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project continues the City's effort to implement recommendations of a 2008 Master Plan by Trans Associates, approved by MD SHA in 2009, to complete safety and access improvements along the southernmost sector of MD 736 approaching I-68.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation: In addition to significant job creation potential near I-68 Interchange #33 in the immediate plan period (6 years) and greater long term potential (20-year plan). The history of development in the MD 736 corridor over the past two decades to present is as follows: Braddock Greene Housing Development, Braddock Estates Future Development, Future Restaurant Site, Allegany Research Properties, Sustainable Energy Research Facility, Allegany Environmental Laboratory University of MD, Edgewood Commons, etc. - See Attachment 2, Corridor Map
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Completion of Master Plan work on the west side of MD 736 must be tied to private sector commitments, specifically a development proposal for the Winner family land. This will allow an interchange and access road to provide employment opportunities and provide access to the rear acreage of the FSU's Allegany Business Center. A development proposal had been active in 2011. Frostburg State University managers have been involved in project planning and are

supportive of Frostburg's initiative, as the ultimate alignment on the west frontage will interface with University System property.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The first objective is to improve safety at the Braddock Street intersection on the east side of the State highway, also providing improved access for the 50-unit Braddock's Greene LIHTC project completed in 2011 and a likely restaurant project planned for 2013 in addition to historic traffic from Braddock Estates. This project prepares for future access improvements on the west side of the MD 736 to accommodate a major commercial site and the rear of FSU's business park, replacing a poorly located coal haul entrance near I-68 Interchange #34. See Attachment 1: Master Plan.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The creation of a four way intersection with acceleration/deceleration lanes will create for increased intersection performance and the new efficient design can be leveraged for future growth.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #2. The City is nearing final design by Nolan Associated of a Phase I project supported by 80% ARC funds and a City match, to begin construction in 2012. Assuming concurrence of ARC, the City proposes to complete widening, ESD SWM, and a deceleration lane at the Braddock Street intersection south to I-68; and complete design plans and specifications for all Phases of the Trans Associate Master Plan. The City is using an Appalachian Regional Commission Access Road award of \$500K for this work, with the City providing \$100K in addition to \$25K received from Woda Group to complete the 20% requirement and the project budget of \$625K.

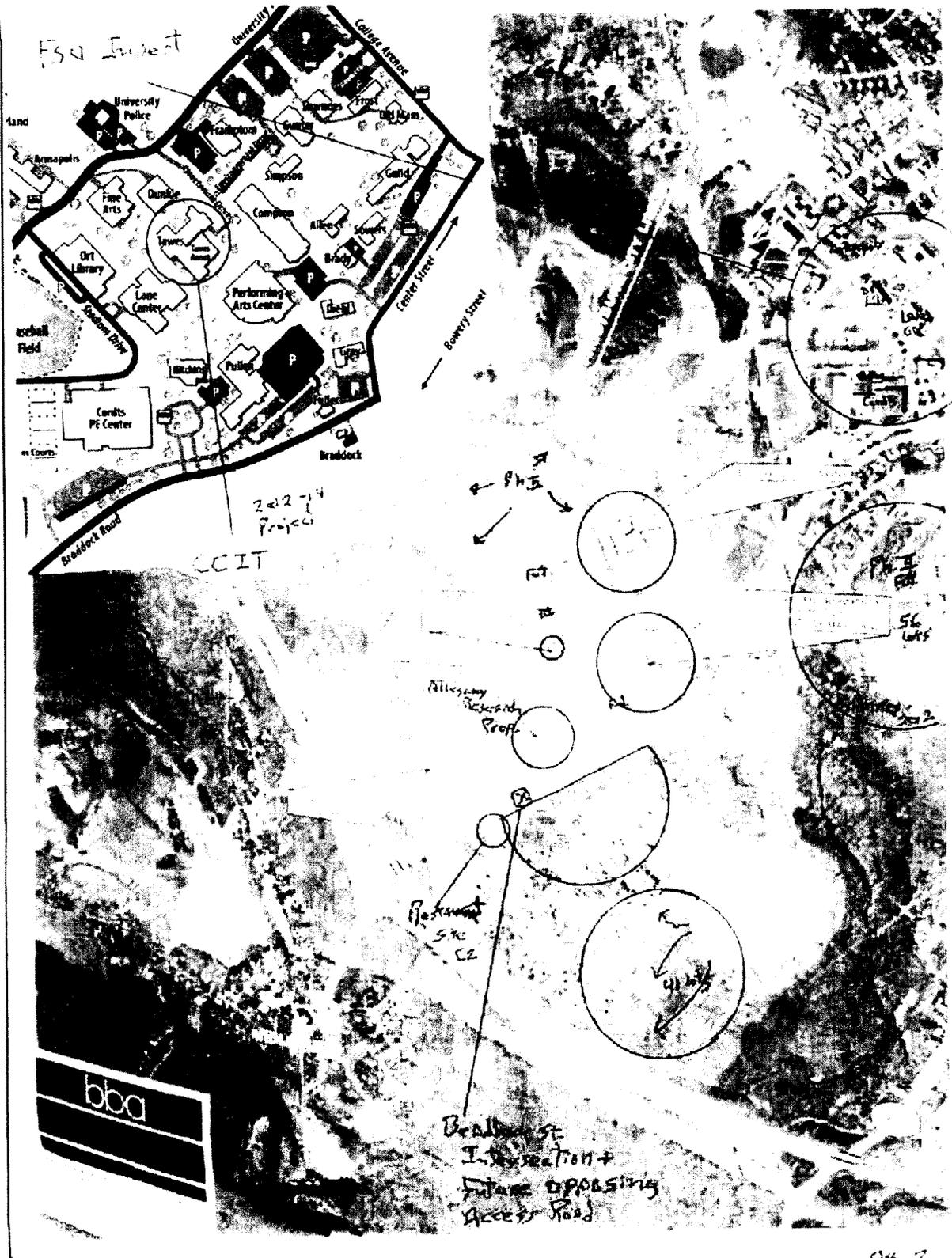
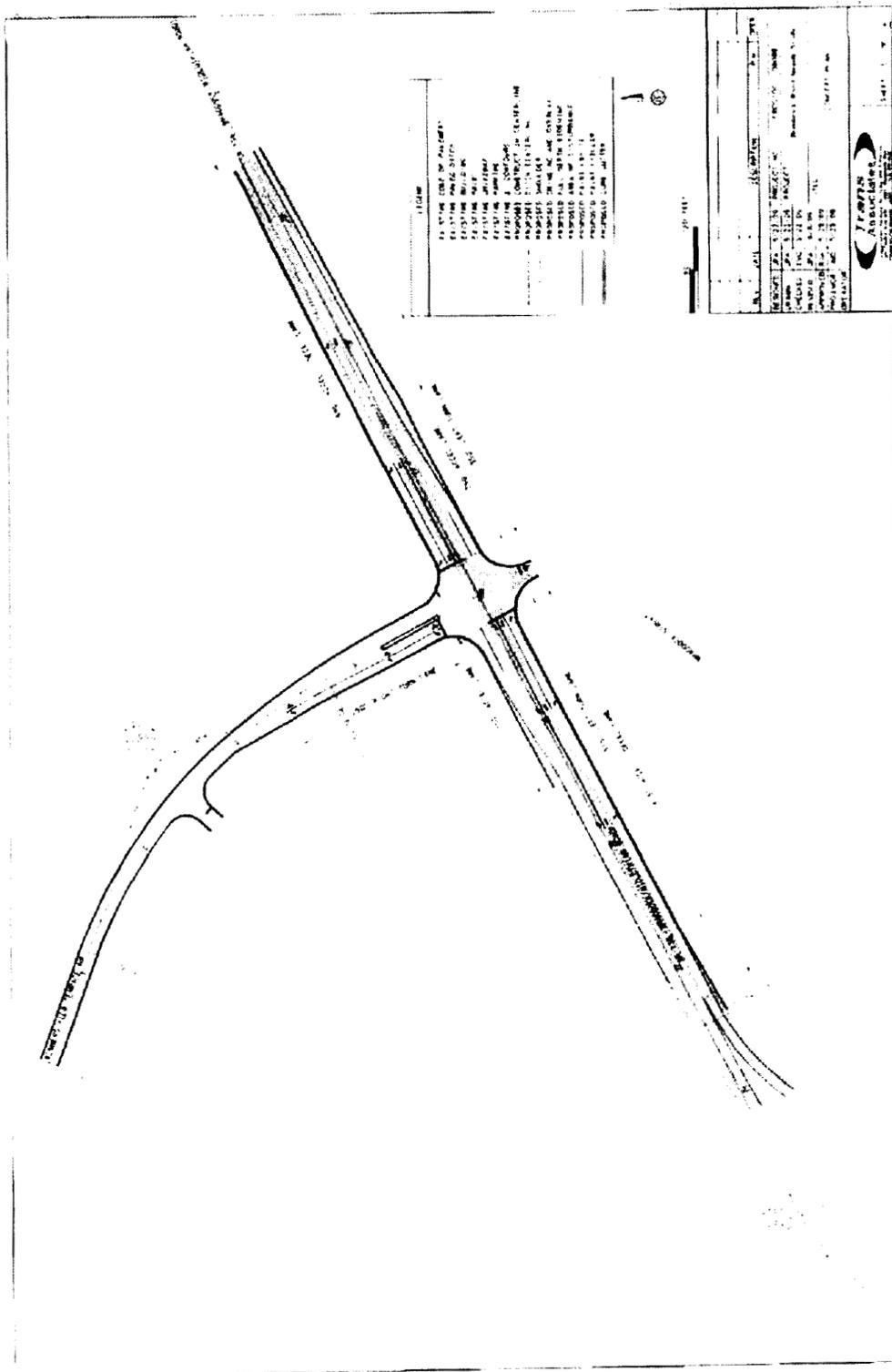


Figure 1 Braddock Road MD 736 Corridor Map



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Figure 2 Braddock Road MD 736 Master Plan

3. MD Route 135 Improvements in Luke, Maryland

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD Route 135 Improvements in Luke, Maryland
- 2) Submitting Jurisdiction: Allegany County on behalf of the Town of Luke
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD Route 135 in the area of the filtration plant turn, in Luke, Maryland.
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): The Town of Luke would greatly appreciate the State to consider safety improvements to MD Route 135 in the area of the filtration plant turn. Widening this area has been talked about for years and it is a major safety concern. On February 13, 2012 there was another truck wreck at the bend in the roadway. This improvement directly relates to safety and security of the transportation system, improvements to safety would decrease freight and passenger collisions in this area.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: The project is within the Cumberland Urbanized Area.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Freight and passenger transportation safety are objectives in the local policies.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: **This improvement directly relates to safety and security of the transportation system, improvements to safety would decrease freight and passenger collisions in this area.**

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #3

4. Tourist Area and Corridor (TAC) Sign Implementation for Cumberland, Maryland

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Tourist Area and Corridor (TAC) Sign Implementation for Cumberland, Maryland
- 2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
- 3) Location of the project (describe project limits and location, attach map if available and applicable): The City of Cumberland, particularly in the historic and commercial Districts. (see attached map)
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): Cumberland is a historic town with a number of tourist attractions, but it is often bypassed by travelers on I-68. Through a Maryland State Transportation Planning Grant to Allegany County the initial stages of a Tourist Area Guide Sign Plan has been developed and group of local stakeholders have been introduced to the TAC concept. The City of Cumberland requests that design and installation project for Cumberland guide signs be approved.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This support Cumberland's tourism and economic development goals. The TAC plan has been completed in 2010, and follows the Maryland TAC Guidelines.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: In addition to following the Maryland TAC Guidelines, the signs will improve tourism navigation through Cumberland and its many attractions.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #4



5. Long Drive and US 40 Streetscape

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Long Drive and US 40 Streetscape
- 2) Submitting Jurisdiction: Allegany County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): LaVale Streetscape Project from Long Drive to the National Highway (US 40) and MD 36 intersection at the Narrows. (see attached map)
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): Allegany County supports the completion of the LaVale Streetscape Project from Long Drive to the National Highway (US 40) and MD 36 intersection at the Narrows. This project would preserve and enhance Maryland's natural community and historic resources as well as improving customer service by way of this neighborhood improvement.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is in the Cumberland Urbanized Area.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project is consistent with the Cumberland Urbanized Long Range Transportation Plan and the LaVale Regional Comprehensive Plan's goals and objectives.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: **This project would preserve and enhance Maryland's natural community and historic resources as well as improving customer service by way of this neighborhood improvement.**

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **This project would also encourage other modes of transportation such as bicycling and pedestrian activity.**

11) Additional Comments/Explanation: **Allegany County Priority #5**

# Long Drive and US Route 40 Streetscape

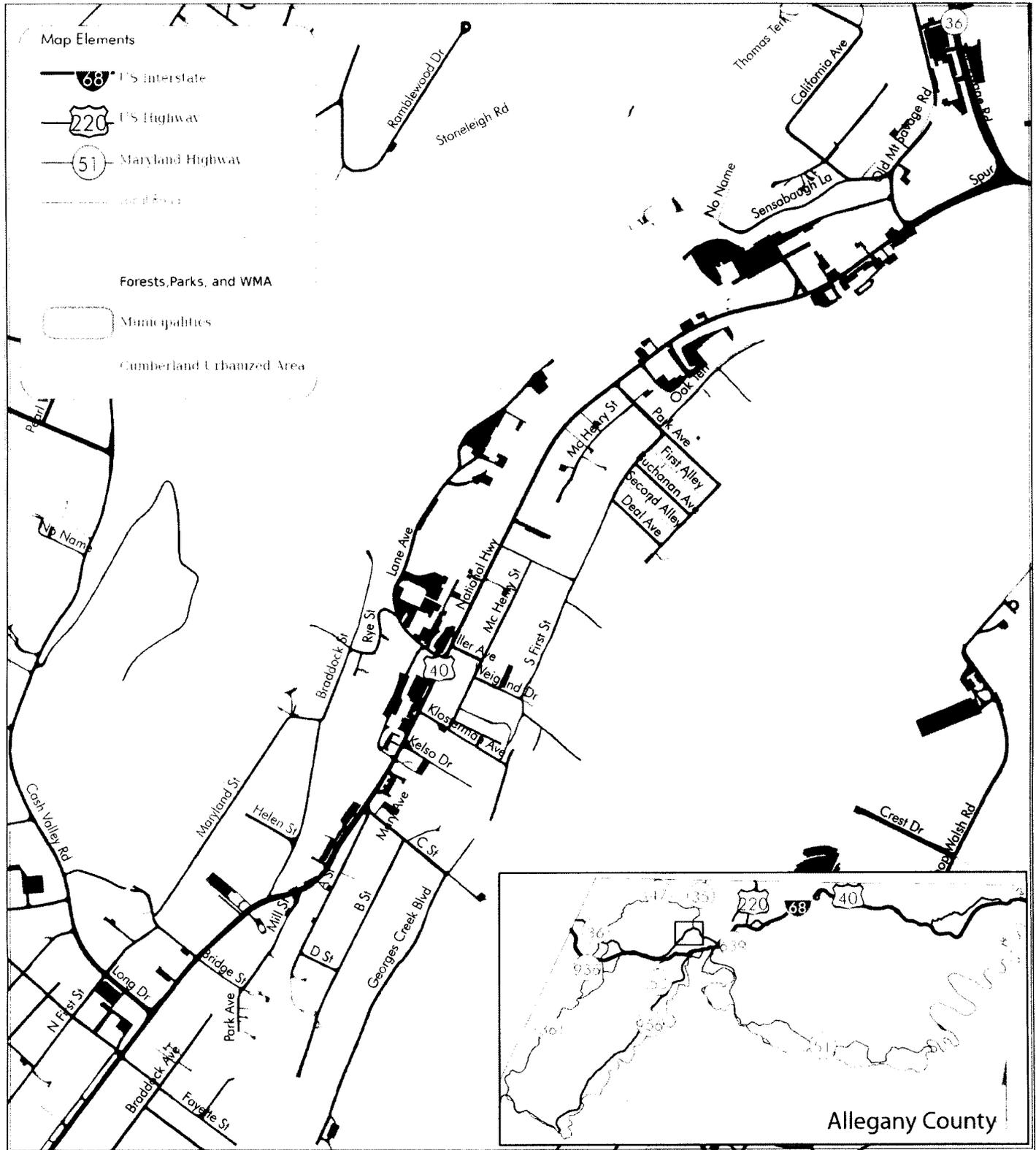


Figure 4 Long Drive and US 40 Streetscape Map

6. Baltimore Street Bridge Rehabilitation

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Baltimore Street Bridge Rehabilitation
- 2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Baltimore Street Bridge over Wills Creek, in Cumberland, Maryland. See Map.
- 4) Anticipated cost and funding source (approximate if available): \$1,700,000. SHA has assisted Cumberland in obtaining Federal Bridge Replacement Funds through a reallocation of Local Government Funds from jurisdictions outside of Allegany County.
- 5) Description of project purpose and need (up to one paragraph): The City, County and State have put effort into this project, but unfortunately the City is currently lacking local funds for this project. The project is listed here because the City is hopeful that local funds can be available in the future. The Baltimore Street Bridge over Wills Creek needs a total deck replacement. The bridge connects the main downtown business area with the West Side of Cumberland.
- 6) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is in the Cumberland Urbanized Area.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project is consistent with local goals and is included in the Cumberland Urbanized Area Transportation Improvement Program FY 2011-2014.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users’ access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: This Bridge is in need of repair and is a key access point in Cumberland over Will's in Cumberland's Historic District.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

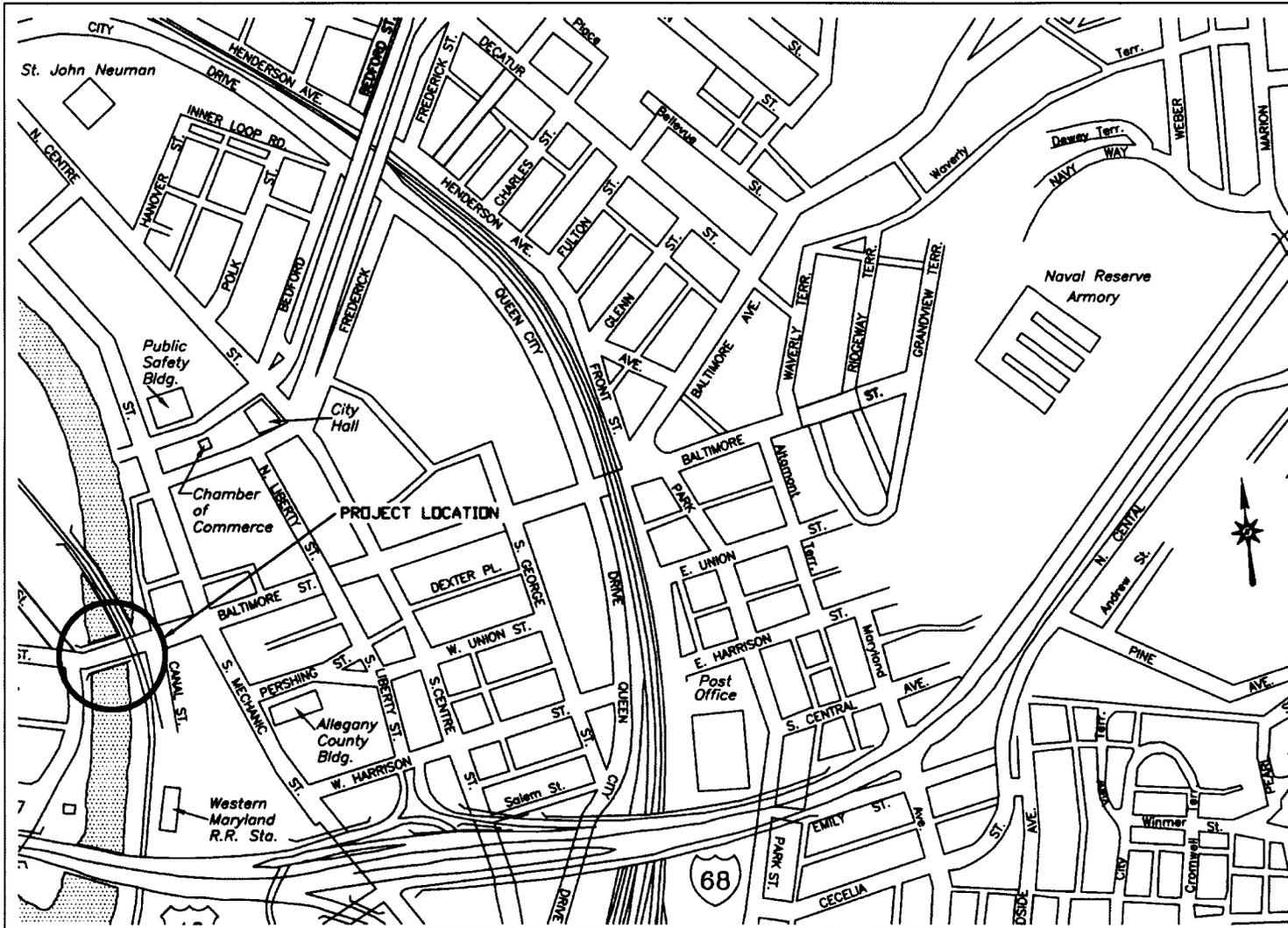
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #6



<b>CITY OF CUMBERLAND MARYLAND</b>	SURVEYED BY:	TITLE Baltimore Street Bridge Rehabilitation Location Map	DATE 2/9/2012	DRAWING NO. C2463
	DRAWN BY: SAS	SCALE: Not To Scale	PROJECT NO.	SHEET NO.
	CHECKED BY: JRD			1 of 5

Figure 5 Baltimore Street Bridge Rehabilitation Location Map

7. Greene Street (Baltimore Street to Fayette Street) Streetscape Improvements

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Greene Street (Baltimore Street to Fayette Street) Streetscape Improvements
- 2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Greene Street, from Baltimore Street to Fayette Street on the west side of Cumberland, Maryland. See Map
- 4) Anticipated cost and funding source (approximate if available): Exact costs are unknown, but it is expected to be in the range of \$2 million.
- 5) Description of project purpose and need (up to one paragraph): This important City road was formally US Route 220 and prior to that it was part of the National Road. Greene Street is in need of significant rehabilitation to handle the traffic on this West Side arterial street. Lack of local funds as well as any funds for road improvements have prevented the City from being able to do anything on this street since the days of Urban Systems Federal Aid sharing through the Maryland SHA. The current method of providing State Aid in lieu of Federal Aid has drastically reduced the funding that was available to the City of Cumberland in the past. We are very interested in obtaining any transportation enhancement funds that could be made available to help this needed project. If necessary work could be phased to fit available grants. Improvements would include curb and sidewalk as well as providing signs and marking to allow for safe bicycle travel.
- 6) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Preservation and improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users’ access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Preservation and improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

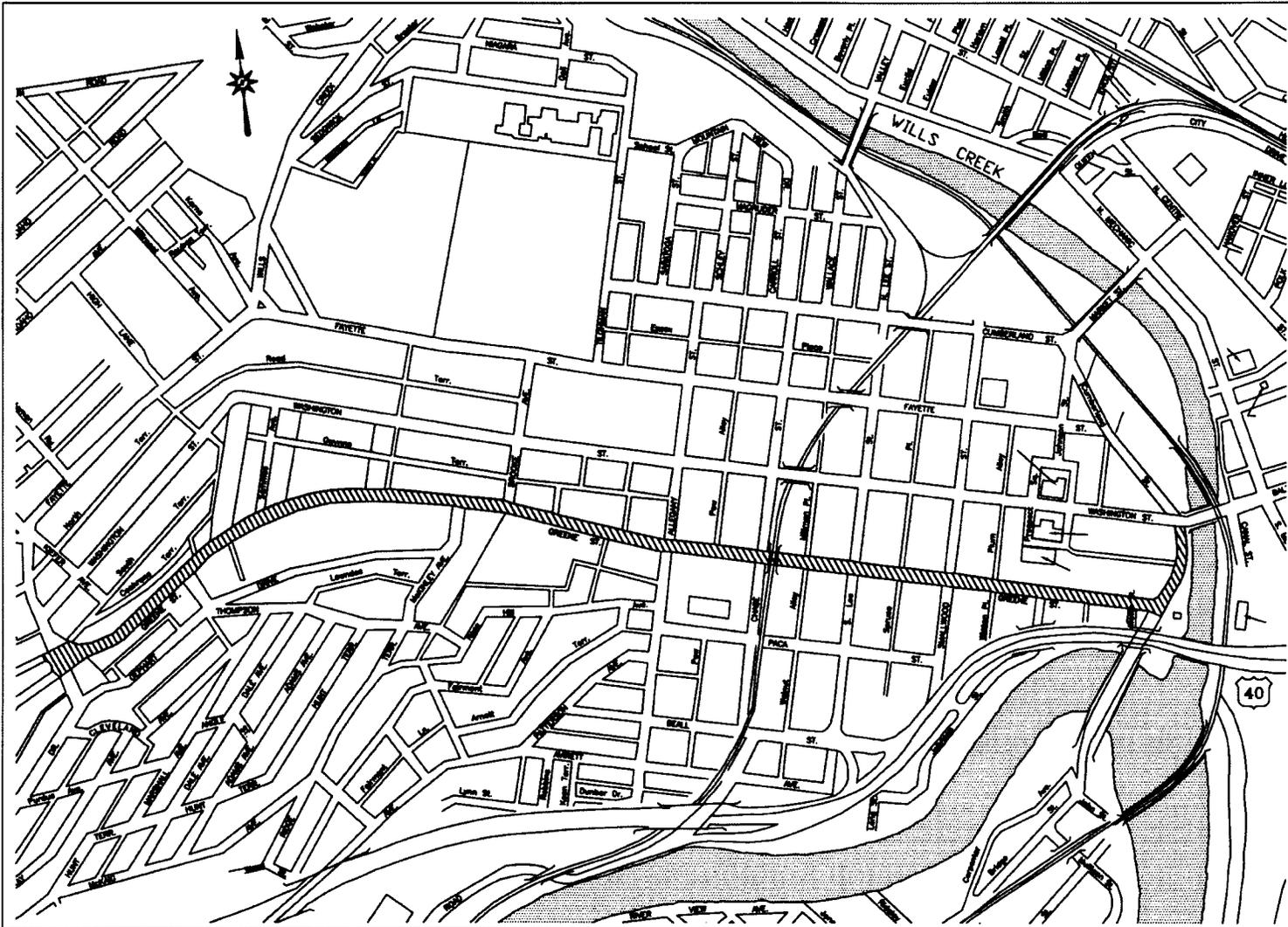
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #7



CITY OF CUMBERLAND MARYLAND	SURVEYED BY:		TITLE Greene St, Baltimore St to Fayette St Streetscape Improvements Location Map SCALE: Not To Scale	DATE 2/9/2012	DRAWING NO. C2463
	DRAWN BY:	SAS		PROJECT NO.	SHEET NO. 3 of 5
	CHECKED BY:	JRD			

Figure 6 Greene Street Streetscape Improvement Map

8. US 220 through Cresaptown, Maryland

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

1. Name of Project: US 220 through Cresaptown, Maryland
2. Submitting Jurisdiction: Allegany County
3. Location of the project (describe project limits and location, attach map if available and applicable): US 220 through Cresaptown, Maryland. See Map
4. Anticipated cost and funding source (approximate if available): Not Available
5. Description of project purpose and need (up to one paragraph): US 220 (McMullen Highway) through Cresaptown, Maryland from the I-68 interchange #42 to the intersection of MD 53 (Winchester Road) is a two lane highway experiencing congestion. Allegany County requests widening this portion of highway and improving the intersection at Winchester Road (MD 53) and US 220 South. The County would appreciate particular attention to a "roundabout concept," which is the County's preferred alternative to improve intersection safety and performance.
6. Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within the MPO boundaries.
7. Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project's goals are supported by the Cumberland Area Long Range Transportation Plan and Allegany County's Regional Comprehensive Plans (pending and approved.)
8. In county priority letter? Yes  No
9. Smart Growth status and explanation:
10. Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: US 220 through Cresaptown, Maryland is a two lane highway is experiencing congestion. Widening this road and improving the MD 53 and US 220 intersection would improve the users' experience and travel safety by reducing congestion and by providing reliable and predicable travel times for freight transportation and private vehicles.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: This project supports the State's transportation goal of safety and security by in reducing the number and rate of fatalities and injuries. In addition widening the road would provide access for emergency response in times of congestion.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11. Additional Comments/Explanation: Allegany County Priority #8

# US Route 220 Improvements through Cresaptown

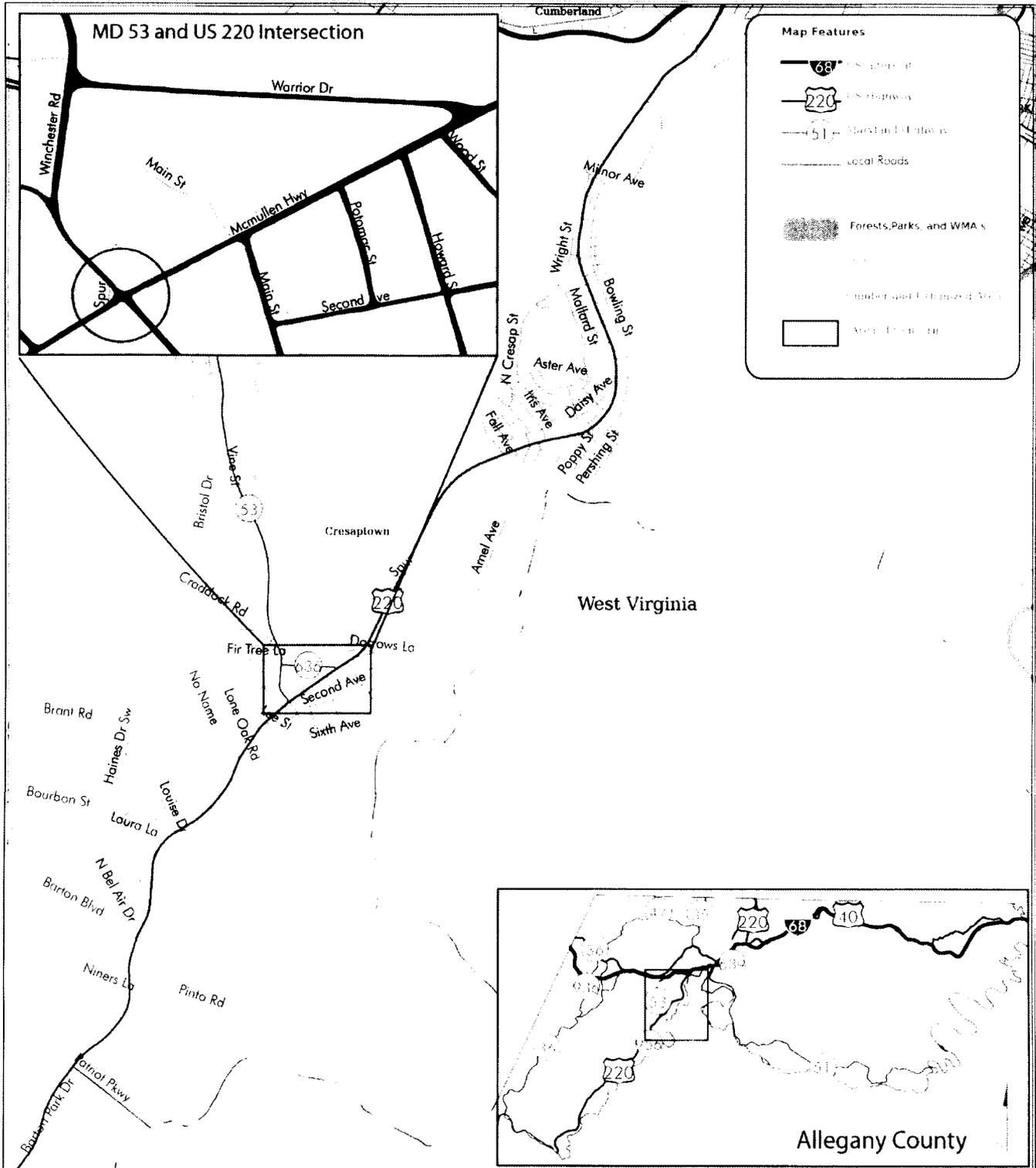


Figure 7 US 220 Improvements through Cresaptown Map

9. Public Transportation in Allegany County

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Public Transportation in Allegany County
- 2) Submitting Jurisdiction: Allegany County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Allegany County, with fixed route services in the Cumberland Urbanized Area. See Map
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): As an effort to improve connectivity for daily life and encourage environmental stewardship, Allegany County supports energy saving projects and coordination with other agencies, to create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Transit is supported in the Cumberland Area Long Range Transportation Plan, the Transportation Elements of the Allegany County Regional Comprehensive Plans (pending and approved). The City of Frostburg also recognizes Allegany County Transit function is important to both Frostburg State University students and the senior and disabled populations which make up together a majority of Frostburg's residents. The transit option is getting further review as part of the City of Frostburg's Sustainable Communities planning, to be completed by early April 2012.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: As an effort to improve connectivity for daily life and encourage environmental stewardship, Allegany County supports energy saving projects and coordination with other agencies, to create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: **As an effort to improve connectivity for daily life and encourage environmental stewardship, Allegany County supports energy saving projects and coordination with other agencies, to create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.**

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

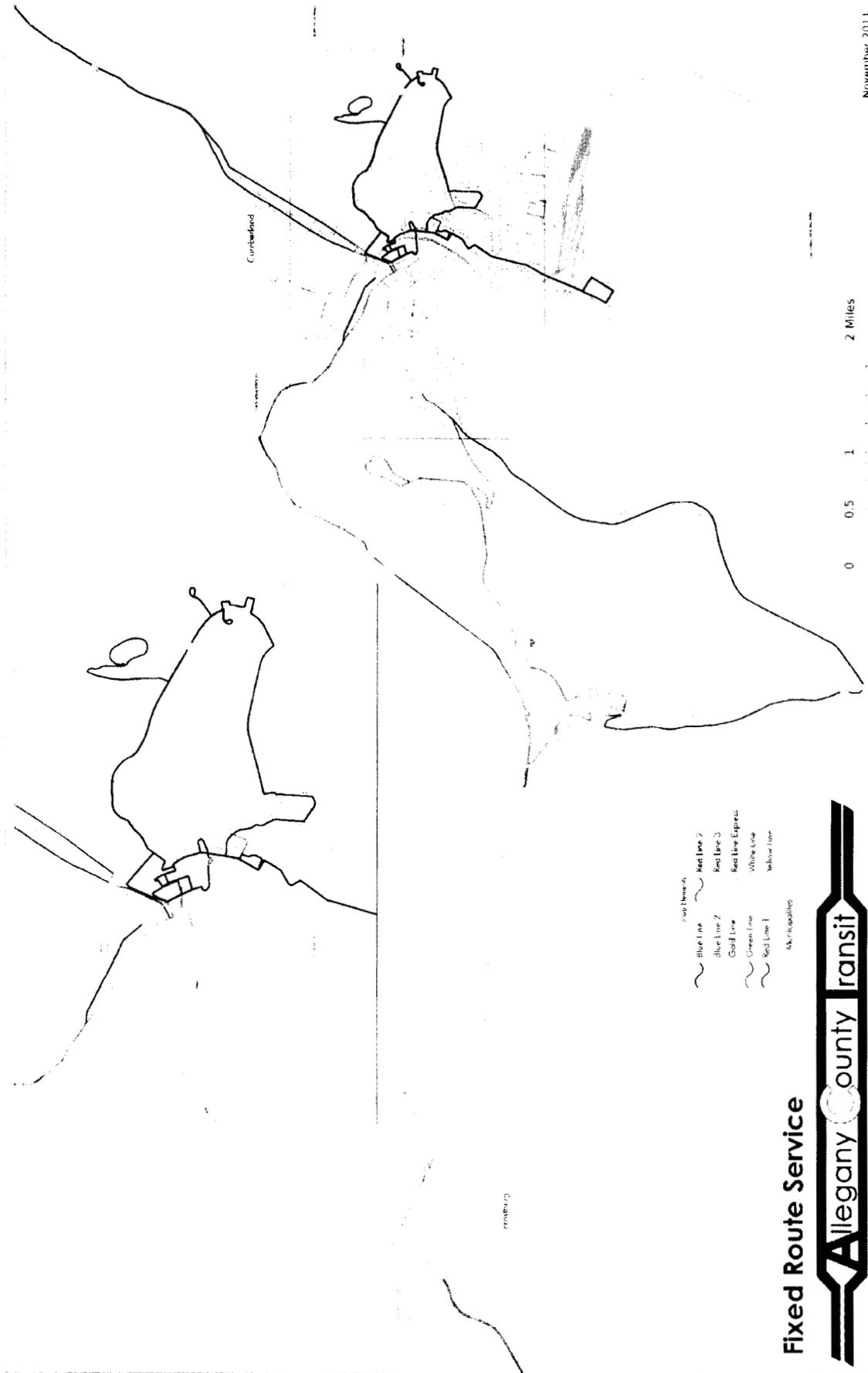
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **As an effort to improve connectivity for daily life and encourage environmental stewardship, Allegany County supports energy saving projects and coordination with other agencies, to create a more cost-effective way to operate a safe and reliable public transportation system to serve the needs of the people of Allegany County.**

11) Additional Comments/Explanation: **Allegany County Priority #9. It is the mission of ACT to support and improve access to public transportation services throughout Allegany County. The system has a service area of 131 square miles and, in 2008, provided 2,271,847 annual passenger miles of service.<sup>6</sup> In 2008, the system was funded through a combination of state and local sources, as well as passenger fare revenues. The ACT system has 10 fixed routes providing service between Cumberland, La Vale and Frostburg. The System uses a loop route configuration and has transfer hubs in downtown Cumberland and at the Country Club Mall in La Vale. The ACT system also serves suburban residential communities in the Cumberland metropolitan planning area. Figure 4.4 provides a map of Allegany County's bus routes. Additionally, ACT provides a Frostburg State University shuttle bus to connect locations within the FSU campus, the City of Frostburg and La Vale. The shuttle bus service operates Monday through Friday when the University is in session. The service is provided free to University students.**



November 2011

Figure 8 Allegany County Transit Fixed Route Service Map

10. MD 936, Grant Street Stormwater and Safety Improvements Project

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 936, Grant Street Stormwater and Safety Improvements Project
- 2) Submitting Jurisdiction: Allegany County on behalf of the City of Frostburg
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 936, also known as Grant Street, within the City Limits of Frostburg, Maryland. See Map
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): Improvements would construct 1,300lf of storm sewer improvements to convey separated stormwater from US 40 Alternate to a proper outfall to be constructed by the City as part of its CSO Elimination Project. This will eliminate an overflow point near the bottom of grade about 100 lf south of the Blair Street intersection. The project would use existing inlets along the east side of Grant Street. The project will improve safety characteristics for motorists using the steep grade from Main Street to the bottom of grade near Blair Street by removing excess sheet flow due to surface runoff during periods of heavy rain and major snow melt. It will also comply with multiple mandates to reduce polluted runoff and eliminate combined sewer overflow pollution to the watersheds.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project relates to the City's efforts to comply with EPA/State Chesapeake Bay pollution reduction mandate and will link with City efforts to enhance infiltration of stormwater at the bottom of the State corridor.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The project will improve motorist safety in this portion of MD 936 within the City limits by reducing surface flows during major rain or snow melt events.

**Goal: System Preservation and Performance: Protect Maryland’s investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.
- Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- Objective: Preserve and enhance Maryland’s natural, community, and historic resources.
- Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: No plans or estimates have been developed by the City for this State road corridor project as herein requested. However, the City has funded a design process with SPECS, Inc., Cumberland, to produce plans, specs, and estimates for the combined sewer improvements as part of the judicial consent order and the MDE mandated Long Term Control Plan for the City’s Phase VIII project, the Grant Street Connector project. Included in this design is a dedicated storm sewer outfall structure that will tie to improvements from a SHA partnership project, so that this cost will not be required in the estimate for the requested State improvements

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

- Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

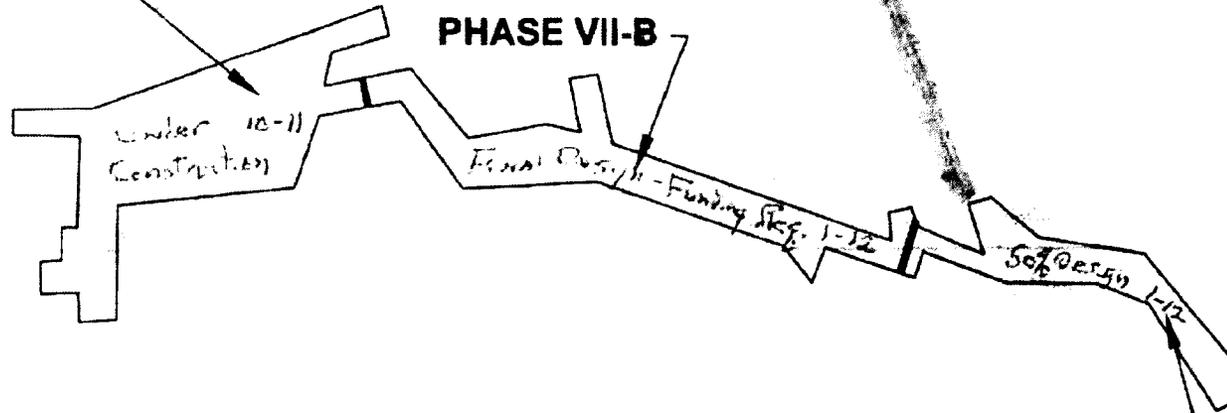
1.1) Additional Comments/Explanation: Allegany County Priority #10. No plans or estimates have been developed by the City for this State road corridor project as herein requested. However, the City has funded a design process with SPECS, Inc., Cumberland, to produce plans, specs, and estimates for the combined sewer improvements as part of the judicial consent order and the MDE mandated Long Term Control Plan for the City’s Phase VIII project, the Grant Street Connector project. Included in this design is a dedicated storm sewer outfall structure that will tie to improvements from a SHA partnership project, so that this cost will not be required in the estimate for the requested State improvements.

US Rt. 40A - Separated Sewers

MD Rt. 936, Grant St. Re-Combined

PHASE VII-A

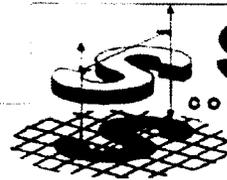
PHASE VII-B



PHASE VIII

**PHASING PLAN**  
NOT TO SCALE

*Freshing up 2012 as water  
replaced 2011-2016*



**SPECS**

CONSULTING ENGINEERS  
& SURVEYORS

105 SOUTH CENTRE STREET, SUITE 100  
CUMBERLAND, MD 21502

301.777.2510 FAX: 301.777.8418

*March  
2012*

11. MD 36 Corridor Management Project

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 36 Corridor Management Project
- 2) Submitting Jurisdiction: Allegany County in partnership with the City of Frostburg, the Town of Midland, the Town of Lonaconing, the Town of Barton, and the Town of Westernport.
- 3) Location of the project (describe project limits and location, attach map if available and applicable): The project corridor shall span from MD 36 (New Georges Creek Road), in the vicinity of the US 40 alternate intersection near Mountain Ridge High School, to the intersection of MD 135 in Westernport. See Map
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): A Corridor Management Project is needed for MD 36. This project would include land preservation, beautification, efficient transportation planning and an effort to revitalize the towns along MD 36; with particular attention to make improvement to the 'growth area' within the limits of Frostburg and improve safety at key intersections. A portion of the project will emphasize improving the City of Frostburg's 'growth area,' from the I-68 Interchange #34 to the vicinity of the Route 40A intersection. Improvements in this area would address safety by limiting options for access on both sides of MD 36; providing the most effective access option allowing for safe ingress and egress for customer and delivery vehicles, and optimum public access into future private development sites, as recommended in Frostburg Comprehensive Plan's Municipal Growth Element. Another portion of this project will address safety and access at the I-68 Interchange #34, and provide an Access Control Study for the MD 55 and MD 36 intersection, south of the Frostburg City Limits. The Access Control Study is a recommendation of the pending Georges Creek Planning Region Comprehensive Plan's Transportation Element. This project shall also include gateway improvements, such as signage, along the MD 36's main corridor at the towns of: Midland, Lonaconing, Barton, and Westernport, as recommend by the pending Georges Creek Planning Region Comprehensive Plan.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within and expands beyond the Cumberland Urbanized Area.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This transportation planning project would feature a future 'growth area' under the Municipal Growth Element of the Frostburg Comprehensive Plan, approved in August 2011. The Access Control Study portion for MD 55 at MD 36 is a recommendation of pending Georges Creek Planning Region Comprehensive Plan Transportation Element. In an effort to revitalize the towns along MD 36 through the Georges Creek Basin, the pending Georges Creek Planning Region Comprehensive Plan recommends to make gateway improvements, such as signage, along the main corridor at each town: Midland, Lonaconing, Barton, and Westernport.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: This project would address safety and access issues for key commercial lands next to I68 Interchange #34 and the MD 55 and MD 36 intersection, which is an area expecting future development. The George's Creek Corridor is a key access road for the transportation of freight, especially coal, and Allegany County and the local municipalities want safe road ways for the freight and passenger vehicles. Providing better access to MD 36 will enhance user's experience navigating through the historically significant area.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Improvements would address safety by limiting options for access on both sides of MD36, addressing the most effective access option allowing for safe ingress and egress for customer and delivery vehicles, and optimum public access into future private development sites. In 2010, the County Planner expressed interest in Hoffman Hollow Road and vicinity as an alternative accessway for future development. In addition the access control study at MD 55 and MD 36 would look to improve the intersections safety of the goal freight through the area, which directly reflects the MTP's goal of improving safety and security of system.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.
- Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This Corridor Management Plan for MD 36 would make improvements would enhance users' experience navigating through the area, as well as preserve and enhance Maryland's communities and historic and natural resources.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

- Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: **Allegany County Priority #11.**

# MD 36 Corridor Management Project

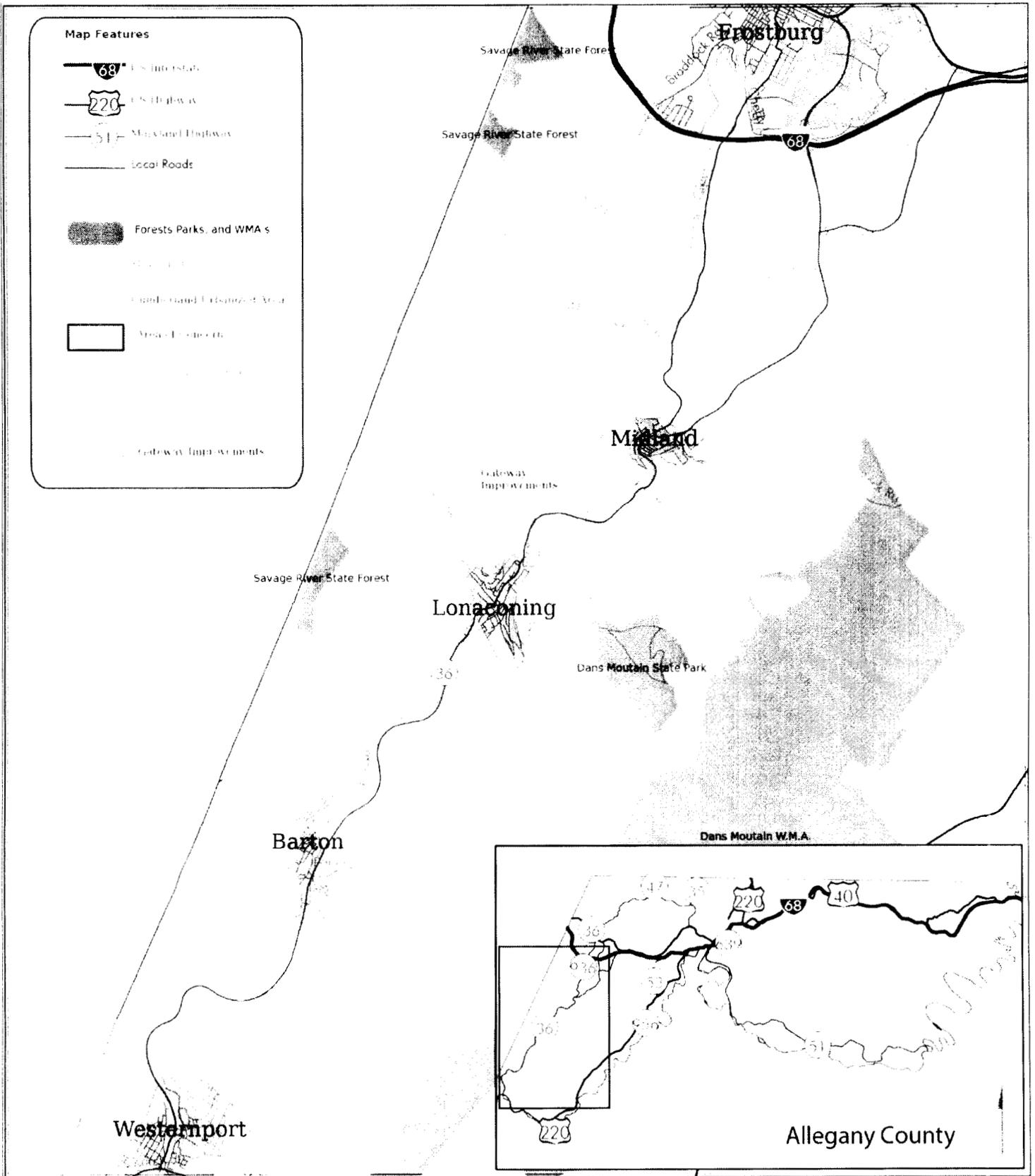
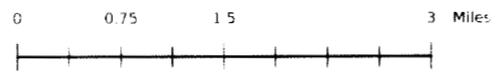


Figure 10 Corridor Management Project for MD 36 Map



12. Maryland Avenue between Short and Lamont Streets

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Maryland Avenue between Short and Lamont Streets
- 2) Submitting Jurisdiction: Allegany County on behalf of the City of Cumberland
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Maryland Avenue between Short and Lamont Streets, in Cumberland, Maryland. See Map
- 4) Anticipated cost and funding source (approximate if available): Exact costs are unknown, but it is expected to be in the range of \$2 million.
- 5) Description of project purpose and need (up to one paragraph): This section of Maryland Avenue is the last section that must be improved to link the Rolling Mill and Virginia Avenue project. Improvement work includes street widening and resurfacing, retaining wall reconstruction and reinforcement, sidewalk improvements, and streetscaping.
- 6) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is within the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users’ access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland’s investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvements to this important transportation link in Cumberland is consistent with all State, County and local plans.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #12



13. Park Street and Braddock Road Intersection and Approach Project

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: **Park Street and Braddock Road Intersection and Approach Project**
- 2) Submitting Jurisdiction: **Allegany County on Behalf of the City of Frostburg**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project would examine the first two blocks of Park Street and Braddock Road from the intersection of Bowery/Park/Braddock Road/Center Street, within the limits of the City of Frostburg.**
- 4) Anticipated cost and funding source (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **This is a resurfacing project to attack conditions of the intersection of Bowery/Park/Braddock Road/Center Street that directly and adversely affect a large block of City's residents: students living in the University Neighborhoods surrounding FSU totaling about 2,500 individuals, plus friends and family who visit student residents in the City of Frostburg. This critical intersection area impacts the University - the City's largest employer - and a major private investment at Welsh Hill Commons, the adjoining student housing complex that has grown to a substantial off-campus housing center over the past 10 years.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  **Project located outside of MPO boundaries: The project is within the MPO boundaries.**
- 7) Is the project consistent with the local land use plans? Yes  No  **Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:**
  - 8) In county priority letter? Yes  No
  - 9) Smart Growth status and explanation:
  - 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **Not only will this project enhance the condition and safety of this intersection, for Frostburg University students, employees and visitors. This project is an opportunity for a City/State partnership in which ideas can be developed to improve this intersection.**

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Improving this intersection of Bowery/Park/Braddock Road/Center Street will allow student, employees and visitors of FSU to navigate to and from the campus with ease.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: This project would build on 2011-12 City project along Center Street to the key intersection of Bowery/Park/Braddock Road/Center Street. The City was able to improved driving surface along University frontage at Center Street in 2011. This project would further the effort to improve driving surfaces in the University area that experiences high traffic volume.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #13. This critical intersection area impacts the University - the City's largest employer - and a major private investment at Welsh Hill Commons, the adjoining student housing complex that has grown to a substantial off-campus housing center over the past 10 years. A design to address the two frontage sections containing about 700 linear feet can be completed with City funds by December 2012 for 2013 construction season.



14. Bicycle/Pedestrian Improvements to Industrial Boulevard

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Bicycle/Pedestrian Improvements to Industrial Boulevard
- 2) Submitting Jurisdiction: Allegany County on the behalf of the City of Cumberland
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Both sides of Industrial Boulevard (MD Highway 51) between Winston Street (Canal Place) on the north and Mesick Road on the south, within the Cumberland City Limits.
- 4) Anticipated cost and funding source (approximate if available): Unknown. The project would involve an initial feasibility and design study to determine what improvements can and should be made. A better estimate of the ultimate project cost can be determined once the feasibility and design study, which has already been assigned dedicated funding, is complete.
- 5) Description of project purpose and need (up to one paragraph): Building upon previous coordination meetings between the City of Cumberland and SHA officials in 2011, design and implement bicycle and pedestrian improvements along both sides of Industrial Boulevard (MD Highway 51) between Winston Street (Canal Place) on the north and Mesick Road on the south. The improvements evaluated in the feasibility and design assessment would include, but not necessarily be limited to, a combination of dedicated bike lanes, shared lane bikeways, and bike boxes at key intersections as may be warranted and appropriate. This project is part of the City's Grand Loop bicycling route as recommended in the 2008 Trails and Bikeways Master Plan, which is a component of the City's Comprehensive Plan
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: The project is not specifically contained in the Cumberland MPO plan, however, it is an element that will appear in the County's MPO-financed Bicycle/Pedestrian Plan (which is currently under way) and it is a project contained in the City's 2008 Trails and Bikeways Master Plan, which is a separate element of the City's Comprehensive Plan. SHA has recently informed the City that the County's MPO designation is slated to be decertified and abandoned based on the 2010 Census. Consequently, the MPO Plan's authority as a planning guide for future transportation improvements is extremely limited.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project is identified and described as an on-road facility that is part of the "Grand Loop." It is identified as part of Goal A-9 of the plan and is depicted in the master plan map of the bikeway network in Appendix A. The project supports the City's long-range plans to extend bicycling access for residents and visitors from the two regional bike trails that connect in Downtown Cumberland. The City considers this route to be an essential connection, since it is the only level route that provides a direct link between the downtown area and the other planned neighborhood bikeway routes in South Cumberland. The route is currently used occasionally by the Bicycling community and has been rated as dangerous for bicycling in its current condition.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service.** Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **1. Enhance customer service and experience.** As a designated State Scenic Byway, the subject section of Industrial Boulevard within the Cumberland City Limits has no defined bicycling facility. This section of the highway also has documented safety impediments for bicycling. Making the requested improvements will enhance its utility for recreational bicycling tourism and basic bicycle traffic within the City.

**2. Provide reliable and predictable travel time across modal options for people and goods.** As noted above, the subject sections of Industrial Boulevard have been determined by SHA to be dangerous for bicyclists and lacks any specific improvements to offer bicycling travel options. This project would help address those issues and provide basic opportunities for alternative forms of travel to motor vehicles that do not currently exist. The project would also promote bicycle commuting within the City, since the route it would support provides direct bicycle access to three of the City's major employers along the Willowbrook Road corridor (Allegany College, Western Maryland Health Systems, and the Allegany County Health Department).

**3. Facilitate coordination and collaboration with agency partners and stakeholders.** The initial exploratory phase of this project has involved coordination and collaboration with the City of Cumberland and the Cumberland Bicycle Advisory Committee and would continue and expand that coordination work.

**Goal: Safety and Security:** Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Secure transportation assets for the movement of people and goods. The project would result in the elimination of documented transportation safety issues for bicyclists using Industrial Boulevard and would enhance the movement of bicyclists between the Downtown area (including the regional bicycle trails) and residents in the South Cumberland and Rolling Mills neighborhoods.

**Goal: System Preservation and Performance:** Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **1. Preserve and maintain the existing transportation network.** The project would improve the capacity of Industrial Boulevard to safely accommodate bicycles and pedestrians and, consequently, would preserve its ability to serve our evolving transportation needs well into the future.

**2. Maximize operational performance and efficiency of existing systems.** As noted earlier, the current section of Industrial Boulevard lacks safe access for bicyclists. Adapting the highway to accommodate those needs makes the highway more efficient in serving its recreational and interpretive role as a State Scenic

Byway and would encourage the use of alternative modes of transportation that would increase its operational performance and efficiency to serve the full range of transportation needs that it does not adequately serve.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: 1. Coordinate land use and transportation planning to better promote Smart Growth. As a healthy and clean alternative transportation mode, bicycling is a key element of Maryland's Smart Growth agenda. It also promotes and supports a more compact form of development and, as such, indirectly supports a coordinated land use/transportation element of the State's Smart Growth agenda. According to SHA, the current section of Industrial Boulevard does not provide safe transportation access for bicyclists.

2. Preserve and enhance Maryland's natural, community, and historic resources. The provision of safe bicycle access to Industrial Boulevard would support the City's neighborhood and community bicycle network and would support recreational transportation use of a designated State Scenic Byway.

3. Support initiatives that further our commitments to environmental quality. As noted above, bicycling is an inherently healthy and clean alternative transportation mode to motor vehicles. Providing improvements that will support safe bicycle use on a highway that currently serves only motor vehicles clearly implements this objective.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

1. Provide balanced, seamless, and accessible multimodal transportation options for people and goods. Since the section of Industrial Boulevard affected by this project does not safely permit seamless, accessible multimodal transportation options at this time, providing safe bicycle user improvements would be a substantial step in implementing this objective.

2. Facilitate linkages within and beyond Maryland to support a healthy economy. Providing the envisioned bicycle improvements to Industrial Boulevard would support bicycle network linkages within the City of Cumberland and direct bicycle access to the regional bike trails that converge in downtown Cumberland and would support a healthy alternative transportation mode that is not currently supported by the highway.

3. Strategically expand network capacity to manage growth. Maryland's Smart Growth policies promote bicycling as a strategy to provide alternative transportation modes for commuting traffic and to promote and support a more compact urban land use development pattern. Both of these strategies would expand highway capacity for traffic growth and would help manage traffic growth demands and growth-related impacts on Industrial Boulevard.

11) Additional Comments/Explanation: Allegany County Priority #14.

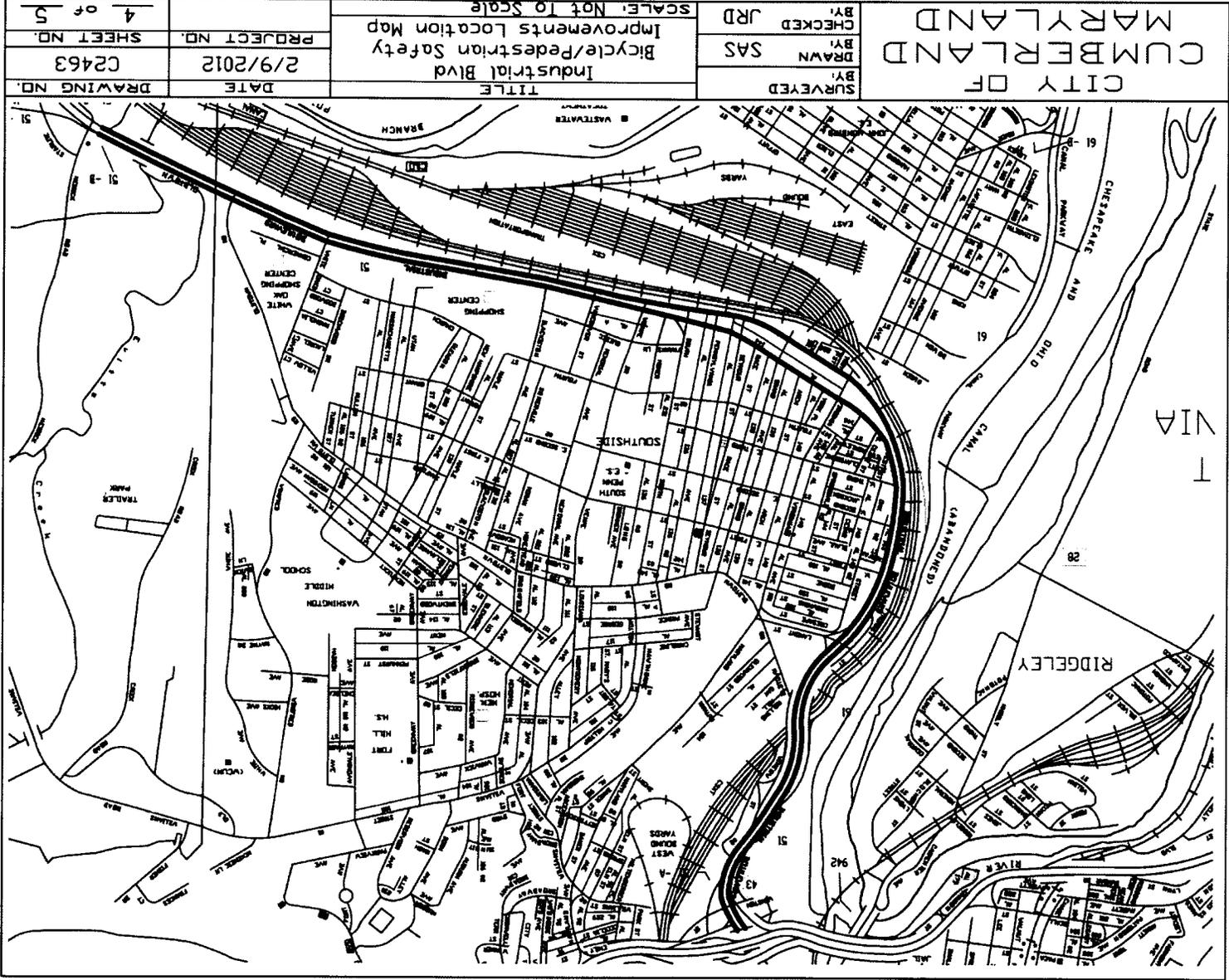


Figure 13 Industrial Boulevard Bicycle & Pedestrian Safety Improvements Map

15. MD Route 135 (Pratt Street) Pavement Improvements

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD Route 135 (Pratt Street) Pavement Improvements
- 2) Submitting Jurisdiction: Allegany County on behalf of the Town of Luke, MD.
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD Route 135, also known as Pratt Street in Luke, Maryland.
- 4) Anticipated cost and funding source (approximate if available): Not Available
- 5) Description of project purpose and need (up to one paragraph): The Town of Luke requests that the State of Maryland, consider MD Route 135, also known as Pratt Street, for pavement repair. The Town would like to see this area improved for public safety, and to improve quality of service in the area by providing better road surfaces to industry related freight traffic and for general passenger vehicles.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: Pratt Street is within the Cumberland Urbanized Area.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Transportation safety is an important priority in local transportation plans and policies.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The Town would like to see this area improved for public safety, and to improve quality of service in the area by providing better road surfaces to industry related freight traffic and for general passenger vehicles.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The Town would like to see this area improved for public safety, and to improve quality of service in the area by providing better road surfaces to industry related freight traffic and for general passenger vehicles.

**Goal: System Preservation and Performance: Protect Maryland’s investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The Town would like to see this area improved for public safety, and to improve quality of service in the area by providing better road surfaces to industry related freight traffic and for general passenger vehicles.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland’s natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #15.

16. Village Parkway Resurfacing and Drainage Improvements Project

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Village Parkway Resurfacing and Drainage Improvements Project
- 2) Submitting Jurisdiction: Allegany County on behalf of the City of Frostburg.
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Village Parkway, within the limits of the City of Frostburg.
- 4) Anticipated cost and funding source (approximate if available): The estimate to complete this work is \$50,000 based on actual improvements completed, not including design and ESD drainage improvements.
- 5) Description of project purpose and need (up to one paragraph): This project completes capital resurfacing of a commercial access road first installed by Allegany County in the late 1970's during creation of the Business Park. This roadway serves multiple employment sites, including a nursing/rehab facility, a 110-unit multi-family subsidized housing project, and Quest Industries. A design to fully address this accessway is proposed to include a drainage evaluation for practicality of ESD retrofit, and will reset the surface for an extended useful life to support future use of vacant interior lots within the Park which are available for expansion or new commercial locations. Design can be completed with City funds by July 2012 if construction funds are identified for the 2013 construction season.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is located within the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The City completed a portion of this project in 2011, leaving about 1,320 linear feet to mill and resurface, including the vicinity of the driveway to Frostburg Village Apartments and the Nursing and Rehab Center near the MD 36 intersection, and a large section near Hoffman Hollow Road which has supported commercial job growth in recent years. This project would further support the commercial job growth for the area.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: If the project design includes the ESD drainage improvement the project will help Frostburg to comply with EPA/State Chesapeake Bay pollution reduction mandate.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: This project would further enhance access to the commercial business park, encouraging businesses to locate in the area, and support economic growth in Western Maryland.

11) Additional Comments/Explanation: Allegany County Priority #16.

See Figure 12 Frostburg Vicinity Excerpt Map

17. Bicycle and Pedestrian Project Support

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: **Bicycle and Pedestrian Project Support**
- 2) Submitting Jurisdiction: **Allegany County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **Funding and support for facilities in Allegany County especially trails branching off of the existing Great Allegany Passage Trail and C&O Canal Tow Path linking communities in Maryland, Pennsylvania and West Virginia would be appreciated.**
- 4) Anticipated cost and funding source (approximate if available): **Not available.**
- 5) Description of project purpose and need (up to one paragraph): **Allegany County would appreciate funding and technical assistance to facilitate completion of bicycle and pedestrian projects in Western Maryland. Currently, Allegany County is in the process of writing the Allegany Bicycle and Pedestrian Master Plan which is expected to be completed by October 2012. Funding and support for facilities branching off of the existing Great Allegany Passage Trail and C&O Canal Tow Path linking communities in Maryland, Pennsylvania and West Virginia would be appreciated. This project would improve connectivity for daily life and would facilitate multimodal transportation and linkages within and beyond Maryland to support a healthy economy.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: **This project is within and extends beyond the MPO boundaries.**
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Allegany County values the Great Allegheny Passage and C&O Canal and would like to expand the network of bicycle and pedestrian facilities.**
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **This project would improve connectivity for daily life and would facilitate multimodal transportation and linkages within and beyond Maryland to support a healthy economy.**

11) Additional Comments/Explanation: **Allegany County Priority #17.**

# Allegheny County Trail Inventory

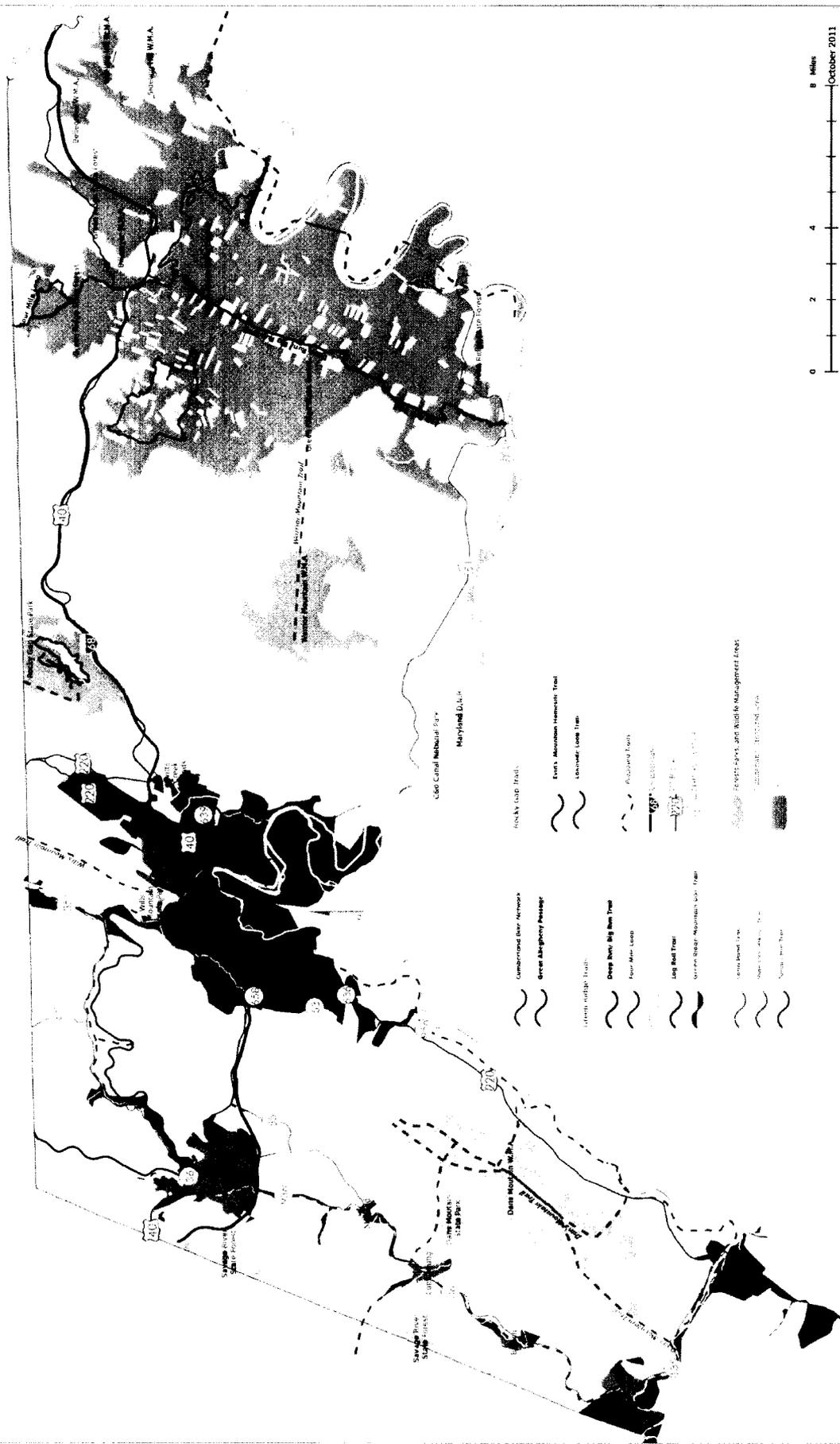


Figure 14 Allegheny County Trail Inventory Map

18. Intersection Improvements at Wagner Road (CO 0548) and MD 51

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Intersection Improvements at Wagner Road (CO 0548) and MD 51
- 2) Submitting Jurisdiction: Allegany County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Intersection improvements at Wagner Road (CO 0548) and MD 51, in south eastern Allegany County
- 4) Anticipated cost and funding source (approximate if available): Not available.
- 5) Description of project purpose and need (up to one paragraph): There is a need for intersection improvements at Wagner Road (CO 0548) and MD 51, where the sight distance is substandard due to the location of the intersection; there is also an issue with the vertical geometry of MD 51. The County would appreciate SHA's support to evaluate potential solutions for this issue.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is outside of the MPO boundaries.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Allegany County transportation goals and objectives rely on a safe and secure transportation network.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The study would look to improve the intersections safety of the goal freight through the area, which directly reflects the MTP's goal of improving safety and security of system.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

11) Additional Comments/Explanation: Allegany County Priority #18.

# Intersection Improvements for Wagner Road at MD Route 51

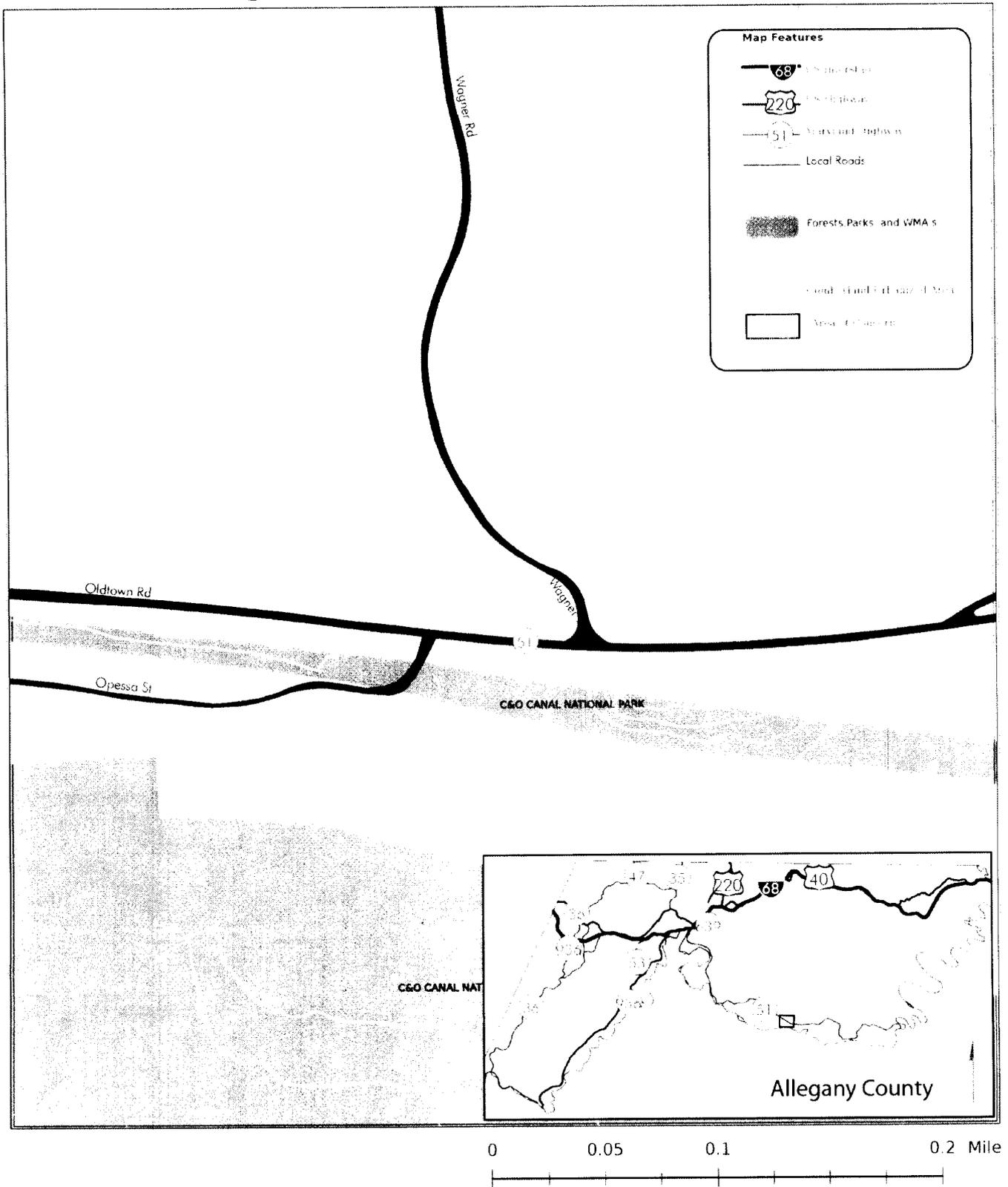


Figure 15 Wagner Road and MD 51 Map

19. Park and Ride Needs Assessment

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: Park and Ride Needs Assessment
- 2) Submitting Jurisdiction: Allegany County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Park and Rides in Allegany County in the areas of LaVale, Frostburg, Flintstone and East Cumberland
- 4) Anticipated cost and funding source (approximate if available): Not available.
- 5) Description of project purpose and need (up to one paragraph): There is a need for a Park & Ride Needs Assessment in for the areas of LaVale, Frostburg, Flintstone and East Cumberland.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: All of the Park and Rides except Flintstone are located in the Cumberland Urbanized Area.
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The LaVale Regional Comprehensive plan states: "With a projected increase of traffic on I-68, and the potential for increased development throughout western Maryland, there is an opportunity to create a ride-sharing facility for regional travelers along the I-68 corridor. Anecdotal evidence suggests that this activity currently occurs in LaVale: travelers bound for the same destination (e.g., Cumberland or Hagerstown) meet in parking lots (owned by various large stores or shopping plazas) and share a single car to their final destination."
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **Improvement to these Park and Rides support the State goals to provide a balanced multimodal transportation system, as well as supporting initiatives to further our environmental stewardship decreasing congestion and carbon emissions by encouraging the use of car pools and public transportation.**

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: **Improvement to these Park and Rides support the State goals to provide a balanced multimodal transportation system, as well as supporting initiatives to further our environmental stewardship decreasing congestion and carbon emissions by encouraging the use of car pools and public transportation.**

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **Improvement to these Park and Rides support the State goals to provide a balanced multimodal transportation system, as well as supporting initiatives to further our environmental stewardship decreasing congestion and carbon emissions by encouraging the use of car pools and public transportation.**

11) Additional Comments/Explanation: Allegany County Priority #19.

20. C&P Railroad Tunnel Rehabilitation Bicycle and Pedestrian Access Project

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: C&P Railroad Tunnel Rehabilitation Bicycle and Pedestrian Access Project
- 2) Submitting Jurisdiction: Allegany County on Behalf of the City of Frostburg, Maryland
- 3) Location of the project (describe project limits and location, attach map if available and applicable): The 570 foot Tunnel is located under US 40, Main Street in Frostburg, from the Frostburg Depot, to Bowery Street.
- 4) Anticipated cost and funding source (approximate if available): Best and worst case budgets were developed (\$0.6K - \$2.2K). Funding sources are available including a new State program for bikeways, and there are third party sponsor organizations available.
- 5) Description of project purpose and need (up to one paragraph): There is a need for a Park & Ride Needs Assessment in for the areas of LaVale, Frostburg, Flintstone and East Cumberland The 570' Cumberland and Pennsylvania Railroad tunnel was constructed under Main Street, US 40 Alternate, in the 1850's when the road was named Union Street. The facility is owned by the County Commissioners, who acquired the tunnel with adjoining land with the C&PRR Depot from a private owner, so that the tunnel is now part of a recreation facility, but is closed off by the County to avoid liability. The lower cost relates to repairs to and replacement of certain structural elements, extending the life of the existing tunnel lining. The higher cost relates to installation of a new 100-year lining.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: This project is located within the MPO Boundaries
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The nonprofit Mountain Maryland Trails has determined to make tunnel improvements a focus project as part of a long-range connection to the George's Creek valley and the North Branch of the Potomac Valley past Westernport to the Elkins area of West Virginia. Local plans which make mention of this tunnel rehabilitation, Allegany County's Georges Creek Comprehensive Plan, and this project is examined in Allegany County Bicycle and Pedestrian Plan, which is underway and is expected to be finished in 2012.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation:
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives:

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives:

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives:

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: Rehabilitation of the C&P Tunnel would provide a linkage to other proposed trails in Frostburg. The C&P Tunnel also provides an alternative to the walkway, or Depot Street, to access Main Street Frostburg, encouraging trail users to visit Main Street's businesses.

11) Additional Comments/Explanation: Allegany County Priority #20.