

= Maryland Route 36 =

Maryland Route 36 ( also known as MD 36 or Route 36 ) is a 29 @. @ 43 @- @ mile ( 47 @. @ 36 km ) state highway located in Allegany County , Maryland , United States . MD 36 's southern terminus is at the WV 46 bridge in Westernport and its northern terminus at U.S. Route 40 Alternate near Cumberland . Between Westernport and Frostburg , it is known as Georges Creek Road , and from Frostburg to Cumberland it is known as Mount Savage Road . Like the majority of Maryland state highways , MD 36 is maintained by the Maryland State Highway Administration ( MDSHA ) .

MD 36 serves as the main road through the Georges Creek Valley , a region which is historically known for coal mining , and has been designated by MDSHA as part of the Coal Heritage Scenic Byway . MD 36 is the main road connecting the towns of Westernport , Lonaconing , and Midland in southwestern Allegany County , as well as Frostburg , Mount Savage , and Corriganville in northwestern Allegany County .

= = Route description = =

MD 36 has two main sections : Georges Creek Road , which runs along the Georges Creek Valley , from Westernport to Frostburg in southwestern Allegany County , and Mount Savage Road , which runs eastward from Frostburg to Cumberland in northwestern Allegany County . MD 36 is a part of the National Highway System as a principal arterial from I @- @ 68 to US 40 Alternate in Frostburg and from MD 35 at Corriganville to US 40 Alternate in Cumberland .

= = = Georges Creek Road = = =

MD 36 begins at the West Virginia Route 46 ( WV 46 ) bridge in Westernport and runs northeast across western Allegany County as a two @- @ lane road named Georges Creek Road , named for Georges Creek , a Potomac River tributary which the road parallels . The speed limit for most of the length between Westernport and Lonaconing is 50 mph ( 80 km / h ) . A short distance outside Westernport city limits , MD 36 intersects MD 937 , an old alignment of MD 36 . Near Barton , MD 36 intersects MD 935 , which is the old alignment of MD 36 through Barton . MD 36 bypasses Barton , climbing the hillside above the Georges Creek Valley before descending back into the valley as it approaches Lonaconing . MD 935 returns to MD 36 south of Lonaconing , with its northern terminus at MD 36 .

As the road enters Lonaconing , it narrows and the speed limit drops to 25 mph ( 40 km / h ) , increasing to 35 mph ( 56 km / h ) after it travels through Lonaconing . MD 36 passes through Lonaconing as Main Street , and it intersects MD 657 near the center of Lonaconing . Along Main Street in Lonaconing is the Lonaconing Iron Furnace , a historic blast furnace which operated in the early 19th century .

MD 36 then continues toward Midland . At Midland , there is a sharp curve in the road , and the speed limit drops to 25 mph ( 40 km / h ) . Along this curve , MD 36 intersects Church Street , which connects to MD 936 , the old alignment of MD 36 between Midland and Frostburg . The new alignment of MD 36 proceeds northeast , passing near Vale Summit , where it intersects MD 55 .

North of the MD 55 intersection , MD 36 meets Interstate 68 at a diamond interchange at exit 34 . Near this interchange is God 's Ark of Safety , a church famous for its attempt to build a replica of Noah 's Ark . Between Midland and Frostburg , the speed limit is again 50 mph ( 80 km / h ) , and there is a short section near the Interstate 68 interchange where MD 36 expands to four lanes . Upon entering Frostburg , MD 36 joins U.S. Route 40 Alternate as Main Street . MD 36 follows Main Street westward through Frostburg , meeting the northern terminus of MD 936 at Grant Street . At Depot Street , near the center of Frostburg , MD 36 connects to the western depot of the Western Maryland Scenic Railroad . At the intersection with Water Street , MD 36 leaves U.S. Route 40 Alternate , and upon leaving Frostburg city limits its name changes to Mount Savage Road .

= = = Mount Savage Road = = =

After leaving Frostburg , MD 36 is known as Mount Savage Road , as it travels eastward , perpendicular to its signed direction , toward Mount Savage . North of Eckhart Mines , MD 36 meets MD 638 , which connects MD 36 to U.S. Route 40 Alternate in Eckhart Mines . The road between Frostburg and Mount Savage is particularly curvy , and includes several hairpin turns near Frostburg . The speed limit on this section of the road is 35 mph ( 56 km / h ) .

As the road enters Mount Savage , it passes by the Mount Savage Castle , a Scottish @-@ style castle built in 1840 , which currently operates as a bed @-@ and @-@ breakfast . In Mount Savage , the route narrows as it follows Main Street , and the road is frequently obstructed by parked cars , making it difficult for two cars to pass by each other . East of Mount Savage , the route widens and its speed limit gradually increases to 50 mph ( 80 km / h ) .

In Barrelville , MD 36 intersects MD 47 , which connects it with PA 160 in Somerset County . From its intersection with MD 47 to its terminus at Cumberland , MD 36 follows newer alignments , with the old alignments being designated MD 831 . At Corriganville , MD 36 intersects MD 35 , which connects it with PA 96 in Bedford County . MD 36 ends at U.S. Route 40 Alternate at the Narrows near Cumberland .

= = History = =

MD 36 passes through the Georges Creek Valley , which has a long history of coal mining . In recognition of this , the MDSHA has designated MD 36 as part of the Coal Heritage Scenic Byway . Coal mining was a major industry in western Maryland in the 19th century , with railroads being the major route connecting the coal mines to markets outside the Georges Creek Valley . Deep mining , which was the primary mining method used in western Maryland , declined in use after World War II , replaced primarily by surface mining . Although Maryland coal production is now only a small fraction of total U.S. coal production , coal from the Georges Creek Valley is used to power the AES Warrior Run power plant in Cumberland .

MD 36 was assigned a route number before 1927 , earlier than most of the other Maryland state highways . The original alignment of MD 36 in southern Allegany County closely paralleled the Georges Creek Railroad . Later realignments have shifted MD 36 away from the railroad in several locations , but three crossings remain : one north of Lonaconing , one south of Lonaconing near the MD 935 intersection , and a third crossing near Westernport .

Over the years , multiple new alignments of MD 36 have been built for various reasons , such as to smooth out curves in the road . Several of the old alignments have been assigned route numbers of their own . The southernmost of these is MD 937 , which consists of the old alignment through Westernport . Prior to the construction of the bridge connecting MD 36 to WV 46 , MD 937 was the alignment of MD 36 through Westernport , ending at MD 135 . In Barton , MD 935 carries the old alignment of MD 36 . The longest of the old alignment sections is MD 936 , which runs from Midland to Frostburg , and was bypassed in the 1970s with a new alignment of MD 36 following part of MD 55 and connecting to Interstate 68 . Prior to this change , MD 55 ended in Midland ; it has since been truncated to its current terminus at Vale Summit .

North of Frostburg , several old alignments are designated as MD 831 , though these segments of road are not signed . Among these segments of road are Kriegbaum Road ( designated as MD 831C ) , and Old Mount Savage Road ( designated as MD 831A ) . Kriegbaum Road splits from MD 36 west of Corriganville and runs through Corriganville , returning to MD 36 east of the town . Old Mount Savage Road intersects MD 36 west of the Cumberland Narrows , and runs southward to intersect U.S. Route 40 Alternate near its current intersection with MD 36 .

= = Junction list = =

The entire route is in Allegany County .