STATION 1

219 Meyersdale to Old Salisbury Rd

Welcome to the Public Meeting

US 219 Meyersdale, PA to Old Salisbury Road, MD

PLEASE SIGN IN

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U.S. Department of Transportation Federal Highway Administration

ARC Appalachian Regional Commission

Public Meeting #2 | November 16, 2023

STATION 1
WELCOME

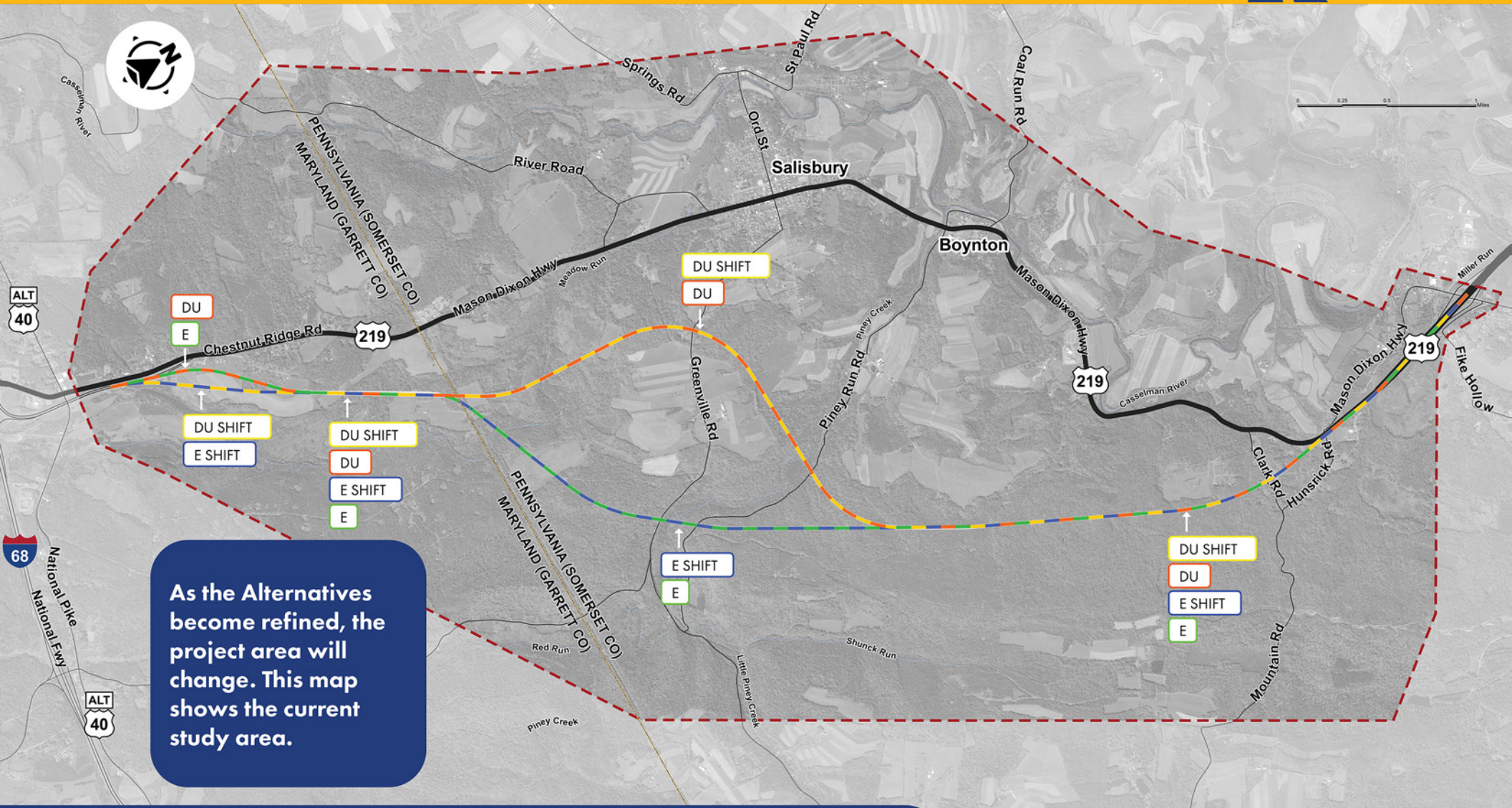
219 Meyersdale to Old Salisbury Rd

The purpose of today's meeting is to share information and receive your comments on:

- **Dismissal of Alternatives due to impacts and public comments:**
  DA & DA Shift
- **Detailed Field Mapping**
- **Detailed Alternatives and Environmental Impacts:**
  E, E Shift, DU, DU Shift
- **Local Access Designs:**
  Upgrade Old Mason-Dixon Highway, Hunsrick Road Extension, Clark Road bisected and Hunsrick Road Bridge Elimination
- **Potential Direct Connection in Maryland**

STATION 2
PROJECT PURPOSE & NEED

219 Meyersdale to Old Salisbury Rd



Four alternatives are being studied and displayed on the various maps you will see this evening. These four alternatives include Alternative E, E Shift, DU and DU Shift and are shown as colored dashes on the maps. Because the alternatives overlap, each alternative has been assigned a color.

Alternative E: Green ( ) Alternative DU: Orange ( )
Alternative E Shift: Blue ( ) Alternative DU Shift: Yellow ( )

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STATION 2
PROJECT PURPOSE & NEED

219 Meyersdale to Old Salisbury Rd

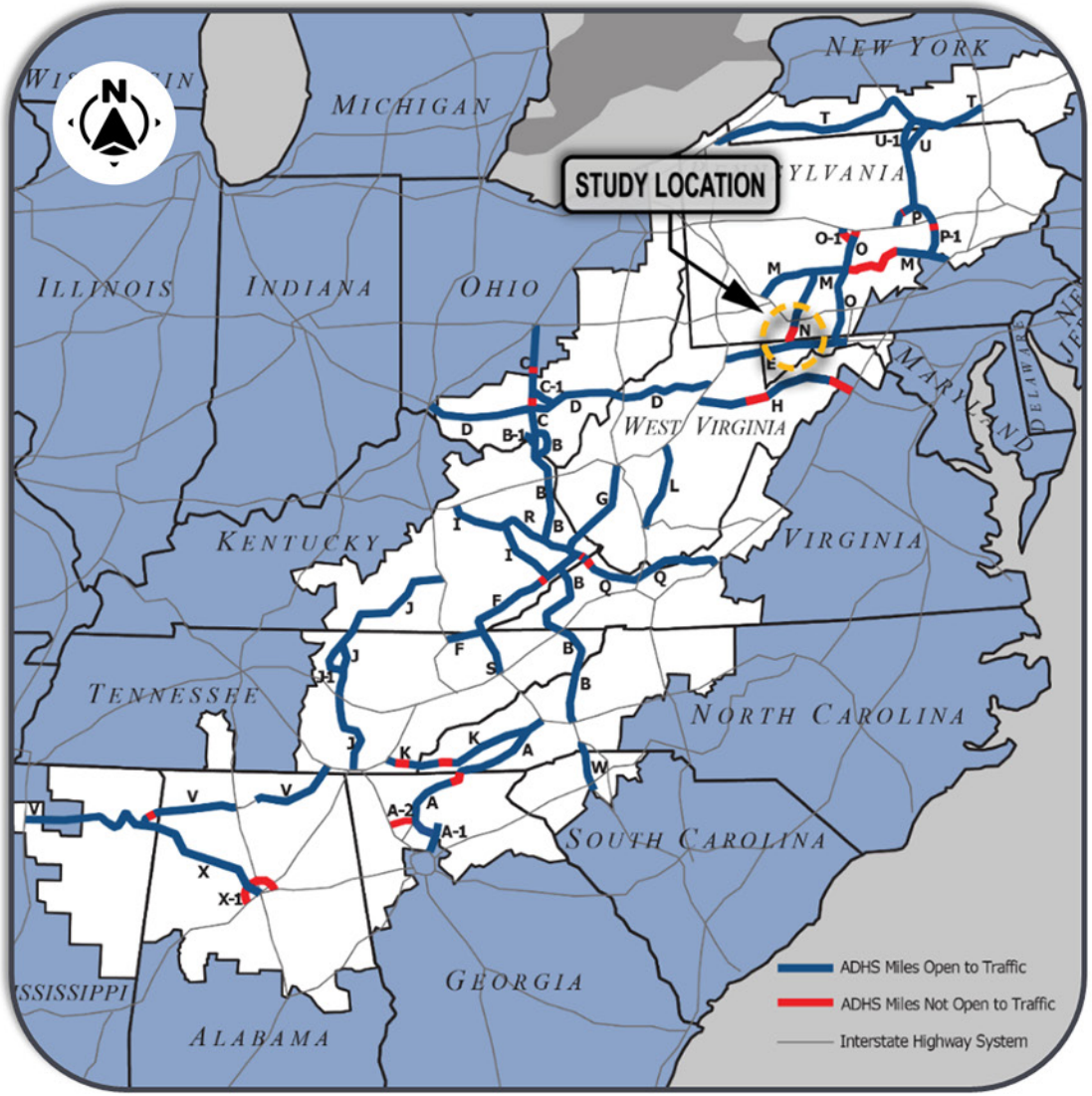
All transportation projects have a purpose and need. Below is information on the US 219, Section 050 project.

Purpose:

The purpose of the US 219 Section 050 from Meyersdale to Old Salisbury Road Project is to complete Corridor N of the Appalachian Development Highway System, to **improve the system linkage** in the region, **provide safe and efficient access** for motorists traveling on US 219, and provide a transportation infrastructure to **support economic opportunities** within the Appalachian Region.

Need:

1. The existing US 219 roadway network **does not provide efficient mobility for trucks.**
2. There are numerous **roadway and geometric deficiencies** present along the existing US 219 alignment which do not meet current design criteria and contribute to slower travel speeds through the corridor.
3. Existing US 219 **does not provide the infrastructure needed to access the surrounding municipalities** along with labor and business markets and is a contributing factor in limiting economic opportunities to the Appalachian Region.



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STATION 3
WHAT WE HEARD AT THE JUNE 2022 MEETINGS

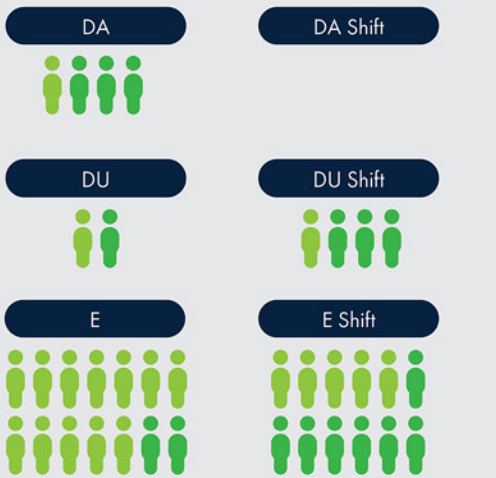
219 Meyersdale to Old Salisbury Rd

A public meeting was held on on June 23, 2022 & a virtual meeting on June 27, 2022.

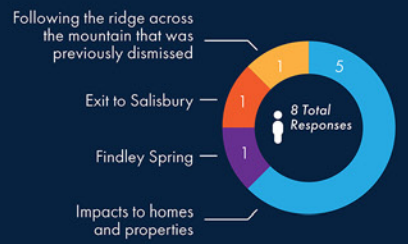
At that meeting, a comment form was distributed. Below are the results of the questions asked in that comment form and comments provided by members of the public to the team throughout the meetings.

Please rank the alternatives in order of your favorite to least favorite *(With 1 being your most favorite).*

● = Best Alternative
● = 2nd Best Alternative



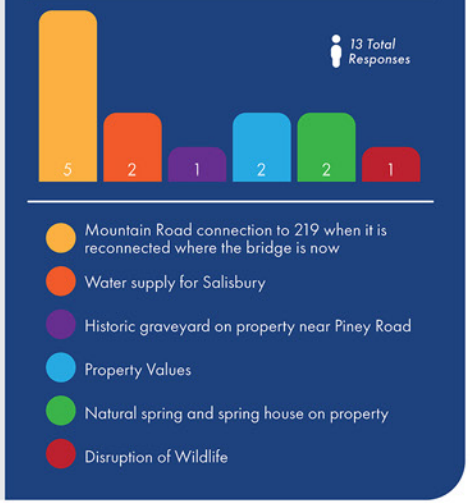
Is there anything you would like the Project Team to consider incorporating into the alternatives?



Are there any special features on your property that should be identified on the plans? *(i.e.: utility line not noted on plans, leases or easements, septic systems, etc.)*

Please check which statements represent your interests in the project.

Are there any specific issues (impact to property, access to the facility, impacts to natural, social or historic resources, etc...) with the alternatives displayed this evening that you have concerns with?



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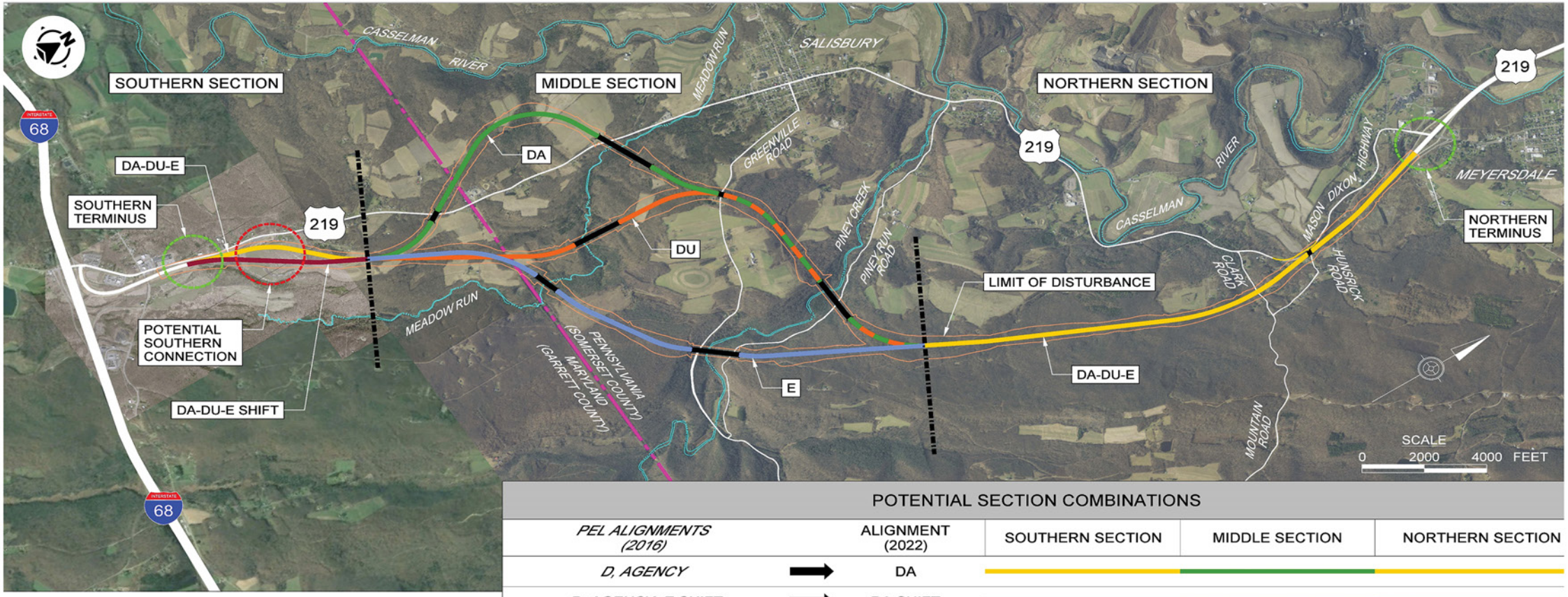
STATION 3
ALTERNATIVES PRESENTED AT THE JUNE 2022 MEETING

219 Meyersdale to Old Salisbury Rd



LEGEND

- SECTION BREAK
- MARYLAND / PENNSYLVANIA STATE LINE
- PROPOSED BRIDGE

POTENTIAL SECTION COMBINATIONS

PEL ALIGNMENTS (2016)		ALIGNMENT (2022)	SOUTHERN SECTION	MIDDLE SECTION	NORTHERN SECTION
D, AGENCY	→	DA			
D, AGENCY, E SHIFT	→	DA SHIFT			
D, USFWS, USACOE2	→	DU			
D, USFWS, USACOE2, E SHIFT	→	DU SHIFT			
E	→	E			
E SHIFT	→	E SHIFT			

STATION 3
2022 MEETING ALTERNATIVES IMPACT MATRIX

219 Meyersdale to Old Salisbury Rd

Impacts	Alignments					
	North Section	Middle Section			South Section	
	DA-DU-E	DA	DU	E	DA-DU-E	Shift
SocioEconomics						
Residentail Buildings impacts (w/i alignment) (#)	6	6	3	-	-	-
Parcels containing impacted buildings (including buildings outside of alignment) (#)	16	7	5	1	10	5
Outbuilding (#)	11	6	3	1	1	0
Parcels (#)	40	36	25	13	20	12
Commercial Displacements (#)	2	-	-	-	-	-
Other Displacements (#)	1	2	-	1	-	-
Columbia Gas Line (linear feet)	-	482	480	947	-	-
Salisbury Water Line (linear feet)	-	1,301	1,301	1,378	-	-
Natural Resources						
Forestland (acres)	115	279	274	227	16	15
# of potential bat hibernacula impacted	-	3	3	-	-	-
PA productive agriculture (acres) 2016 data	0.16	33	27	16	-	-
MD productive agriculture (acres) 2016 data	-	11	13	12	36	29
NWI Wetlands (acres)	0.34	2	3	1	-	-
NHD Streams (linear feet)	752	4,367	2,398	2,367	-	-
State Game Land (acres)	1	-	-	-	-	-
Historic Resources						
Mason Dixon Marker (#)	-	-	-	1	-	-
Tomlinson Inn (acres)	-	0.14	1.3	1.1	10	14
Lowry Farm (acres)	-	16.85	16.82	-	-	-
Miller Farm (acres)	1.17	-	-	-	-	-
Engineering						
Length of Alignment (miles)	2.7	4.90	4.35	3.95	1.1	1.1
Segment (acres)	147.5	339.1	306.9	254.2	61.2	62.7

Using secondary source data and public input, the team dismissed Alternatives DA and DA shift from further study.
These alternatives had the least public support and the highest environmental impacts. Detailed field data was not collected on DA/DA Shift.

Highest Impact per category in the middle alignment

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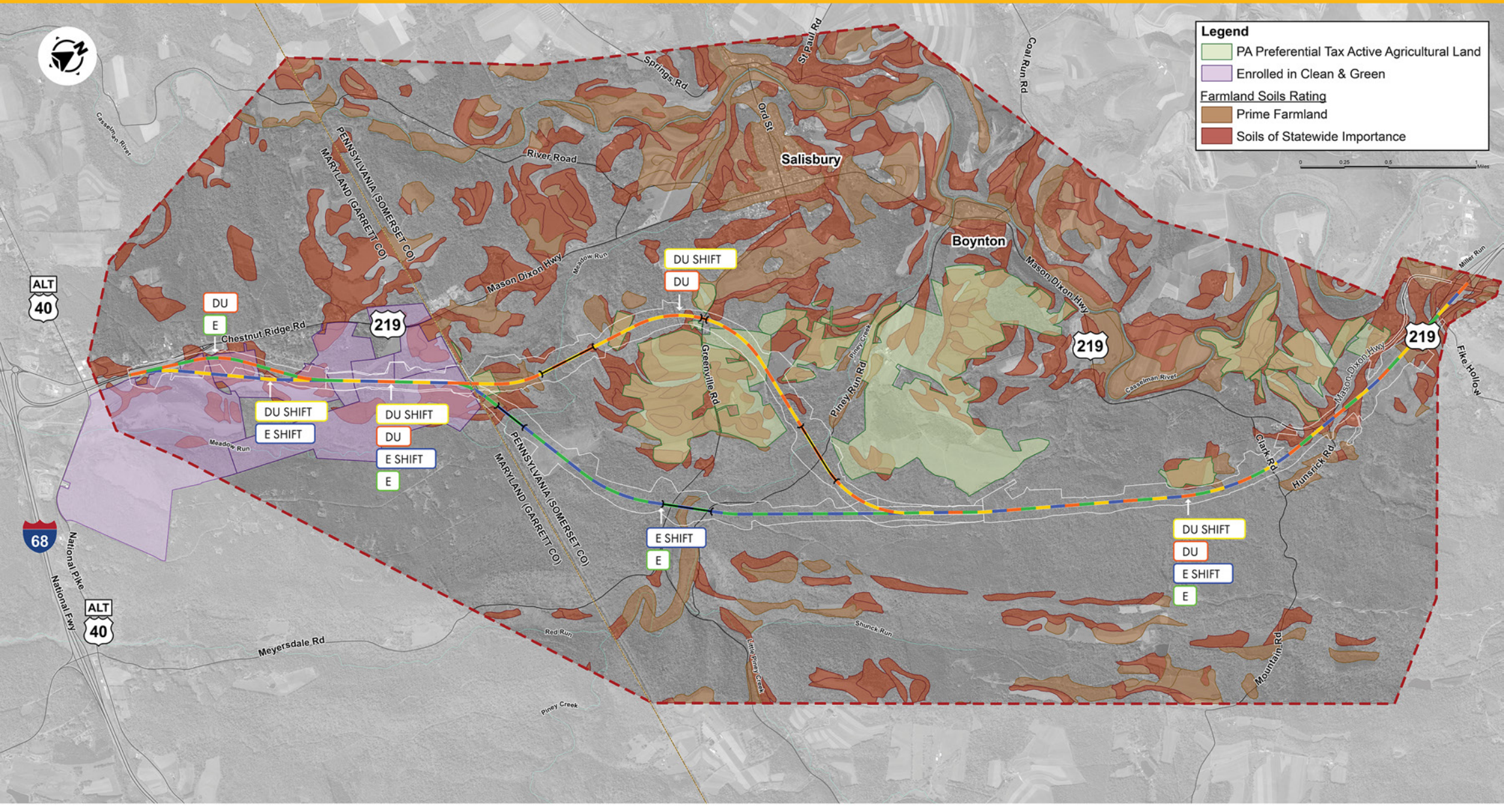
Public Meeting #2 | November 16, 2023

STATION 4
AGRICULTURAL RESOURCES/TAX PARCEL PROTECTION

219 Meyersdale to Old Salisbury Rd



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STATION 4
PRODUCTIVE AGRICULTURAL LAND

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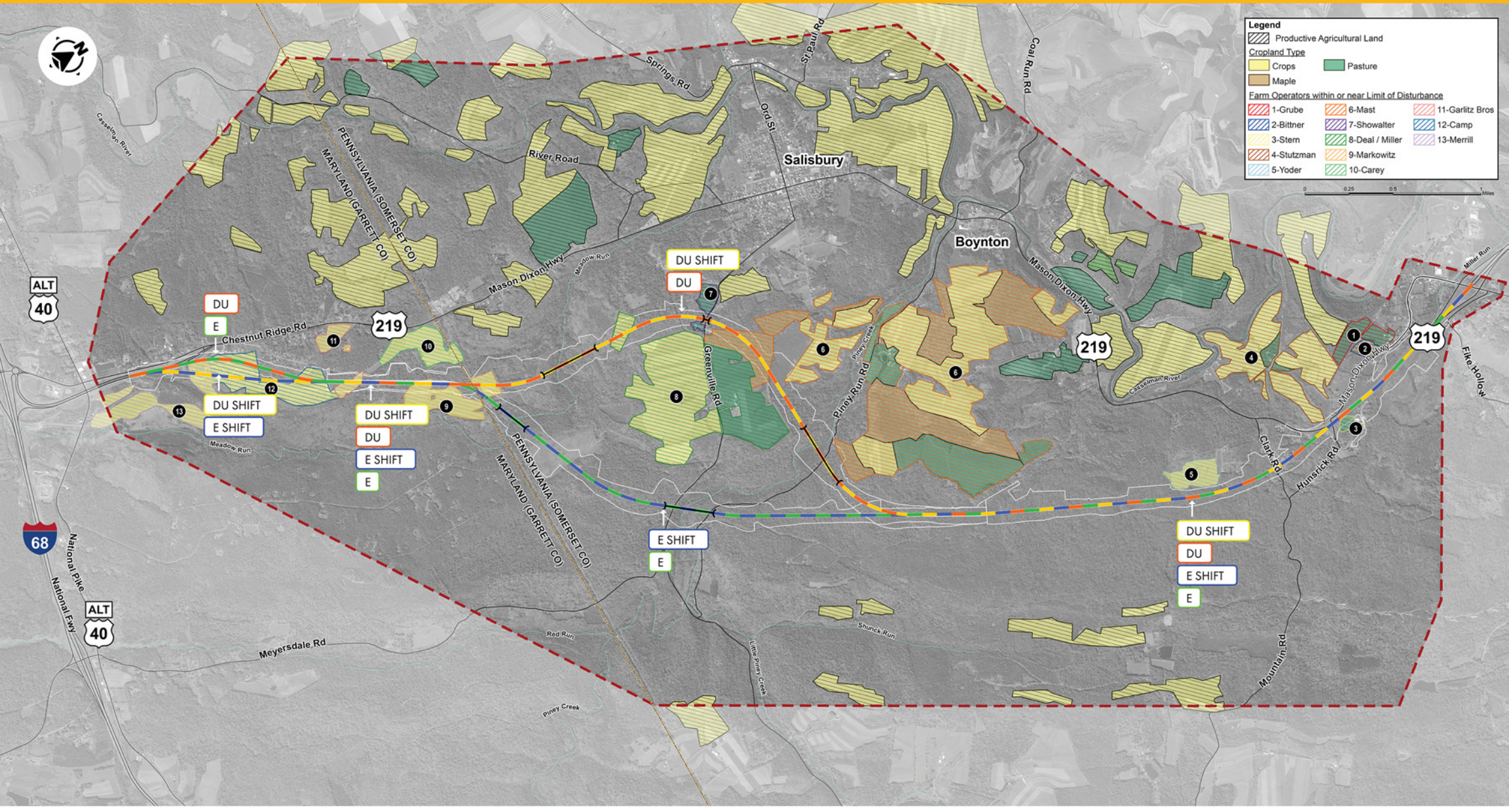

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STATION 4
POTENTIALLY ELIGIBLE HISTORIC RESOURCES/SOCIOECONOMIC RESOURCES

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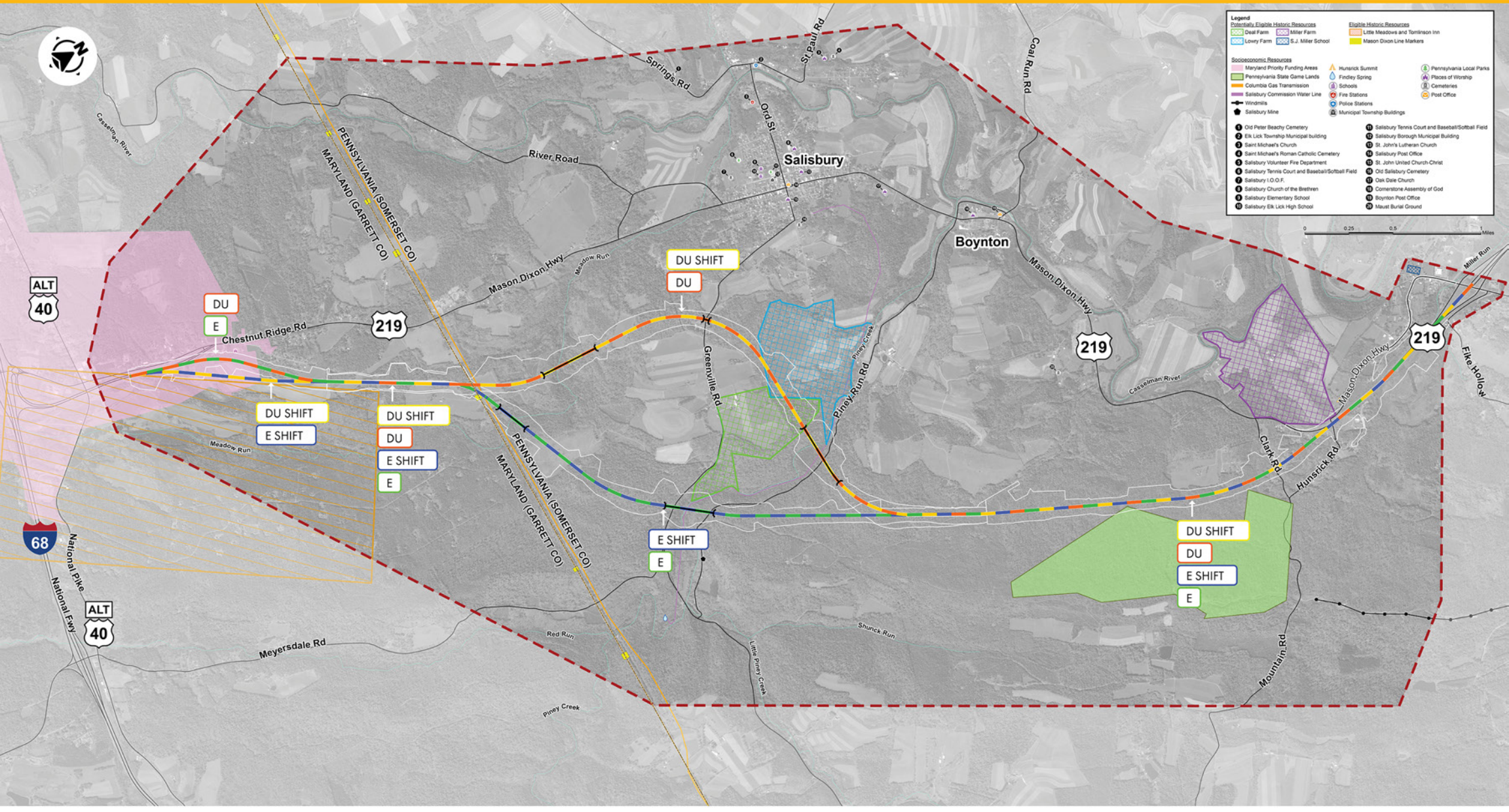

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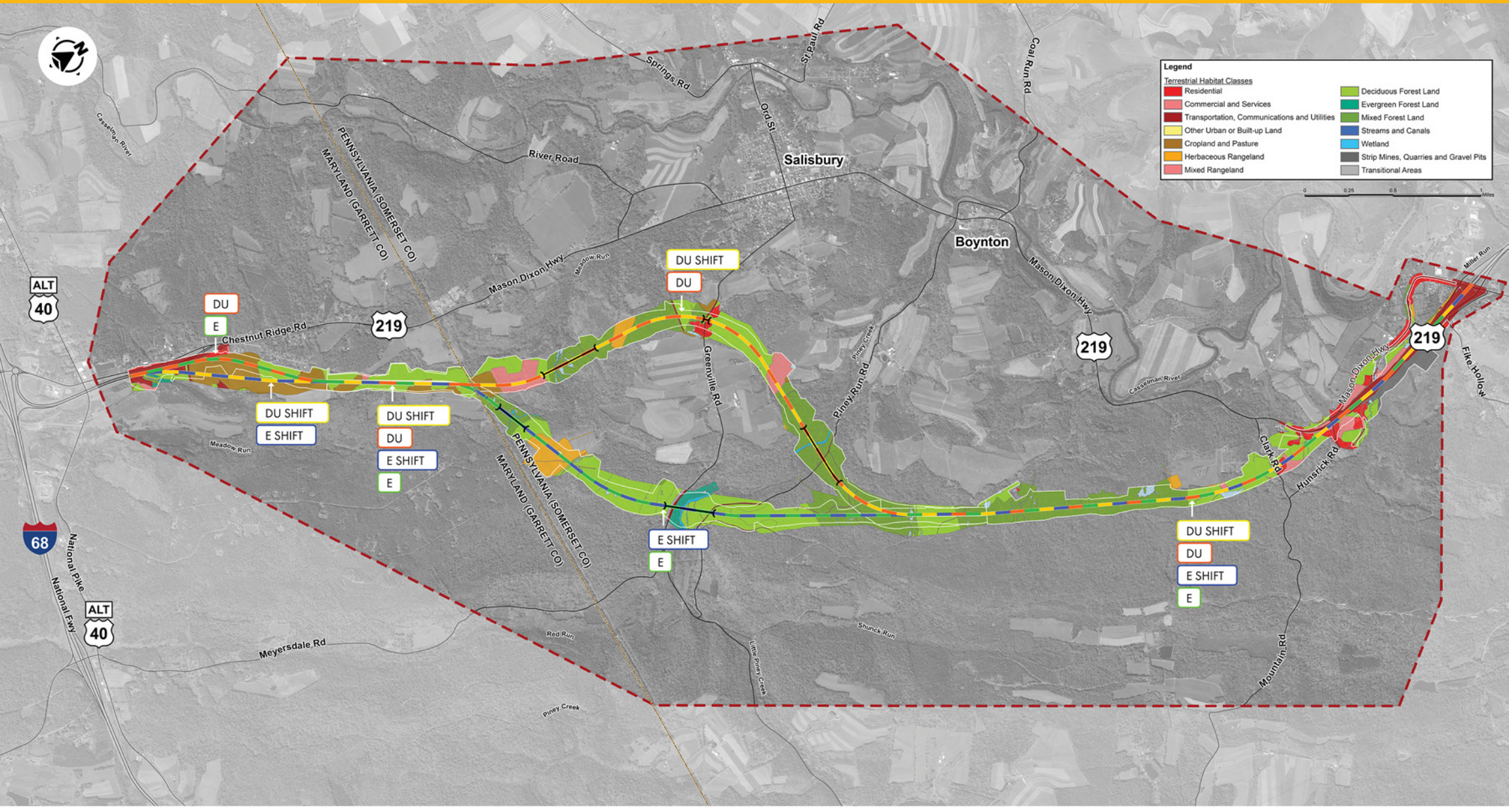
Public Meeting #2 | November 16, 2023

STATION 4
TERRESTRIAL LAND COVER

219 Meyersdale to Old Salisbury Rd



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STATION 4
WETLANDS & STREAMS

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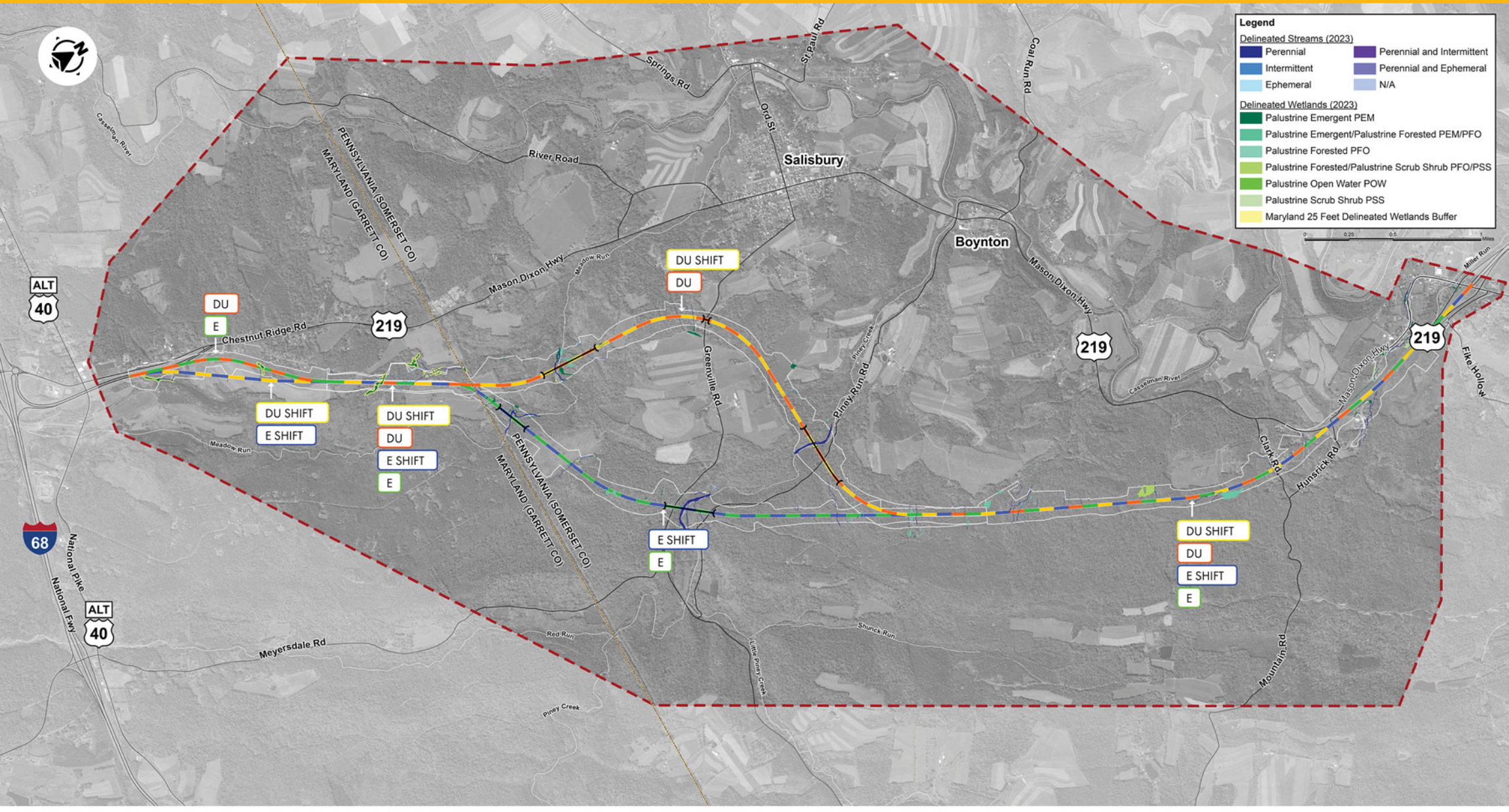

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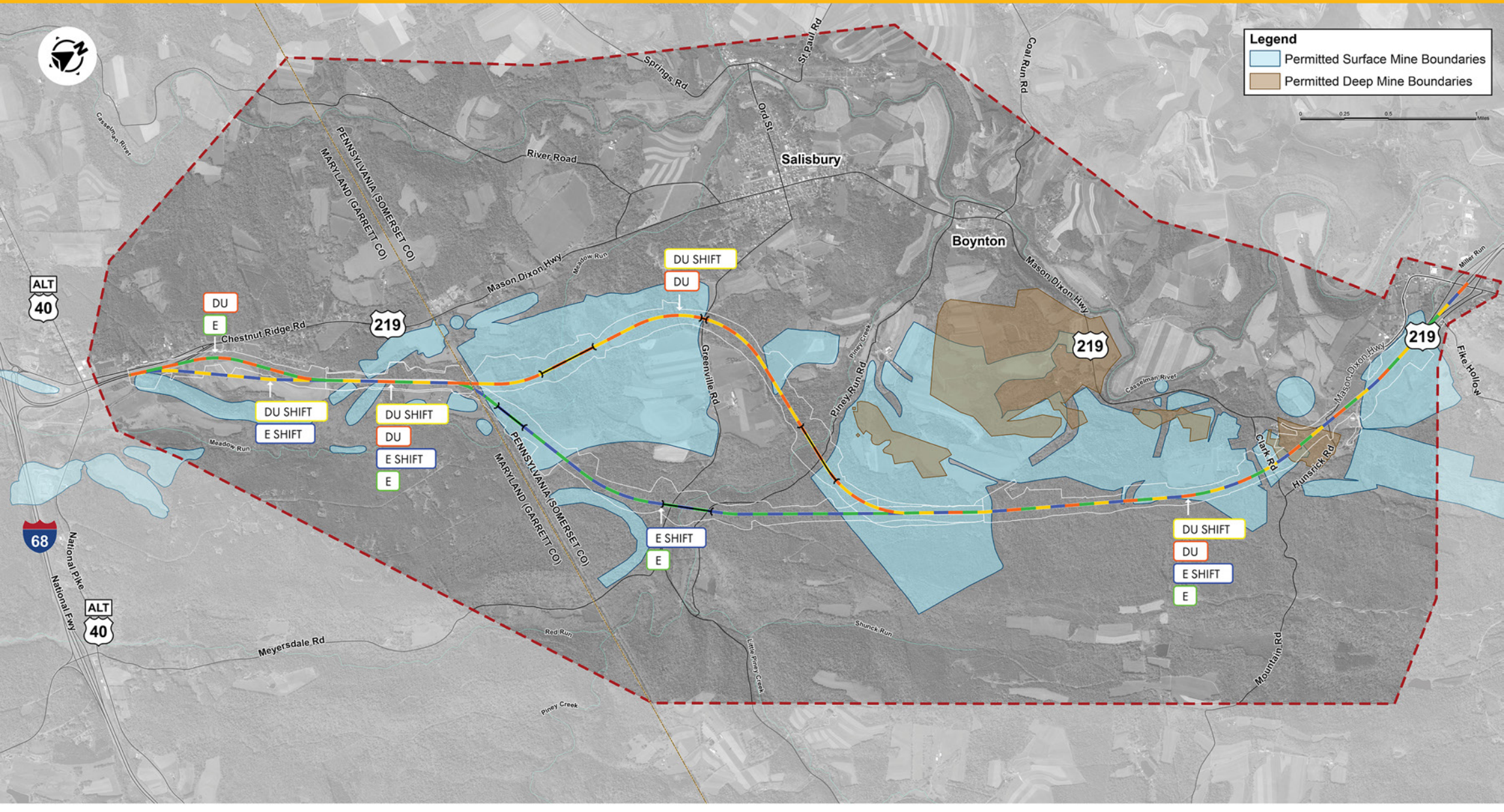
STATION 4
MINING

219 Meyersdale to Old Salisbury Rd



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STATION 4
ALTERNATIVE IMPACTS COMPARISON

219 Meyersdale to Old Salisbury Rd

HIGHEST & LOWEST IMPACT BY CATEGORY SUMMARY

Lowest Impact per category in the middle alignment

Highest Impact per category in the middle alignment

Mining & Potential Hazardous Waste	Aboveground Historic Resources	Archaeology	Engineering	Socio-Economic	Natural Resources
DU	DU	DU	DU	DU	DU
DU Shift	DU Shift	DU Shift	DU Shift	DU Shift	DU Shift
E	E	E	E	E	E
E Shift	E Shift	E Shift	E Shift	E Shift	E Shift

Socioeconomic	DU	DU Shift	E	E Shift
Parcels intersected by the Limit of Disturbance (#)	135	129	125	119
Residential Displacements (#)	12	12	9	9
Outbuilding Displacements (#)	28	27	26	25
Commercial Displacements (#)	2	2	2	2
Other Displacements (#)	2	3	3	4
State Game Land (acres)	1	1	1	1
Aboveground Historic Resources	**DU**	**DU Shift**	**E**	**E Shift**
Mason Dixon Marker (#)	-	-	1.0	1.0
Tomlinson Inn/Little Meadows (acres)	18.8	25.0	18.6	24.8
Lowry Farm* (acres)	24.4	24.4	-	-
Miller Farm* (acres)	0.9	0.9	0.9	0.9
Deal Farm* (acres)	16.4	16.4	1.7	1.7
S.J. Miller School* (acres)	-	-	-	-
Archaeology	**DU**	**DU Shift**	**E**	**E Shift**
Prehistoric Probability - High	133.2	133.2	131.8	131.8
Prehistoric Probability - Moderate (acres)	72.3	72.3	59.8	59.8
Prehistoric Probability - Low (acres)	345.2	358.4	284.0	297.2
Historic Probability - High (PA only) (acres)	42.5	42.5	26.9	26.9
Historic Probability - Moderate (PA only) (acres)	22.0	22.0	16.7	16.7
Historic Probability - Low (PA only) (acres)	282.8	282.8	198.3	198.3
Mining & Potential Hazardous Waste	**DU**	**DU Shift**	**E**	**E Shift**
Surface Mining Boundaries (acres)	341.5	343.0	239.9	241.4
Deep Mine Boundaries (acres)	25.0	25.0	25.0	25.0
Area Of Concern Sites (#)	3	3	3	3
Engineering	**DU**	**DU Shift**	**E**	**E Shift**
Natural Gas Pipeline (linear feet)	487.1	487.1	951.6	951.6
Length of Alignment (miles)	8.7	8.7	8.4	8.3
Level of Disturbance Acreage	725.8	739.2	675.8	689.3

Natural Resources	DU	DU Shift	E	E Shift
Forestland	**461.6**	**460.5**	**438.3**	**437.2**
Deciduous Forestland (acres)	203.2	201.3	272.5	270.6
Evergreen Forestland (acres)	1.1	1.9	8.4	9.2
Mixed Forestland (acres)	257.2	257.2	157.4	157.4
Farmland				
Productive Cropland/Pasture (acres)	71.4	91.5	53.8	73.9
Maple Sugar Production Forest (acres)	23.7	23.7	0.1	0.1
Productive Farms (#)	11	11	8	8
Prime Farmland Soils (acres)	39.0	39.0	26.3	26.3
Soils of Statewide Importance (acres)	141.6	148.4	120.8	127.7
Preferential Tax Assesment - PA only (acres)	71.0	71.0	3.7	3.7
Other				
FEMA 100-Year Flood Zone (acres)	12.3	12.3	7.1	7.1
Potential Bat Hibernacula (#)	3	3	-	-
Wetland	**14.3**	**14.4**	**12.8**	**12.7**
Palustrine Emergent PEM	4.3	4.4	3.3	3.2
Palustrine Emergent/Palustrine Forested PEM/PFO	0.5	0.5	0.5	0.5
Palustrine Forested PFO	5	5	4.6	4.6
Palustrine Forested/Palustrine Scrub Shrub PFO/PSS	2.6	2.6	2.6	2.6
Palustrine Open Water POW	1.7	1.7	1.5	1.5
Palustrine Scrub Shrub PSS	0.3	0.3	0.3	0.3
Palustrine Open Water POW	0	0	0	0
Streams	**29,172**	**29,549**	**29,295**	**29,675**
Perennial Streams (#/linear feet)	42 / 17,555	42 / 17,882	44 / 19,935	44 / 20,262
Intermittent Stream (#/linear feet)	28 / 8,721	29 / 8,771	26 / 6,710	27 / 6,763
Ephemeral Streams (#/linear feet)	12 /2,232	12 / 2,232	10 / 1,985	10 / 1,985
Perennial and Intermittent (#/linear feet)	2 / 595	2 / 595	2 / 595	2 / 595
Perennial and Ephemeral (#/linear feet)	1/69	1/69	1 / 69	1 / 69

* Is considered potentially eligible at this time.

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STATION 5
DETAILED ALTERNATIVES: DU/DU SHIFT & E/E SHIFT

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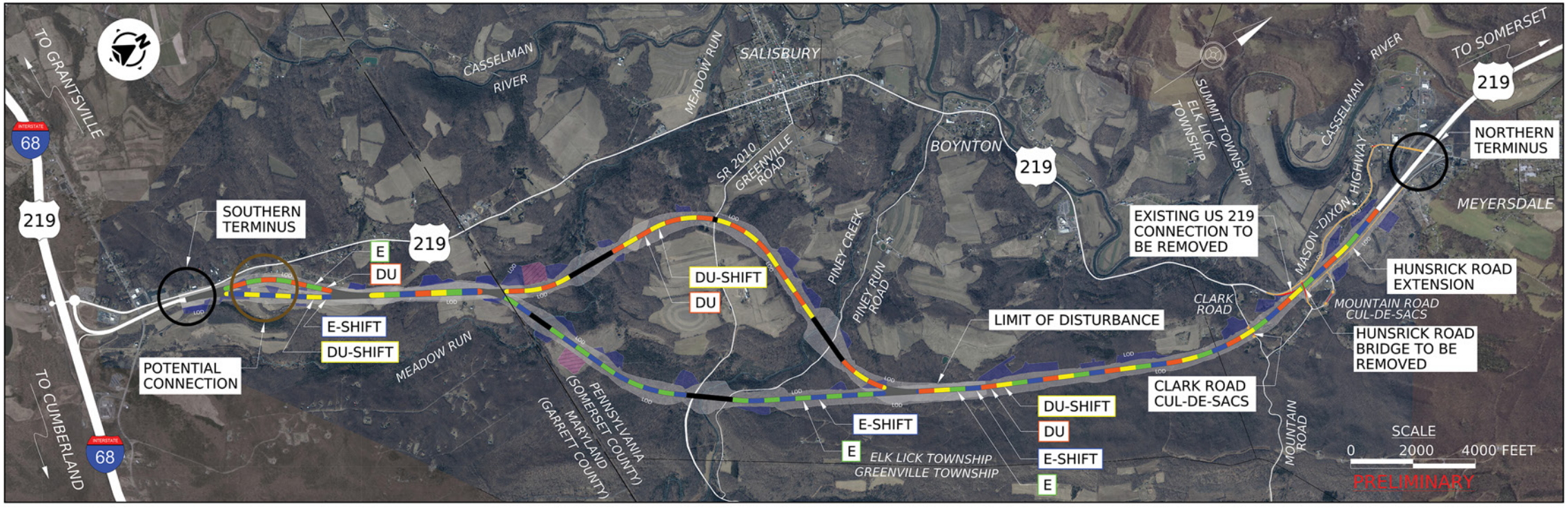
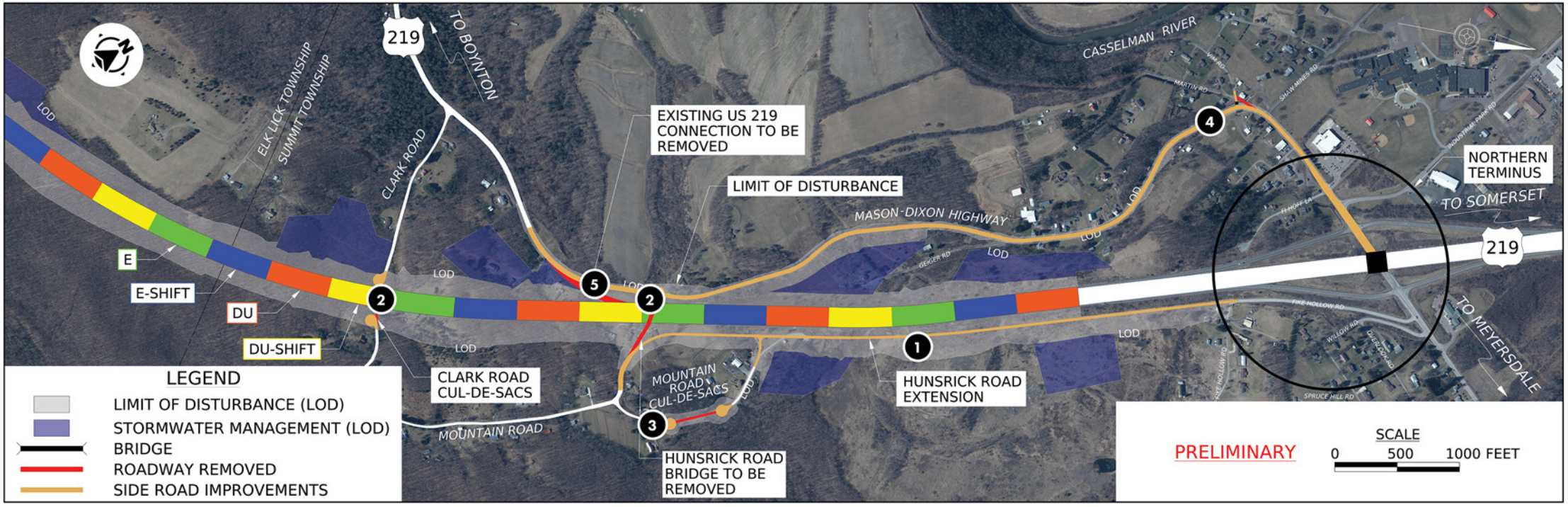


LEGEND
- LIMIT OF DISTURBANCE (LOD)
- MAINTENANCE YARD (LOD)
- STORMWATER MANAGEMENT (LOD)
- BRIDGE
- ROADWAY REMOVED
- SIDE ROAD IMPROVEMENTS

STATION 5
ADDITIONAL IMPROVEMENTS

219 Meyersdale to Old Salisbury Rd



In response to comments received at the June 2022 public meeting and in an effort to re-connect local access, plans have been developed in the northern portion of the study area that include:

1. Extension of Hunsrick Road
2. Clark Road bisected and Hunsrick Road Bridge Eliminated
3. Design a cul-de-sac on Mountain Road
4. Upgrade Old Mason-Dixon Highway
5. Existing US 219 Connection to be removed

STATION 5
POTENTIAL DIRECT CONNECTION IN MARYLAND

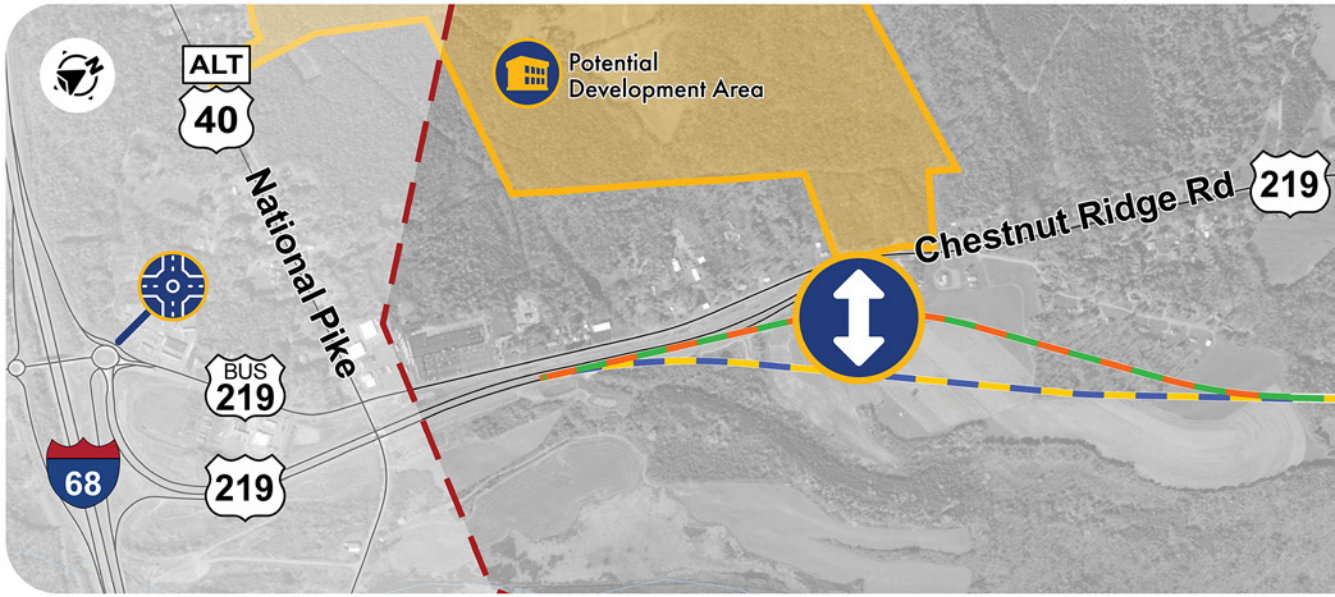
219 Meyersdale to Old Salisbury Rd

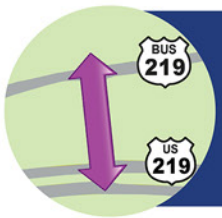
The project team wants to gauge public interest to understand if a connection should be evaluated as part of this project, or if it should be considered as a potential future improvement.

- The project team has coordinated with Garrett County and Grantsville to gain an understanding about potential economic development in the area north of US 40 and west of Business 219.
- There are currently no final plans for development in this area.
- The ↕ icon shows the general location of a potential connection from new US 219 to an area designated for future economic development in Garrett County's 2022 Comprehensive Plan.

Tell Us What You Think!

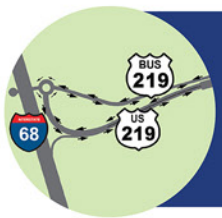
A question has been included on tonight's comment form and we would appreciate your feedback.





Is a direct connection needed? If so, is it needed right now?

↕ A direct connection could be evaluated between a new US 219 alignment and existing Business 219



Or perhaps a direct connection can be evaluated later when future development and other conditions in the area are clarified.

If a direct connection is not needed, drivers can use the existing roundabout connection where the southern end of the new US 219 alignment ties into Business 219

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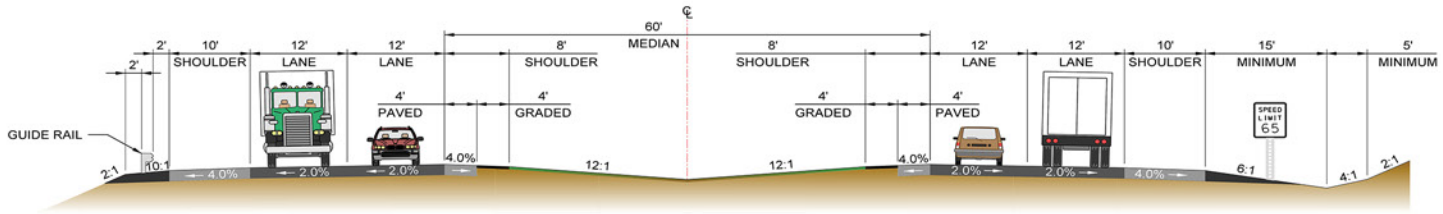
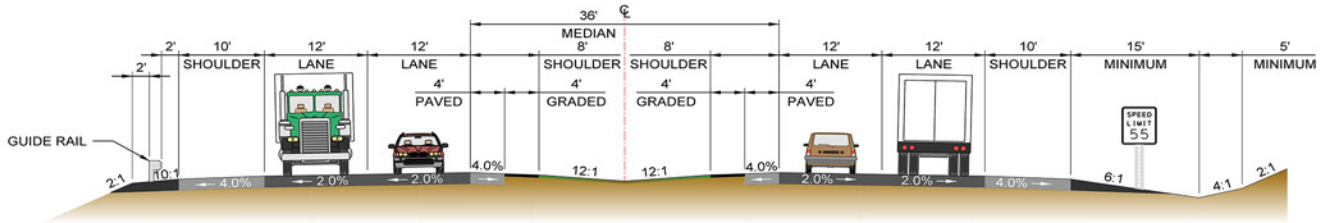
STATION 6
US 219 TYPICAL SECTIONS

219 Meyersdale to Old Salisbury Rd



US 219 TYPICAL SECTION WITH **60′ MEDIAN**



US 219 TYPICAL SECTION WITH **36′ MEDIAN**

The typical section along new US 219 will vary between the two illustrations shown above. The main difference is the median width. The majority of the median within Pennsylvania will be 60′ and will transition down to 36′ in Maryland. The transition is still in development at this time.

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STATION 7
PROJECT SCHEDULE

219 Meyersdale to Old Salisbury Rd

PHASE 1: ENVIRONMENTAL CLEARANCE

Public Meeting No. 1 to Present Detailed Alternatives - ***JUNE 23, 2022***

WE ARE HERE Public Meeting No. 2 to Present Detailed Alternatives - ***NOVEMBER 16, 2023***

Public Meeting No. 3 to Present Recommended Preferred Alternative - ***SPRING 2024***

Circulate Draft Environmental Impact Statement (DEIS) - ***SUMMER 2024***

Conduct Public Hearing - ***FALL 2024***

Public Meeting No. 4 to Present Preferred Alternative & Mitigation - ***SPRING 2025***

Complete Final Environmental Impact Statement (FEIS) and Issue Record of Decision (ROD) - ***FALL 2025***

PHASE 2: PRELIMINARY ENGINEERING *(FULLY FUNDED)*

Complete Preliminary Engineering Design - ***2023 to 2025***

PHASE 3: FINAL DESIGN *(FULLY FUNDED)*

Complete Final Design & Right-of-way Acquisition - ***2025 to 2028***

PHASE 4: CONSTRUCTION *(CONTIGENT UPON FUNDING)*

Complete Construction - ***2029 to 2031***

STATION 8
COMMENT FORMS

219 Meyersdale to Old Salisbury Rd

Please submit your comment forms in-person tonight or through the following methods:

Online
penndot.pa.gov/US219MeyersdaleSouth

Email Us
ndonahoe@pa.gov

Mail-In Comments
PennDOT District 9-0
1620 North Juniata Street,
Hollidaysburg, PA 16648
Attn: Nicki Donahoe P.E. – Project Manager

Thank you for participating.
We look forward to hearing from you!

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