

Maryland Route 36 (Mount Savage Road)
and
Maryland Route 35 (Ellerslie Road)
Intersection Study



Cumberland Area Metropolitan Planning Organization

July 2009

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Purpose and Overview

Allegany County is completing watershed based regional comprehensive plans. After the completion of the LaVale Comprehensive Plan which includes the area of Corriganville and Ellerslie, the Planning Commission asked the Cumberland Area Metropolitan Planning Organization (CAMPO) to study the Corriganville intersection of Mount Savage Road, (MD Route 36) and Ellerslie Road (MD Route 35). The purpose of the study determines if further study is needed on this intersection to assist in analyzing any further land use changes relating to transportation infrastructure and demand on traffic capacity.

Intersection Description

The intersection of Route 35 and 36 is a “T” type with no signals located in Corriganville Maryland, approximately 4 miles west of Cumberland, Maryland (see Appendix 2 for location map). Route 36 is a two lane undivided highway with a 10.5 foot travel lane and a narrow shoulder, three foot or less, in both east/west directions. The posted speed limit for both directions is 50 mph. Westbound route 36 approaching the intersection consists of a 400 foot long exclusive right turn to MD 35, with visual brick island to deter motorists on westbound 36 from continuing on 36 to access the Sheetz convenience store plus a typical bypass lane. Eastbound MD 36 has a 10 foot wide lane that serves as left turn lane and an acceleration lane for entering traffic. Eastbound MD 36 also has a bypass lane for through traffic. MD 35 is a stop sign controlled roadway which approaches MD 36 from the north at approximately a right angle. MD 35 widens at the intersection with MD 36 which contains a concrete splitter island placing motorists in the best location for seeing on coming traffic. MD 36 is an established bike route and there are signs indicating where motorists can expect to see bicyclist in the traffic pattern, though there are no explicit bike lanes, bikers are encouraged to use east bound side of the road. No parking signs are located along the east bound lane shoulder.

In terms of lighting, there are two street light at the intersection refer to Figure 1.



Figure 1: Intersection Diagram

Intersection Background

In July 2007 Maryland Department of Transportation, State Highway Administration carried out low cost improvements on this high-speed intersection to increase intersection efficiency. These improvements included installation of the visual brick island on the westbound right hand turn on MD 36 as well as the splitter island and centerline stop sign on MD 35. Rumble strips (see figure 1: dotted orange lines) were also installed to keep motorists in their proper lanes. Improvements also included new signs alerting motorists to bicycles.

Before these low cost improvements (from January 2002 – June 2007) there were an average of 4.3 accidents (table 1) at the intersection per year. This is not classified by the Maryland State Highway Administration as a high accident intersection. Since the improvements there has not been enough time to study if the improvements have decreased the number of accidents at the intersection.

Research was conducted for this study to estimate the number of accidents since the improvements; the Times-News website (times-news.com) was searched for Police Logs and Accident Notices. Since the improvements six accidents were found in the research. Also the stop sign that was installed at on the Route 35 a concrete island has been knocked down at least twice since it was installed.

Table 1: Collision Statistics

Year	2002	2003	2004	2005	2006	2007	2008	2009*
Total Collisions	8	6	4	4	2	7	4	1

*2009 not a full year's data only from January 1, 2009 – June 30 2009

The Maryland State Highway Administration is gathering information perform a before and after study of the Low Cost Improvements. The State Highway Administration has contracted KCI technologies to study the design of the intersection and preliminary plans include creating an exclusive right turn lane on southbound MD 35 and moving the southbound MD 35 stop line closer to Route 36. The Federal Transportation Administration is also doing a study on this intersection at the current time.

Transportation Issues

Below is a collection of anecdotal accounts, field observations, and State Highway studies of transportation issues at the MD 36 and MD 35 intersection.

1. Before the visual brick island was installed some motorists using MD 36 west bound exclusive right turn lane to make the right turn into the Sheetz store instead of making a right turn onto MD 35.
2. During the AM peak hours southbound MD 35 motorists experience long delays, and the queue reaches to the intersection of Kriegbaum Road; often, when this occurs motorists take the eastbound lane of Kriegbaum Road to continue on east MD 36.
3. Maryland State Highway Administration has had past concerns about the costs of maintaining the bridge on east Kriegbaum Road and some suggest closing the leg of the road. When there is an accident blocking east and westbound traffic on 36 the emergency response crews detour traffic to Kriegbaum Road, this use of supports maintaining through traffic on Kriegbaum road.
4. Currently there are some safety concerns for motorists stopped at southbound MD 35, vehicles in the exclusive right hand turn lane block the view of oncoming vehicles continuing on westbound 36.
5. The stop sign located in the splitter island of MD 35 has been knocked over at least two times.
6. There is little room to widen the road, to the north of 36 buildings are close to the road and to the south running parallel to 36 is the floodplain of Jennings Run.

Overall the road capacity is not considered high to the Maryland State Highway Administration: the 2008 Annual Average Daily Traffic (AADT) for MD 36 west of the Intersection is 4442, MD 36 east of the intersection is 9252 and MD Route 35 has an AADT of 4880.

Land Use Issues

In the LaVale Comprehensive Plan the existing land use for the vicinity of the Corriganville intersection does not change; it remains a mix of medium density residential, institutional, and local commercial. It does not seem that land use would have to change if any further changes impact the intersection or if the bridge at Krieghbaum Road would be closed in the future. See Figures 2 and 3 for Corriganville existing land use and future land use maps from the LaVale Comprehensive Plan.

The only land use and/or planning related issue would be to change the location of the entrance of the Sheetz convenience store. If the MD 36 entrance was closed and a new entrance would be opened on route 35 this may help prevent confusion of the westbound 36 right turn lane. This potential solution would work with the current alignment of the intersection.

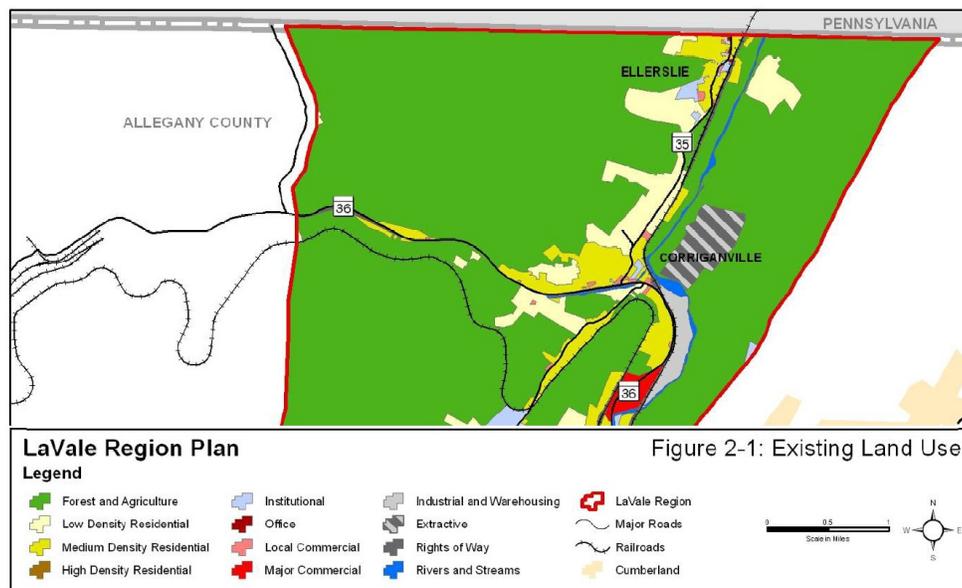


Figure 2: LaVale Existing Land Use Map

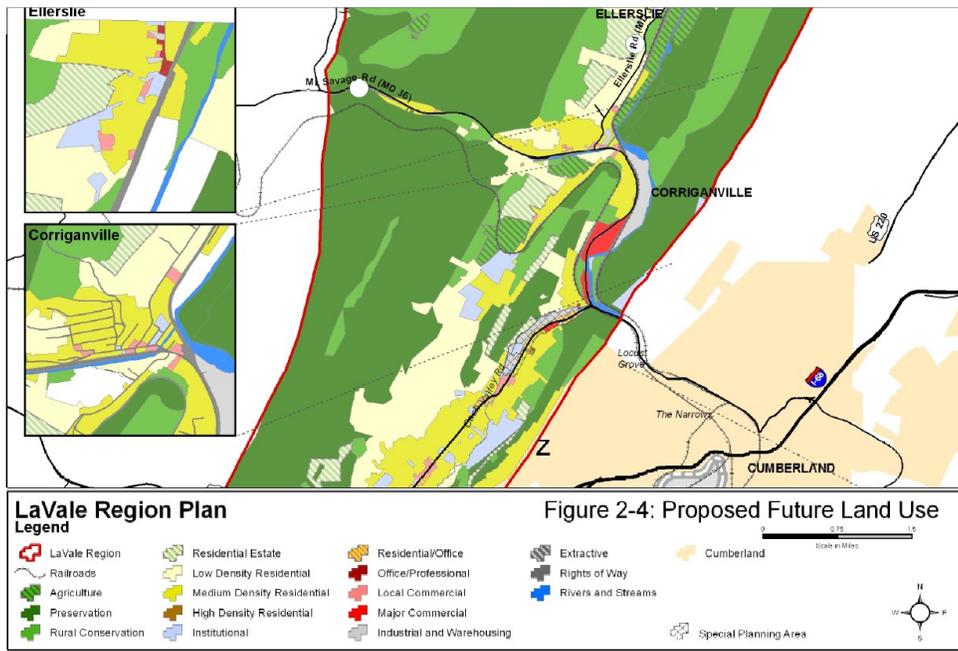


Figure 3: Proposed Future Land Use

Recommendation:

Since this intersection is being analyzed by the State via KCI consultants, and the Federal Highway Administration, and their recommendations and conclusions to those studies would most likely override the Allegany County Planning Commission’s or CAMPO’s plans, it is recommended to see the conclusion of the States and Federal Highway Administration studies before the CAMPO or Allegany County Planning Commission hires a consultant to study this intersection.

April 30, 2010 Follow-up

The low cost improvements made in June 2007, anecdotally have improve the interrection, resulting in less collisions. (More statistical information will have to be obtained to make further concultions.)

KCI Consultants have completed their Geometric Improvemnts Study for the intersection, but due to State budget constraints the project has been put on hold until further notice, thus the Study can not be reviewed by SHA. CAMPO has obtained the KCI Plans, to reievew for this study.

KCI Final Plans for the intersection include creating raised concrete islands for both east and west bound turning lanes extending from south Route 35. Removing the raised brick splitter island at the current stop line on Route 35, and extending the stop line for south bound 30 feet Route 35, to allow drivers to see the oncoming west bound Route 36 trafffic. A acceleration lane was created of west bound traffic from Route 35, the proposal includes a solid line in front of the Route 36 entrance for Sheetz, which would most likely be altered. The intersection turn studies, from the proposal returned that only the largest _ trucks would turning north onto Route 35 from westbound Route 36 would have slight trouble staying in the lanes, but most truck drivers have enough experience to naviate the interesction safely. The road would be widened at the intersection by extending the roadbed seven feet on the southerne edge of Route 36 parrelling Jennings’ Run, which would shift all of the striping of the road. This proposal to make a change to Route 36’s north bound turning lane shifted widen the turning radius.

Overall, KCI's Proposal is in line with resolving the issues addressed in this CAMPO study. The only changes to to the proposal would be to resolve the striping at the Sheetz Route 36 interence. Until SHA free's up funding to review this proposal, no actions will be taken place at this intersection.

Sources:

Allegany County Traffic Volume Map: Annual Average Daily Traffic. Prepared by Maryland Department of Transportation State Highway Administration Highway Information Services Division. Published: 2 March 2009. Accessed 22 July 2009.

<http://marylandroads.com/SHAServices/mapsBrochures/maps/oppe/trafficvolumemaps/2008/allegany.pdf>

LaVale Existing Land Use Map. LaVale Regional Comprehensive Plan, Allegany County Maryland. Accepted: July 2007. Accessed: 12 July 2009. < http://www.gov.allconet.org/plan/docs/LaVale+Plan-ACCEPTED01172008%20_2_.pdf > Figure 2-1.

LaVale Proposed Future Land Use Map. LaVale Regional Comprehensive Plan, Allegany County Maryland. Accepted: July 2007. Accessed: 12 July 2009. < http://www.gov.allconet.org/plan/docs/LaVale+Plan-ACCEPTED01172008%20_2_.pdf > Figure 2-4.

Traffic Accident Statistics: January 1, 2002- June 30 2007 from Maryland Highway Administration Office of Traffic and Safety- Traffic Development and Support Division, Printed May 1, 2008.

Traffic Accident Reports: July 1, 2007- June 30 2009- Compiled from Cumberland Times-News articles. Appendix 1.

Regional Location Map. Allegany County GIS Online, Accessed 24 July 2009.

<http://arcgis.allconet.org/freeance/Client/PublicAccess1/index.html?appconfig=AlleganyCo>

Appendix I: Times News Articles relating to Intersection Accidents after June 30, 2007

Times New Articles on Intersection

Date Accessed: July 23, 2009

Published: June 07, 2009 10:08 pm

Title Ti6/8 - Four injured in Corriganville wreck

Cumberland Times-News

CORRIGANVILLE — Four people were taken to Memorial Hospital Friday evening following a two-vehicle accident at the intersection of state routes 36 and 35.

At 5:11 p.m., David Brown of Schellsburg, Pa., pulled into the path of Beverly Carter of Mount Savage, the Allegany County Bureau of Police said.

Both drivers and two adult passengers were injured in the accident.

Police said the injuries were non-life threatening. No further information could be obtained concerning their injuries or medical condition.

URL: http://www.times-news.com/archivesearch/local_story_158220926.html

Published: November 29, 2008 11:39 pm

Title: 11/30 - Two taken to hospital

Cumberland Times-News

Two taken to hospital

CORRIGANVILLE — Two people were injured and transported to Cumberland Memorial Hospital in two separate vehicle accidents Saturday, according to Allegany County Joint 911 Communications.

At 12:39 p.m. one person was injured in a vehicle accident at 10805 Mount Savage Road in Corriganville. Responding to the scene of that accident was Corriganville and LaVale fire departments.

Then, at 6:50 p.m. on Ellerslie Road, one person was injured when a vehicle overturned. Ellerslie Fire and EMS responded to the scene.

Both accidents were investigated by the Allegany County Bureau of Police.

No further information was available Saturday night.

URL: http://www.times-news.com/archivesearch/local_story_334234016.html

Published: September 16, 2008 09:43 am

Title: 9/16 - Pa. drivers injured at Corriganville

Cumberland Times-News

CUMBERLAND — Two Meyersdale, Pa., residents were taken to Memorial Hospital following a head-on collision Monday on state Route 36 near the Sheetz store.

Amber Bauman, 18, was operating a Plymouth Neon northbound on Route 36 and preparing to make a left turn when she turned toward the Sheetz parking lot into the path of a northbound Oldsmobile operated by Harold Burt, 66, Maryland State Police said.

Bauman and Burt were taken to the hospital for treatment. No information was available concerning their injuries or medical conditions.

Bauman was cited for failure to yield right of way to oncoming traffic when turning left.

Corriganville and Ellerslie ambulances, LaVale Rescue Squad and Corriganville volunteer firefighters responded to the 8:36 a.m. accident.

URL: http://www.times-news.com/archivesearch/local_story_260094435.html

Published: June 11, 2008 11:58 am

Title: 6/11 - Route 36 crash injures at least one

From Staff Reports

Cumberland Times-News

CORRIGANVILLE - One person was taken to Memorial Hospital following an accident on state Route 36 near Corriganville at 9:15 a.m. Monday.

The Allegany County 911 Joint Communications Division sent volunteers from Wellersburg (Pa.), Corriganville, Mount Savage and LaVale.

The Maryland State Police at LaVale investigated.

Further details were not available.

http://www.times-news.com/archivesearch/local_story_163115924.html

Published: January 11, 2008 10:43 pm

Title: 1/12 - Two injured on Route 36

From Staff Reports

Cumberland Times-News

CORRIGANVILLE — Two people were taken to Memorial Hospital following a two-vehicle accident on state Route 36 at Corriganville early Friday afternoon, according to the Allegany County 911 Joint Communications Division.

Corriganville and LaVale volunteer fire departments responded to the 12:07 p.m. accident.

Maryland State Police investigated.

http://www.times-news.com/archivesearch/local_story_011224203.html

Published: October 02, 2007 11:29 am

Title: 10/2 - Driver cited in Rt. 36 mishap

From Staff Reports

Cumberland Times-News

CORRIGANVILLE - Two people were taken to Memorial Hospital following a two-vehicle accident Sunday at state Route 36 and Ellerslie Road in Corriganville.

Gabrielle Rose Ranker, 23, of Ellerslie and Stacey Marie Hutzell, 27, of Hyndman, Pa., were taken to the hospital following the 1:30 p.m. accident. No information was available concerning their injuries or condition.

Maryland State Police said the accident occurred when a 2004 Chevrolet Trailblazer operated by Ranker attempted to turn from Ellerslie Road onto Route 36 and entered into the path of a 2002 Pontiac Sunfire operated by Hutzell, which was traveling southbound on Route 36.

Police cited Ranker for failure to yield right of way.

Fire and rescue units from Corriganville and Ellerslie also responded.

http://www.times-news.com/archivesearch/local_story_275113103.html

Published: October 01, 2007 11:50 am

Title: Route 36 Accident

From Staff Reports

Cumberland Times-News

An apparent head-on collision on state Route 36 near a Corriganville convenience store sent two people to Memorial Hospital early Sunday.

The Allegany County 911 Joint Communications Division dispatched ambulances from Corriganville and Ellerslie to the scene at 1:40 p.m. Volunteer firefighters from Corriganville and LaVale also assisted.

The Maryland State Police at LaVale investigated. No further information was available Sunday evening.

http://www.times-news.com/archivesearch/local_story_274095440.html

Published: July 19, 2007 10:15 am

Title: Corriganville road needs more than rumble strips

To the Editor:

This letter is in response to the recent article "State working to improve Corriganville intersection." I would like to know exactly what rumble strips are going to prevent. Anyone who travels Route 36 on a daily basis knows how bad an intersection this is. How many accidents have occurred at this intersection? Too many to count. The only thing rumble strips are going to do is increase the number of accidents. How many motorists do you think will drive over them just to hear the rumble noise?

As far as adding more signs, what's the sense? People are more interested in looking for the bright poster board signs that read "Yard Sale." On Route 36, motorists don't pay attention to the signs that read "Speed Limit 50." Are more signs going to help?

In my opinion, a traffic light would help. What about closing the entrance to Sheetz on Route 36? Maybe one of those policemen can sit in the area for a day to write out tickets for failure to use turn signals, failure to yield the right of way, or failure to stop.

My thoughts and prayers are with all of you construction people trying to improve the intersection. Be careful!

*Brandy Snyder
Corriganville*

URL: http://www.times-news.com/archivesearch/local_story_200101540.html

Published: July 03, 2007 11:47 am

Title: State working to improve Corriganville intersection

For the Cumberland Times-News

CORRIGANVILLE - The Maryland Department of Transportation's State Highway Administration has begun a project to improve the intersection of state routes 35 and 36.

Weather permitting, the project should be complete by late July.

The T-intersection has Route 36 running east-west and Route 35 connecting to the north toward Pennsylvania. Motorists along westbound Route 36 are using the right lane prior to Route 35 but not turning onto Route 35, causing confusion at the intersection.

To help alleviate this problem, SHA will:

- * Install rumble strips to keep motorists in their proper lanes.
- * Mark pavement to deter motorists on westbound Route 36 from crossing over Route 35 in the right lane to access a commercial entrance.
- * Add new signs to encourage motorists to stay in their lane.
- * Add new signs cautioning motorists to stay alert for bicyclists.

During construction, flagmen will alternate traffic along a single lane of Route 36 during off-peak hours. Route 35 will be detoured in mid-July for up to two days. Variable message signs will alert motorists several days prior to the closure. During the closure, traffic will be detoured onto Kreigbaum Road, which runs parallel to Route 36.

SHA awarded the \$23,000 contract, being funded by Federal Highway Administration, to Belt Paving of LaVale.

URL: http://www.times-news.com/archivesearch/local_story_184112206.html

Appendix 2: Regional Location Map



Location of Corriganville intersection, MD Route 36 and MD Route 35, Red X- represents location.