



ALLEGANY COUNTY, MARYLAND

Office of The Board of Commissioners

701 Kelly Road, Suite 407, Cumberland, Maryland 21502
(301) 777-5912 FAX (301) 777-5819 gov.allconet.org

BOARD OF COMMISSIONERS

Jacob C. Shade, *President*
Creade V. Brodie, Jr.
William R. Valentine

RECEIVED

APR 24 2017

David A. Eberly, *County Administrator*
William M. Rudd, *Attorney*

April 10, 2017

The Hon. Pete K. Rahn, Maryland Transportation Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

OFFICE OF PLANNING &
CAPITAL PROGRAMMING

RE: Allegany County 2017 Transportation Priorities

Dear Transportation  Secretary Rahn:

The Board of Commissioners of Allegany County, in cooperation with the municipalities of Allegany County is pleased to have the opportunity to present its transportation priorities to your department for the FY 2018 – 2022 Consolidated Transportation Program (CTP). The County's transportation priorities focus on system preservation, safety and supporting economic development. The County appreciates your willingness to have face-to-face meetings to move projects forward efficiently to better serve the needs of our constituents.

Thank you for funding the Allegany County Transit Passenger Facility and the US 40 Main, Center, and Depot Streets Intersection Improvement Project, these projects were in the 2016 Priority Projects for Allegany County.

We would like to mention our support to repeal Chapter 36 of the Maryland Transportation Code, also known as the "Road Kill Bill;" this legislation is unnecessary and will hurt rural Maryland.

To be consistent with the Chapter 725 process, representatives from the County and the municipalities discussed and prioritized the projects at a coordination meeting held Wednesday, March 1, 2011. The Board of Commissioners, as a part of the agenda on Thursday, March 9, 2017 endorsed the 2017 priority projects. 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 as follows:

- 1. US 220 Improvements and Corridor Feasibility Study (updated)**
Allegany County supports to move the US 220 Project forward by requesting funding for finalized design and construction for focused safety improvements on existing US 220, MD 53, and MD 636 (Warrior Dr). These transportation system management (TSM) improvements will relieve the congestion in this area. The second part to this project is a to request a Corridor Feasibility Study from I-68 to the West Virginia boarder, recommendations and findings should be made to determine how to move forward with a high capacity limited access highway. This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia. West Virginia is moving forward with their planning study. This corridor is a growing residential area with some strip commercial development. The overall plan is for the development of a multilane highway in this area would ease the current conflict between local and through traffic, improve safety and encourage economic vitality in Allegany County.
- 2. Allegany County Transit Capital Funding (updated)**
Allegany County Transit is requesting funding for preventative maintenance, three replacement buses, shop equipment, office equipment, a replacement service truck and a fare box collection system.
- 3. Baltimore Street Bridge Rehabilitation**
The City, County, and State have put effort into this project, but unfortunately the City is currently lacking the necessary local funds. The project is requested because the City is hopeful that local funds can be available in the future. In fact, the City's financial position has improved in recent years, and the City desires to more definitively update the project cost and define the cost-sharing parameters. The Baltimore Street Bridge over Wills Creek needs a total deck replacement. The bridge is a vital transportation link between the main downtown business district, the West Side residential area, suburban areas along U.S. Route 220 south in Allegany County. The bridge also handles relief traffic when sections of I-68 west of downtown Cumberland are closed or blocked.
- 4. MD 936, Grant Street Stormwater and Safety Improvements Project**

The proposed project would include improvements to 1,300 linear feet of storm sewer to convey separated stormwater from Main Street (US 40) and Grant Street (MD 936) to a proper outfall. Currently, stormwater is collected in 13 inlets on Grant Street and Main Street near Grant Street and enters into a sanitary sewer. The design and construction of a new stormwater system by Maryland State Highway Administration is necessary in order for the City to be successful in eliminating combined sewer overflows, (CSOs). These 13 Maryland State Highway Administration inlets significantly contribute to Frostburg's CSOs. The City is under an MDE Consent Decree and Court Order to eliminate its CSOs. The project should also improve the safety characteristics for motorists by removing excess sheet flow due to surface runoff during periods of heavy rain or major snow melts, as there is a steep grade from Main Street to the bottom of the hill near Blair Street. Additional safety and pedestrian enhancements such as ADA compliant sidewalks and crosswalks would be part of the project. Maryland SHA and the City are currently reviewing an MOU in which MD SHA will partner with the City of Frostburg in the completion of this project and provide the funding to address the aspects of the project for which MD SHA is responsible.

5. US 220 Bowling Green Drainage Improvements (updated)

State Highway Administration (SHA) and Allegany County collaborated with Whitney Bailey Cox & Magnani, LLC (WBCM) in preparing the Bowling Green Flooding Hydrology/Hydraulics Study from Milnor Avenue to Moss Avenue along the US220 corridor. The study consisted of a hydrology study over 1,184 acres, review of the existing stormwater systems' hydraulic conditions, and proposed short-, mid-, and long-term solutions in response to the June 12, 2014 flood event. The study was first reviewed in April 2015 and has been developed into a preliminary drainage improvement plan that will be completed through five (5) phases of construction. Allegany County will lead the project and requests that SHA obligate funding for the cost of finalizing engineering/design, permitting, administering the advertisement/bid/award, and construction management services. SHA will fund the construction cost of all work within the US220 right-of-way and a 50/50 Cost Share Program with Allegany County for all work from US220 to the CSX Railroad. The study and preliminary drainage improvement plan will be presented publicly in Spring 2017.

6. Great Allegheny Passage Stabilization, Drainage & Surface Improvements (new)

Allegany County requests construction funding for stabilization, drainage and surface improvements on the Great Allegheny Passage. Spot improvements are needed in various locations throughout the County to eliminate the on-going maintenance that is required to combat drainage and trail surface issues. These improvements will address historical problems and improve safety for all trail users.

7. Braddock Road (MD 736), Center Street, Bowery Street and Park Avenue Intersection Improvements

The Braddock Road (MD 736), Center Street, Bowery Street and Park Avenue intersection serves a major pedestrian thoroughfare for University students and as a gateway to the Frostburg Central Business District for those entering the City via Interstate 68, Exit 33 (Braddock/Midlothian Road). The purpose of this project is to reduce vehicular conflicts, improve pedestrian safety, and enhance the appearance of the City at this intersection. The project will include changes to traffic patterns, narrowing of a one-way street, new pedestrian crossings, construction of new sidewalks, and additional lighting of the intersection.

8. MD135 Safety & Structural Improvements in Luke, Maryland

MD 135 spanning from the intersection with WV 46 (to Bloomington) to intersection of MD 36 in Westernport, is in need of improvements. These improvements include road geometry, stabilization of cliffs along the roadway, drainage, lighting, safety signage, and surface rehabilitation. In April 2015 this area was affected by a significant rock fall which left the road way operating with one-way traffic for a quarter mile section for a period of time. This has been cleaned up but not fully addressed. In fact, another section of road experienced another rock fall on February 23, 2017. The narrow roadway, wet weather and vibration from industrial truck traffic make this issue a concern for the Town of Luke and the industries that travel this road. Widening and adjusting the roadway geometry near Grant Street and the filter plant has been a major safety concern. The parts of the roadway which parallel the rock cliff are in need of improved lighting, and stormwater management. These improvements would reduce hazards and collisions to the approximate 6,000 vehicles which travel this portion of State Highway daily. The Town of Luke, Maryland, and Allegany County find these improvements necessary to keep all vehicular and pedestrian traffic safe.

9. Greene Street Rehabilitation & Streetscape Improvements

Greene Street is one of the city's oldest streets and is in need of extensive and long-deferred structural (base and subbase improvements), roadway surface rehabilitation, and pedestrian, bicycle, ADA, and streetscape upgrades. Greene Street, formally US Route 220 and prior to that it was part of the National Road, 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 portion of Greene Street between Baltimore Street and Lee Street has been redesignated as part of the National Road Scenic Byway, as part of its campaign to replace scenic byway signage along the route. The City is looking to implement the Greene Street Complete Street Plan to improve the corridor for all modes of

transportation. The Greene Street Complete Street Plan (financed by the Cumberland Area MPO) was completed in 2015. The plan provides a vision for a safer, more attractive and economically viable street spanning from Baltimore Street to the end of City maintenance at I-68 Exit 42.

10. MD 135 Safety Barrier at Westernport Elementary

The Town of Westernport would like to request construction funding to build a safety barrier wall 350 feet long between MD 135 and the Westernport Elementary School playground. Westernport Elementary is located along MD 135 with a wrought iron fence as the barrier between the playground and ball field and MD 135. In April 2015, there was a tractor trailer accident on MD 135 and the driver lost control and ran into a gas station less than 1000 feet from the school.

11. New Town Center (Traffic on Baltimore Street Mall) (new)

As recommended in a recent Economic and Transportation Study of downtown Cumberland the City plans to reopen the Baltimore Street pedestrian mall to "complete street", which will allow vehicular traffic to travel through the area, yet maintain space for pedestrians, bikes and outdoor dining. The Appalachian Regional Commission (ARC) is providing funds for engineering design and SHA has agreed to administer the funds, which the City appreciates. That work is expected to get underway soon and then we hope to be able to proceed with construction as soon as possible. So far the State has been very helpful concerning funding of the construction and City is looking forward to continuing that good relationship through the funding and construction phases of the project. Without grant funds, this project will not be possible. In addition to the transportation needs satisfied by this project, the City is also anticipating Economic Development and increased tax base to be accomplishments of the project.

12. Braddock Road Pedestrian & Bicycle Improvements (new)

The project lies along MD 736 in Allegany County. The purpose of the project is to provide continuous pedestrian access from the Center Street intersection to Braddock Street and bicycle lanes to Active Network, residences, Appalachian Lab, Edgewood Commons, and Frostburg State University (FSU). The corridor is currently used by pedestrians and bicyclists, but does not have adequate facilities for their safe travel. A feasibility study was conducted by SHA in 2016 evaluating the project for funding.

13. MD 36 Sidewalk Safety Improvements in Lonaconing

The sidewalks along route 36 through Lonaconing are a safety hazard for pedestrians. Several locations along route 36 the curb height is less than 2" in height and increasing the chances of vehicles ability to veer onto the sidewalks and strike a pedestrian. Route 36 has approximately 9,000 vehicles passing through this section daily. Lonaconing is requesting the sidewalk/curbing height be increased to normal safety standards to reduce the likelihood of vehicles mounting the sidewalk and injuring pedestrians. Sections of this project will also need to improve for ADA compliance.

14. LaVale to Great Allegheny Passage Connection

Allegany County requests construction funding for stabilization, drainage and surface improvements on the Great Allegheny Passage. Spot improvements are needed in various locations throughout the County to eliminate the on-going maintenance that is required to combat drainage and trail surface issues. These improvements will address historical problems and improve safety for all trail users.

15. Allegany County Transit Operating Funding

Allegany County Transit operates fixed route service and ADA Demand Response in Allegany County, Maryland. The Transit's mission is to provide the citizens and visitors of the Allegany County service area with safe, reliable, courteous, efficient and clean transportation. Continued support for operations funds will help us achieve our mission.

16. MD 135 Access Improvement in Westernport

At peak times the traffic in the vicinity of Church Street (MD 135) is backed up in both lanes due to access to the following businesses: McDonald's, The Dollar General and Fair Price Market. The Town of Westernport would like to request MDOT to obligate money to improve the access and traffic flow in this area.

17. Maryland Avenue Improvements between Short and Lamont Streets

This section of Maryland Avenue represents the essential traffic link between the recently completed Rolling Mill (Maryland Avenue) and Virginia Avenue Corridor projects. Planned improvement work includes street widening and resurfacing, retaining wall reconstruction and reinforcement, ADA and sidewalk improvements, and streetscaping.

18. 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 for general and industry-related freight traffic.

19. Traffic Study MD 51 and I-68 Intersection Area (new)

The area around this intersection has a lot of potential for development, and the current traffic volumes are high, but the area is complicated to maneuver through and that reduces the chances of greater development both at Canal Place and at

areas around the intersection, like the Cumberland Steel Building. We agree that there is no easy answer to this situation which brings three major routes (routes 61, 51 and I68) together and includes a number of City streets. We believe that there are both great potential for development in the area and, but if left alone there will be serious traffic problems. We request that the State take on a major traffic study to deal with both current and future traffic issues and make recommendations for long term improvements. We do understand that there have been traffic studies in the past and that they were intended to only provide minor traffic safety and signing solutions. Those studies are old enough now that new traffic data is required to do a proper analysis, and we request that the study include possible future land use in the area, which is something we don't believe was ever included in past studies.

20. Pedestrian Connections at MD 36 and US ALT 40 - Eckhart to Village Parkway (updated & expanded)

The sidewalks along Main Street (US 40) in Frostburg end at the City limits near Mountain Ridge High School. About 300 yards from City limits are a supermarket, banks, fast food restaurants and other services that are often frequented by residents of the City and Eckhart. The intersection of 36 & 40 is complicated and there are little pedestrian accommodations at the intersection, yet the intersection is heavily used by pedestrians, especially high school students. East of city limits is Eckhart, a community which relies on Frostburg for its services. Approximately 1 mile of sidewalk along MD ALT 40 would connect this community to the City. South of the intersection of MD 36 & MD ALT 40 are several businesses that have a significant portion of their employees or customers that walk to the businesses. Again, there are no pedestrian or bike connections in this area.

21. Industrial Boulevard (MD 51) Bicycle/Pedestrian Improvements

Sections of Industrial Boulevard in Cumberland currently have a level of service of F for bicycles, which are legally entitled to use the highway. Sidewalk and crosswalk facilities are provided in part, but may not be complete. In order to more properly comply with current Complete Streets standards and to ensure public safety for pedestrians and bicyclists seeking to utilize the corridor, additional improvements are needed.


22. Mount Savage Road (MD 36) Streetscape

Allegany County requests streetscape improvements on Mount Savage Road (MD 36) from New School Road to the intersection of Iron Rail Street at the east end of town. Improvements should consider pedestrian accommodations and furnishings, landscaping, and lighting. We feel these improvements will further revitalize the community of Mount Savage. We are aware of the challenges associated with the project, but are hopeful for any improvements that can be made along the state route.

Thank you for your consideration of these transportation priorities in Allegany County. We look forward to a productive partnership with the Maryland Department of Transportation and to actively participate in the development of the CTP to plan and implement these projects.

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

Sincerely,
The Board of Commissioners of Allegany County



President, Jacob C. Shade

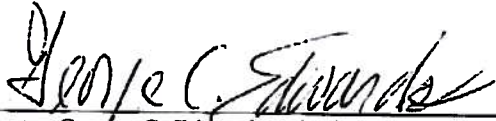


Commissioner Crede V. Brodie, Jr.



Commissioner William R. Valentine

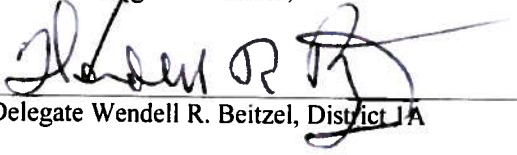
District I Delegation



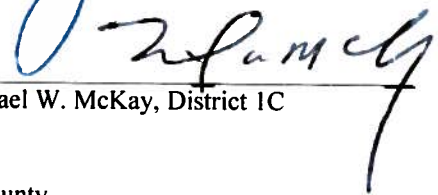
Senator George C. Edwards, District I



Delegate Jason C. Buckel, District 1B

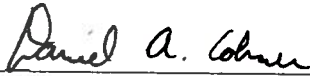


Delegate Wendell R. Beitzel, District 1A



Delegate Michael W. McKay, District 1C

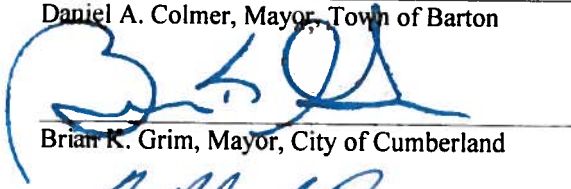
Municipal Elected Officials of Allegany County



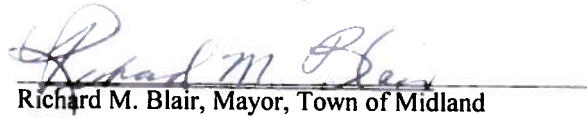
Daniel A. Colmer, Mayor, Town of Barton



Edward E. Clemons, Jr., Mayor, Town of Luke



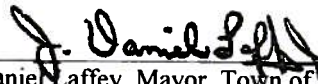
Brian K. Grim, Mayor, City of Cumberland



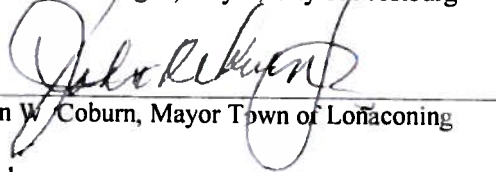
Richard M. Blair, Mayor, Town of Midland



W. Robert Flanigan, Mayor, City of Frostburg



J. Daniel Laffey, Mayor, Town of Westernport



John W. Coburn, Mayor Town of Lonaconing

Enclosures:

Project Questionnaire and maps, for all projects

Cc:

The Hon. George C. Edwards, Maryland Senate
The Hon. Jason C. Buckel, Maryland House of Delegates
The Hon. Wendell R. Beitzel, Maryland House of Delegates
The Hon. Michael W. McKay, Maryland House of Delegates
Daniel A. Colmer, Mayor, Town of Barton
Brian K. Grim, Mayor, City of Cumberland
W. Robert Flanigan, Mayor, City of Frostburg
John W. Coburn, Mayor Town of Lonaconing
Edward E. Clemons, Jr., Mayor, Town of Luke
Richard M. Blair, Mayor, Town of Midland
J. Daniel Laffey, Mayor, Town of Westernport
Bill Atkinson, Maryland Department of Planning
Anthony Crawford, District 6 State Highway Administration
Peter Sotherland, State Highway Administration
Tyson Byrne, Manager, Regional Planning, Office of Planning and
Capital Programming, Maryland Department of Transportation
Ian Beam, Regional Planner, Office of Planning and Capital
Programming, Maryland Department of Transportation
Elizabeth Kreider, Director Office of Local Transit Support,
Maryland Transit Administration

George Thorne, Regional Planner, Maryland Transit
Administration
David Eberly, Administrator, Allegany County
Paul Kahl, Director, Public Works, Allegany County
Adam Patterson, Public Works, Allegany County
Roy Cool, Planner III/ MPO Coordinator
Siera Wigfield, Planner, Allegany County
David Dorsey, Planning Coordinator, Allegany County
John Difonzo, City Engineer, City of Cumberland
Elizabeth Stahlman, Director of Community Development, City of
Frostburg
Robert Ketterman, Community Development Specialist, City of
Frostburg
John Rudd, Town Administrator, Lonaconing Maryland

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: US 220 Improvements and Corridor Feasibility Study
- 2) Submitting Jurisdiction/Modal Agency: Allegany County
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Between Interstate 68 (I-68) along US 220 to Corridor H.
- 5) Anticipated cost and funding source (approximate if available): NA
- 6) Description of project purpose and need (up to one paragraph): Allegany County supports to move the US 220 Project forward by requesting funding for finalized design and construction for focused safety improvements on existing US 220, MD 53, and MD 636 (Warrior Dr). These transportation system management (TSM) improvements will relieve the congestion in this area. The second part to this project is a to request a Corridor Feasibility Study from I-68 to the West Virginia boarder, recommendations and findings should be made to determine how to move forward with a high capacity limited access highway. This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia. West Virginia is moving forward with their planning study. This corridor is a growing residential area with some strip commercial development. The overall plan is for the development of a multilane highway in this area would ease the current conflict between local and through traffic, improve safety and encourage economic vitality in Allegany County.
- 7) 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 and extended beyond the Cumberland Area MPO boundaries.
- 8) 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 Area Long Range Transportation Plan, and Allegany County's Comprehensive Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: _____
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Currently, US 220 through Allegany County is a two lane road that parallels Dan's Mountain and the Potomac River. Along the road there are several residential communities and major employers for Allegany County. If the road is blocked due to an accident, congestion, or other emergency, there are no alternative routes to reroute traffic and there are only four point of major access to the road. An alternative highway would be beneficial from a safety and security point of view and to separate local and freight traffic.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

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

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The current two lane highway's traffic volumes justify an improvement to the system. The development of a new highway would decrease travel time.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: The development of a new multilane highway in the corridor would benefit the State and Allegany County by providing a safe, high capacity connection for north-south traffic.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The development of the highway would help Allegany to encourage businesses to move to the area and help bring jobs and revitalize Western Maryland's economy.

12) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2022 CTP

- 1) Name of Project: Allegany County Transit Capital Funding
- 2) Submitting Jurisdiction/Modal Agency: Allegany County Transit
- 3) Project Jurisdiction/County: _Allegany County
- 4) Project limits (attach map if available and applicable): Allegany County Transit operates fixed route and demand response service in the Cumberland Urbanized Area and the municipalities along MD 36.
- 5) Anticipated cost and funding source (approximate if available): \$1,206, 000 Federal Transit Administration 5307 Capital funds, and State matching funds.
- 6) Description of project purpose and need (up to one paragraph): Allegany County Transit is requesting the following Capital Items in FY 2018 according to their capital planning: preventative maintenance, three replacement buses, shop equipment, office equipment, a replacement service truck, and a fare box collection system.
- 7) 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 service is within the Cumberland Area MPO boundaries.
- 8) 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: Yes the majority of these requests are in the 2017 Annual Transportation Plan submitted to MTA>
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: NA
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Allegany County Transit's aging fleet is in need of replacement to continue providing reliable service to the passengers.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Preventative maintenance funds keeping the fleet and facilities in a state of good repair in order to complete Allegany County Transit's mission of offering safe, affordable, efficient public transportation.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The Fare box system will be an upgrade to the current metal boxes with locks. Perhaps even use of technology to save time in counting and accounting for fares. In addition to making fare passes easier for passengers to acquire without having to travel to a physical office.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Allegany County Transit is always looking for ways to better serve the public' transporation needs in the County.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

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

12) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: Baltimore Street Bridge Rehabilitation
- 2) Submitting Jurisdiction/Modal Agency: City of Cumberland/Cumberland Area MPO
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Baltimore Street Bridge over Wills Creek
- 5) Anticipated cost and funding source (approximate if available): At least \$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.
- 6) 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 the necessary local funds. The project is requested because the City is hopeful that local funds can be available in the future. In fact, the City's financial position has improved in recent years, and the City desires to more definitively update the project cost and define the cost-sharing parameters. The Baltimore Street Bridge over Wills Creek needs a total deck replacement. The bridge is a vital transportation link between the main downtown business district, the West Side residential area, suburban areas along U.S. Route 220 south in Allegany County. The bridge also handles relief traffic when sections of I-68 west of downtown Cumberland are closed or blocked.
- 7) 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: Project is within the MPO Urbanized Area Boundaries and the City of Cumberland's Corporate Boundaries.
- 8) 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: Page 86 (Transportation Chapter) of the City-Wide Element of the 2013 Comprehensive Plan specifically notes that the Baltimore Street Bridge Deck was rated poor due to the 2009 Inspection Report due primarily to surface wear, cracks, and numerous patches, some of which have failed. The plan notes that the City has scheduled the bridge for deck, street surface, and sidewalk rehabilitation to correct the noted deficiencies.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The project is located within the City's Priority Funding Area. Cumberland is a Sustainable Community. Finally, the project serves a vital traffic role serving the city's historic downtown business district.

11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The project is to rehabilitate an essential bridge crossing that serve regional traffic flows and is deteriorating.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: Project will rehabilitate a critical bridge that is deteriorating.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The Baltimore Street Bridge deck is deteriorating and is in need of rehabilitation. The bridge serves a critical emergency transportation relief role when sections of I-68 are closed or blocked.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: If the bridge is not rehabilitated, it will eventually (although not immediately) collapse into Wills Creek resulting in a direct impact on the environment (the Wills Creek habitat and the nearby North Branch of the Potomac River), potential loss of human life, and the need for a bypass route, which may lengthen average trip lengths (vehicle miles traveled) and result in increased greenhouse gas emissions. The smart solution (which would ultimately conserve energy) would be to rehabilitate (properly maintain) the bridge, which is essential to serve an existing compact and historic urban development pattern (downtown Cumberland).

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: As noted elsewhere in this project justification, the affected bridge is a critical regional and local transportation link and supports access to an existing urban and historic downtown area.

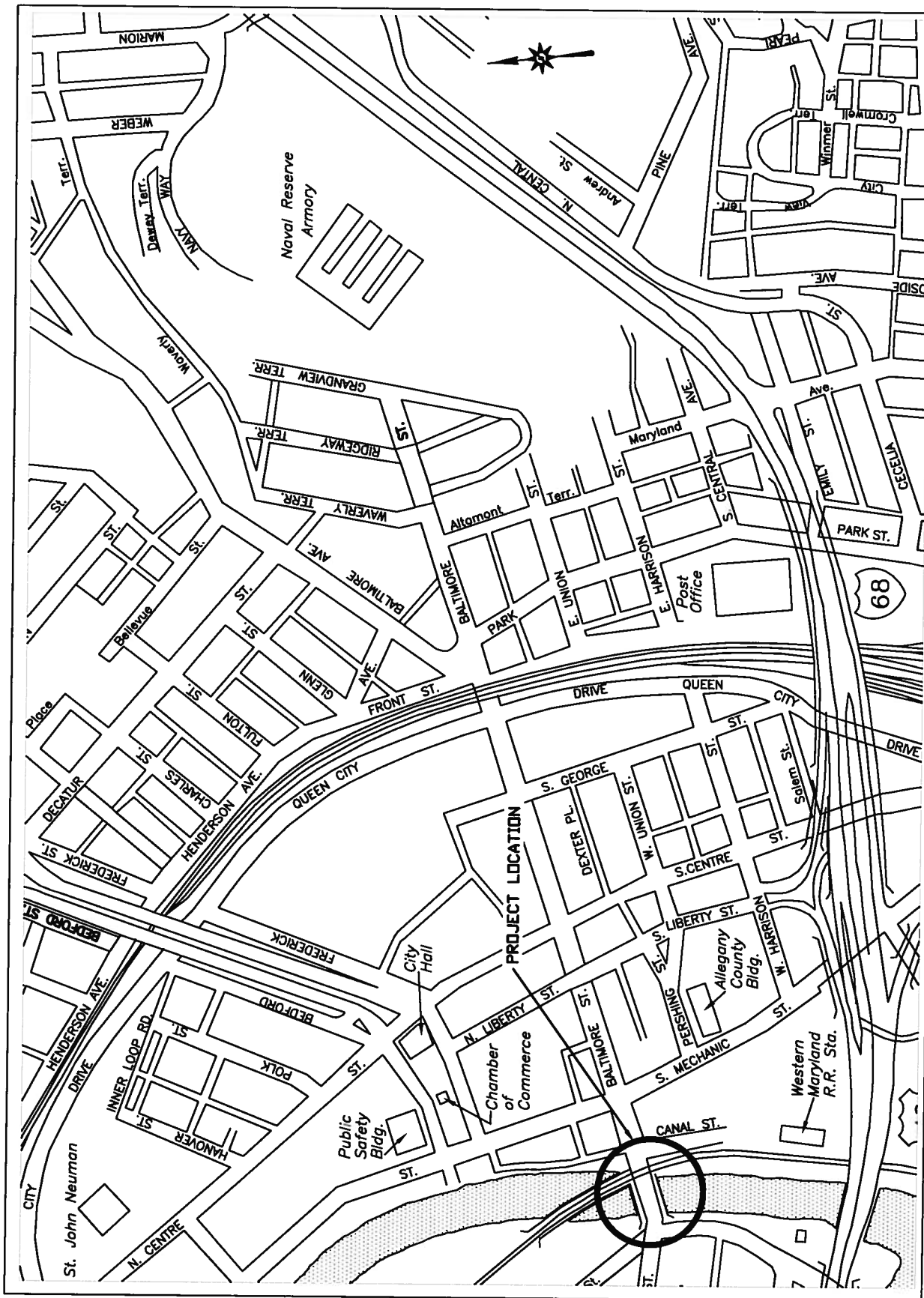
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: In fulfilling a critical traffic link with an existing urban and historic downtown area, the project represents a transportation investment that is consistent with PlanMaryland and will provide essential and continued traffic capacity in support of PlanMaryland's state objectives to concentrate future population and employment growth within an existing urban communities.

12) Additional Comments/Explanation: _____



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

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: MD 936 Grant Street Stormwater and Safety Improvement Project
- 2) Submitting Jurisdiction/Modal Agency: Allegany County on behalf of the City of Frostburg
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Grant Street (MD 936) - map attached.
- 5) Anticipated cost and funding source (approximate if available): \$2 million
- 6) Description of project purpose and need (up to one paragraph): The proposed project would include improvements to 1,300 linear feet of storm sewer to convey separated stormwater from Main Street (US 40) and Grant Street (MD 936) to a proper outfall. Currently, stormwater is collected in 13 inlets on Grant Street and Main Street near Grant Street and enters into a sanitary sewer. The design and construction of a new stormwater system by Maryland State Highway Administration is necessary in order for the City to be successful in eliminating combined sewer overflows, (CSOs). These 13 Maryland State Highway Administration inlets significantly contribute to Frostburg's CSOs. The City is under an MDE Consent Decree and Court Order to eliminate its CSOs. The project should also improve the safety characteristics for motorists by removing excess sheet flow due to surface runoff during periods of heavy rain or major snow melts, as there is a steep grade from Main Street to the bottom of the hill near Blair Street. Additional safety and pedestrian enhancements such as ADA compliant sidewalks and crosswalks would be part of the project. Maryland SHA and the City are currently reviewing an MOU in which MD SHA will partner with the City of Frostburg in the completion of this project and provide the funding to address the aspects of the project for which MD SHA is responsible.
- 7) 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
- 8) 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 will contribute to elimination of combined sewer overflows; the City is under a consent order to eliminate all CSOs by 2022. The City has made significant progress and in the Long-Term Control Plan and the Frostburg Comprehensive Plan identified CSO elimination as a priority that must be completed.

9) In county priority letter? Yes No

10) Smart Growth status and explanation: This project is located within the Municipal limits of the City and is within the PFA.

11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project will add new stormwater infrastructure that will enhance road safety and will offer environmental benefits.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: By reducing stormwater on the roadway, motorist and pedestrian safety will be improved.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

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

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project will remove stormwater collected on Maryland State Highway's from the City's sewer system, which causes raw sewage to overflow into Sand Spring Run in heavy rain fall events.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.


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

12) Additional Comments/Explanation: _____

MD 936 - Grant Street Stormwater and Safety Improvements Project



 Proposed Project Area

 Illegal Storm Inlets (inflow directly to the sanitary sewer system contributing to the combined sewer overflows (CSOs))

1 inch = 200 feet



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: Great Allegheny Passage Stabilization, Drainage, and Surface Improvements
- 2) Submitting Jurisdiction/Modal Agency: Allegany County
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): The Great Alleghent Passage inside Allegany County, MD
- 5) Anticipated cost and funding source (approximate if available): Recreational Trails Program?
- 6) Description of project purpose and need (up to one paragraph): AAllegany County requests construction funding for stabilization, drainage and surface improvements on the Great Allegheny Passage. Spot improvements are needed in various locations throughout the County to eliminate the on-going maintenance that is required to combat drainage and trail surface issues. These improvements will address historical problems and improve safety for all trail users.
- 7) 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 Cumberland Area MPO Planning Area Boundaries
- 8) 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 mentioned in the County's Master Bike and Pedestrian Plan as well as the Allegany County Comprehensive Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: Providing safe and comfortable walking and biking connections is in line with Smarth Growth practices.
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The unstable cliffs along the trail have lead to rock falls, luckily no one has been hurt from such incident.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This project would fix problems that have been banagded by routine maintence but do not address the root of the problems.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This would provide safe alternative transporation options.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: These improvements will address historical problems and improve safety for all trail users.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

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

12) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: US 220 Bowling Green Drainage Improvements
- 2) Submitting Jurisdiction/Modal Agency: Allegany County
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): US 220 Bowling Green (attached map)
- 5) Anticipated cost and funding source (approximate if available): \$2 million
- 6) Description of project purpose and need (up to one paragraph): State Highway Administration(SHA) and Allegany County collaborated with Whitney Bailey Cox & Magnani, LLC (WBCM) in preparing the Bowling Green Flooding Hydrology/Hydraulics Study from Milnor Avenue to Moss Avenue along the US220 corridor. The study consisted of a hydrology study over 1,184 acres, review of the existing stormwater systems' hydraulic conditions, and proposed short-, mid-, and long-term solutions in response to the June 12, 2014 flood event. The study was first reviewed in April 2015 and has been developed into a preliminary drainage improvement plan that will be completed through five (5) phases of construction. Allegany County will lead the project and requests that SHA obligate funding for the cost of finalizing engineering/design, permitting, administering the advertisement/bid/award, and construction management services. SHA will fund the construction cost of all work within the US220 right-of-way and a 50/50 Cost Share Program with Allegany County for all work from US220 to the CSX Railroad. The study and preliminary drainage improvement plan will be presented publicly in Spring 2017.
- 7) 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: NO
- 8) 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 follows recommendation from the Bowling Green Flooding Hydrology/Hydraulics Study.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This area is in the State's priority funding area.
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

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

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: the stormdrain along the US 220 corridor through the Bowling Green area

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project will mitigate the effects of stormwater runoff from US 220 to the adjacent properties.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The lack of regulation in regards to the current drainage system has led to the current issues. The improvements will follow best practices which reduce the environmental impact of the stormwater runoff.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The planning stage of this project has been a direct result from public meetings with the community. Following through with design and construction of the drainage improvements will support the Bowling Green community.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

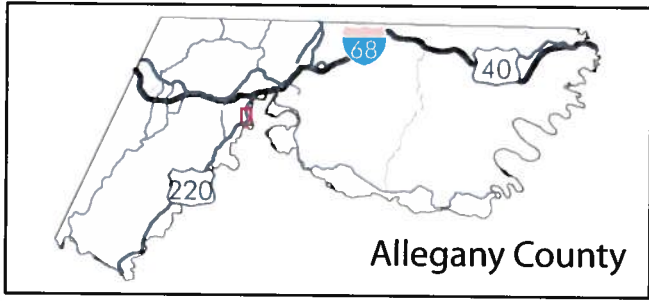
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

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

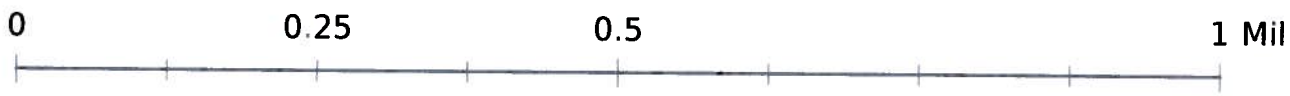
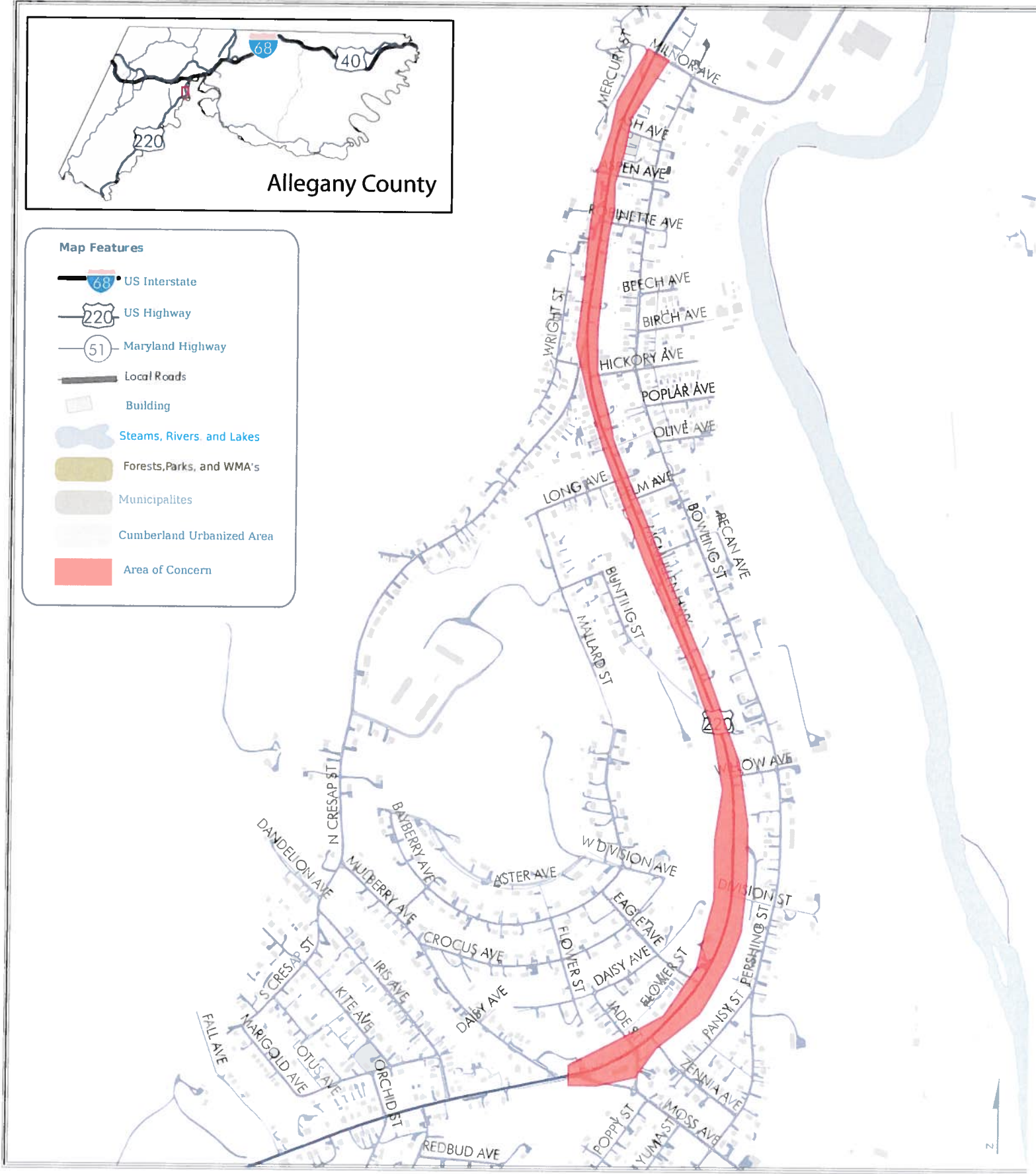
Additional Comments/Explanation: Background: The Bowling Green community experienced significant flooding of structures and property during the June 12, 2014 flood. The flood occurred during a storm event that approximately dropped five (5) inches of rain with a short time table causing flash flooding of all the area streams and existing stormwater management facilities. A joint field meeting was held on July 14, 2014 between Delegate Kevin Kelly, Allegany County Officials, State Highway Administration Officials, and the public to review the flood damages. As a result of this meeting, the Bowling Green Flooding Hydrology/Hydraulics Study (H&H Study) was prepared in response to the numerous citizen complaints and the need for flood evaluation and remediation. The study was prepared by WBCM under the direction of State Highway Administration. The H&H Study objectives were to analyze the MD SHA drainage system within the US 220 right-of-way and the downstream conveyances from Moss Avenue north to Milnor Avenue. The study would recommend stormwater management solutions along with the expected project costs for the improvements.

US 220 Bowling Green Drainage Improvements



Map Features

- US Interstate
- US Highway
- Maryland Highway
- Local Roads
- Building
- Steams, Rivers, and Lakes
- Forests, Parks, and WMA's
- Municipalities
- Cumberland Urbanized Area
- Area of Concern



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

1. Name of Project: Braddock Road, Center Street, Bowery Street and Park Avenue Intersection Improvements
2. Submitting Jurisdiction/Modal Agency: City of Frostburg
3. Project Jurisdiction/County: Allegany County
4. Project limits (attach map if available and applicable): Braddock Road, Center Street, Bowery Street and Park Avenue Intersection (map attached)
5. Anticipated cost and funding source (approximate if available): \$300,000 (est.) ARC-Access Road
6. Description of project purpose and need (up to one paragraph): The Braddock Road (MD 736), Center Street, Bowery Street and Park Avenue intersection serves a major pedestrian thoroughfare for University students and as a gateway to the Frostburg Central Business District for those entering the City via Interstate 68, Exit 33 (Braddock/Midlothian Road). The purpose of this project is to reduce vehicular conflicts, improve pedestrian safety, and enhance the appearance of the City at this intersection. The project will include changes to traffic patterns, narrowing of a one-way street, new pedestrian crossings, construction of new sidewalks, and additional lighting of the intersection.
7. 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: __
8. 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 local land use planning goals and objectives. The intersection is the connection point between Braddock Road, which is planned to experience increased traffic as a result of new commercial development and Center Street, a residential corridor that has been re-zoned and targeted for mixed-use redevelopment.
9. In county priority letter? Yes No
10. Smart Growth status and explanation: This project is consistent with State Smart Growth goals and objectives; it is located in the Priority Funding Area and improves infrastructure within the existing neighborhood.
11. 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project will improve infrastructure to make certain that the intersection operates at good levels of service for pedestrian and vehicular operations well into the foreseeable future.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: Braddock Road (MD 736) is a state route and there is a need for pedestrian accommodations on both sides of Braddock Road, but there are currently no sidewalks on the Frostburg State side of the street.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

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

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project will include the reduction in impervious surfaces and will address existing stormwater issues that affect the intersection. The planned improvements will reduce urban nutrient loads, therefore improving the health of local waters and the Chesapeake Bay.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: The City's Comprehensive Plan identifies the Center Street Corridor as a target location for investment and redevelopment. The planning documents also recognize the anticipated increase in pedestrian and vehicular movements in the area, and therefore through the intersection. In addition, the City, with substantial support from the Appalachian Regional Commission and the Maryland Department of Transportation, is to invest over \$2 million in an intersection and safety improvement project on Braddock Road about one mile from the Braddock Road, Center Street, Bowery Street and Park Avenue Intersection.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

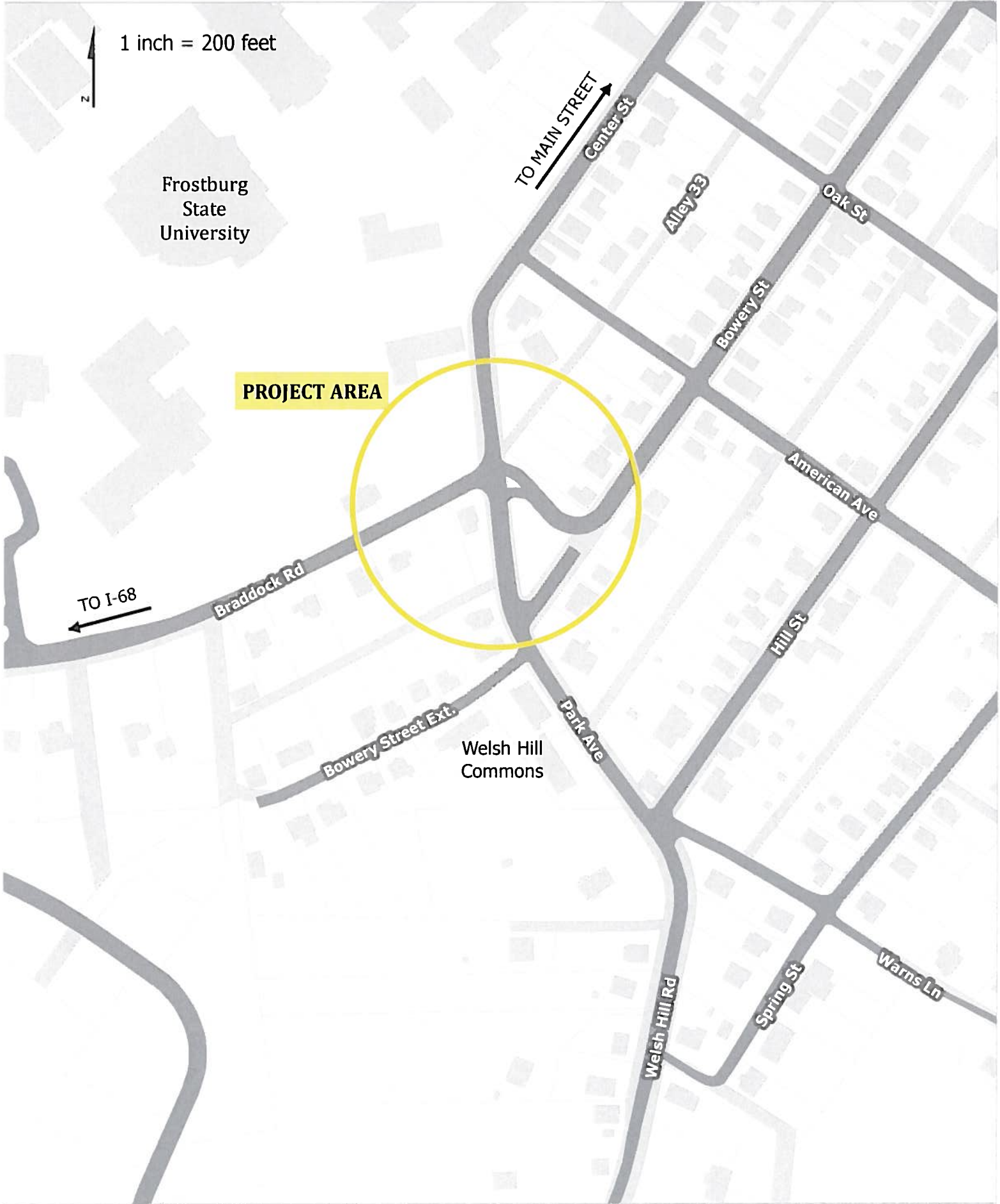
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: As mentioned previously, areas on both side of this intersection are planned for investment and the intersection also serves as a gateway to the Central Business District of Frostburg. Improving this intersection will make a substantial improvement for traffic flow as well as aesthetics; both of which are needed to attract the investment sought for the area.

12. Additional Comments/Explanation: __

Park Avenue 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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: MD Route 135 Safety & Structural Improvements in Luke, Maryland
- 2) Submitting Jurisdiction/Modal Agency: Luke, Maryland
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): MD Route 135 spanning from the MD 135 intersection with WV 46 (to Bloomington) to the intersection of MD 36 in Westernport, is in need of improvements.
- 5) Anticipated cost and funding source (approximate if available): TBD
- 6) Description of project purpose and need (up to one paragraph): MD Route 135 spanning from the intersection with WV 46 (to Bloomington) to intersection of MD 36 in Westernport, is in need of improvements. These improvements include road geometry, stabilization of cliffs along the roadway, drainage, lighting, safety signage, and surface rehabilitation. In April 2015 this area was affected by a significant rock fall which left the road way operating with one-way traffic for a quarter mile section for a period of time. This has been cleaned up but not fully addressed. In fact, another section of road experienced another rock fall in January 2016. The narrow roadway, wet weather and vibration from industrial truck traffic make this issue a concern for the Town of Luke and the industries that travel this road. Widening and adjusting the roadway geometry for improved near Grant Street and the filter plant has been a major safety concern. The parts of the roadway which parallel a rock cliff are in need of improved lighting, and stormwater management. These improvements would reduce hazards and collisions to the approximate 6,000 vehicles which travel this portion of State Highway daily. The Town of Luke, Maryland and Allegany County find these improvements necessary to keep all vehicular and pedestrian traffic safe.
- 7) 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 outside of the Cumberland Area MPO boundaries.
- 8) 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: Improving system safety, efficiency of freight and are objectives in the local policies.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The Town of Luke is in Maryland's Priority Funding Area.

11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This improvement to the turn would reduce the number of freight and passenger collisions in this area in addition to remedying the falling rocks which pose a major safety hazard.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: MD 135 is a State asset, without this vital connection, the detour is 63 miles, which poses an economic development issue for Western Maryland.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: After these rock falls the road way is often subject to one-way traffic and delays in traffic.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The abnormal climate conditions may have contributed to the two significant rock falls in blocking MD 135. Obliging funding to address the stabilization issue is needed.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: MD 135 is a State asset, without this vital connection, the detour is 63 miles, which poses an economic development issue for Western Maryland.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

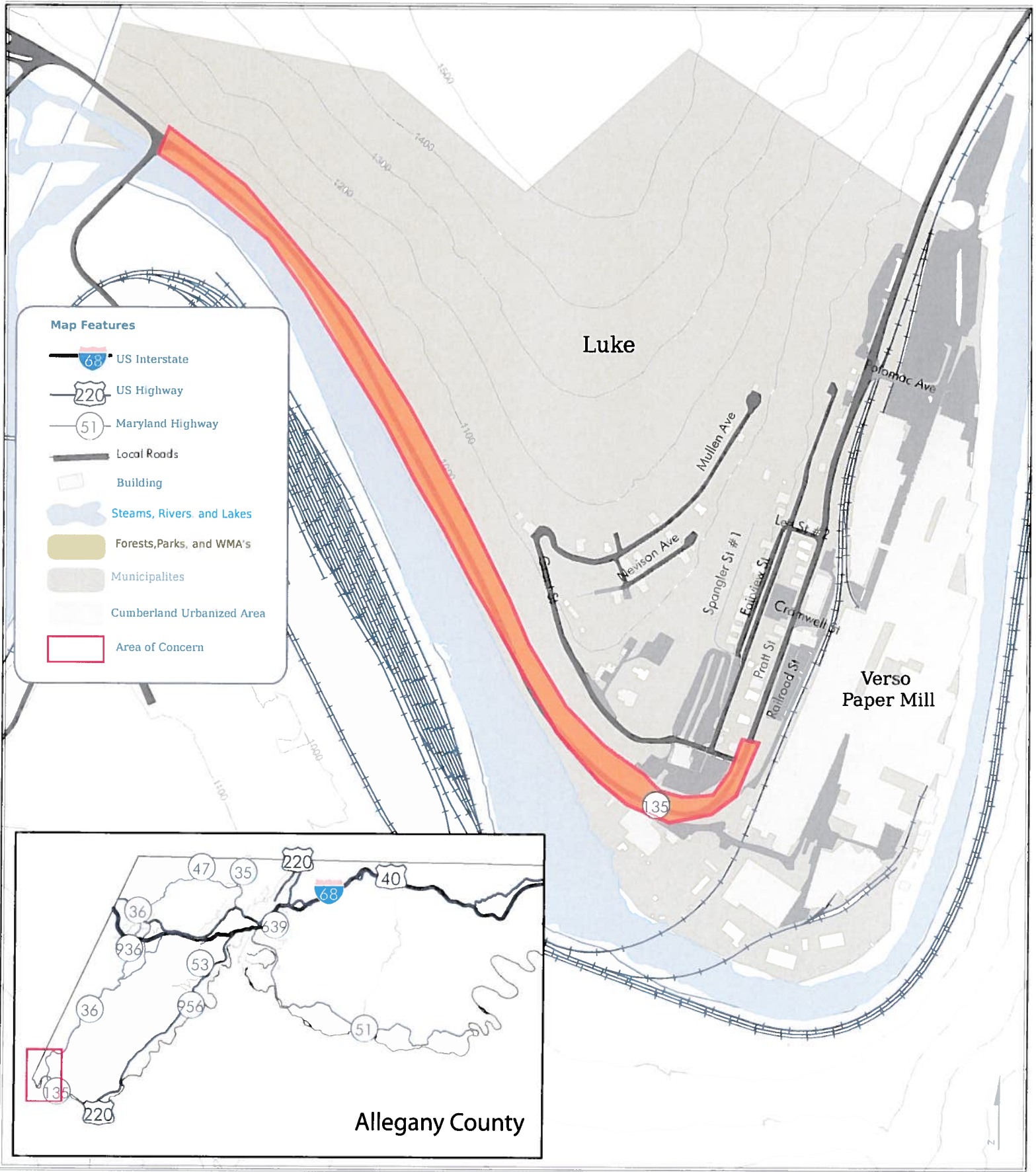
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: This turn is located near the Verso paper mill, improving the safety of the roadway at this turn would improve the product supply, raw and finished, to and from the paper mill, helping the business continue to provide employment for people in Allegany County.

12) Additional Comments/Explanation: _____

MD 135 Safety Improvements- Luke, Maryland



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: Greene Street Rehabilitation & Streetscape Improvements
- 2) Submitting Jurisdiction/Modal Agency: City of Cumberland/Cumberland Area MPO
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Greene Street, from Baltimore Street to the end of City Maintenance at I-68 Exit 42
- 5) Anticipated cost and funding source (approximate if available): According to the 2015 Alta plan, the total construction cost will exceed \$5,000,000.
- 6) Description of project purpose and need (up to one paragraph): Greene Street is one of the city's oldest streets and is in need of extensive and long-deferred structural (base and subbase improvements), roadway surface rehabilitation, and pedestrian, bicycle, ADA, and streetscape upgrades. Greene Street, formally US Route 220 and prior to that it was part of the National Road, 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 portion of Greene Street between Baltimore Street and Lee Street has been redesignated as part of the National Road Scenic Byway, as part of its campaign to replace scenic byway signage along the route. The City is looking to implement the Greene Street Complete Street Plan to improve the corridor for all modes of transportation. The Greene Street Complete Street Plan (financed by the Cumberland Area MPO) was completed in 2015. The plan provides a vision for a safer, more attractive and economically viable street spanning from Baltimore Street to the end of City Maintenance at I-68 Exit 42.
- 7) 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: Project is within the MPO Urbanized Area Boundaries and the City of Cumberland's Corporate Boundaries.
- 8) 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: Action Item #7 in the Transportation Chapter of the City-Wide Element of the 2013 Cumberland Comprehensive Plan specifically directs the city to work with MDOT and Allegany County officials to secure and prioritize funding for a Complete Streets reconstruction of Greene Street. The rehabilitation of Greene Street is also recommended by the city's Parent Management System, the updating and continuation of which is specifically recommended in Action Item #4 of the Transportation Chapter in the 2013 Cumberland Comprehensive Plan City-Wide Element.

9) In county priority letter? Yes No

10) Smart Growth status and explanation: As one of the city's most historic and critical traffic arteries, the economic health and sustainability of the city's downtown business district and overall economic vitality depend upon the proper maintenance and improvement of Greene Street. It serves as one of the most critical gateways into downtown Cumberland and an important emergency traffic relief route for sections of I-68 when it is closed or blocked. The ability of Greene Street to serve these important functions will, to a significant degree, establish and determine the capacity of the central city to safely, effectively, and conveniently accommodate future growth and development.

11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Greene Street is frequently forced to serve as an emergency traffic relief route for sections of I-68 when they are closed or blocked. The project is necessary to make sure the street can safely and effectively accommodate that role in addition to its independent utility as an important east/west traffic conduit for the city.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: Bicycle, pedestrian, and ADA traffic demand on Greene Street is currently only marginally or indirectly accommodated. The city receives ongoing and frequent complaints regarding the need for improved travel comfort (pavement conditions), ADA access, and truck traffic and bicycle improvements to Greene Street. The street and streetscape have aged significantly and are in great need of rehabilitation.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The project will greatly improve traffic flow, travel times, and convenience on Greene Street. It will also result in strategic bicycle and pedestrian improvements to encourage alternative modes of travel that would increase the street's utility and capacity to accommodate planned future urban growth and development.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Rehabilitating Greene Street, as proposed, will extend the useful lifespan of the street, thereby avoiding or extending the need for a bypass or alternative route to accommodate traffic growth and congestion relief. The project will improve opportunities for alternative modes of travel within the corridor, thereby minimizing future congestion from increases in local traffic. By making traffic travel more efficiently, the project would help reduce congestion delays, which contribute to greenhouse gas emissions.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: The project will improve traffic flow between the West Side neighborhoods and downtown Cumberland and will provide better opportunities for alternative transportation modes within the corridor. The project helps reinforce the current urban land use patterns that exist along Greene Street and will promote revitalization of the Greene Street commercial corridor, thereby supporting the founding principles of Smart Growth.

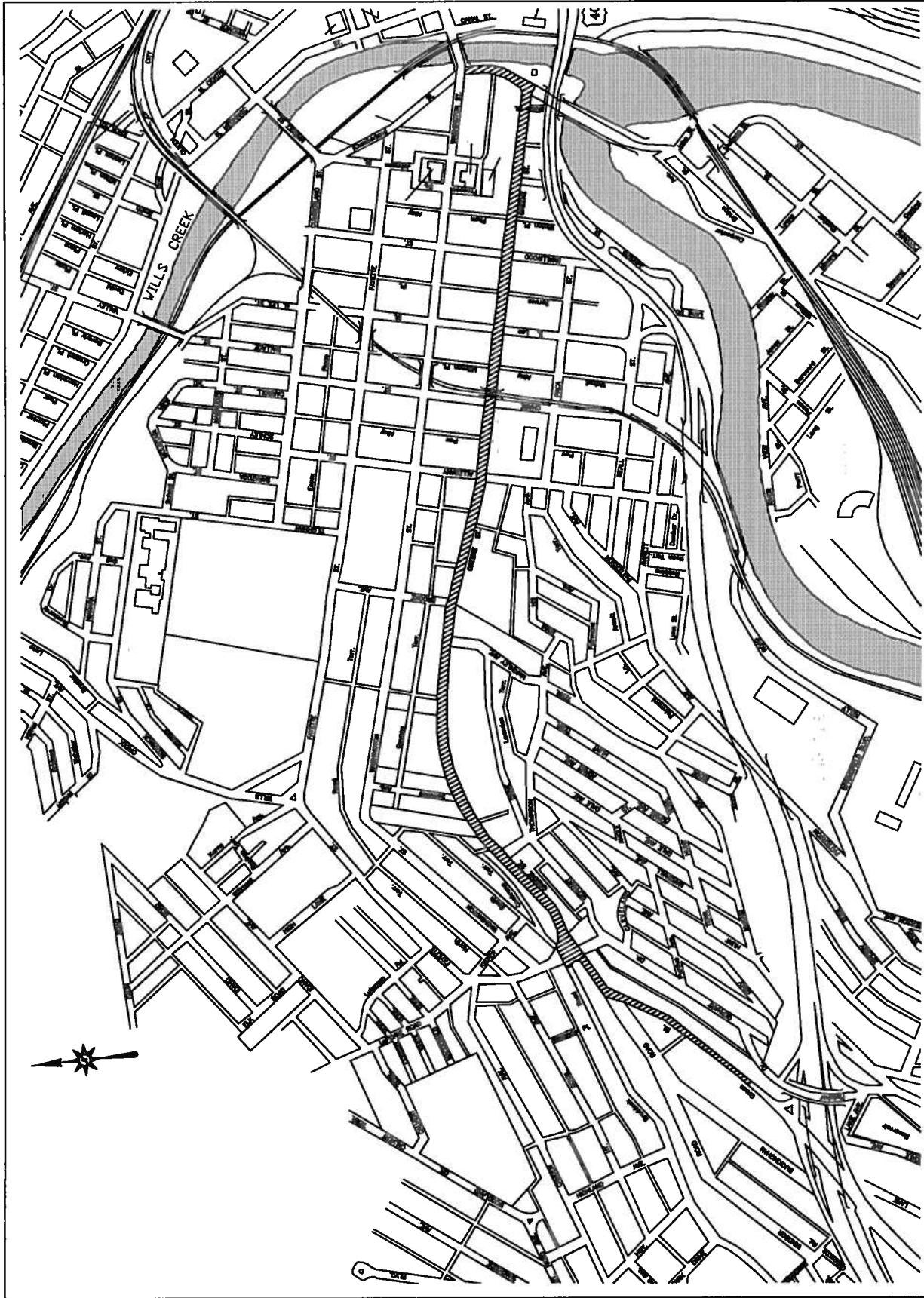
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The project will help reinforce and revitalize the downtown Central Business District and the historic Greene Street commercial district. By improving travel conditions along the corridor, the project will make delivery truck traffic flow better and more conveniently for essential local freight deliveries.

12) Additional Comments/Explanation: _____



<p>CITY OF CUMBERLAND MARYLAND</p>		<p>SURVEYED BY, SAS</p>		<p>TITLE Greene St, Baltimore St to End of City Maintenance (US RT 220) Streetscape Improvements Location Map</p>		<p>DATE 12/13/2012</p>		<p>DRAWING NO. C2463</p>	
		<p>CHECKED BY, JRD</p>		<p>SCALE: Not To Scale</p>		<p>PROJECT NO.</p>		<p>SHEET NO. 3 of 5</p>	

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: MD 135 Safety Barrier at Westernport Elementary
- 2) Submitting Jurisdiction/Modal Agency: Town of Westernport
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Along MD 135 at Westernport Elementary School, see attached map.
- 5) Anticipated cost and funding source (approximate if available): TBD
- 6) Description of project purpose and need (up to one paragraph): The Town of Westernport would like to request construction funding to build a safety barrier wall 350 feet long between MD 135 and the Westernport Elementary School playground. Westernport Elementary is located along MD 135 with a wrought iron fence as the barrier between the playground and ballfield and MD 135. In April 2015 there was a tractor trailer accident on 135 and the driver lost control and ran into a gas station less than 1000 feet from the school.
- 7) 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: No.
- 8) 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 and the Town of Westernport's goals are to keep our children safe, especially at a playground.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: _____
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: A safety barrier wall between the Westernport Elementary School playground would protect users of the playground.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

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

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This safety barrier wall would protect users of the playground but would not negatively impact traffic patterns in the area.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

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

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

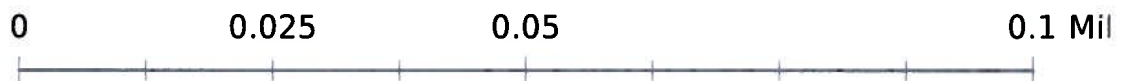
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

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

12) Additional Comments/Explanation: _____

MD 135 Safety Barrier at Westernport Elementary



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

1. Name of Project: **___ New Town Center (Traffic on Baltimore Street Mall)**
2. Submitting Jurisdiction/Modal Agency: Cumberland
3. Project Jurisdiction/County: Allegany County
4. Project limits (attach map if available and applicable): **___ Baltimore Street, between George Street and Mechanic St. Also Liberty Street and Centre Street between Harrison Avenue and Frederick Street. See map and selected alternative from study.**
5. Anticipated cost and funding source (approximate if available): **___ \$3 to \$5 million. TAP Funds.**
6. . Description of project purpose and need (up to one paragraph): **___ New Town Center (Traffic on Baltimore Street Mall):** As recommended in a recent Economic and Transportation Study of downtown Cumberland the City plans to reopen the Baltimore Street pedestrian mall to "complete street", which will allow vehicular traffic to travel through the area, yet maintain space for pedestrians, bikes and outdoor dining. The Appalachian Regional Commission (ARC) is providing funds for engineering design and SHA has agreed to administer the funds, which the City appreciates. That work is expected to get underway soon and then we hope to be able to proceed with construction as soon as possible. So far the State has been very helpful concerning funding of the construction and City is looking forward to continuing that good relationship through the funding and construction phases of the project. Without grant funds, this project will not be possible. In addition to the transportation needs satisfied by this project, the City is also anticipating Economic Development and increased tax base to be accomplishments of the project.
7. 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: **___**
8. 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: **___**
9. In county priority letter? Yes No
10. Smart Growth status and explanation: **___ This project is consistent with Maryland Smart Growth policies. The addition of bikes and vehicles to the existing pedestrian Mall will provide better transportation alternatives and enhance access to businesses, which will help potential economic development of the Cumberland Town Center (Central Business District).**
11. 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

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

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

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

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods. Will allow Public Transportation as well and vehicles, bikes and pedestrians access to shopping and business in Downtown Cumberland.

Objective: Maintain and enhance customer satisfaction with transportation services across modes. Visitors to downtown Cumberland will have better transportation alternatives in getting access from train stations, bike paths and other roads.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

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

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

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

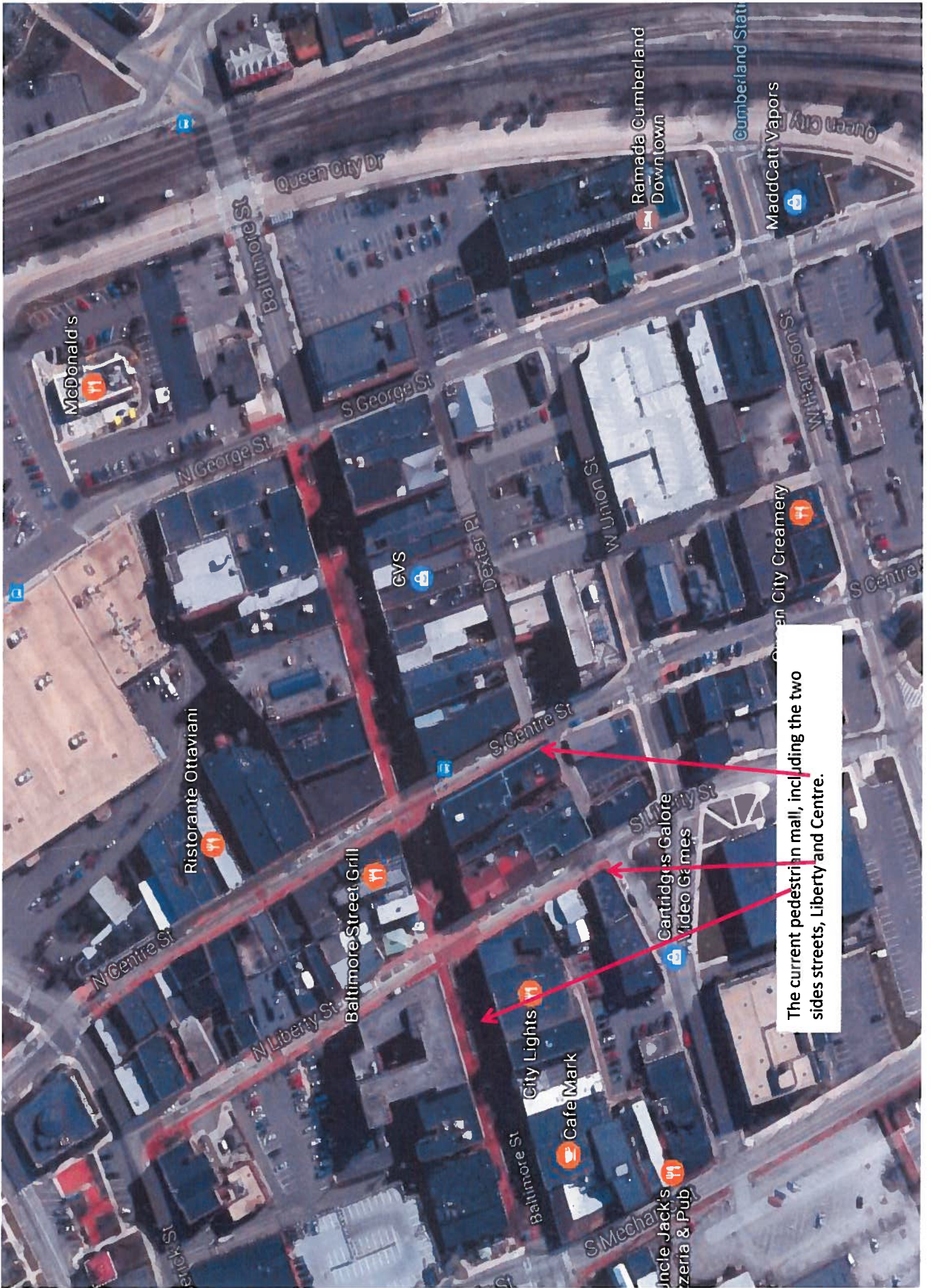
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

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

12. Additional Comments/Explanation: __



The current pedestrian mall, including the two sides streets, Liberty and Centre.

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

1. Name of Project: Braddock Road Pedestrian & Bicycle Improvements
2. Submitting Jurisdiction/Modal Agency: City of Frostburg
3. Project Jurisdiction/County: Allegany County
4. Project limits (attach map if available and applicable): Braddock Road (MD 736) from intersection of Center/Bowery Streets south to interchange at Interstate 68 – map attached
5. Anticipated cost and funding source (approximate if available): \$2,846,051.45 – Funds 79 and 88.
6. Description of project purpose and need (up to one paragraph): The project lies along MD 736 in Allegany County. The purpose of the project is to provide continuous pedestrian access from the Center Street intersection to Braddock Street and bicycle lanes to Active Network, residences, Appalachian Lab, Edgewood Commons, and Frostburg State University (FSU). The corridor is currently used by pedestrians and bicyclists, but does not have adequate facilities for their safe travel. A feasibility study was conducted by SHA in 2016 evaluating the project for funding.
7. 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:
8. 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 will create pedestrian & bicycle connectivity along the Braddock Road corridor. The City of Frostburg’s Comprehensive Plan and Sustainable Communities Action Plan both identify the need for additional pedestrian/bicycle accommodations where they do not exist. The project will facilitate connectivity between residential, commercial, business uses as well as connect the Frostburg State University campus. This project provides additional transportation options and well serves the lower-income population of Frostburg by providing transportation options to places of employment other than a personal vehicle.
9. In county priority letter? Yes No
10. Smart Growth status and explanation: The project is located within the municipality of Frostburg and is within the Priority Funding Area. The project provides additional infrastructure for existing development.
11. 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland’s transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project will create the needed pedestrian and bicycle infrastructure that allows current walkers and bicyclists to travel safely between work, home, the University, and/or Main Street Frostburg.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

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

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

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

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: In addition to improving the infrastructure for existing pedestrians and bicyclists in this thoroughfare, the project should spur an increase in walking and biking through the corridor. Currently, there is a fair amount of pedestrian and bike traffic between households and apartments in “downtown Frostburg”, the ABC@FSU business park, Frostburg State University, the Appalachian Lab, and the Braddock Estates subdivision. In addition, there is commercial property at the interchange of I-68 and Braddock Road. With that future development, residents will be able to walk to the commercial businesses there, and guests at the proposed hotel will be able to walk to the business park, FSU’s campus, and/or downtown Frostburg.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

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

12. Additional Comments/Explanation: Another important aspect of this project is the safety the sidewalks will provide to employees working at the University, Appalachian Lab, or the business park that do not have a car and must either walk or bike to work. Many people fall into this category and it is currently unsafe for them to be walking on the shoulder of the road, especially in the frequent inclement weather experienced in Frostburg. This project will allow residents without a vehicle to seek employment at some of the businesses along the Braddock Road as this project will make walking/biking to work feasible and safe.



★ Braddock Road Intersection and Safety Improvement Project - construction 2016

Braddock Road - MD 736 Pedestrian and Bicycle Improvements
City of Frostburg

1 inch = 600 feet



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: MD 36 Sidewalk Safety Improvements in Lonaconing
- 2) Submitting Jurisdiction/Modal Agency: Town of Lonaconing
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Along MD 36 in Lonaconing, see attached map.
- 5) Anticipated cost and funding source (approximate if available): SHA Sidewalk Retrofit - estimated TBD

Description of project purpose and need (up to one paragraph): The sidewalks along route 36 through Lonaconing are a safety hazard for pedestrians. Several locations along route 36 the curb height is less than 2" in height and increasing the chances of vehicles ability to veer onto the sidewalks and strike a pedestrian. Route 36 has approximately 9,000 vehicles passing through this section daily. Lonaconing is requesting the sidewalk/curbing height be increased to normal safety standards to reduce the likelihood of vehicles mounting the sidewalk and injuring pedestrians. Sections of this project will also need to improved for ADA compliance.

- 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: Yes
- 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 and the Town of Lonaconing want our transportation systems to be safe for all users.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: This area is in the Priority Funding Area.
- 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Improving the sidewalks will reduce the potential for trucks and traffic to veer onto pedestrians using them.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This project is to maintain safe pedestrian facilities.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

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

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This project is for the main route through the Town of Lonaconing and providing walkable communities help revitalize them and provide alternaties transportation options. This project will also provide sidewalks for all levels of ability and provide ADA compliant facilities.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: This project is for the main route through the Town of Lonaconing and providing walkable communities help revitalize them and provide alternaties transportation options.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: LaVale to Great Allegheny Passage Connection
- 2) Submitting Jurisdiction/Modal Agency: Allegany County
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Lower LaVale, US 40 beginning at Long Drive to intersection of MD 36.
- 5) Anticipated cost and funding source (approximate if available): TBD
- 6) Description of project purpose and need (up to one paragraph): Allegany County requests the State to determine a bike and pedestrian connection from Lower LaVale to the Great Allegheny Passage (GAP.) The LaVale Streetscape project provides bike lanes and sidewalks from Upper LaVale to Long Drive. A study will begin in Spring 2017 to find the most desirable path from Long Drive to the Great Allegheny Passage.
- 7) 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 Cumberland Area MPO Boundaries
- 8) 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 mentioned in the County's Master Bike and Pedestrian Plan as well as the Allegany County Comprehensive Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: Providing safe and comfortable walking and biking connections is in line with Smart Growth practices. This area of LaVale is in the State's priority funding area.
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Lower LaVale lacks continuous sidewalks and amenities for bicycles and the street parking and narrow road poses some safety risks to pedestrians and cyclists.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

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

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This would provide safe alternative transportation options.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Upper LaVale has sidewalks and bike lanes, but no connection to the GAP Trail; this project would remedy this situation and provide access to the trail from LaVale.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

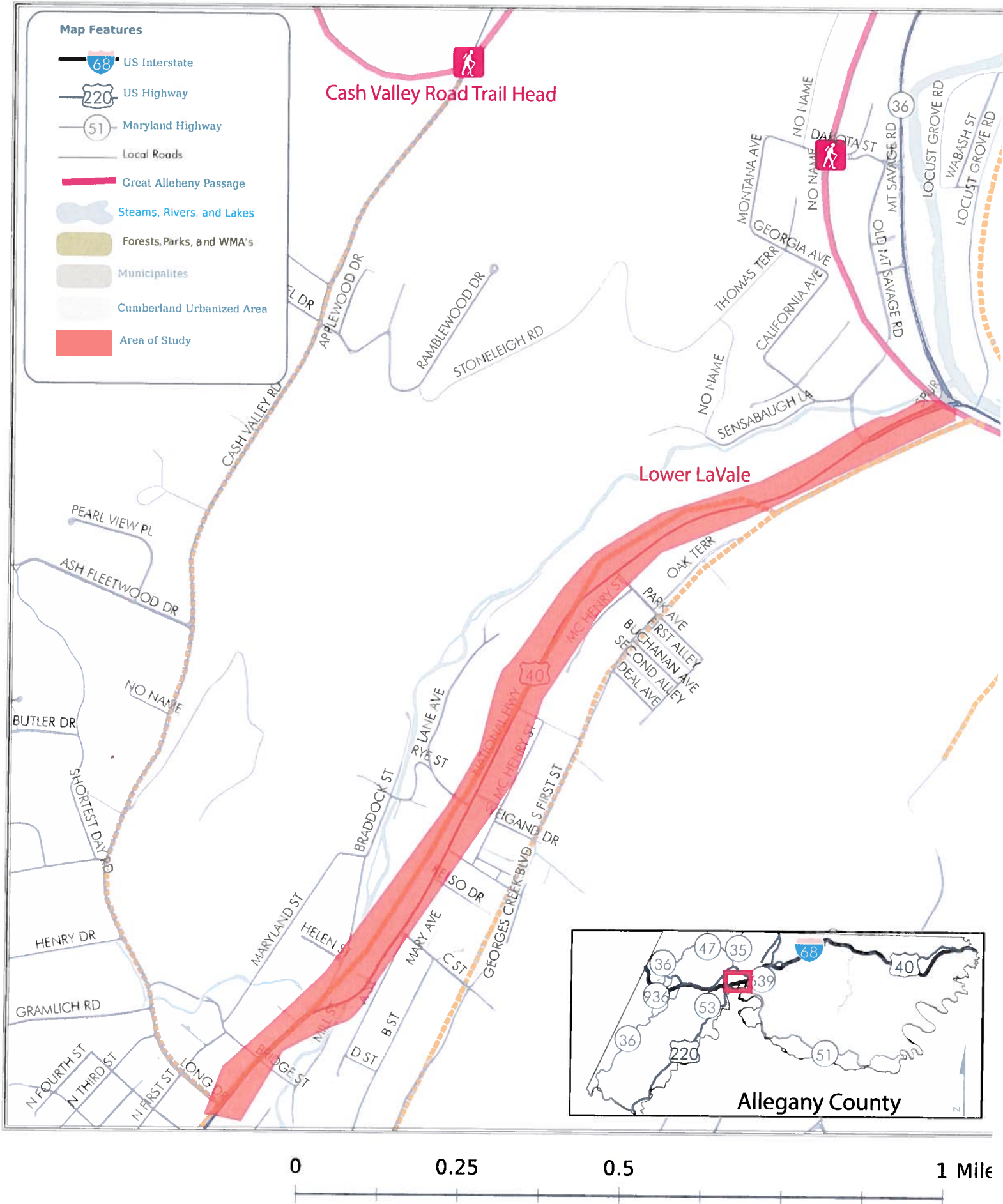
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

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

12) Additional Comments/Explanation: _____

LaVale to Great Allegheny Passage Connection



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: Allegany County Transit Operating Funding
- 2) Submitting Jurisdiction/Modal Agency: Allegany County Transit
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Allegany County Transit operates fixed route and demand response service in the Cumberland Urbanized Area and the municipalities along MD 36.
- 5) Anticipated cost and funding source (approximate if available): \$1.2 million - Federal Transit Administration 5307 and 5311 funds, and State SSTAP funds.
- 6) Description of project purpose and need (up to one paragraph): Allegany County Transit operates fixed route service and ADA Demand Response in Allegany County, Maryland. The Transit's mission is to provide the citizens and visitors of the Allegany County service area with safe, reliable, courteous, efficient and clean transportation. Continued support for operations funds will help us achieve our mission.
- 7) 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 service is within the Cumberland Area MPO boundaries.
- 8) 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 Element of the Allegany County Comprehensive Plans. The City of Frostburg and the City of Cumberland also recognizes Allegany County Transit's function is important to both Frostburg State University and Allegany College of Maryland students and the senior and disabled populations. Allegany County Transit has adopted the 2012 Transit Development Plan outlining improvements to transit for the following four years.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: Transit is an integral part of Smart Growth and Transit-oriented Development
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Allegany County Transit is the only public transit operating in Allegany County and the passengers rely on its continued operation to get to where they need to go.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: The current system relies on the support of the State.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Allegany County's low-income, elderly and disabled population rely on our services to get to work, medical appointments (in the case of dialysis, it is life-saving), pharmacies, grocery shopping and many other activities. In most instances, they have no other affordable means of travel. Allegany County needs the operating funds to continue to maintain these quality-of-life services for its' citizens.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Public transportation can reduce the need for many separate trips by private vehicles in dense urban areas, replacing many separate emissions-producing vehicles with fewer transit vehicles that generally emit less pollution on a per person basis.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: Allegany County Transit is in touch with the changes in Allegany County and adjust service, to support environmental, social and economic sustainability.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Allegany County Transit coordinates with the business community to help get people to work.

12) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: MD 135 Access Improvement in Westernport
- 2) Submitting Jurisdiction/Modal Agency: Town of Westernport
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Along MD 135 in Westernport (Church Street) from the Dollar General Store to the Fair Price Market (gas station.)
- 5) Anticipated cost and funding source (approximate if available): TBD ARC Funding?
- 6) Description of project purpose and need (up to one paragraph): At peak times the traffic in the vicinity of Church Street (MD 135) is backed up in both lanes due to access to the following businesses: McDonald's, The Dollar General and Fair Price Market. The Town of Westernport would like to request MDOT obligate money to improve the access and traffic flow this area.
- 7) 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: No.
- 8) 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 and the Town of Westernport's goals are to keep our roads operational allowing for the safe movement of traffic.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: _____
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project to improve access, decrease traffic congestion, and keeping the traffic flowing increase the safety of this section of state roadway.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This project is to maintain traffic flow in this area along MD 135.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Improving access to businesses and alleviating congestion enhance customer satisfaction on the state's road, MD 135.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Improving access in this area supports the businesses that customers want access too and keep traffic and goods moving along the roadway.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

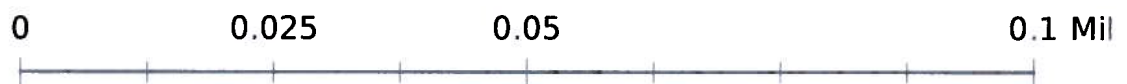
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Improving access in this area supports the businesses that customers want access too and keep traffic and goods moving along the roadway.

12) Additional Comments/Explanation: _____

MD 135 Access Improvement in Westernport



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: Maryland Avenue between Short & Lamont Streets
- 2) Submitting Jurisdiction/Modal Agency: City of Cumberland/Cumberland Area MPO
- 3) Project Jurisdiction/County: Allegany
- 4) Project limits (attach map if available and applicable): Maryland Avenue between Short & Lamont Streets within the Cumberland City Limits
- 5) Anticipated cost and funding source (approximate if available): Exact costs are unknown, but expected to be in the range of \$2,000,000
- 6) Description of project purpose and need (up to one paragraph): This section of Maryland Avenue represents the essential traffic link between the recently completed Rolling Mill (Maryland Avenue) and Virginia Avenue Corridor projects. Planned improvement work includes street widening and resurfacing, retaining wall reconstruction and reinforcement, ADA and sidewalk improvements, and streetscaping.
- 7) 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: Project is within the MPO Urbanized Area Boundaries and the City of Cumberland's Corporate Boundaries.
- 8) 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 need for the project is specifically noted on page 84 of the Transportation Chapter in the City-Wide Element of the 2013 Cumberland Comprehensive Plan. The project is part of the city's Pavement Management System program, the updating and continuation of which is specifically recommended in Action Item 4 of the Transportation Chapter.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The city has made considerable infrastructure and corridor revitalization investments in the Rolling Mill and Virginia Avenue neighborhoods over the past decade. This section of Maryland Avenue is the final remaining street section that connects the two major corridor projects. Completing the project will result in an improved local transportation corridor between the downtown Cumberland Business District (at I-68) and the Virginia Avenue Business District (terminating at Industrial Boulevard). SHA is currently working on design plans to improve traffic circulation and flows at the Virginia Avenue/Industrial Boulevard intersection. This project will improve traffic circulation between the downtown area and South Cumberland business and residential communities, thereby reinforcing the established and historic urban development patterns of the city.

11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Planned sidewalk and ADA improvements will improve pedestrian safety and the project will provide improved traffic circulation to and through the South Cumberland business and residential neighborhoods. The project will also provide improved local traffic connections to I-68 in the north and Industrial Boulevard (MD Route 51) in the south.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: This section of the corridor is the only remaining section that lacks street and pedestrian improvements.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The project will improve local traffic connectivity between the downtown Cumberland Central Business District and the Virginia Avenue business and residential neighborhoods. The project also complements and builds upon prior and ongoing highway transportation investments by the City and SHA. In so doing the project will improve traffic flows and circulation for all modes.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The project will expand transportation options within the corridor, reduce travel times and increase traffic efficiency, and help reduce traffic congestion by affording local traffic with alternative routes of travel to MD Route 51. As such, the project will help reduce congestion-related greenhouse gas emissions.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: The project will help improve access to and between the city's two main commercial districts, thereby improving connectivity for local business deliveries and reinforcing the city's established urban neighborhood pattern. The project will also complement recent revitalization efforts in South Cumberland. Finally, the project will reinforce recent and ongoing urban highway transportation investments within the corridor by the city and SHA.

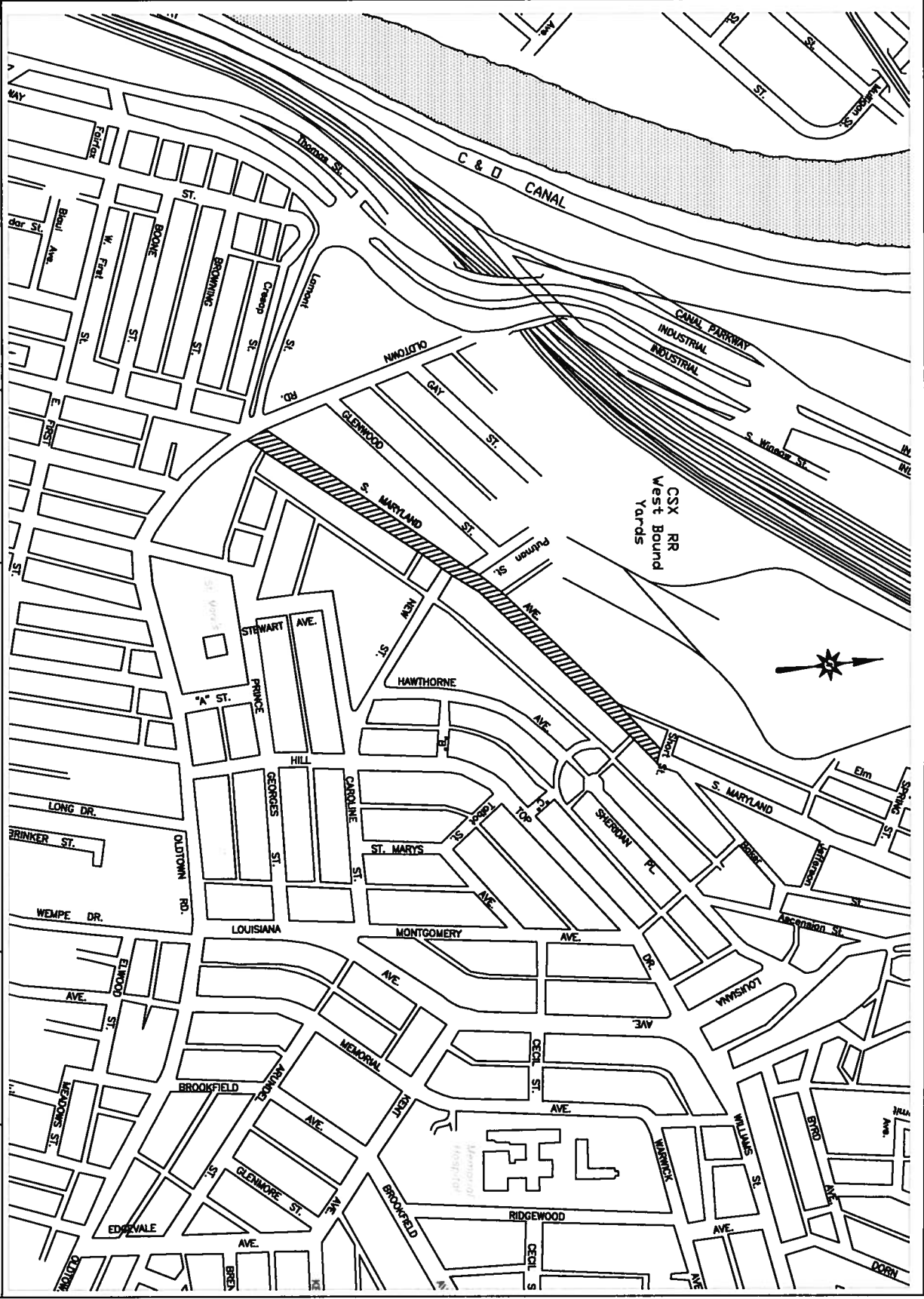
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: To the extent that the project provides improved local traffic circulation between the city's two main commercial districts and complements recent revitalization efforts in the Virginia Avenue Business District, it will contribute to the overall revitalization of the city and provide capacity for future growth and development of an established and historic urban development pattern in Cumberland.,

12) Additional Comments/Explanation: _____



CITY OF CUMBERLAND MARYLAND		SURVEYED BY, DRAWN BY, CHECKED BY,		TITLE Maryland Ave Between Short St and Lamont St Location Map		DATE 2/9/2012		DRAWING NO. C2463	
		SAS JRD		SCALE: Not To Scale		PROJECT NO.		SHEET NO. 2 of 5	

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: MD 135 (Pratt Street) Pavement Improvements
- 2) Submitting Jurisdiction/Modal Agency: Luke, Maryland
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): MD Route 135, also known as Pratt Street, the main corridor of Luke, Maryland. See attached map.
- 5) Anticipated cost and funding source (approximate if available): NA
- 6) 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 for general passenger vehicles and industry related freight.
- 7) 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 outside of the Cumberland Area MPO boundaries.
- 8) 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 a top priority in local transportation plans and policies.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The Town of Luke is in the State's Priority Funding Area, and this project is not intended for new development but to maintain and enhance the existing infrastructure.
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Improvements to the road surface will reduce the occurrence of accidents and improve customer service.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: Resurfacing this road will keep the existing infrastructure in a state-of-good repair.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This road is traveled by trucks taking, pulp wood, coal and products from the mill and is essential to the papermill's business.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: This road is traveled by trucks taking, pulp wood, coal and products from the mill and is essential to the papermill's business.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

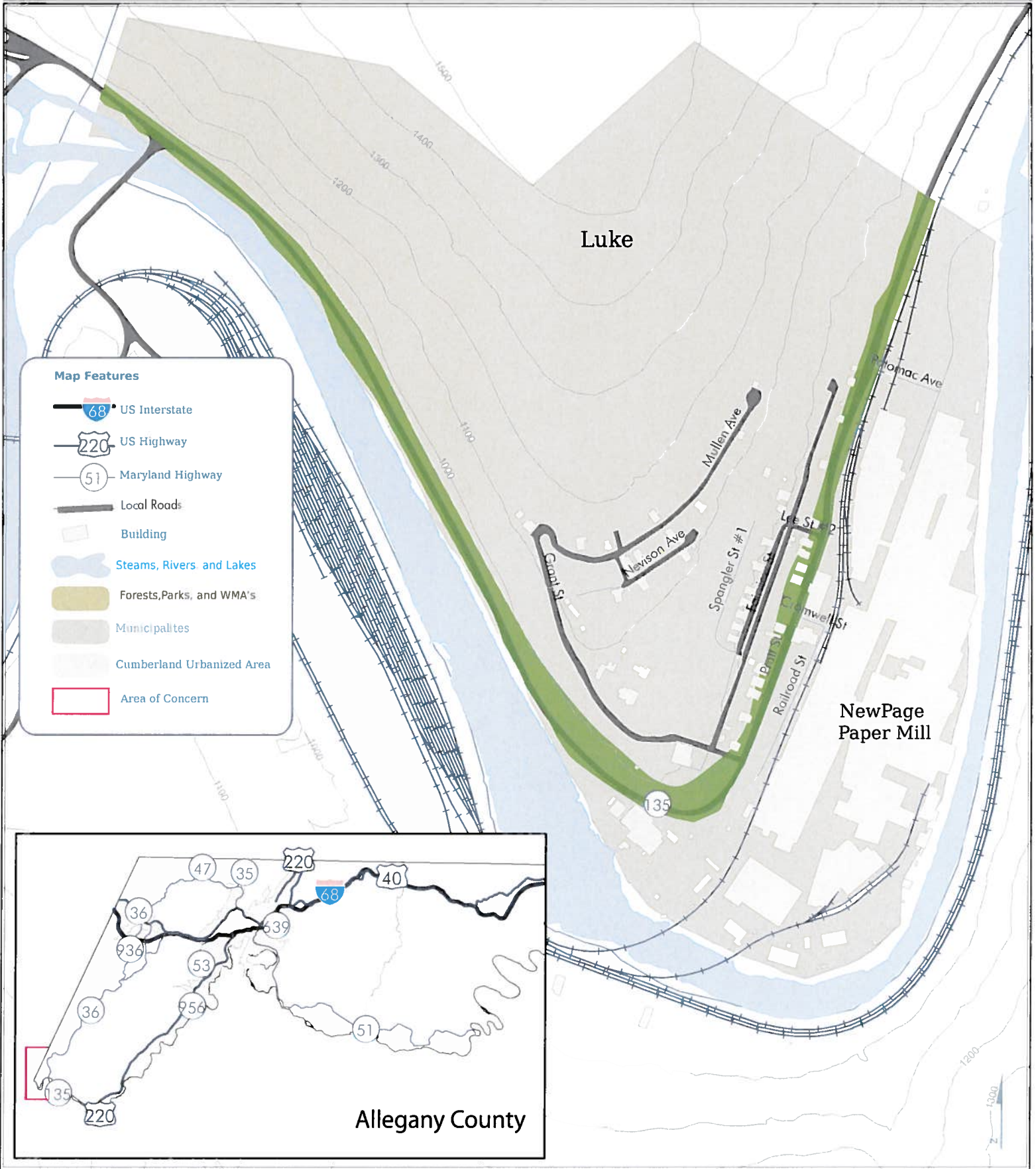
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Improvements to road surface will help industry related traffic move through Luke.

12) Additional Comments/Explanation: _____

MD 135 (Pratt Street) Pavement Improvements- Luke, Maryland



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

1. Name of Project: **___ Industrial Boulevard (Rte. 51) and I68 intersection Area - Traffic Study**
2. Submitting Jurisdiction/Modal Agency: Cumberland
3. Project Jurisdiction/County: Allegany County
4. Project limits (attach map if available and applicable): **___Route 51 (Industrial Blvd.), Queen City Drive, S. Centre Street, S. Mechanic Street, Winston Street, between Route 61 and I 68. See location map.**
5. Anticipated cost and funding source (approximate if available): **_ The City is requesting that the State take on a study of the area , which should include better traffic flow and access to potential development in and around the intersection.**
6. . Description of project purpose and need (up to one paragraph): **___ The area around this intersection has a lot of potential for development, and the current traffic volumes are high, but the area is complicated to maneuver through and that reduces the chances of greater development both at Canal Place and at areas around the intersection, like the Cumberland Steel Building. We agree that there is no easy answer to this situation which brings three major routes (routes 61, 51 and I68) together and includes a number of City streets. We believe that there are both great potential for development in the area and, but if left alone there will be serious traffic problems. We request that the State take on a major traffic study to deal with both current and future traffic issues and make recommendations for long term improvements. We do understand that there have been traffic studies in the past and that they were intended to only provide minor traffic safety and signing solutions. Those studies are old enough now that new traffic data is required to do a proper analysis, and we request that the study include possible future land use in the area, which is something we don't believe was ever included in past studies.**
7. 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: **___**
8. 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: **___**
9. In county priority letter? Yes No
10. Smart Growth status and explanation: **___This project is consistent with Maryland Smart Growth policies.**
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: Safety and Security: Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

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

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

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

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods. Will allow Public Transportation as well and vehicles, bikes and pedestrians access to shopping and business in Downtown Cumberland.

Objective: Maintain and enhance customer satisfaction with transportation services across modes. Visitors to downtown Cumberland will have better transportation alternatives in getting access to and from I68 as well as business located in the area.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

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

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: __A traffic study should make recommendations that will improve traffic flow, reduce congestions, and provide a safer travel way than currently exist at this intersection.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: __The study should be able to recommend modifications that will allow for additional business use in and around the intersection.

11. Additional Comments/Explanation: __



C & O Canal

Howard St
Footer Dye

Footer St

Winston St

Wincow St

Cumberland Steel

Queen Ci

E Industrial Blvd

W Industrial Blvd

Wincow St

Willison Pl

nd Ave

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: Pedestrian Connections at MD 36 and US ALT 40 - Eckhart to Village Parkway
- 2) Submitting Jurisdiction/Modal Agency: City of Frostburg & Allegany County
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): From US 40 along MD ALT 40 Old National Pike (MD 743) to MD 36 and along MD 36 from US 40 to Village Parkway
- 5) Anticipated cost and funding source (approximate if available): Funds 79 and 88, Streetscape, SRTS?
- 6) Description of project purpose and need (up to one paragraph): The sidewalks along Main Street (US 40) in Frostburg end at the City limits near Mountain Ridge High School. About 300 yards from City limits are a supermarket, banks, fast food restaurants and other services that are often frequented by residents of the City and Eckhart. The intersection of 36 & 40 is complicated and there are little pedestrian accommodations at the intersection, yet the intersection is heavily used by pedestrians, especially high school students. East of city limits is Eckhart, a community which relies on Frostburg for its services. Approximately 1 mile of sidewalk along MD ALT 40 would connect this community to the City. South of the intersection of MD 36 & MD ALT 40 are several businesses that have a significant portion of their employees or customers that walk to the businesses. Again, there are no pedestrian or bike connections in this area.
- 7) 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: _____
- 8) 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 will create pedestrian connectivity along two frequently used state routes. The City of Frostburg's Comprehensive Plan and Sustainable Communities Action Plan both identify the need for additional pedestrian/bicycle accommodations where they do not exist, as do the Allegany County Planning documents. The project will facilitate connectivity between residential, commercial, business uses. This project provides additional transportation options and well serves the lower-income population of Frostburg by providing transportation options to places of employment other than a personal vehicle.

9) In county priority letter? Yes No

10) Smart Growth status and explanation: Providing walking connections to businesses and homes are goals of Smart Growth and this area is part of Maryland's Priority Funding Area.

11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project would provide a safe connection for pedestrians in Frostburg and Eckhart.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

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

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Providing transportation alternatives to driving would improve the quality of service for users of Old National Pike SW and MD 36.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project would provide people an alternative transportation mode other than driving for short trips to the business area and High School in Frostburg.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: : In addition to improving the infrastructure for existing pedestrians and bicyclists in this thoroughfare, the project should spur an increase in walking and biking through the corridor. Students of Mountain Ridge High School and residents of both Frostburg and Eckhart would be able to safely walk throughout this part of the community.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Another important aspect of this project is the safety the sidewalks will provide to employees working at several large employers at the east end of Frostburg. There are a few large employers along MD 36, in which the majority of their positions are lower-wage jobs. As such, there is a significant percentage of their employees that walk or use public transportation to get to work. It is currently unsafe for them to be walking on the shoulder of the road, especially in the frequent inclement weather experienced in Frostburg. This project will improve safety for current employees walking to work and will allow additional residents of Eckhart and Frostburg without a vehicle to seek employment at businesses like Xerox and Hamilton Relay.

12) Additional Comments/Explanation: _____

Pedestrian Improvements at Intersection

Sidewalks to connect Eckhart to Frostburg and Frostburg businesses

D&IT, MD IMAP, MDP



Pedestrian Connections at MD 36 and US ALT 40 - Eckhart to Village Parkway
City of Frostburg & Allegany County

1 inch = 1,000 feet

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 2023 CTP

- 1) Name of Project: Industrial Boulevard (MD 51) Bicycle/Pedestrian Improvements
- 2) Submitting Jurisdiction/Modal Agency: City of Cumberland/Cumberland Area MPO
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Both Sides of Industrial Boulevard (MD Highway 51) between Winston Street (Canal Place) on the north and Messick Road on the south within the Cumberland City Limits
- 5) Anticipated cost and funding source (approximate if available): Unknown. A feasibility study was completed in 2013 by SHA which identified alternative improvement options that are ready for more detailed engineering.
- 6) Description of project purpose and need (up to one paragraph): Sections of Industrial Boulevard in Cumberland currently have a level of service of F for bicycles, which are legally entitled to use the highway. Sidewalk and crosswalk facilities are provided in part, but may not be complete. In order to more properly comply with current Complete Streets standards and to ensure public safety for pedestrians and bicyclists seeking to utilize the corridor, additional improvements are needed.
- 7) 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 located within the City of Cumberland and the Urbanized Area for the Cumberland Area MPO. Although the project is specifically contained in the MPO's fiscally constrained long-range transportation plan, it is a key bicycle link that is contained in the 2008 Cumberland Trails and Bikeways Master Plan, which is cross referenced in the 2012 Allegany County Bike Plan, which was financed through MPO Planning Funds.
- 8) 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 specifically identified as a key element of the 2008 Cumberland Trails and Bikeways Master Plan, which is an adopted supporting document of the 2013 Cumberland Comprehensive Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: Implementing a Complete Streets program to support alternative transportation modes (walking and biking) that promote healthy lifestyles, reduce vehicle trip lengths (vehicle miles traveled), reduce greenhouse gas emissions, and provide additional transportation capacity to support existing compact urban development patterns within the City of Cumberland is a

fundamental principle of smart growth planning and is consistent with the stated objectives of PlanMaryland.

- 11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Sections of Industrial Boulevard (Maryland Route 51) are currently rated F for Bicycle Level of Service. Providing expanded options for alternative modes of transportation will increase the utility of the existing transportation investment as well as free up capacity for future safe traffic operations.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: The project will provide new capacity for bicycle traffic on Industrial Boulevard that currently is not adequately served and will help bring the facility into compliance with Complete Streets standards.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: By better serving alternative modes of travel, the project will provide greater transportation satisfaction for pedestrians and bicyclists as well as provide transportation options that may help relieve traffic congestion.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: By providing capacity for healthier modes of travel that do not contribute greenhouse gas emissions and lower vehicle miles traveled, the project will enhance the overall environment and promote improved health for the traveling public.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: Industrial Boulevard was identified as a critical transportation link between the South Cumberland neighborhoods and downtown Cumberland for alternative modes of travel in the 2008 Cumberland Trails and Bikeways Master Plan.

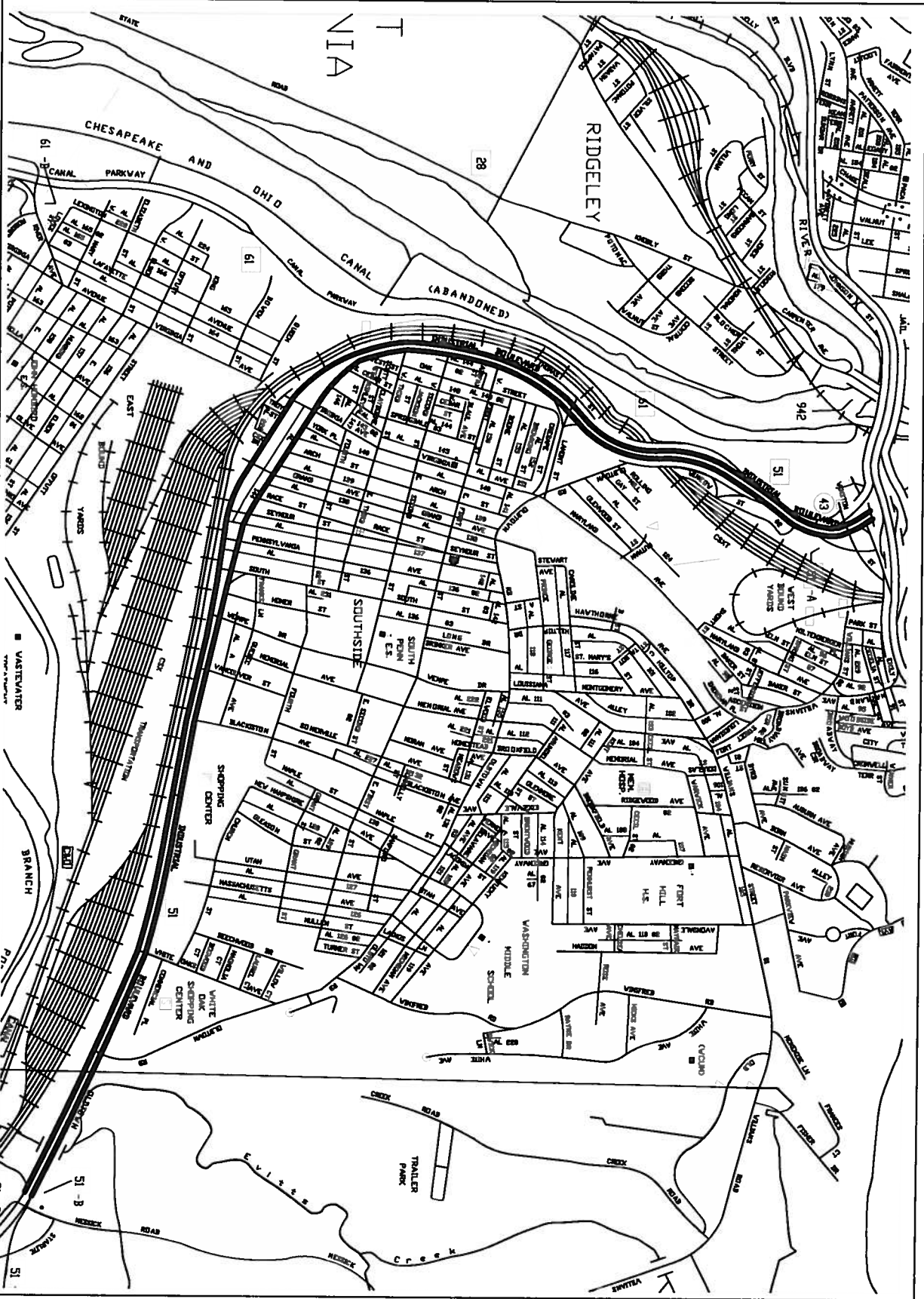
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: By providing critical safe transportation facilities for pedestrians and bicyclists, the project will promote a safer and more efficient flow of traffic along Industrial Boulevard.

12) Additional Comments/Explanation: _____



CITY OF
CUMBERLAND
 MARYLAND

SURVEYED BY: SAS
 DRAWN BY: SAS
 CHECKED BY: JRD

TITLE
**Industrial Blvd
 Bicycle/Pedestrian Safety
 Improvements Location Map**

DATE: 2/9/2012
 PROJECT NO.:
 SHEET NO.: 4 of 5

DRAWING NO.: C2463

SCALE: Not To Scale

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: 2018 to FY: 202 CTP

- 1) Name of Project: Mount Savage Road (MD 36) Streetscape
- 2) Submitting Jurisdiction/Modal Agency: Allegany County
- 3) Project Jurisdiction/County: Allegany County
- 4) Project limits (attach map if available and applicable): Streetscape improvements on Mount Savage Road (MD 36) from New School Road to the eastern entrance of Iron Rail Street (0.7 mile), in western Allegany County . See attached map.
- 5) Anticipated cost and funding source (approximate if available): State Highway Streetscape fund Cost TBD
- 6) Description of project purpose and need (up to one paragraph): Allegany County requests streetscape improvements on Mount Savage Road (MD 36) from New School Road to the intersection of Iron Rail Street at the east end of town. Improvements should consider pedestrian accommodations and facilities, landscaping, and lighting. We feel these improvements will further revitalize the community of Mount Savage. We are aware of the challenges associated with the project, but are hopeful for any improvements that can be made along the state route.
- 7) 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 outside of the Cumberland Area MPO boundaries.
- 8) 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.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: Mount Savage is within Maryland Department of Planning's Priority Funding Area. This project follows the Smart Growth missions of building building walkable, mixed-use communities.
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The project will examine and improve the safety of pedestrians and cyclists at crossings in this narrow corridor.

Goal: System Preservation: *Preserve and maintain the State's existing transportation infrastructure and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state-of-good-repair.

If checked, please describe how the project supports the goal and objectives: This project is along MD 36, a state maintained road, but is also a "main street" in this community. Improvements to this area preserve and enhance the State's infrastructure.

Goal: Quality of Service: *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and improved service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Provides community revitalization with streetscape features, safety improvements and pedestrian facilities.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change, and improve air quality.

Objective: Support broader efforts to improve health of Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Current stormwater practices will be used in the development of streetscape project. This project should not negatively impact the natural resources since it is a revitalization project and no new land is being developed.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers

If checked, please describe how the project supports the goal and objectives: Project will accommodate pedestrian movement in the corridor to enhance the community.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Streetscapes can play a role in directing the movement of people and stimulating business and employment. Improving the streetscape can make the local environment more inviting, healthy, enjoyable, safe, and interesting, but it can also connect disparate parts of a city or town. Streetscapes can be improved to change the patterns of economic activity, stimulate new investments and enhance new opportunities.

12) Additional Comments/Explanation: _____

Mount Savage Road (MD 36) Streetscape

