MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

February
2026

FY 2026 BUILD GRANT

THE CRESAPTOWN TRIANGLE PROJECT INFRASTRUCTURE IMPROVEMENTS

Better Utilizing Investments to Leverage Development **(BUILD)**

PROJECT DESCRIPTION

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The Maryland Department of Transportation (MDOT) requests $6.932 million in Better Utilizing Investments to Leverage Development (BUILD) grant funds for utility relocation and construction of significant transportation safety and mobility improvements at and around the three major intersections of US 220, MD 53, and MD 636 (Warrior Drive) (see Figure 1) – known as Cresaptown Triangle. The Cresaptown Triangle Project ("the Project") will positively reshape overall transportation functionality in Cresaptown: a small, rural, and underserved town emblematic of Appalachian life in Western Maryland.

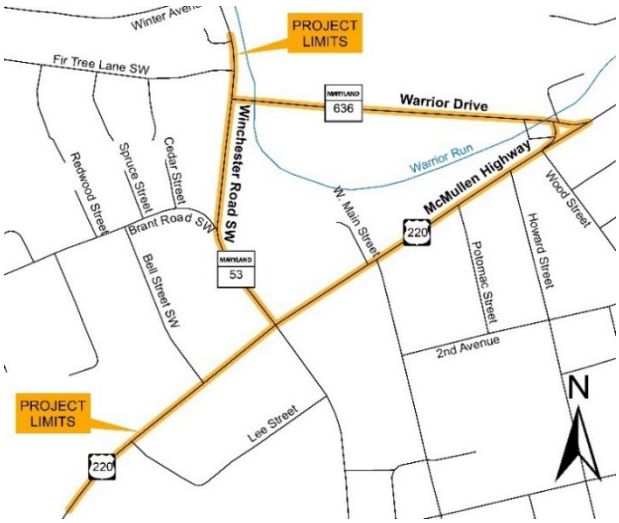

Figure 1: Project Study Area

The Project will achieve this vision by upgrading a vital freight and regional roadway corridor to be safer, more efficient, and more accessible; rerouting truck traffic from residential streets; and introducing new pedestrian infrastructure to better serve residents and families by providing direct access to local services and small businesses. The Project is in a defined rural area near the intersection of two major roads (US 220 and MD 53) connecting Cresaptown with Cumberland and Frostburg, Maryland; Mineral County, West Virginia; the Appalachian Development Highway System (ADHS); and the Interstate 68 ("I-68") corridor.

The Project centers on capacity and safety improvements, including new turn lanes, upgraded traffic signals, new sidewalk segments, stormwater mitigation, and traffic wayfinding improvements, which will provide benefits to local families and freight traffic, by strengthening connections to local businesses and regionally significant job centers, such as IBM and Northrop Grumman. This project will deliver on a longstanding state and county priority to address a freight bottleneck while also bringing a robust set of quality of life improvements to this rural Western Maryland town.

Technical and Engineering Aspects

The Project, as of the 30 percent design phase, will make several improvements along US 220, MD 53, and MD 636 to enhance freight and local mobility, increase roadway capacity and safety, and improve connections to the region's commercial areas and amenities. A link to MDOT's Project portal can be found here. Technical and engineering aspects of the Project include:

Category	Improvement Details
Signal Modifications	Revises signal timings for US 220 intersections at MD 53 and MD 636; new signal phasing at US 220/MD 53 intersection will include a northbound US 220 left turn phase
Addition of Turn Lanes	Restripes northbound US 220 at the MD 53 intersection to feature a separate left turn lane and a shared northbound through right turn lane, enabling a larger turn radius for trucks entering MD 53 from US 220 and to support restriping for two-way traffic
	Restripes southbound MD 53 at the MD 636 intersection to feature a southbound left turn lane

Category	Improvement Details
	Restripes MD 53 to permit a separate and continuous right turn lane and a shared through-left lane on southbound MD 53 at the US 220 intersection
Stormwater Management and Roadway Drainage	Installs a stormwater management pond in the northern corner of the US 220 intersection with MD 53, replacing a vacant gas station
	Installs drainage inlets and pipes
	Creates new curb and gutter sections on: south side of US 220 between MD 53 and an existing Dollar General; north side of US 220 between MD 53 and the Tru Reflections car detailing service; north side of US 220, between West Main Street and the paved edge of an adjacent residential driveway; south side of MD 636 between the US 220 intersection and Lashbaugh's Bar & Grill restaurant; and north side of MD 636 between the Cresaptown Volunteer Fire Department and Livvy's Soft Serve ice cream shop
	Installs new retaining wall on north side of US 220 along Cresaptown United Methodist Church frontage
Pavement Resurfacing and New Markings	Restripes US 220 to feature a center two-way left turn lane (TWLTL) and narrower shoulders between Main Street and Wood Street
	Widens US 220 to 36-foot paved width between Tru Reflections car detailing and MD 53
	Widens MD 53 to a 36-foot paved width between the MD 220 intersection northward to the Little Rascals Childcare and MD 53, and by restriping for new turn lanes
New Roadway Circulation	Converts MD 53 to two-way, northbound and southbound, vehicle traffic flow between US 220 and Brant Road by widening MD 53's paved width and by restriping for new turn lanes at the US 220/MD 53 intersection
	Replaces pavement in the northwest corner of the MD 53 intersection with Brant Road with open space, curb, and gutter, to prevent left turns from Brant Road onto MD 53
Sidewalk Additions	Creates approximately 0.3 miles of new 5-foot wide sidewalks: -South side of US 220 between MD 53 and Dollar General (800 feet long) -South side of MD 636 between US 220 and Lashbaugh's Bar & Grill (250 feet long) -North side of MD 636 between the Cresaptown Volunteer Fire Department and Livvy's Soft Serve ice cream shop (140 feet long)
New Crosswalks and Curb Ramps	Installs new ADA-compliant curb ramps, pedestrian signal heads, and high-visibility marked crosswalks at the US 220/MD 53 intersection (south and east legs)

Table 1: Project Technical and Engineering Aspects, by Category

Project History and Design Status

In 2014, the Project area was studied as part of a larger US 220 corridor-wide planning effort encompassing 835 square miles and four jurisdictions in Western Maryland and West Virginia. Due to the strategic importance of the Cresaptown Triangle in addressing a bottleneck and improving safety for the corridor, the project area was prioritized for planning and construction. Maryland State Highway Administration (SHA) began with public informational workshops about the Project in November 2014 and December 2015 to discuss the study's purpose and need, and gather feedback from the public. Six "build" alternatives as well as a "no-build" alternative were analyzed to arrive at a single, preferred option: Alternative 2. SHA further refined Alternative 2 and presented the new Alternative 2 Modified to the public in 2017. SHA completed conceptual (15 percent) design for roadway, intersection, and other improvements; and in June 2024 completed preliminary (30 percent) design. On October 28, 2024, SHA hosted an open house meeting to review Alternative 2 Modified's proposed 30 percent design with the community. Components surrounding the three intersections are shown in Figure 2 below. A higher-resolution drawing of the design over the Project area is available here. Sixty-five (65) percent design is currently underway and is expected to be completed by Fall 2026. With final design and right-of-way (ROW) acquisition fully funded with local resources, the Project will be shovel-ready in time for FY26 BUILD awards.

Figure 2: Proposed roadway improvements at 30 percent design completion

The Project is a top unfunded priority for the State of Maryland and local and regional interests as identified in official plans and reports, including Maryland's 2025-2028 Statewide Transportation Improvement Program (STIP), the Maryland Statewide Freight Plan, and the Maryland Consolidated Transportation Program for FY2026-2031. The Allegany County Department of Public Works highlighted the need for the Project directly in a letter to the Maryland Transportation Secretary as part of the Capital Transportation Program planning process. Collectively, these entities as well as community members have voiced that completion of the Project will address a critical state of good repair need in Maryland's freight network while simultaneously improving daily quality of life and accessibility with essential family access and traffic safety improvements.

Project Location

The Project area covers a triangular section of roadway and pedestrian infrastructure formed by three intersections (US 220/MD 53, US 220/MD 636, and MD 53/MD 636), a 0.2-mile section of US 220 west of MD 53, and a 0.1-mile section of MD 53 north of MD 636, as shown in Figure 1. More generally, the Project is in a designated rural area in Cresaptown, an unincorporated community in Allegany County, Maryland with a population of 5,442 as of the 2020 Census.

Cresaptown is located along the North Branch Potomac River and directly adjacent to Mineral County, West Virginia, which is home to local employment centers such as IBM at Rocket Center and Northrup Grumman's Allegany Ballistics Laboratory two miles south of the Project area. Other local destinations with workforce and freight traffic that rely on the Cresaptown Triangle include the American Woodmark Corporation, a cabinet maker with a production facility; CSX's Cumberland Terminal Subdivision; and UPMC-Western Maryland, all of which are located in Cumberland, Maryland approximately four miles northeast of the Project area. Additional relevant

destinations include Frostburg State University, 11 miles northwest of the Project area; and Beitzel Corporation, an industrial construction and maintenance firm in Grantsville, 25 miles west of the Project area.

The Project area includes two census tracts: Census Tract 24001001300 (1300), which includes a small portion of the Project area at its southern tip, and Census Tract 24001002000 (2000), which covers most of the Project area. The Project is at a critical junction for freight movement in Western Maryland, with MD 53 and US 220 each interchanging with I-68 approximately three to four miles north and northeast of the Project area, respectively. I-68 provides an important link between Western Maryland and neighboring states, with westbound travel enabling freight movement through West Virginia and facilitating connections to Pittsburgh and points north and west via the Interstate 79 interchange in Morgantown, West Virginia. To the east, I-68 transitions to I-70, which connects traffic to I-76, I-81, and I-270, respectively, for points north, east, and south throughout the eastern United States and the intermodal freight terminals critical to global import and export, such as the Port of Baltimore.

Transportation Challenges

The Project area's existing roadway configurations, poor state of repair, and outdated designs collectively contribute to inefficient traffic flow, crashes, and unsafe conditions for pedestrians. Presently, MD 53 is one-way southbound just north of US 220, and northbound traffic on US 220 traveling northbound on MD 53 must turn left on westbound MD 636 then right onto northbound MD 53, adding 0.4 miles of travel distance and creating local congestion on MD 636, home to a range of small businesses and the local volunteer fire station. As a result, nine percent of traffic on MD 636 is comprised of heavy trucks, constraining roadway capacity and posing safety risks for pedestrians. A 2023 SHA traffic analysis of the Project area's three intersections revealed that through-movement traffic on northbound US 220 experiences delays of 102 seconds per vehicle at the intersection of US 220/MD 53 during the PM peak hour.

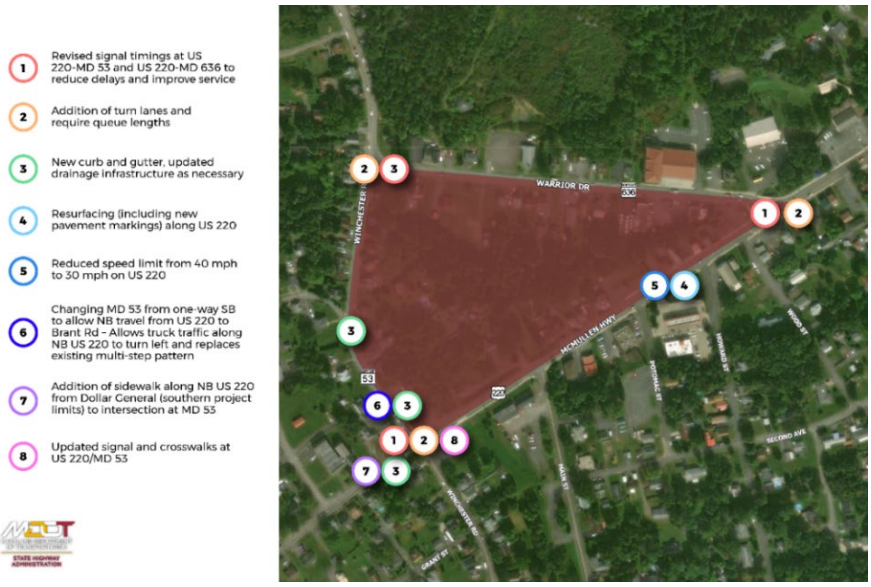

Figure 3: Map of proposed transportation improvements

Under the No-Build scenario, delays on northbound US 220 are projected to worsen significantly by 2045, with AM peak hour delays worsening to 56 seconds per vehicle, and PM peak hour delays worsening to 169 seconds per vehicle. Ninety-fifth (95th) percentile northbound queues in the PM peak hour would also extend nearly two-third of a mile, exacerbating side street delays and delaying drivers attempting to access upstream businesses (See Appendix: US 220 Cresaptown Traffic Memo - April 2023). Crash rates in the Project area (19.5 crashes per mile) are more than

three times the statewide average (6.05 crashes per mile). According to Maryland Department of State Police historic crash data, from 2019 to 2023, 80 crashes – including one fatal crash – occurred in the Project area.

The Project will improve safety, mobility and roadway throughput by:

- Redesigning the intersection of US 220/MD 53 and widening a segment of southbound MD 53 between US 220 and Brant Road from one to two lanes, to accommodate northbound traffic and diverting up to 20 percent of freight traffic from MD 636.
- Creating new dedicated turn lanes with slips, introducing geometric enhancements to improve truck turns, and widening shoulders to increase vehicular capacity and prevent freight delays.
- Converting a segment of MD 53 from one-way southbound to two-way, adding northbound traffic, improving quality of life for operators, employees and customers of local businesses while also removing freight conflicts from emergency response services at the Cresaptown Volunteer Fire Department (see Appendix: US 220 Cresaptown Traffic Memo - April 2023).
- Revising signal timings along US 220 at MD 53 and MD 636 to reduce vehicle delays.
- Adding approximately 800 feet of new sidewalk along US 220 and 390 feet of new sidewalk along MD 636, improving safety and accessibility for pedestrians to reach retail and grocery stores, schools, places of worship, and other key amenities.

The Project is expected to have a positive cost-benefit ratio of 1.26, indicating net benefits will exceed project costs. Primary benefits for motorists and community members include safety, travel time savings, vehicle operations and maintenance (O&M) cost savings, and pedestrian amenity benefits. Over the 20-year operations period beginning in 2030, the Project is expected to eliminate one fatal crash, 18 injury crashes, and 25 property damage-only (PDO) crashes, significantly improving safety within the Project area. Additionally, the Project will produce 319,015 hours in travel time for auto vehicles and 14,302 for trucks, ensuring more efficient travel and reliable access to quality-of-life amenities and jobs. As a result of reduced congestion, idling, and roadway delays, vehicle operating cost savings are projected to amount to $170,000 for auto vehicles and $20,000 for trucks during the project opening year. Over the project lifecycle, these benefits are anticipated to provide $4,730,000 and $60,000 in savings for auto vehicles and trucks, respectively. Pedestrian improvements include installation of approximately 0.22 miles of new sidewalk, reflecting improved separation from traffic, enhanced user comfort, and reduced perceived walking disutility. Pedestrian amenity upgrades are expected to provide $10,940 in active transportation benefits over the project lifecycle (for further information, see BCA Narrative).

Roadway and Freight Network Infrastructure Investments

This Project will address major transportation-related obstacles of the Project area identified by SHA, which works each year to resurface and maintain key roadways and rehabilitate or replace bridges in the state highway network. In Maryland, 85 percent of the roadway system is currently in preferred condition, and MDOT has recorded 20 poorly-rated bridges in SHA's inventory, one of the lowest percentages of poorly-rated bridges of any state transportation agency. Work has already been completed on intersecting routes in Western Maryland, such as an ongoing initiative to reduce rockslides and improve safety along MD 135 at six locations from the Garrett County line to US 220 in Allegany County. By upgrading pavement conditions, road turn angles, and angles of visibility through the Project, MDOT will complement these improvements with a proper state of good repair for US 220 through Cresaptown and will lower future maintenance costs in the process.