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June 27, 2013

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JUN 28 2013

OFFICE OF PLANNING &  
CAPITAL PROGRAMMING

James T. Smith, Jr., Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Secretary Smith:

This letter is written to provide an overview of the transportation priorities established by the Board of Garrett County Commissioners relating to Maryland Department of Transportation's major capital improvements for primary and secondary development programs as well as safety and enhancement programs in the Consolidated Transportation Plan. In keeping with the guidance offered to local jurisdictions previously issued by Donald Halligan, Director of the Office of Planning and Capital Programming, this year's list of priority projects continues to recognize the funding challenges MDOT is faced with. Our list has been developed in a priority fashion and addresses both capital projects as well as highway safety related issues. Each of these issues will be discussed during the Fall CTP tour in Garrett County.

The Board has once again confirmed its priority to identify the US 219 North project as the number one major capital transportation project for Garrett County. The US 219 North project is Maryland's northern link in the North/South Appalachian Corridor and the Board believes this corridor will provide an enhanced opportunity for economic growth in our region and enhance the quality of service for private vehicle users as well as freight and commercial travel. The Oakland Bypass continues to be the County's second highest priority project for capital construction projects within our jurisdiction. This project is intended to enhance traffic operations and safety within the Town of Oakland and improve connectivity for daily life within the southern region of the County.

We have attached our list of Priority Projects with the required supporting information set forth in Chapter 725 of the 2010 Laws of Maryland. This year's list of priority projects is nearly identical to last year's list with the exception of one additional project requesting an engineering evaluation for safety improvements to the MD 135 / Sand Flat Road intersection.

Thank you for considering our transportation priorities in Garrett County and we look forward to seeing you in the upcoming CTP tour.

Respectfully,



Robert G. Gatto  
Chairman

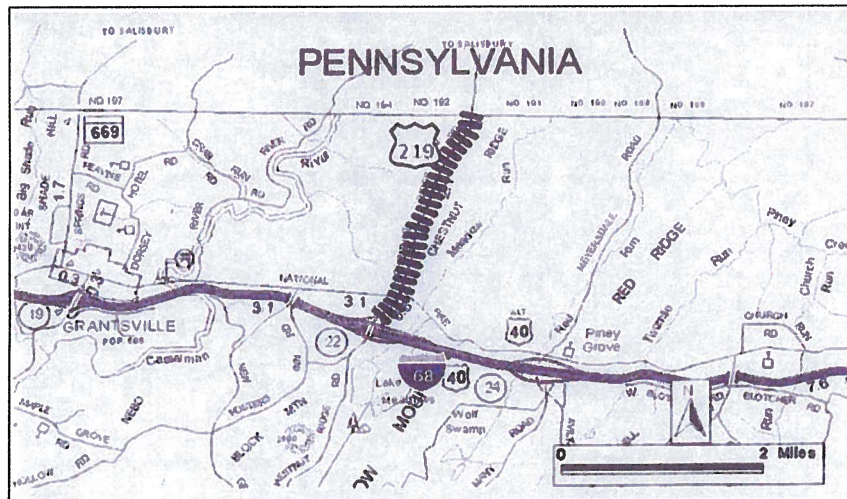
cc: Senator George C. Edwards  
Delegate Wendell Beitzel  
Donald Halligan, Director Planning & Capital Programming ✓  
Anthony Crawford, District Engineering

## Priority Capital Projects for Garrett County

### Secretary's 2013 Annual Tour MD Department of Transportation

1. Garrett County ranks the US 219 North, Chestnut Ridge Road project as our highest priority. The County encourages completion of project planning and moving forward with design and construction to complete Garrett County's link to the North/South Appalachian Corridor.

**PURPOSE/JUSTIFICATION:** Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region. The project is a part of a larger transportation system that would improve the quality of service by reducing travel time and improve reliability for private vehicle users as well as freight and commercial users in the Appalachian Region.



**DESCRIPTION:** Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219 from the Meyersdale Bypass in Pennsylvania to I-68 in Maryland.

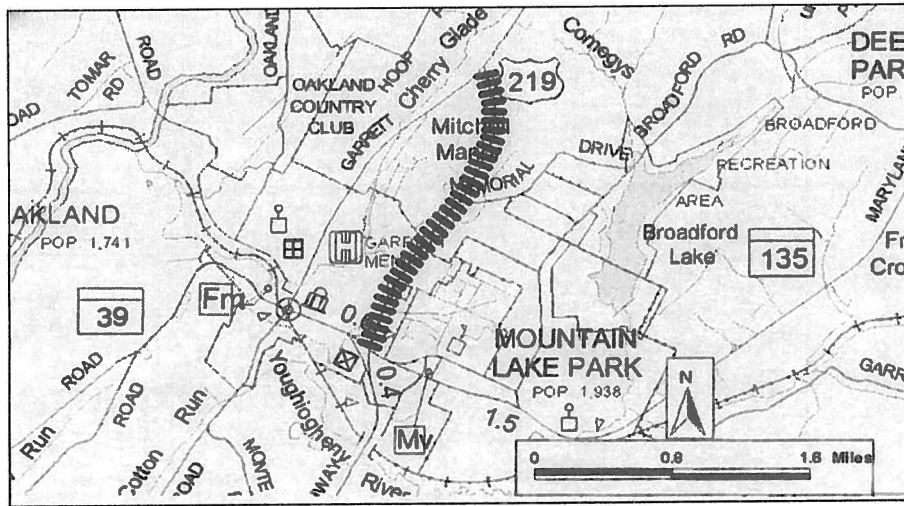
**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The 2008 Garrett County Comprehensive Plan identifies the US 219 North Study as a joint planning study between the states of Maryland and Pennsylvania, investigating options to improve US 219 to provide better access from I-68 in Maryland to the Pennsylvania Turnpike via Meyersdale, Pennsylvania. Most of the corridor is in Pennsylvania; the Maryland portion of the project from I-68 north to the state line is 2.54 miles long.

This project is part of a broader effort to improve the highway links between Pennsylvania and points north and Appalachian Development Highway System Corridor H; upgrade north-south access for residents, businesses and visitors; and provide opportunities for improving economic development in this region of Appalachia. The main link between I-68 and Corridor H would follow the US-220 corridor south

of Cumberland. The County supports the effort to improve the US 220 corridor and the US 219 north corridor (north of I-68 only) as the primary link between Pennsylvania and Corridor H. The project fully supports the Plan's transportation goal to plan and build a balanced, efficient transportation system to meet the mobility needs of residents and businesses and to support the County's growth as a vacation destination.

2. Garrett County encourages progress on finalizing design, acquisition and construction of the US 219 Relocated, Oakland By-Pass.

**PURPOSE/JUSTIFICATION:** Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.



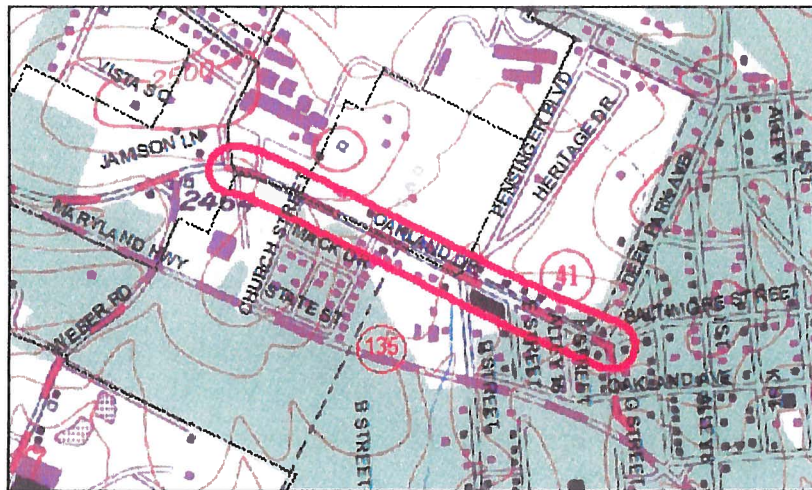
**DESCRIPTION:** Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians to open sections. Shoulders and wide curb lanes will accommodate bicycles.

**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The 2008 Garrett County Comprehensive Plan identifies the US 219 Relocated, Oakland By Pass as a 2.4 mile roadway that will relocate US 219 to the east from north of Oakland to MD 135. This project was first identified in the 1974 Development Plan for Garrett County, was carried over into the 1995 Garrett County Comprehensive Plan and is supported by Garrett County. The intent of the project is to divert through traffic and truck traffic from downtown Oakland. The project fully supports the local Plan's transportation goal to plan and build a balanced, efficient transportation system to meet the mobility needs of the residents and businesses and to support the County's growth as a vacation destination.

## Community Safety and Enhancements

### 3. Oakland Drive; MD 826 A to Deer Park Avenue; Sidewalk Project / Streetscape

**PURPOSE/JUSTIFICATION:** Oakland Drive is frequently used by pedestrians, especially students, as a means of connectivity between Southern High School and surrounding retail stores and the residential community in nearby Mtn. Lake Park. The existing roadway is characterized by a narrow cartway with road ditching located immediately adjacent to the edge of the cartway forcing pedestrians to use the vehicle travel portion of the roadway. The sidewalk / streetscape project (all of which is in a PFA) will provide an elevated walking surface (elevated by curb) adjacent to the existing cartway providing an improved safety facility for pedestrians and increase access to schools and services and support multimodal transportation.

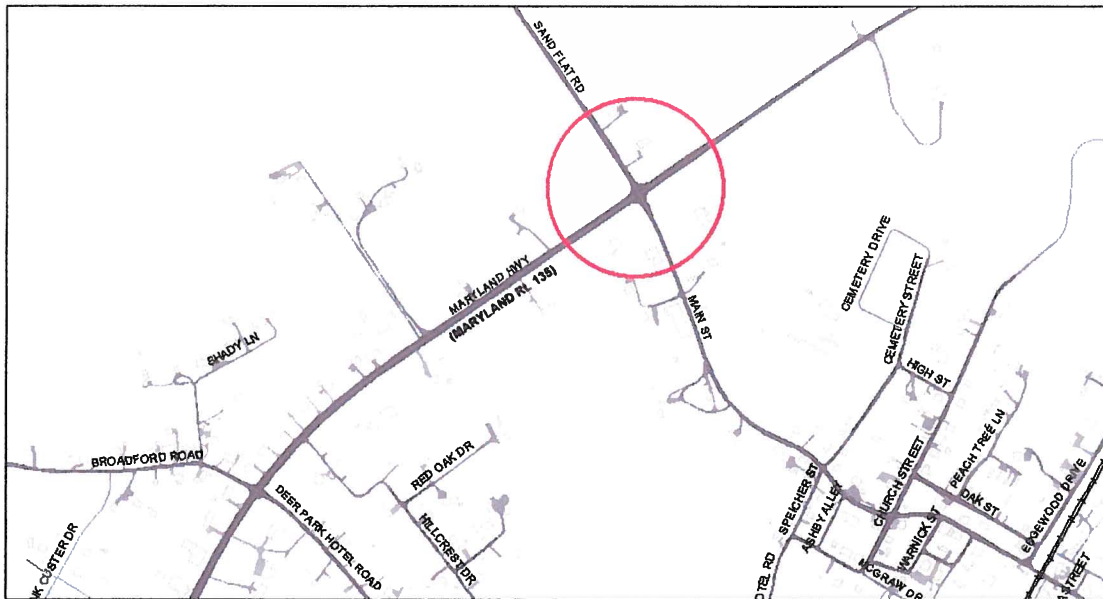


**DESCRIPTION:** Install sidewalk along the northern edge of Oakland Drive between Southern High School and Deer Park Avenue in Mtn. Lake Park (approximately 1,600 ft). Stormwater facilities will be incorporated into the sidewalk design to accommodate existing drainage patterns.

**LOCAL COMPREHENSIVE CONSISTENCY:** The 2008 Garrett County Comprehensive Plan identifies the need for a pedestrian sidewalk between Southern High School and Mtn. Lake Park. The Plan specifies that as new County facilities with high levels of activity are planned, and existing facilities (schools, college, libraries, parks, etc.) are improved, an assessment of pedestrian access should be completed to ensure safe pedestrian access within and to these sites. Consideration should be given to pedestrian access along and across roads in developed and developing areas (including villages), particularly the need for marked crosswalks or pedestrian crossing signs to assure safety. The project fully supports the local Plan's goal to plan and build a balanced efficient transportation system to meet the mobility needs of residents and to preserve roadway capacity and improve safety.

4. MD 135 (Maryland Highway) and Sand Flat Road intersection; evaluation of intersection for potential safety improvements.

**PURPOSE / JUSTIFICATION:** MD 135 is classified as a Rural Minor Arterial roadway and carries significant traffic volumes. Sand Flat Road is a County roadway providing a link between US 219 and MD 135 and likewise accommodates significant traffic volumes and truck traffic. The MD 135 and Sand Flat Road intersection is currently signaled with a flashing amber light for through traffic on MD 135 and flashing red light for north and south bound vehicles on County roadways. The topographic conditions of this intersection limit sight distances for drivers approaching this intersection from west bound MD 135 and for drivers approaching the intersection from south bound and north bound County roadways. The intersection is perceived by the travelling public as a potentially hazardous intersection with frequent near incidents or actual accidents with especially serious injuries. The purpose of this project is to evaluate the intersection for potential safety improvements.



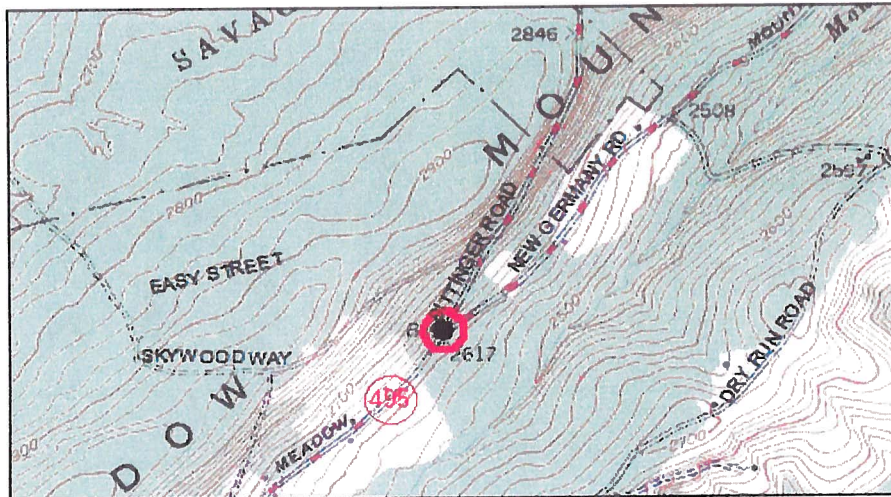
**DESCRIPTION:** Intent of this project is to provide a complete evaluation of the intersection by certified traffic safety engineers. A report would be prepared outlining options for safety improvements intended to reduce the number and severity of traffic accidents.

**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** This intersection evaluation will support the objectives identified in the Local Plan to preserve roadway capacity and improve safety.

## Enhancements

5. MD 495 and New Germany Road intersection; geometric upgrades and establish perpendicular intersection (SHA / County partnership).

**PURPOSE / JUSTIFICATION:** The existing MD 495 and New Germany Road intersection is orientated at an acute angle making site visibility very restricted when entering from New Germany Road. The geometric upgrades will provide enhanced site distance, improving safety and reducing opportunity for collisions for motorized and non-motorized travelers.



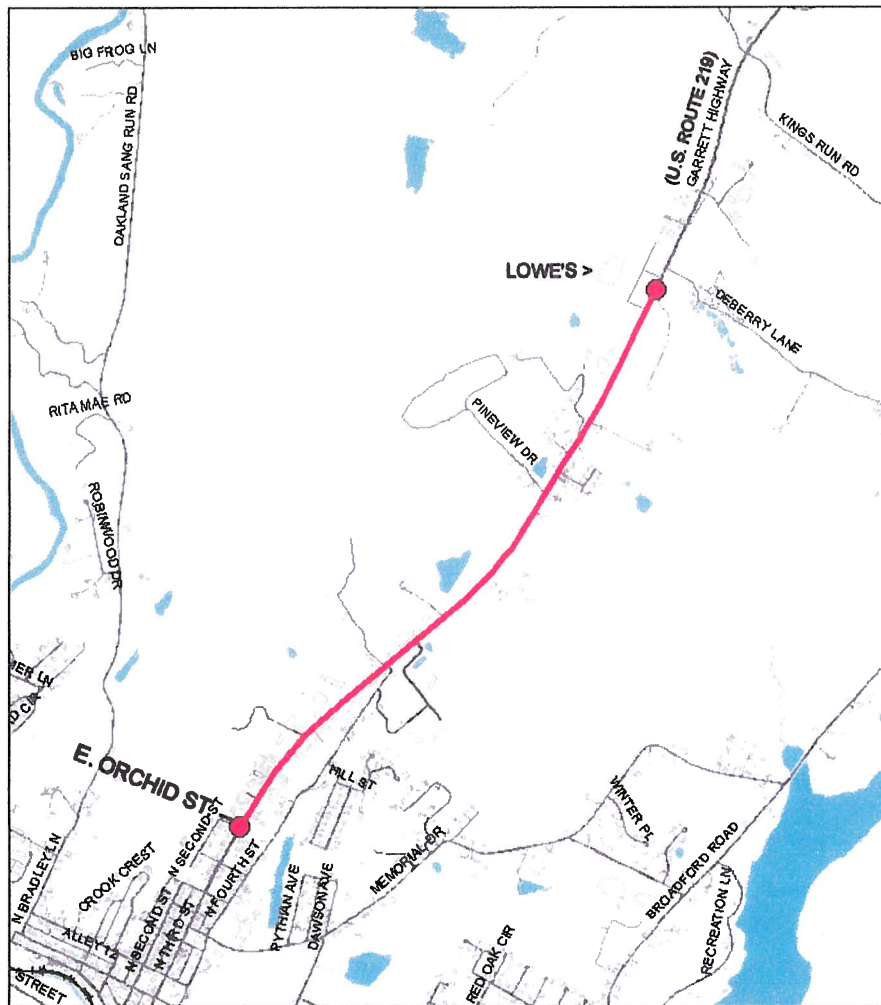
**DESCRIPTION:** Redesign of intersection is intended to provide a perpendicular intersection of roads with improved site distance in both directions. The project will necessitate exchange of property currently owned by the Department of Natural Resources and Garrett County. The project is intended to be a SHA/ County partnership.

**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** The 2008 Garrett County Comprehensive Plan identifies the intersection of MD 495 at New Germany Road as a candidate for realignment and improved geometric design. The project fully supports the Plan's transportation goal to plan and build a balanced, efficient transportation system that meets the needs of residents and supports the County's growth as a vacation destination and supports the objective of improving safety.

## Resurface / Rehabilitate

### 6. US 219 Resurfacing from East Orchid Street to Lowes Home Store entrance

**PURPOSE / JUSTIFICATION:** The existing surface of US 219 between East Orchid Street and the Lowes Home Store has uneven surfaces and has not been overlaid since the installation of the Wal-Mart traffic signals. The project will enhance the movement of freight and goods as well as preserve the integrity of the US 219 corridor through Oakland.

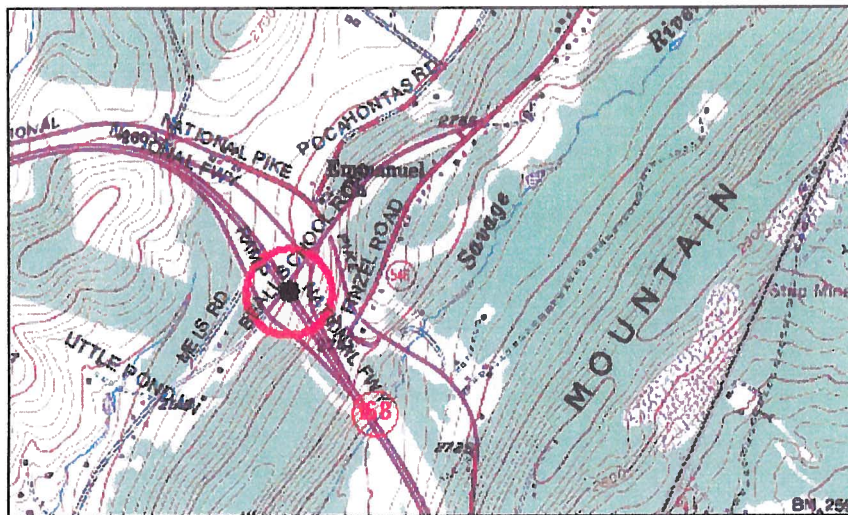


**DESCRIPTION:** Resurfacing of US 219 between Oak Street and East Orchid Street was completed in the summer of 2013. Resurfacing of US 219 between East Orchid Street and Lowes Home Store (approx. 1.9 miles) is still necessary. The intent of project is to provide enhanced connectivity through town and ensure system preservation.

**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** This system preservation project will support the objectives identified in the Plan to preserve roadway capacity and improve safety.

7. MD 546 Bridge over I-68 needs deck replacement

**PURPOSE / JUSTIFICATION:** Winter abrasives applied to the MD 546 roadway have deteriorated the bridge surface and perhaps the integrity of the decking supporting the surfaces on the MD 546 Bridge over I-68. SHA Structures Office were to evaluate the decking to determine the extent of the deterioration. The project would improve safety for private vehicle users and ensure System Preservation.



**DESCRIPTION:** Evaluate the bridge decking and determine need for replacing the deck, similar to other bridge projects over I-68 that have been completed in previous fiscal years.

**LOCAL COMPREHENSIVE PLAN CONSISTENCY:** This system preservation project will support the objectives identified in the Plan to preserve roadway capacity and improve safety.

### Mass Transit

8. Continued funding availability for multimodal transportation facilities to enhance connectivity for non-motorized travelers and to promote a more complete and integrated pedestrian and bicycling trail network within Garrett County.
9. Continued funding for Garrett Bus System. Maintenance of current funding levels for this public transportation system is essential and increased funding to cover escalating operating costs would be beneficial for this community service.



