

*Attend the Public Meeting!*

WHEN:	WHERE:
<b>Thursday, November 13, 2014</b> 5:30 PM to 7:30 PM <i>Arrive at any time during meeting hours</i> <b>*Snow Date: Thursday, November 20, 2014</b>	<b>Bel Air Elementary School - gymnasium</b> 14401 Barton Blvd SW Cumberland, MD 21502 <i>There will be no formal presentation.</i>

*\*Meeting will be held on snow date if county public schools are closed or if the county's snow emergency plan is in effect.*

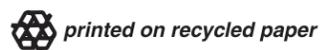
Martin O'Malley, Governor | James T. Smith, Jr., Secretary  
 Anthony G. Brown, Lieutenant Governor | Melinda B. Peters, Administrator

## Project Background

This Tier Two Project Planning Study has its roots in the US 220 Tier One Corridor Study, which was conducted by Maryland and West Virginia and received federal approval in summer 2014. In the Tier One study, SHA evaluated several 4,000-foot-wide corridors to see which would provide the best general location for a new or improved roadway. Tier One identified two corridors that stretch from I-68 to Cresaptown to carry into Tier Two for more detailed analysis. Those corridors were Corridor B, which encompasses part of US 220, and Corridor D, which encompasses part of MD 53. During Tier Two, detailed upgrade alternatives will be developed and their impacts will be analyzed.

## Project Schedule

Conduct Informational Workshop.....November 13, 2014  
 Develop Preliminary Alternatives.....Winter/Spring 2015  
 Conduct Alternatives Public Workshop.....Spring 2015  
 Conduct Location / Design Public Hearing.....Spring 2017  
 Complete Project Planning.....Fall 2018



### SHA Launches US 220 Tier Two Project Planning Study; Informational Workshop Scheduled

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration, has begun a project planning study to evaluate potential improvements to safety and traffic operations along the US 220 corridor from I-68 to Cresaptown, via US 220 and MD 53. The study includes the possibility of roadway widening and spot improvements at several intersections within the study area.

SHA has scheduled an Informational Workshop for November 13, 2014 to provide local residents, community organizations, and business owners an overview of the project's background, scope, and purpose. Maps and other exhibits will be on display, and project team members will be available to answer project-related questions and receive comments. **There will be no formal presentation.** (See back page for workshop details)

## Purpose of the Project

The project will improve the existing transportation system from I-68 to the southern entrance of Cresaptown, via US 220 and/or MD 53. Upgrading the corridor through this area will improve user safety and support efforts to increase mobility and regional commerce for residents, businesses, and visitors, particularly within the region's developed areas and commercial centers. The project will also provide additional access to the Appalachian Development Highway System, particularly along I-68.

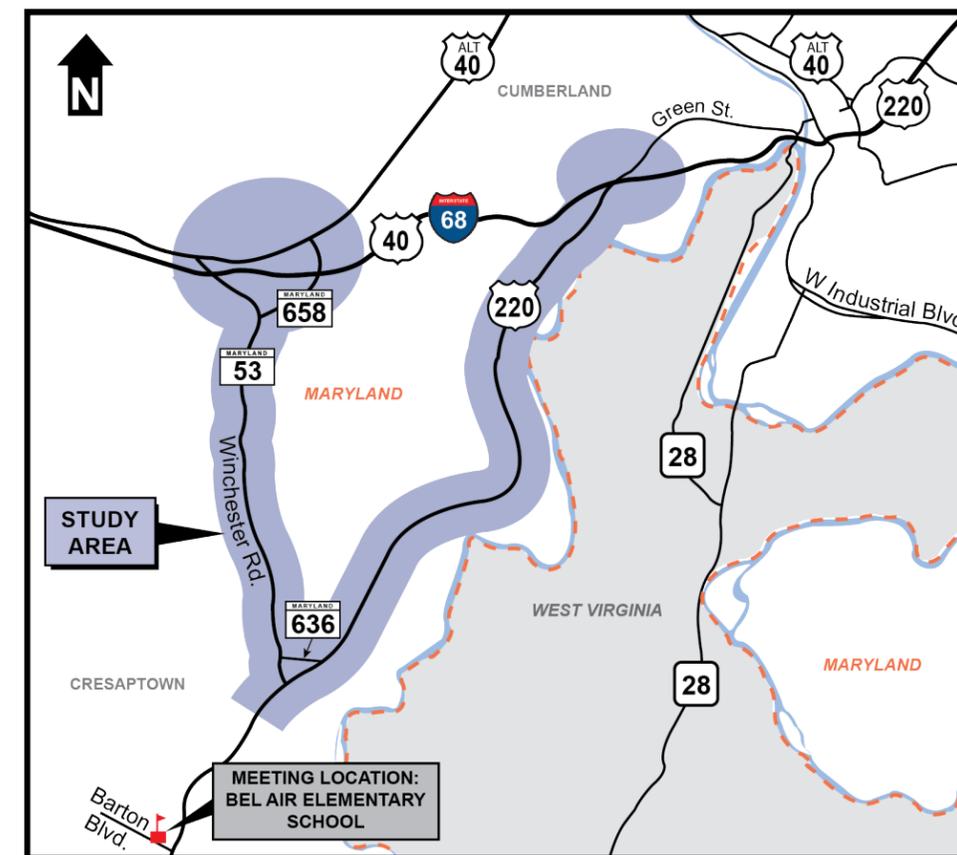
## Need for the Project

This Tier Two segment, which includes the MD 53 spur to I-68, is the most densely populated Maryland portion of the US 220 corridor. The following specific needs were identified within the study area:

- Safety deficiencies exist on roadway sections within the study area;
- Current roadway geometric deficiencies limit mobility;
- Increased accessibility between economic centers is needed to support continuing economic development in the area; and
- Additional system linkage is needed to complete the regional network.

Many thriving study-area businesses and government facilities rely on US 220 and MD 53 for the movement of products and employees. These major employers include the North Branch Correctional Institution, Western Correctional Institution, NewPage Paper Mill, and Alliant Techsystems Tactical Systems Company. Three study-area business parks have vacant lots available for new businesses: Barton Business Park, Upper Potomac Business Park, and Riverside Industrial Park. All would benefit from study-area transportation improvements through job creation and increased access.

Crash data for the area demonstrate the existence of safety and roadway deficiencies. Between January 1, 2010 and December 31, 2012, the number of crashes on US 220 from I-68 to Cresaptown was significantly higher than the statewide average for similar types of roadways. Several segments of substandard horizontal alignment and vertical grades along US 220 and MD 53 do not meet SHA's current engineering criteria and create difficulties for the traveling public.



## Existing Conditions

### Vehicular Mobility and Traffic/ Traffic Level of Service (LOS)

The existing (2013) Annual Average Daily Traffic (AADT) along US 220 and MD 53 within the study area ranges from 10,000 to 19,600 vehicles per day (vpd). LOS, a scale that measures the freedom of mobility or severity of congestion experienced by drivers, is normally determined for the peak hours of a typical weekday and ranges from A (free-flow, with little or no congestion) to F (failure, with stop-and-go conditions and long lines of traffic).

LOS grades lower than B occur when vehicles slow for turning traffic at driveways and intersections. LOS D, which occurs when traffic flows become unstable, is generally considered acceptable during peak hours on urban and suburban streets and highways. At LOS E, the roadway is operating at or near capacity and day-to-day delays are unpredictable (See **Table 1**).

Segment	2013 AADT	2013 LOS		2030 No-Build AADT	2030 No-Build LOS	
		AM Peak	PM Peak		AM Peak	PM Peak
*NB US 220 from North of MD 636 to South of I-68	14,600	C	C	15,900	C	C
**SB US 220 from South of I-68 to North of MD 636		B	C		B	C
NB US 220 from South of MD 53 to North of MD 636	19,000	B	B	20,700	B	B
SB US 220 from North of MD 636 to South of MD 53		C	D		C	E
NB MD 53 from North of MD 636 to South of I-68	19,600	B	B	21,400	B	B
SB MD 53 from South of I-68 to North of MD 636		A	B		A	B
NB MD 53 from North of US 220 to North of MD 636	10,000	A	A	10,900	A	A
SB MD 53 from North of MD 636 to North of US 220		A	A		A	B

\* NB=northbound

\*\*SB=southbound

**US 220** - Two signalized intersections are located along US 220 in Cresaptown: MD 636 and MD 53. Both of these signalized intersections are rated LOS C for AM and PM peak hours (See **Table 2**). Trucks make up 7 percent of the traffic on US 220.

**MD 53** - Three signalized intersections are located within the northern portion of the study area along MD 53: Country Club Mall Drive, MD 658, and the shopping plaza entrance north of MD 658. Only MD 53 at MD 658 operates below LOS A. Trucks make up 6 percent of the traffic on MD 53.

**MD 658** - MD 658 (Vocke Road) is the connecting segment between MD 53 and points east on I 68. Three signalized intersections are located on MD 658: Linda Way/Country Club Mall Drive, ramps to/from eastbound I-68, and ramps to/from westbound I-68. AADT is 18,100 vpd, LOS ranges from B to C, and trucks make up 8 percent of the traffic on MD 658.

## Existing Conditions (Continued)

### Future No-Build Conditions

No-Build (2030) AADT is expected to increase to 10,900 to 21,400 vpd along the project roadways. Roadway segment LOS is expected to worsen in two locations: southbound US 220 in Cresaptown (PM peak-hour) from LOS D to E, and southbound MD 53 within Cresaptown (PM peak-hour) from LOS A to B (See **Table 1**). LOS for all signalized intersections along study-area roadways is expected to remain the same, with minimal increases in delay (See **Table 2**).

Signalized Intersection	2013				2030 No-Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
US 220 at MD 636	C	26	C	28	C	26	C	30
US 220 at MD 53	C	21	C	24	C	22	C	25
MD 53 at Shopping Center	A	4	A	10	A	5	B	10
MD 53 at MD 658	C	28	C	32	C	29	C	34
MD 53 at Country Club Mall	A	3	A	7	A	3	A	7
MD 658 at WB I-68 ramps	B	17	B	17	B	18	B	18
MD 658 at EB I-68 ramps	B	14	B	14	B	14	B	14
MD 658 at Linda Way	C	20	C	24	C	21	C	24

\*Delay represents seconds per vehicle

## Project Status

The US 220 Tier Two Project Planning Study is funded for Project Planning only. During the Project Planning phase, members of the project team evaluate the project's potential impacts on the community and natural resources before they choose an alternative for design and construction. Final Design, Right-of-Way Acquisition, and Construction will be completed as funding becomes available.

## Public Involvement

We want to hear from you. Here's how you can get involved in the study and receive updates as the project moves forward:

- Fill out and mail the attached postage-paid survey. Your comments will help us better understand the study area, your community, and your concerns.
- Add your name and address and/or your email address to the enclosed postcard to receive Tier Two project updates and announcements.
- Come to our public meetings. We will send you announcements and advertise in local newspapers. Look at the project schedule in this newsletter for general timeframes for upcoming meetings.
- Call us. Contact Ms. Danielle Black, Project Manager, at 410-545-8516, toll-free at 1-800-548-5026, or dblack@sha.state.md.us. The project team is available to meet with businesses, homeowners associations, and other groups upon request as the project moves forward.
- For more information on this project, visit our project website at: [www.roads.maryland.gov](http://www.roads.maryland.gov) and click on **Projects and Studies, SHA Projects Page, Select a County**. Then select **Allegany County, Pre-Construction** and **US 220, McMullen Highway** or use the QR code.



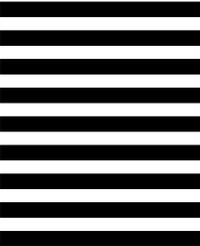
**The Maryland Relay Service can assist teletype users at 7-1-1.** Persons requiring assistance to participate in the Informational Workshop (interpreter for hearing/speech disabilities or assistance with the English language) should contact Ms. Danielle Black by November 6, 2014.



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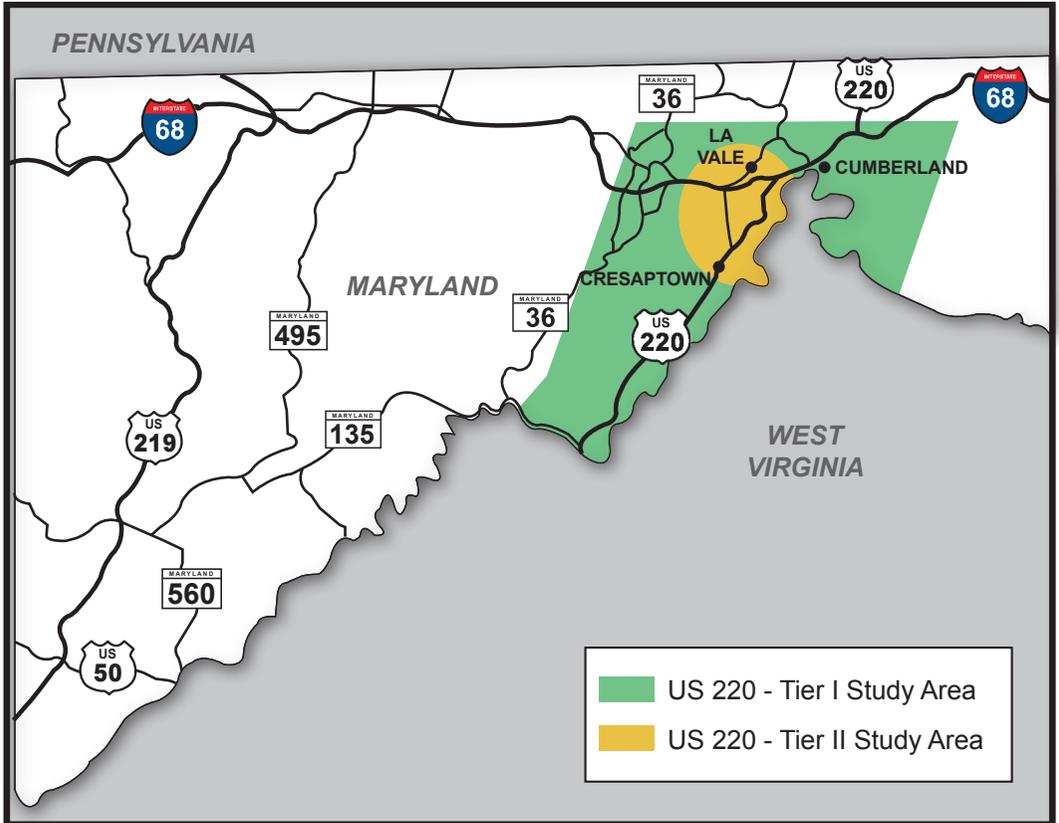
*If your property falls outside of the Tier II mailing boundary  
and you wish to continue receiving project updates,  
please provide your mailing information, fold and seal  
this pre-paid post card, and mail it to SHA.*

Check the map inside to see if your property will  
continue to be included in our US 220 Tier II  
Project Planning Study mailing list.

**Don't Miss**  
**Our Future US 220**  
**Project Mailings!**

# Not sure your property is in the Tier II Study Area?

Complete the section below and send this postcard  
to SHA to receive project updates!



Properties within the Tier I study area will not be included on the mailing list for the US 220 Tier II Project Planning Study after the November 13, 2014 Informational Workshop. SHA is committed to keeping the public involved throughout the Tier II Study and invites residents and business owners whose properties are outside the Tier II study area to add their contact information to the Tier II project mailing list if they wish to receive project updates. Please complete the section below, then fold, seal, and mail the postage-paid postcard to SHA.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_



# US 220 Tier Two Project Planning Study Survey



Please help the project team understand the concerns of those who live/work in the project area by answering the following questions. To return the postage-paid survey, simply fold and seal before dropping it in the mail.

Please identify yourself (Circle Yes or No and fill in the blanks with the requested information):

Yes No I live/work in the project area (Where?) \_\_\_\_\_

Yes No I commute through the project area (At what times/how often?) \_\_\_\_\_

1. What transportation features do you like most about US 220/MD 53? \_\_\_\_\_

\_\_\_\_\_

2. What transportation features do you like least about US 220/MD 53? \_\_\_\_\_

\_\_\_\_\_

3. What are the top issues that should be addressed by this project? (Circle Three)

- A. Traffic congestion
- B. Traffic safety
- C. Delays at signalized intersections
- D. Access to residential or commercial areas
- E. Speeding
- F. Insufficient transit service
- G. Lack of bicycle and pedestrian access
- H. Substandard pavement conditions

Other: \_\_\_\_\_

4. Which location along US 220/MD 53 has the worst traffic problems? \_\_\_\_\_

\_\_\_\_\_

5. Which type of project impacts concern you most? (Circle One)

- A. Impacts on homes
- B. Impacts on businesses
- C. Impacts on the natural environment (trees, streams, etc.)
- D. Impacts on historic properties/archaeological sites
- E. Impacts during construction
- F. Impacts on community character
- G. Impacts on pedestrians and bicyclists
- H. Other: \_\_\_\_\_

6. Please identify any sensitive natural or community resources in the corridor about which we should be aware (streams, public parks, forest areas, places of worship, historic buildings, cultural centers, etc.): \_\_\_\_\_

\_\_\_\_\_

7. Please identify any groups in this corridor that may have special or unique needs. (Circle all that apply – please include locations)

- A. Limited English Proficiency: \_\_\_\_\_
- B. Low-income: \_\_\_\_\_
- C. Minority: \_\_\_\_\_
- D. Senior: \_\_\_\_\_
- E. Transit-dependent: \_\_\_\_\_
- F. Regular bicycle users: \_\_\_\_\_
- G. Pedestrians: \_\_\_\_\_
- H. Other: \_\_\_\_\_

