



ALLEGANY COUNTY, MARYLAND

Office of The Board of Commissioners

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September 7, 2010

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**OFFICE OF PLANNING &
CAPITAL PROGRAMMING**

Michael W. Nixon, Manager
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Mr. Nixon,

The Board of Allegany County Commissioners, County staff and the Planning & Zoning Commission have prepared a list of transportation priorities for 2010. This list has been appended to this cover letter. We consider these projects to be the most important transportation initiatives/problems facing the County and the region. These priorities were generated as a direct result of:

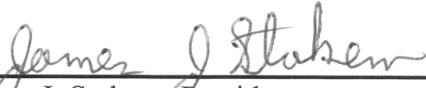
- (1) Recommendations included within the LaVale Comprehensive Plan;
- (2) Recommendations included within the draft George's Creek Comprehensive Plan;
- (3) Preliminary findings from the draft Middle North Branch, Winchester-Warrior Run, and Bowling Green-Potomac Park Comprehensive Plans;
- (4) Feedback received at one or more public meetings;
- (5) Planning Staff identification;
- (6) Public Works Staff identification; and
- (7) Observed, existing deficiencies.

In addition to the priorities developed by the Planning Commission and County Staff, several transportation-related priorities were identified by the City of Cumberland and the City of Frostburg. We have attached their priorities to this cover letter.

We hope that these priorities will be addressed in this year's CTP and/or in the upcoming Pre-Tour Meeting. If there are questions in the interim, please feel free to contact Mr. Philip R. Hager, Executive Director of the Planning Commission if further information or clarification is required. Phil can be reached via telephone at 301/876-9555 or phil.hager@allconet.org via email.

Sincerely,

COUNTY COMMISSIONERS OF
ALLEGANY COUNTY, MARYLAND



James J. Stakem, President



Robert M. Hutcheson, Commissioner



Dale R. Lewis, Commissioner

CC: The Hon. George C. Edwards, Maryland Senate
The Hon. Wendell Beitzel, Maryland House of Delegates
The Hon. Kevin Kelly, Maryland House of Delegates
The Hon. LeRoy Myers, Maryland House of Delegates
Tony Crawford, District 6 Engineer
Philip R. Hager, Executive Director, Planning Commission
Roy Cool, Planner III/MPO Coordinator
Paul Kahl, Director, Public Works, Allegany County
Adam Patterson, County Engineer, Allegany County

Allegheny County Transportation Priorities August 2010

1. Commitment to initiation, completion and full-funding of Maryland's share of the Tier II stage of the National Highway System (NHS) Corridor along U.S. 220 between I-68 and Corridor H.
2. Re-introduction for consideration of Transportation Scenario A (TS-A) or a combination of TS-A and TS-B as a new alignment alternative for the National Highway System (NHS) Corridor along U.S. 220 between I-68 and Corridor H; new alignment alternative would by-pass Bel Air, Cresaptown, Potomac Park, Bowling Green, and other existing intensely developed areas and bear northwesterly towards a tie-in with I-68 closer to Frostburg. This additional alignment also serves to support the proposed U.S. 219 improvements.
3. Correction of existing super elevation problem on US Route 68 through the Haystack Mountain cut (approximately 8,300' east of Exit 40 (the Vocke/Winchester Road/MD Route 53 interchange and approximately 1,000' west of Exit 42 (the US Route 220/Green Street Exit).
4. Installation of rub strips at the MD Route 36/MD Route 55/Cabin Run Road interchange.
5. Funding and technical assistance to facilitate completion of a Comprehensive Bicycle Trail Plan for Western Maryland. Plan should include development of new trails and spurs (and associated support facilities) branching off of the existing Allegheny Passage (Allegheny Highlands Trail and C&O Canal Trail) linking Maryland, Pennsylvania and West Virginia via spurs from/to: Frostburg, Midland, Lonaconing, Barton and Mt. Savage, Ellerslie, and Corriganville; as well as tie-ins to the Great Eastern Trail.
6. Access control study for Winchester Road (MD Route 53).
7. Access control study for MD 36 between corporate limits of Town of Frostburg and MD Route 55.
8. Park & Ride Needs Assessment in LaVale, Frostburg, Flintstone and East Cumberland.
9. Examination of intersection improvements at Winchester Road and US Route 220 South – with particular attention to a “roundabout concept” – the County's preferred alternative.
10. Upgrade of U.S. Route 220 through Cresaptown to alleviate existing “bottleneck” situation.

City of Frostburg - Transportation Priorities
August 2010

1. Continued funding and SHA participation in planned and programmed intersection improvements at the Braddock Road (MD Route 736)/Braddock Estates Road Interchange.
2. Continued funding and SHA participation in planned and programmed improvements to Braddock Road as a City of Frostburg gateway corridor.
3. Allegheny Highlands Trail expansion from existing Frostburg Trailhead. Link existing regional trails system to Frostburg State University and the George's Creek communities to the south.

City of Cumberland Transportation Needs Priorities (October 2010):

The City of Cumberland greatly appreciates the financial and technical assistance that we are receiving from the State Highway Administration to undertake our Virginia Avenue street rehabilitation project, improvements to Maryland Avenue, and our new MPO Signage and Traffic Signal Coordination Studies. These projects are very important to the City and SHA's assistance has been crucial to their success. In looking ahead at our future transportation improvement needs, we wish to respectfully submit the following project priorities:

1. **Relocation of Old Willowbrook Road and Allegany College Entrance on State Highway 639 (Willowbrook Road)**. This project is a high priority for the City, due to the increased development pressures in the Willowbrook Road Corridor. The City has a signed agreement between all parties to finance the street construction project. The project engineer is now finalizing the design plans for the street, and we appreciate SHA's continued assistance in reviewing and approving the design plans.
2. **Henderson Avenue Bridge Repair**. The truss bearings on this bridge are in dire need of replacement. The City considers this a high priority bridge safety need. However, the City's ability to finance this project using State Aid in Lieu of Federal Funds is dependent upon the approval of Federal Bridge Replacement Funds through Allegany County to finance the Baltimore Street Bridge Rehabilitation project (Project #3 below). The City has received a positive preliminary response on this financing arrangement from both Allegany County and MD SHA, and will pursue that option. With Federal Funding made available for the Baltimore Street Bridge Rehabilitation project, the City should have adequate State Aid in Lieu of Federal Funds available to complete the Henderson Avenue Bridge Repairs.
3. **Baltimore Street Bridge Rehabilitation**. The City has determined that the bridge deck for this bridge (crossing Wills Creek) needs to be replaced. See the description under Project #2 (Henderson Avenue Bridge Repair) above for details regarding project financing.
4. **Baltimore Avenue Street Reconstruction**. The section of Baltimore Avenue between Front Street and I-68 is in need of significant restoration and improvement. The street is characterized by narrow travel lanes, a steep grade, and sharp curves with deficient horizontal curve radii. Portions of the street ROW also lack sidewalks. The importance of this street as a major traffic corridor is expected to increase in the future as development continues along the Willowbrook Road Corridor. SHA has completed a highway corridor study for Willowbrook Road which projects the eventual need for a 6-lane divided highway to the east of I-68. The City feels that the traffic patterns creating the need for such improvements along Willowbrook Road will induce the need for the eventual widening, straightening, and reconstruction of Baltimore Avenue west of I-68 to accommodate the traffic growth impacts that is anticipated to occur. In addition, the City is working to design a major gateway redevelopment project that would encompass Goethe Street and the Baltimore Avenue

corridor between Downtown and I-68. This street improvement project would be a major element of that larger redevelopment project, and would include streetscaping improvements.

5. **Maryland Avenue 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.
6. **Amtrak Station Streetscape Improvements.** This project will include replacement of all walkways, ADA ramps, lights, and signs from the Amtrak Station to Baltimore Street. This project will create a link between the train station and shopping and other facilities in downtown Cumberland, including the Downtown Cumberland Historic Pedestrian Mall, the Great Allegheny Passage (Allegheny Highlands Trail), the Western Maryland Scenic Railroad and the C&O Canal Towpath . The connection will be both ADA and bike friendly.
7. **Baltimore Street Great Allegheny Passage Trail Crossing.** This heavily used regional bike trail and pedestrian crossing on Baltimore Street has been repeatedly identified by citizens as a critical safety issue. This segment of Baltimore Street carries heavy traffic volumes and conflicts between bicycle/pedestrian traffic and street traffic are common. Although a pedestrian/bike activated crosswalk warning signal has been installed, local complaints indicate that it has not solved the problems. The City feels we would benefit from some outside assistance from SHA to evaluate potential solutions to this issue and need.
8. **Carpendale, WV Bike Trail Railroad Bridge tie-in to the Canal Towpath Trail.** The City of Cumberland is working cooperatively with Carpendale Town officials, Allegany County, and Canal Towpath officials to create a trail connection between these two trails just south of Elizabeth Street in Cumberland. The City sees this project as an important new bicycle connectivity link for the two trails.