

PUBLIC HEARING TRANSCRIPT

US 220

TIER ONE PLANNING STUDY

PRIVATE TESTIMONY

TUESDAY, SEPTMEBER 14, 2011

ALLEGANY COUNTY

1 MARYLAND DEPARTMENT OF TRANSPORTATION
2
3 STATE HIGHWAY ADMINISTRATION
4

5
6
7 US 220
8

9 TIER ONE PLANNING STUDY
10

11 PRIVATE TESTIMONY
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13 WEDNESDAY, SEPTEMBER 14, 2011
14

15 7:00 p.m.
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19 Bel Air Elementary School - Cafeteria and Gymnasium
20

21 14401 Barton Boulevard
22

23 Cumberland, MD 21502

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1 PRIVATE TESTIMONY
 2 MR. HARRY CRITES:
 3 I'm Harry Crites. I live in
 4 Rawlings, Maryland. I'm a truck driver.
 5 I've been for 40 plus years. I'm still
 6 driving. I've been through all the mountains
 7 around here. I've drove through the
 8 mountains when there wasn't no interstates.
 9 I drove around Columbus, Ohio when they first
 10 put the southbound -- when we started driving
 11 out there we had to go right down through
 12 town.
 13 And although it was longer to go
 14 around, it was cheaper than it was going
 15 right straight through town. Same way with
 16 Indianapolis, St. Louis, all the big cities.
 17 New York City was the same way. D.C. we run
 18 tractor-trailers right down through town when
 19 we was hauling from going to the airport,
 20 Andrews Air Force Base.
 21 So I've been around a while. I know
 22 what saves money in the long run and what
 23 they did up in Moorefield with that highway

1 understand the way they got it in the blue
 2 book, are running the right side of the side
 3 of old 220 which is 220 now.
 4 Then you got all these other
 5 buildings and businesses and homes you got to
 6 tear down. Where if they go to C, they got a
 7 little bit there on South Cumberland they
 8 got, but once they get up or next to Knobley
 9 Mountain Road, it's almost level, very little
 10 hills, mostly farmland which is cheaper than
 11 buying woodland or businesses.
 12 Where if they go the other way
 13 they're going to be buying businesses,
 14 they're going to be tearing down antique
 15 buildings, legends, I've been saying
 16 antiques, I know that's not the proper word.
 17 But they're going to be tearing down things
 18 that's been there for ages and destroy it,
 19 not going with that new highway. Where it's
 20 not necessary.
 21 Where if they go on the Corridor C,
 22 it goes right beside Knobley Mountain Road.
 23 Once they get in West Virginia, it's almost

1 was a disgrace the way they went across the
 2 river and then down around the mountain.
 3 Made a U turn and went back up the side of
 4 the mountain, same mountain, and then went
 5 down across and if you look at it from the
 6 sky, I mean they all got all kind of S curves
 7 which was totally unnecessary. But they
 8 could have went straight up over the
 9 mountains instead of going around.
 10 And you had a flat in the middle, I'm
 11 speaking as a truck driver, 80,000 pounds
 12 where you had, you have been going 55, 65,
 13 70, it depends on the speed limit. You'd
 14 have been halfway up that mountain before you
 15 slowed down to where you had been down in a
 16 deeper gear.
 17 Well, they added another 10 miles
 18 onto that and you still had to go up the same
 19 mountain, which is not logical at all because
 20 you were spending another 10 miles in fuel,
 21 gasoline, whatever.
 22 I was looking at these maps that they
 23 got, Corridor B and D, as near as I can

1 all mountainous. Very few houses or
 2 businesses where they have to buy.
 3 And you wouldn't be digging the
 4 mountains to get over then. So to me it
 5 would be so much more sensible, as a driver,
 6 and along the other way you're running
 7 through town, making S curves and all this
 8 you're talking mileage and a car right now,
 9 it's almost \$4.00 a gallon of gas. Most cars
 10 if they get 15 miles to the gallon through
 11 town it's a miracle. Even though they say
 12 20-30 it doesn't happen that way.
 13 And if you're running five miles out
 14 of the way where you get on one street, each
 15 way that's 20 miles. That's two gallons of
 16 gas. That's \$10.00. And right now with a
 17 lot of us out of work, if they need that
 18 money, and you know, there's so many other
 19 things. Just like there was a parking area
 20 right above our home, right there in Old
 21 Rawlings, right above the old post office, it
 22 had been there for years.
 23 I married my wife 50 some years ago.

1 We're still here, thank God. I parked in
2 that area all them years off and on for close
3 to 50 years. There was never an accident at
4 that area, never any trouble, no trucks was
5 ever vandalized. And the State Troopers also
6 used that area.

7 There was 8 to 10 trucks that parked
8 there, for truck drivers where they had two
9 trailer ports in the area. You could walk to
10 it. I could walk to my home. And they went
11 out with state money, tax money, spent three
12 days digging up that ground and piling it in
13 a pile next to the highway, so nobody could
14 get in our apartment.

15 That's totally a waste of taxpayers
16 money, mine included. And I mean that's not
17 considered the loss of effort for the truck
18 drivers. Where you going to park. We got so
19 many restrictions, we can only drive a blank
20 amount of hours, right, 10. And then you got
21 a park, even when one's out of town, they
22 could have parked there and take your 8 hours
23 sleep and go on about your business. Now

1 go up New Creek, that's a mess. And there
2 ain't that much room between New Creek River
3 and 220 and the bottom of that mountain.

4 Now someone just said they were going
5 to do it up the end of the mountain where
6 they're building the windmills. I can't
7 comprehend how that's going to work. What
8 are they going to do about the windmills?
9 And if they go on off the mountain, what's
10 going to keep Cumberland from flooding out
11 and Cresaptown. What's going to keep the
12 flood waters from them mountains coming down
13 into the valleys where we live?

14 If you think about it, what's going
15 to stop that flood water? The windmills
16 ain't taking that much, but if you put an
17 interstate highway up there, you know, you
18 got 40 for each lane, that's a lot of land
19 and I mean that's my concern and my worry.

20 And I just believe that the cheaper
21 best way and we do need the Interstate, but
22 don't make horseshoes around and then still
23 go up the same mountain. Do it the right

1 they can't. And they're going into
2 Cumberland, Cresaptown. Where are they going
3 to get any rest? How can they stop?

4 You know, so it's dumb things like
5 this that the State Highway are doing and I
6 don't know who's doing it. I know it ain't
7 the average person that's causing all this
8 stuff, but it's a totally loss of our tax
9 money and they could go the cheapest route
10 which is the best route which is right up
11 along Knobley Mountain Road and they wouldn't
12 eliminate you know, our antiques that our
13 kids, grandchildren I haven't seen yet, and
14 it would make it cheaper in the long run for
15 the driver, he's going here to Moorefield or
16 here, wherever, and if you go to Moorefield
17 and jump on the other one you go down
18 Winchester, you've gone to Harrisonburg or
19 down in there. It's dropping you right close
20 to it, Baker, West Virginia. And your
21 highway goes right there.

22 So it would be so much easier and you
23 won't have to go through no towns and if you

1 way. Go straight. Go straight up that
2 mountain and down the other side. Don't try
3 to go around it halfway and then go up the
4 mountain.

5 REV. HAL ATKINS:

6 My name is Rev. Hal Atkins. Last
7 name is A-T-K-I-N-S. I'm the pastor of
8 Cresaptown United Methodist Church and I'm
9 concerned how it will be affecting our
10 church, access to the church, but also I'm
11 concerned about Bel Air.

12 Now I did talk to somebody and they
13 reassured me that the low-income people of
14 Bel Air will not be affected in a negative
15 way. But I'm still concerned. So I just
16 wanted to stand up for the low-income class
17 people of our area. Thank you.

18 MR. EUGENE FLESHER:

19 My name is Eugene Flesher, F-L-E-S-H-
20 E-R. I have some strong concerns about the
21 construction of this new highway and the
22 placement thereof. The greatest one being
23 that several of these corridors do not

1 alleviate any traffic from the Crosstown
 2 Bridge.
 3 The Crosstown Bridge is a
 4 substandard, dated, dangerous and expensive
 5 to maintain structure, and I think to put
 6 this, to put any of the corridors westward of
 7 the Crosstown Bridge when your final
 8 destination is to connect to Corridor H down
 9 in West Virginia. It does not seem like a
 10 good idea to me in the interest of public
 11 safely.
 12 Like I said, anything east of the
 13 Crosstown Bridge would help alleviate that.
 14 And I just don't like these safety issues and
 15 the expense and all of that in particular.
 16 Thank you.
 17 MR. DUCKWORTH:
 18 My name is Tom Duckworth and it's
 19 D-U-C-K-W-O-R-T-H. And I live out on 220 and
 20 I'm really opposed to the highway going
 21 through our area. I know there's like Dans
 22 Mountain Wildlife Management Area that could
 23 be used but I would really hate to see that

1 meeting that they would like to do a study of
 2 how many people would be affected by this
 3 road, and I think it was really, really a
 4 mistake not to have that with them tonight
 5 because it's all about the environment and
 6 not about people. And I'm a little bit tired
 7 of that in this country. So I'd like to see
 8 Corridor C, but I'd also like to hear the
 9 impact on people.
 10 Thank you.
 11 MS. KIM TWIGG:
 12 My name is Kim Twigg, T-W-I-G-G, and
 13 I live at 16137 McMullen Highway right across
 14 from Pinto Road. I want to just let the
 15 state know how dangerous 220 is at this
 16 point. When there is an accident anywhere on
 17 220, and the emergency vehicles, State Police
 18 or whoever, must go past my road. They push
 19 off the traffic to the side. On my side of
 20 the road there is a ditch. On the other side
 21 there is guardrails.
 22 They must go right down through the
 23 middle of the road taking both lanes. God

1 be used for a highway.
 2 We have a lot of congestion. We have
 3 a lot of traffic on 220 up through there and
 4 I think that this would just make it a worse
 5 situation than what we have already. And we
 6 probably do need this highway but I think it
 7 would be best if we went with Corridor C and
 8 Knobley Road, I think it would impact less
 9 people and I think it would probably in the
 10 long run be less costly to do that. Thank
 11 you.
 12 MS. KATHY DUCKWORTH:
 13 Kathy Duckworth, D-U-C-K-W-O-R-T-H.
 14 I live out at Rawlings, past Rawlings on 220.
 15 I'm in favor of Corridor C also. It looks to
 16 me like except for a few bends in the road at
 17 the beginning it's more a direct route which
 18 should cost less, but I see in the brochure
 19 that it costs more. And I'm wondering if the
 20 environment is getting so much money and
 21 people are not getting any consideration in
 22 this.
 23 Tonight it was mentioned at the

1 forbid there should be a child walking on
 2 that road from the school bus or an adult.
 3 They could be seriously hurt or killed. We
 4 need this highway immediately.
 5 Please, please get this road done. I
 6 don't care what route you pick. But the old
 7 220 right now is extremely dangerous, okay.
 8 Traffic backups I have watched them in front
 9 of my house for two to three hours,
 10 especially in the wintertime when the hill
 11 gets icy. We need this road.
 12 Please find the funding and get this
 13 road started for public safety. Thank you.
 14 MS. CAROLE MANN:
 15 Hi. My name is Carole Mann. My
 16 address is 16139 McMullen Highway, SW,
 17 Cumberland. I live directly right off of a
 18 busy highway US 220 South. My driveway
 19 actually is at the very end of it, goes right
 20 beside 220. And on the other side of that is
 21 the entrance to Pinto Road.
 22 So I have a very busy intersection
 23 there. And the hours of the afternoon

1 between 3:30 and 5 o'clock, I have what we
 2 call the Cresaptown crawl.
 3 If you're coming from Cumberland into
 4 Cresaptown anywhere from 3:30 you better
 5 figure on being bumper to bumper the whole
 6 way through clear up through Keyser all up
 7 220. Because that's how busy it is.
 8 And God help you if you have to stop
 9 at the Food Lion between that amount of time
 10 because you cannot get out. There is no
 11 traffic light there. You cannot get out. So
 12 you'll sit there and wait until you get a
 13 break in traffic which is extremely dangerous
 14 because nobody wants to let you out. So
 15 you're going to sit there.
 16 That is one of my concerns. My other
 17 concern, I really believe 220 needs some work
 18 to it. It really does because there is too
 19 many accidents on that road. The fire
 20 companies and the ambulances that scream past
 21 my house at all hours of the day and night is
 22 unbelievable. And it's something that gives
 23 me cold chills when I think about it.

1 out for her.
 2 But that is my childhood. That's
 3 where I grew up. I knew the area. But 220
 4 needs something done to it. But you've got
 5 low-income people, you've got people in Bel
 6 Air that are on fixed incomes. You've got
 7 people like myself, I mean there's five
 8 houses right there along 220 beside a bar.
 9 And all these people are in about the same
 10 income range.
 11 We're already in a fight with the
 12 Maryland Water Service over surcharges that
 13 they're putting on us that doubles our water
 14 payments a month. It's ridiculous. But we
 15 lost that battle. And I just got my bill
 16 today, as a matter of fact. And what used to
 17 be a \$54.00 water bill is now 90. For two
 18 people.
 19 So I'm fighting my own battles with
 20 that. But that's my home and that's where I
 21 want to be. So hopefully, if Corridor C
 22 seems to be what everybody's thinking about,
 23 I don't want to lose my home. That's the

1 However, from my own personal
 2 standpoint, I am a victim of divorce. I
 3 bought my house back in 2003 and I have a
 4 manageable mortgage that I pay. I have less
 5 than \$30,000 to pay on it and it's paid off.
 6 That is a big concern of mine because I'm 55
 7 years old and I do not want to take out
 8 another mortgage. That is a problem. I like
 9 my house. I'm currently as we speak putting
 10 \$13,000 into a new porch because it needs it.
 11 It was actually falling off my house.
 12 It became an issue where it was
 13 safety and I had to do something to make it
 14 safer for myself, my family, and people that
 15 would come to visit me. And yeah, I might
 16 have gone overboard a little bit, but it's
 17 going to increase my equity. So I'm looking
 18 at that. I'm looking at that and this is the
 19 place I want to spend the rest of my life.
 20 I grew up in Pinto. As a matter of
 21 fact, I grew up on Pinto Road. I am less
 22 than three minutes away from my mom. My
 23 father died three years ago. And so I look

1 only piece of country that I have. And I
 2 really love the view from my new porch. It's
 3 nothing but the mountain and a beautiful
 4 farmland. And that's what I'd like to see.
 5 So if this has any impact, I hope
 6 somebody thinks about it because I mean
 7 that's how I feel. It's a busy, busy road
 8 and there can be improvements, but you've got
 9 to think about people that are older. That
 10 what are they going to go through to
 11 relocate. You know, how are they going to
 12 take out another mortgage at 70-80 years old?
 13 You got to think about that too.
 14 So that's about all I have to say.
 15 Thank you.
 16 (Whereupon, the private testimony
 17 taken at the evening public hearing on
 18 September 14, 2011, was concluded.)

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