

# Welcome to the *Public Hearing*

## U.S. 219 Meyersdale, PA to Old Salisbury Road, MD

**PLEASE SIGN IN**



# STATION 1

## PUBLIC HEARING PURPOSE



### The purpose of public hearing is to:

- 1** — Formally present the Draft Environmental Impact Statement (DEIS) detailing the evaluation and comparison of the four Build Alternatives and the No Build Alternative.
- 2** — Provide an opportunity for interested individuals, community associations, citizen groups, and government agencies to offer spoken or written comments on the:
  - DEIS
  - Department of the Army (DA) Permit Application (2014-523)
  - Maryland Department of the Environment (MDE) Nontidal Wetlands and Waterways Permit Application (24-NT-3200) - *Maryland Public Hearing Only*
  - MDE Maryland Section 401 Water Quality Certification (24-WQC-0043) - *Maryland Public Hearing Only*
- 3** — Document public interest and views on the project.



This public hearing is part of the National Environmental Policy Act (NEPA) process for involving the public in transportation decision-making.

**The Pennsylvania Department of Transportation (PennDOT) and the Maryland State Highway Administration (SHA) comply with Title VI of the Civil Rights Act of 1964 and other related non-discrimination laws, including the Americans with Disabilities Act.**

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If you should require language assistance for Limited English Proficiency or if you believe PennDOT or SHA are not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with either:



### **PennDOT Bureau of Equal Opportunity**

P.O. Box 3251

Harrisburg, PA 17105-3251

**Phone:** 717-787-5891

**Email:** [penndoteoreports@pa.gov](mailto:penndoteoreports@pa.gov)

### **SHA Office of Equal Opportunity**

Judith de Vastey, Title VI Manager

707 North Calvert Street

Baltimore, MD 21202

**Phone:** 410-545-0404

**Email:** [SHATitleVI@mdot.maryland.gov](mailto:SHATitleVI@mdot.maryland.gov)



# STATION 2

## OVERVIEW OF DEIS BOARDS



### The following boards will provide you with information on the results of the DEIS:

- **Project Location, Purpose and Need, and History of the Alternatives**
- **Roadway Layout, Detailed Alternatives Being Evaluated, and Additional Improvements**
- **Detailed Environmental, Cultural and Socioeconomic Data (Updated for the Modified Alternatives)**
- **Project Schedule and How to Provide Testimony**



The DEIS details the evaluation and comparison of the four Build Alternatives and the No Build Alternative. A FHWA Preferred Alternative is identified in this DEIS.



Public Hearings | December 11 & 12, 2024



# STATION 2

## PROJECT PURPOSE AND NEED



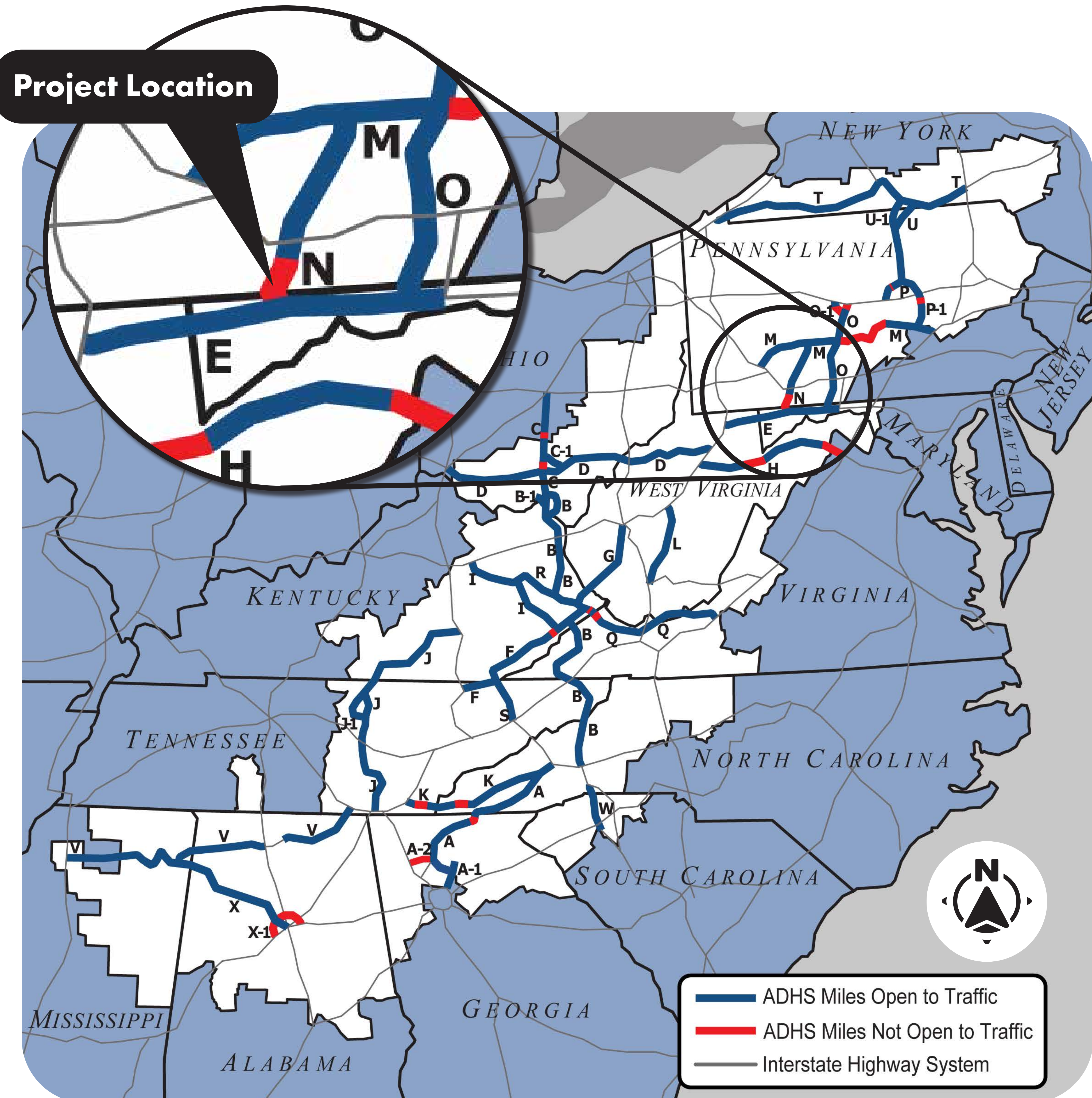
All transportation projects have a purpose and need. Below is information on the U.S. 219, Section 050 project.

### Purpose:

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

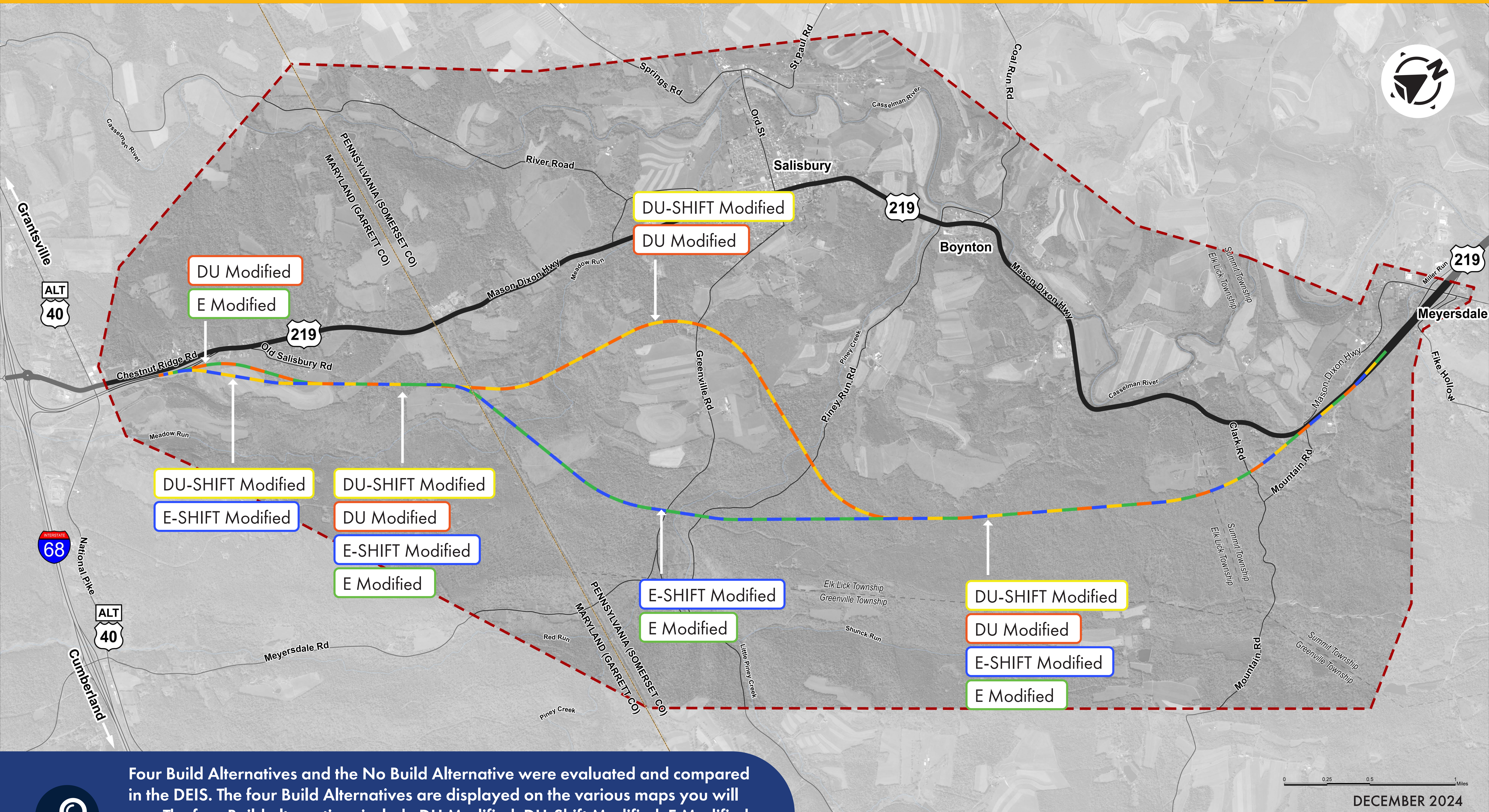
### Need:

1. The existing U.S. 219 roadway network **does not provide efficient mobility for trucks.**
2. There are numerous **roadway and geometric deficiencies** present along the existing U.S. 219 alignment which do not meet current design criteria and contribute to slower travel speeds through the corridor.
3. Existing U.S. 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.









# STATION 2 PROJECT LOCATION



Four Build Alternatives and the No Build Alternative were evaluated and compared in the DEIS. The four Build Alternatives are displayed on the various maps you will see. The four Build alternatives include DU Modified, DU-Shift Modified, E Modified and E-Shift Modified and are shown as colored dashes on the maps. As the Build Alternatives overlap, a color has been assigned to identify each one.

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



0 0.25 0.5 1 Miles  
DECEMBER 2024



Public Hearings | December 11 & 12, 2024



# STATION 2

## HISTORY OF THE ALTERNATIVES



Outlined on this chart is the history of the alternatives that have been developed, analyzed and eliminated since the initial Environmental Impact Statement Project that started in 2001.

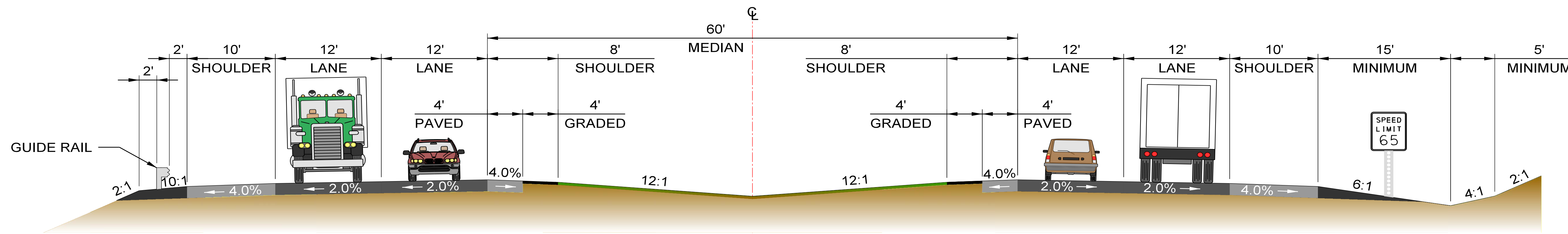
2001 - 2007 DEIS		2014 - 2016 PEL			2021 - On-Going	
Previous NEPA Study		Alternatives Screened & Eliminated			Current NEPA Study	
Alternatives Established	Step 1 Screening	Step 2 Screening	Step 3 Screening	Preliminary Alternatives	Detailed Study Alternatives	
No Build	No-Build*	No-Build*	No-Build*	No Build	No Build	
Upgrade	Upgrade	Upgrade	Upgrade	E	E	
TSM	TSM	TSM	TSM	E-Shift	E-Shift	
A	A	A	A	DA	DA	
B	B	B	B	DA-Shift	DA-Shift	
C	C	C	C	DU	DU	
D	D	D	D	DU-Shift	DU-Shift	
E	E	E	E			
E-Shift	E-Shift	E-Shift	E-Shift			
AE	AE	AE	AE			
USACE 1	USACE 1	USACE 1	USACE 1			
USACE 2	USACE 2	USACE 2	USACE 2			
Agency	Agency	Agency	Agency			
USFWS	USFWS	USFWS	USFWS			
Ridge	Ridge	Ridge	Ridge			
	Westerly	Westerly	Westerly			

\* Note: Although the No Build Alternative was eliminated in Step 1 (Screening) of the Planning and Environmental Linkages (PEL) Study due to not meeting the project purpose and need it must be retained per the CEQ NEPA Regulations [40 CFR 1502.14(C)]. The No Build Alternative is carried into the current NEPA Study to provide a baseline for comparison to the Build Alternatives.

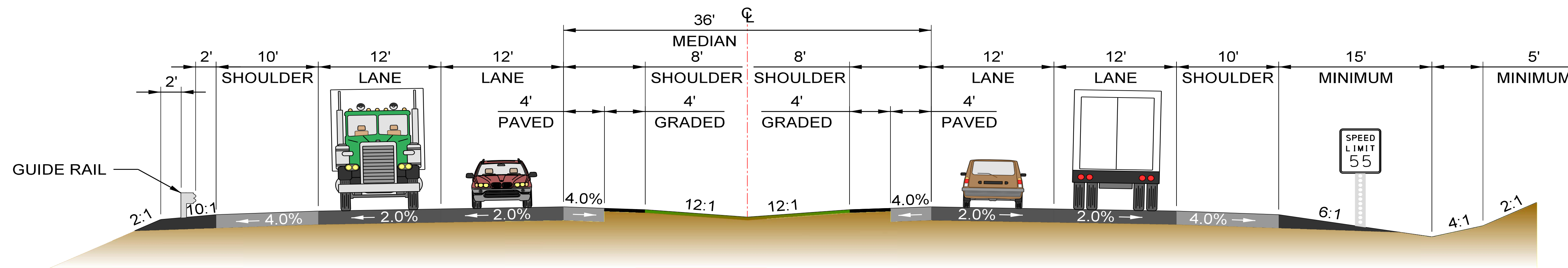


# STATION 3

## U.S. 219 ROADWAY LAYOUTS: 60' VS 36' MEDIAN



U.S. 219 ROADWAY LAYOUT WITH **60' MEDIAN**



U.S. 219 ROADWAY LAYOUT WITH **36' MEDIAN**



The roadway layout for each Build Alternative provides a four-lane divided limited access highway with 12-foot wide travel lanes, 8-foot wide inside shoulders and 10-foot wide outside shoulders. The roadway layout will vary between the two illustrations shown above with the main difference being the median width. The majority of the median within Pennsylvania will be 60' and will transition down to 36' in Maryland. The location of the transition is displayed on the next board.

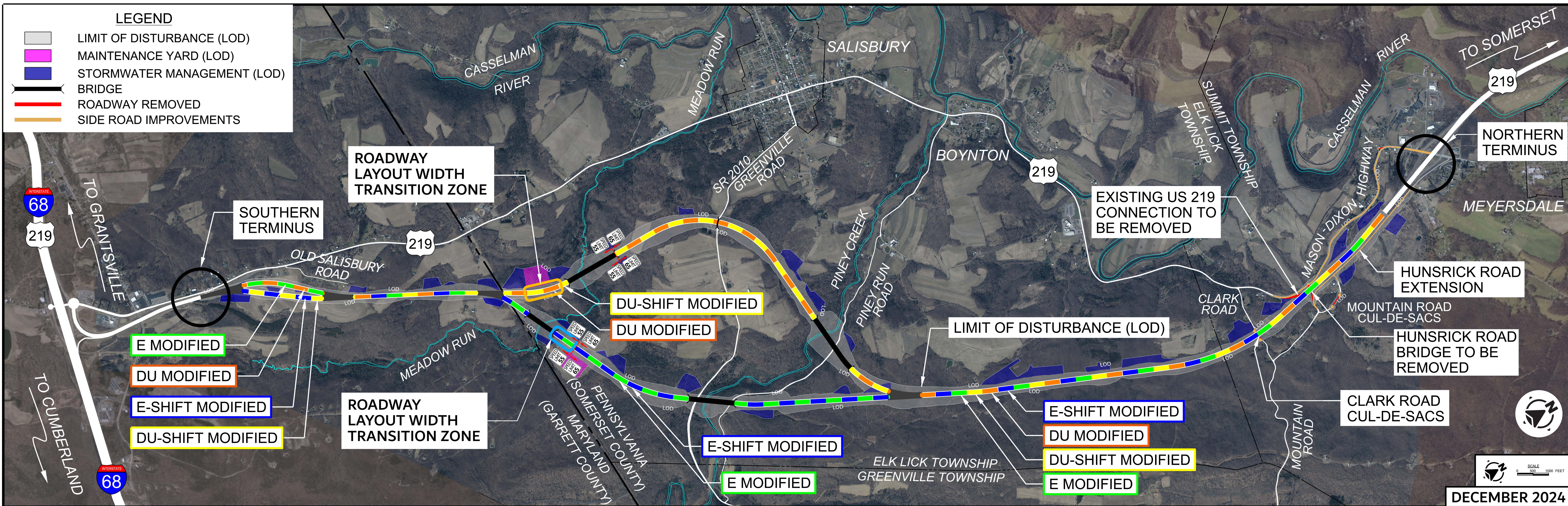


Public Hearings | December 11 & 12, 2024



# STATION 3

## DETAILED ALTERNATIVES: DU MODIFIED/DU-SHIFT MODIFIED & E MODIFIED/E-SHIFT MODIFIED



 PennDOT and SHA have been busily working to avoid and/or minimize human, cultural and environmental impacts to the extent possible. However, conceptual mitigation plans have been developed for unavoidable impacts that will be refined further for FHWA's Selected Alternative in the next phase of the project.

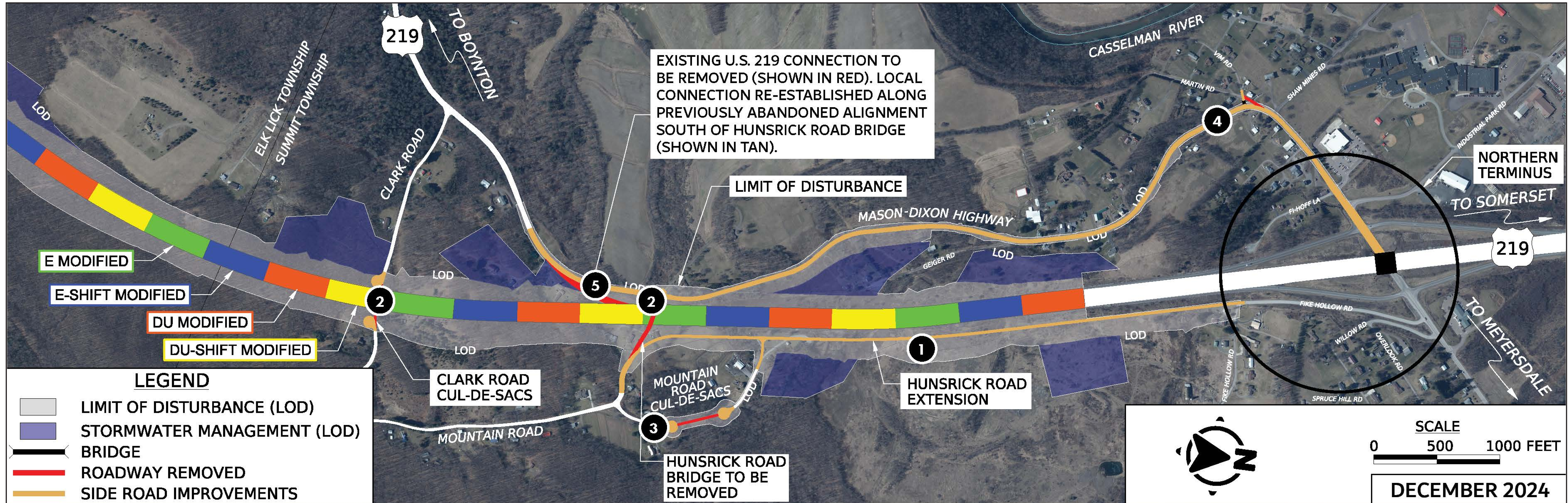


Public Hearings | December 11 & 12, 2024



# STATION 3

## ADDITIONAL IMPROVEMENTS



This figure presents five changes that will occur in the northern portion of this study area in addition to the new alignment. Those changes are represented by numbers 1 through 5 and the description contained to the right.

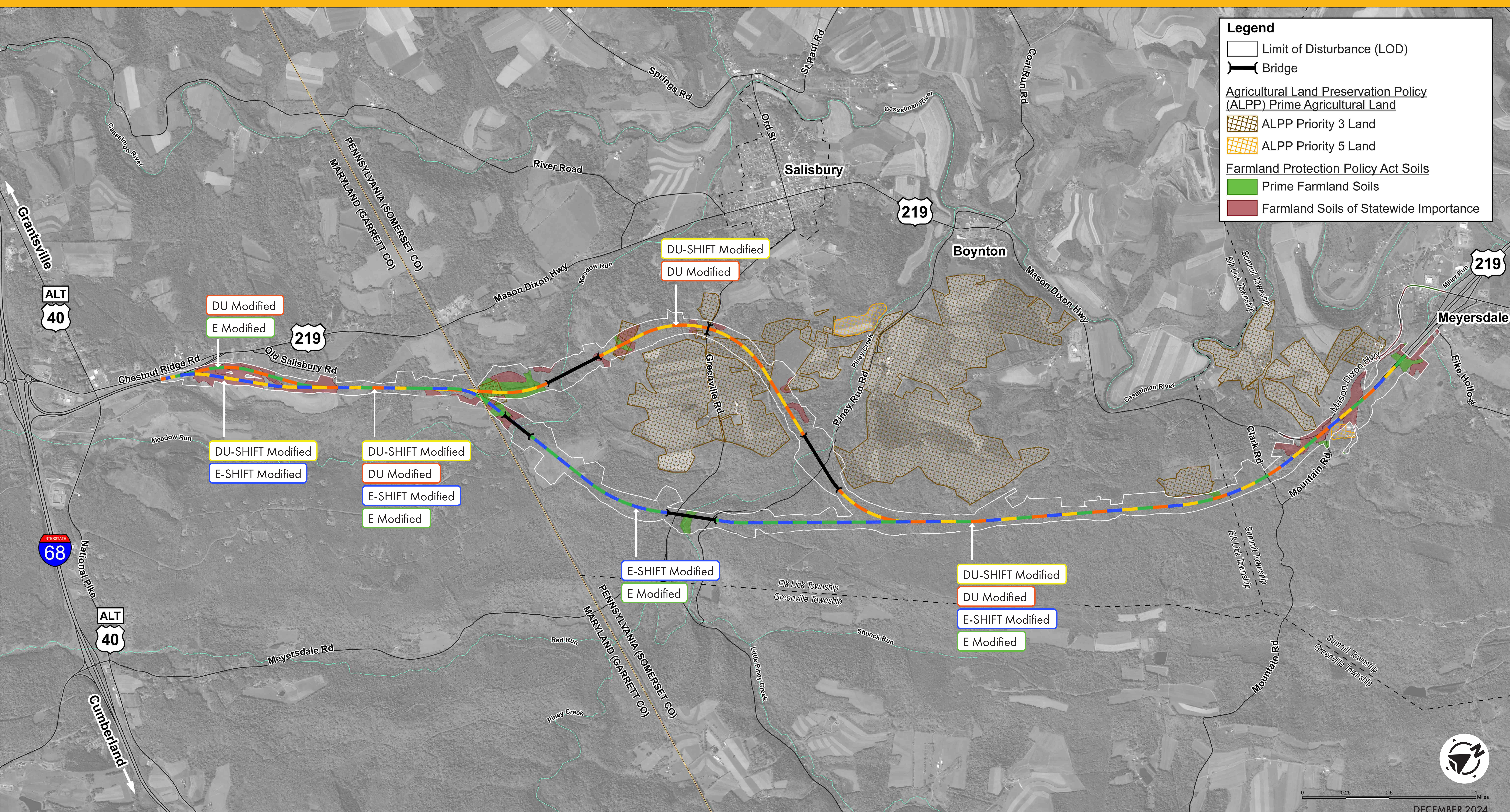
As the alignment in this area is the same for all four Build Alternatives being studied, colored dashes were used to represent each one. The corresponding color for each Build Alternative is shown to the right.

- |  |  |
|--|--|
| <b>1</b> Extension of Hunsrick Road                              | <b>4</b> Upgrade Mason-Dixon Highway   |
| <b>2</b> Clark Road bisected and Hunsrick Road Bridge Eliminated | <b>5</b> Existing U.S. 219 Connection to be removed, local connection re-established along previously abandoned alignment  |
| <b>3</b> Cul-de-sacs on Mountain Road                            | Alternative E Modified: Green ( <span style="color: green;">█</span> )<br>Alternative E-Shift Modified: Blue ( <span style="color: blue;">█</span> )<br>Alternative DU Modified: Orange ( <span style="color: orange;">█</span> )<br>Alternative DU-Shift Modified: Yellow ( <span style="color: yellow;">█</span> ) |



# STATION 4

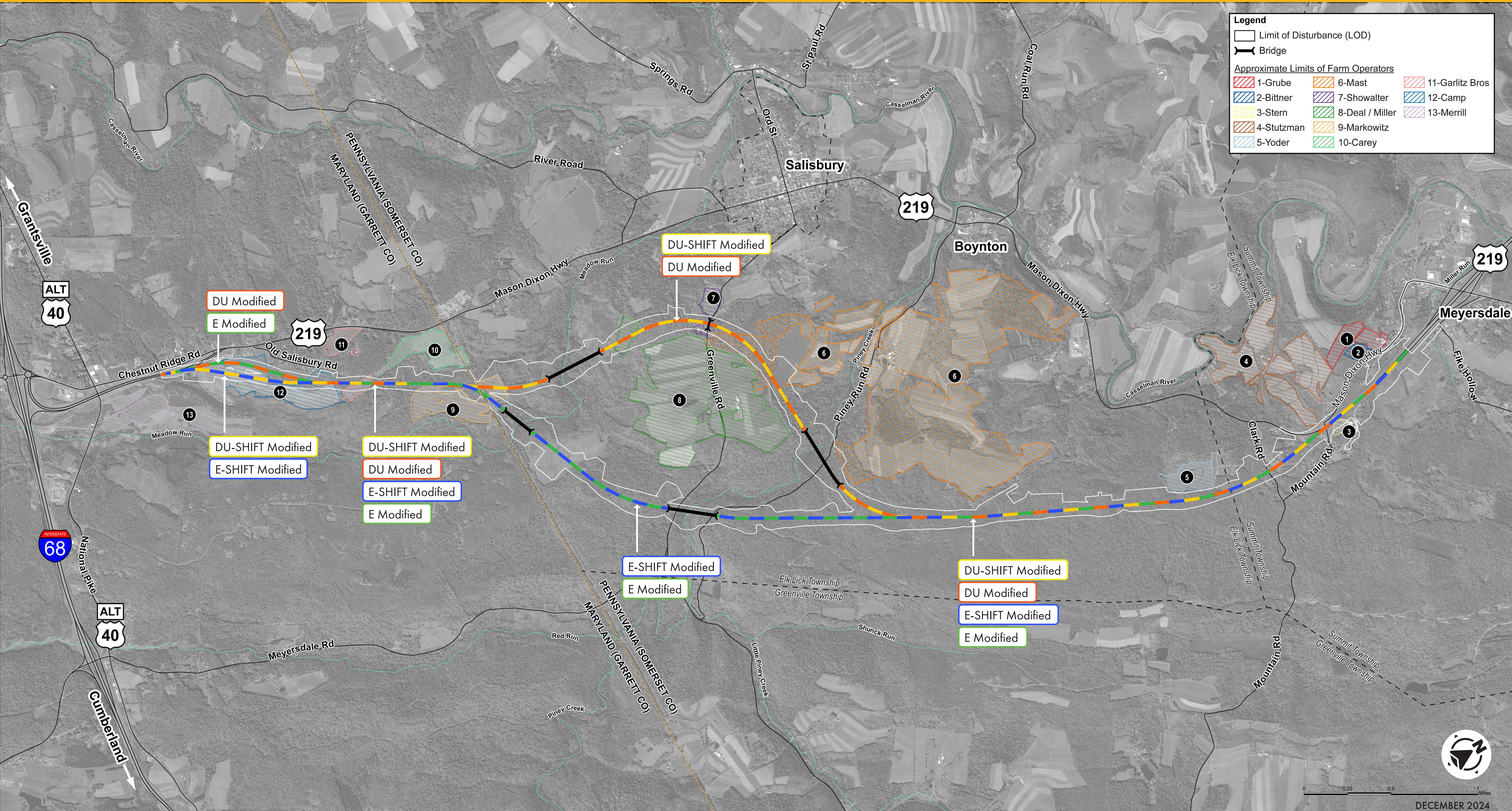
## AGRICULTURAL RESOURCES/TAX PARCEL PROTECTION





# STATION 4

## PRODUCTIVE AGRICULTURAL LAND



**Legend**

- Limit of Disturbance (LOD)
- Bridge

**Approximate Limits of Farm Operators**

1-Grube	6-Mast	11-Garlitz Bros
2-Bittner	7-Showater	12-Camp
3-Stern	8-Deal / Miller	13-Merrill
4-Stutzman	9-Markowitz	
5-Yoder	10-Carey	



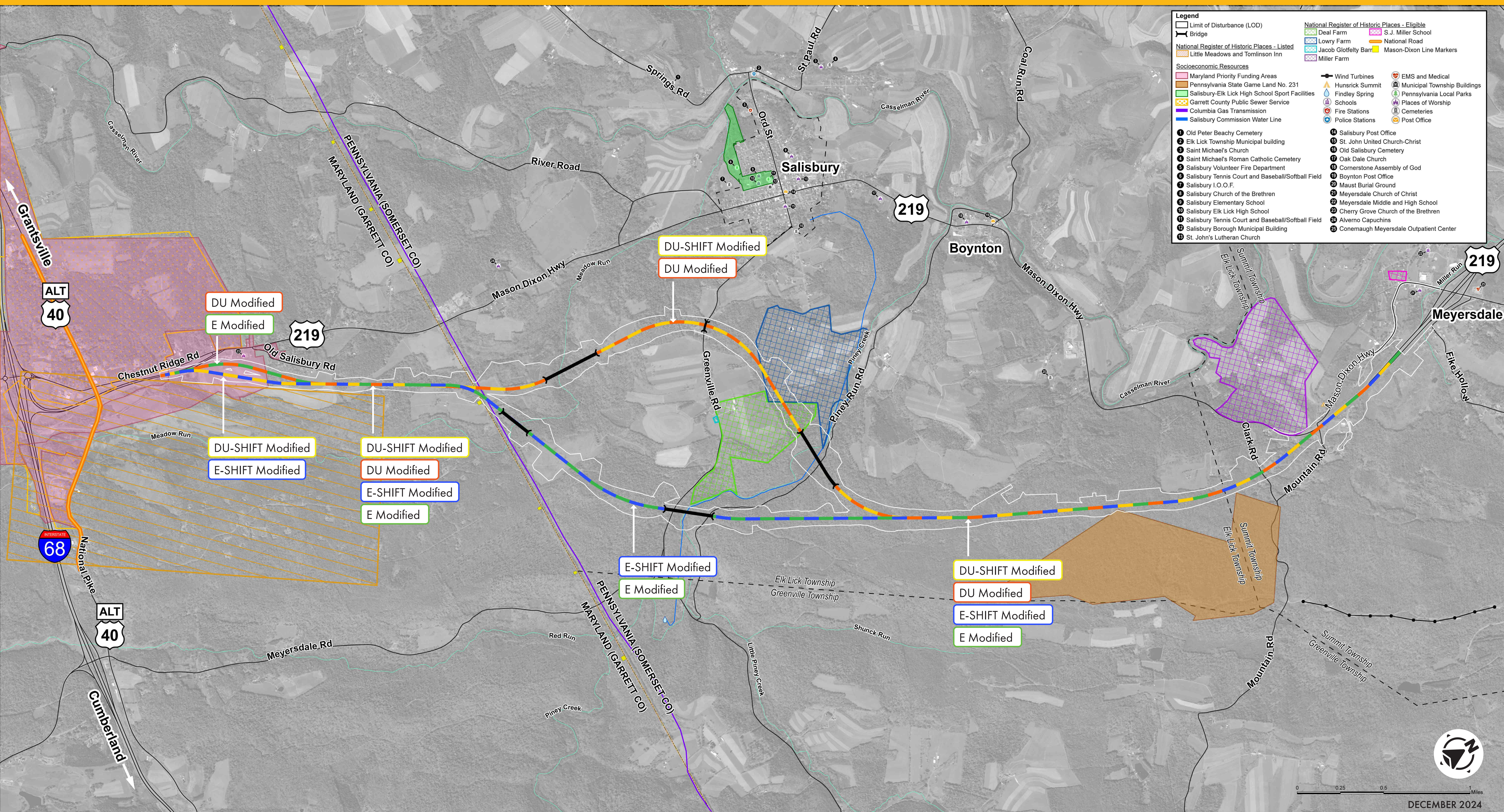
Public Hearings | December 11 & 12, 2024

DECEMBER 2024



# STATION 4

## NRHP ELIGIBLE & LISTED HISTORIC RESOURCES/SOCIOECONOMIC RESOURCES

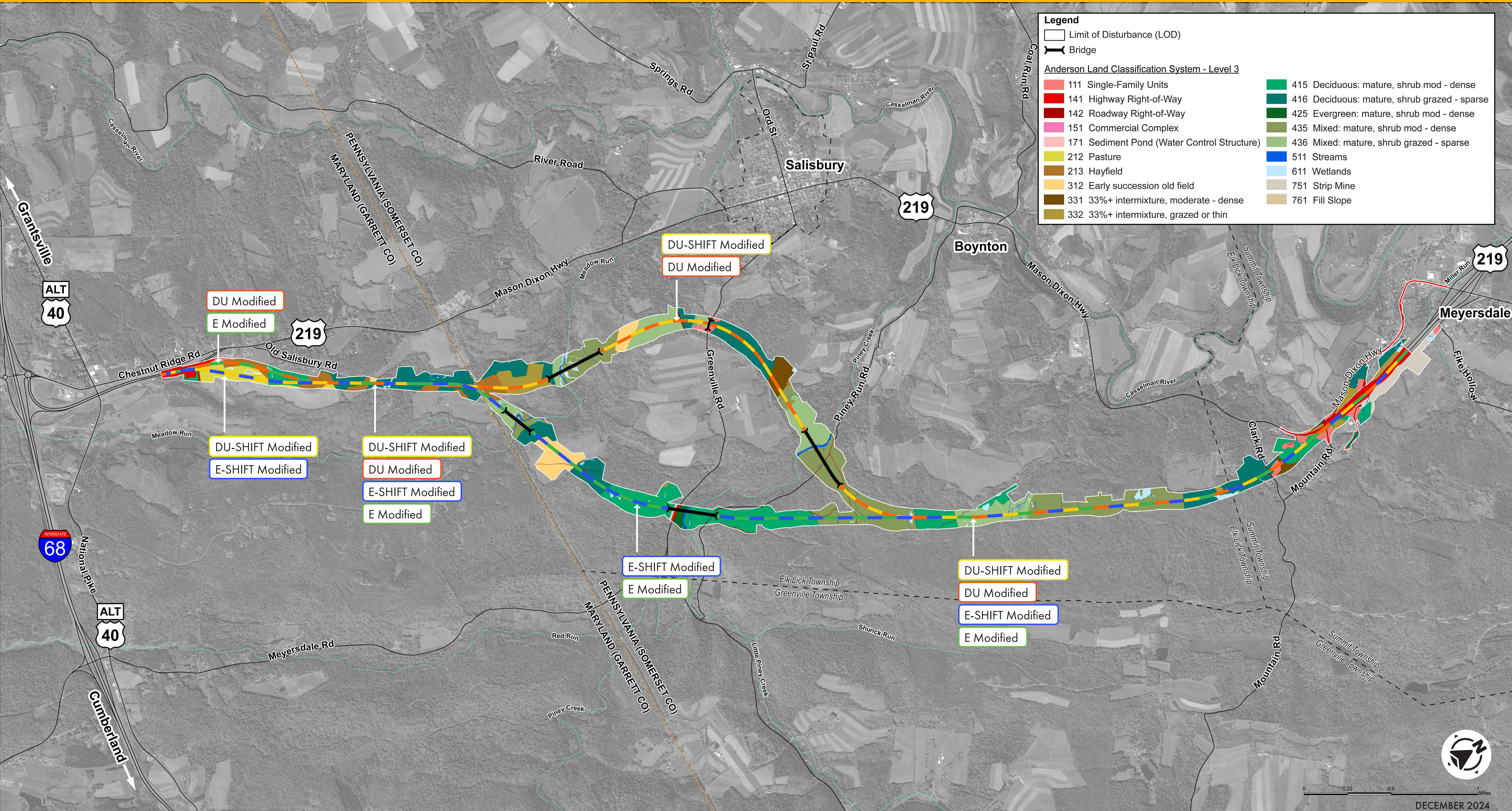


Legend	
Limit of Disturbance (LOD)	National Register of Historic Places - Eligible
Bridge	Deal Farm
National Register of Historic Places - Listed	Lowry Farm
Little Meadows and Tomlinson Inn	Jacob Glatfley Barr
Socioeconomic Resources	Mason-Dixon Line Markers
Maryland Priority Funding Areas	Miller Farm
Pennsylvania State Game Land No. 231	Wind Turbines
Salisbury-Elk Lick High School Sport Facilities	Hunsrick Summit
Garrett County Public Sewer Service	Findley Spring
Columbia Gas Transmission	Schools
Salisbury Commission Water Line	Fire Stations
Police Stations	Police Stations
Old Peter Beachy Cemetery	Salisbury Post Office
Elk Lick Township Municipal Building	St. John United Church-Christ
Saint Michael's Church	Old Salisbury Cemetery
Saint Michael's Roman Catholic Cemetery	Oak Dale Church
Salisbury Volunteer Fire Department	Cornerstone Assembly of God
Salisbury Tennis Court and Baseball/Softball Field	Boynton Post Office
Salisbury I.O.O.F.	Maust Burial Ground
Salisbury Church of the Brethren	Meyersdale Church of Christ
Salisbury Elementary School	Meyersdale Middle and High School
Salisbury Elk Lick High School	Cherry Grove Church of the Brethren
Salisbury Tennis Court and Baseball/Softball Field	Alverno Capuchins
Salisbury Borough Municipal Building	Conemaugh Meyersdale Outpatient Center
St. John's Lutheran Church	



# STATION 4

## TERRESTRIAL LAND COVER



**Legend**

- Limit of Disturbance (LOD)
- Bridge

**Anderson Land Classification System - Level 3**

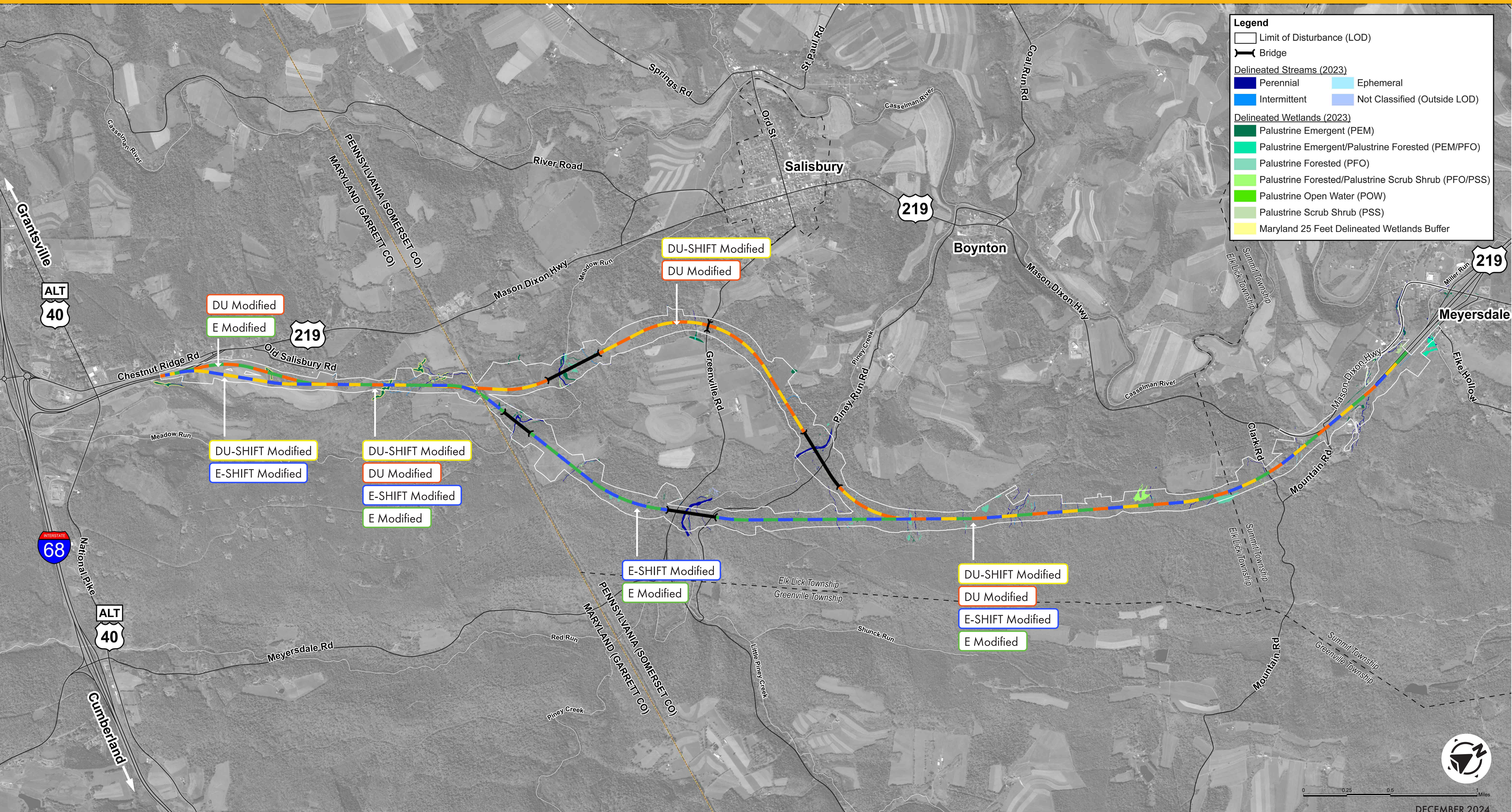
111 Single-Family Units	415 Deciduous: mature, shrub mod - dense
141 Highway Right-of-Way	416 Deciduous: mature, shrub grazed - sparse
142 Roadway Right-of-Way	425 Evergreen: mature, shrub mod - dense
151 Commercial Complex	435 Mixed: mature, shrub mod - dense
171 Sediment Pond (Water Control Structure)	436 Mixed: mature, shrub grazed - sparse
212 Pasture	511 Streams
213 Hayfield	611 Wetlands
312 Early succession old field	751 Strip Mine
331 33%+ intermixture, moderate - dense	761 Fill Slope
332 33%+ intermixture, grazed or thin	



0 0.25 0.5 1 Miles  
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# STATION 4 WETLANDS & STREAMS



**Legend**

- Limit of Disturbance (LOD)
- Bridge

**Delineated Streams (2023)**

- Perennial
- Intermittent
- Ephemeral
- Not Classified (Outside LOD)

**Delineated Wetlands (2023)**

- Palustrine Emergent (PEM)
- Palustrine Emergent/Palustrine Forested (PEM/PFO)
- Palustrine Forested (PFO)
- Palustrine Forested/Palustrine Scrub Shrub (PFO/PSS)
- Palustrine Open Water (POW)
- Palustrine Scrub Shrub (PSS)
- Maryland 25 Feet Delineated Wetlands Buffer



0 0.25 0.5 1 Miles  
DECEMBER 2024







# STATION 4

## ALTERNATIVE IMPACTS COMPARISON








Based on the evaluation and comparison of the alternatives, potential impacts, and public and agency input, **Alternative E-Shift Modified has been identified as the FHWA Preferred Alternative.** Alternative E-Shift Modified is the **environmentally preferable alternative and most publicly desirable alternative.** Alternative E-Shift Modified offers several advantages over the other Build Alternatives that make it the Preferred Alternative for this project.

### FHWA PREFERRED ALTERNATIVE: E-SHIFT MODIFIED

-  **Fewest number of property impacts**
-  **Fewest impacted noise receptors**
-  **Least wetland impacts**
-  **Least forestland impacts**

 Socioeconomic	DU Modified	DU-Shift Modified	E Modified	E-Shift Modified
Parcels intersected by the Limit of Disturbance (#)	117	114	106	103
Residential Displacements (#)	9	9	8	8
Commercial Displacements (#)	2	2	2	2
Impacted Noise Receptors (#)	13	9	13	9
 Aboveground Historic Resources				
Mason-Dixon Line Marker No. 191 (#)	0	0	0	0
Tomlinson Inn and Little Meadows (acres)	0	0	0	0
Lowry Farm* (acres)	23.4	23.4	0	0
Miller Farm/ Earnest and Carrie V. Miller Residence* (acres)	0.6	0.6	0.6	0.6
Deal Farm/Ambrose Deal Farm* (acres)	16.2	16.2	0	0
Jacob Glotfelty Barn (#)	0	0	0	0
S.J. Miller School* (acres)	0	0	0	0
Section 4(f) Resources (Impacted [#] / Type of Use)	3 / > De Minimis	3 / > De Minimis	1 / De Minimis	1 / De Minimis
 Archaeology				
Prehistoric Probability - High (acres)	50.0	50.0	48.6	48.6
Prehistoric Probability - Moderate (acres)	47.6	47.6	30.7	33.0
Prehistoric Probability - Low (acres)	266.3	266.2	192.1	192.1
Historic Probability - High (PA only) (acres)	16.6	16.6	13.9	13.9
Historic Probability - Moderate (PA only) (acres)	13.2	13.2	11.7	11.7
Historic Probability - Low (PA only) (acres)	227.1	227.1	146.8	146.8
 Mining & Potential Hazardous Waste				
Surface Mining Boundaries (acres)	319.7	319.6	212.7	212.7
Deep Mine Boundaries (acres)	22.9	22.9	23.0	23.0
Area Of Concern Sites (#)	3	3	3	3
 Engineering				
Length of Alternative (miles)	8.3	8.3	7.9	7.9
Limit of Disturbance (acres)	628.7	626.2	560.9	558.7
Preliminary Construction Cost Estimate (Year 2030 Dollars)	\$525.5 M	\$528.8 M	\$349.6 M	\$352.9 M

Natural Resources	DU Modified	DU-Shift Modified	E Modified	E-Shift Modified
 Forestland (acres)	<b>431.4</b>	<b>430.0</b>	<b>389.8</b>	<b>388.8</b>
Deciduous Forestland (acres)	185.6	184.2	245.8	244.8
Evergreen Forestland (acres)	0	0	3.8	3.8
Mixed Forestland (acres)	245.8	245.8	140.2	140.2
 Farmland				
Active Farmland (acres)	76.6	76.8	37.9	38.1
Maple Sugar Production Forest (acres)	23.1	23.1	0.1	0.1
Productive Farms (#)	9	9	6	6
Prime Farmland Soils (acres)	32.9	32.9	19.9	19.9
Soils of Statewide Importance (acres)	102.9	102.9	82.0	81.9
Preferential Tax Assessment - PA only (acres)	74.9	75.2	36.1	36.4
 Other				
FEMA 100-Year Flood Zone (acres)	12.3	12.3	4.7	4.7
Potential Bat Hibernacula (#)	3	3	0	0
 Wetland (acres)	<b>11.30</b>	<b>11.17</b>	<b>10.07</b>	<b>9.94</b>
Palustrine Emergent PEM (acres)	2.80	2.66	2.05	1.91
Palustrine Forested PFO (acres)	4.69	4.70	4.34	4.35
Palustrine Emergent/Palustrine Forested PEM/PFO (acres)	0.54	0.54	0.54	0.54
Palustrine Scrub Shrub PSS (acres)	1.31	1.31	1.17	1.17
Palustrine Forested/Palustrine Scrub Shrub PFO/PSS (acres)	1.96	1.96	1.96	1.96
Palustrine Open Water POW (acres)	0.00	0.00	0.01	0.01
 Streams (linear feet)	<b>24,796</b>	<b>24,811</b>	<b>23,192</b>	<b>23,192</b>
Perennial Streams (linear feet)	16,658	16,658	17,200	17,200
Intermittent Stream (linear feet)	8,138	8,153	5,992	5,992

Notes: 1) Green shading represents the lowest impact per category by Build Alternative. 2) Preliminary construction cost estimates do not include, Design, Right-of-Way Acquisition, Utility Relocation, Mineral Rights, Wildlife Crossings, Intelligent Transportation Systems and Maintenance Facility Final Amenities.



Public Hearings | December 11 & 12, 2024



# STATION 5 PROJECT SCHEDULE



## PHASE 1: ENVIRONMENTAL CLEARANCE

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

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

Newsletter No. 1 to Present Recommended Preferred Alternative - **SPRING 2024**

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

**WE ARE  
HERE**

Conduct Public Hearings - **DECEMBER 11 AND 12, 2024**

Public Meeting No. 3 to Present Selected Alternative & Mitigation - **SPRING 2025**

Complete Final Environmental Impact Statement (FEIS) and issue Record of Decision (ROD) - **SUMMER 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 (CONTINGENT UPON FUNDING)

Complete Construction - **2029 to 2031**

 The next step in the environmental documentation process is to prepare a FEIS/ROD which will include any refinements of the data presented in the DEIS. In addition, the FEIS/ROD will provide responses to all substantive comments received during the DEIS public comment period (November 8, 2024, to January 13, 2025).



# STATION 6

## HOW TO PROVIDE TESTIMONY



**There are four options to provide testimony, each of which will be included in the public record:**

- 1** — **Public In-person Verbal Testimony**
- 2** — **Public Virtual Verbal Testimony**  
*(available only for attendees calling into the hearing)*
- 3** — **Private In-person Verbal Testimony**
- 4** — **Written Testimony**

**Testimony should be limited to the public hearing aspects and statements or opinions about the U.S. 219 project.**



Please note if you wish to provide testimony, it will become part of the public hearing record, and PennDOT, SHA, FHWA, USACE and MDE will review and consider your testimony. You are encouraged to provide comments on the alternative(s) you support or oppose and your reasons.



**Private in-person verbal testimony is available if you wish to make your statement privately to the stenographer rather than in front of an audience. Below are the steps:**

- Please sign up for a private in-person testimony time slot at the registration table.
- Please wait until the attendee providing verbal testimony leaves the room before entering.
- State and spell your name, address, and if applicable, the group, organization or business you are representing.
- Give the stenographer your testimony for the public record.



Private in-person verbal testimony will be available in seven minute time slots from 6:10 to 8:02 p.m.



# PUBLIC IN-PERSON VERBAL TESTIMONY



**Public in-person verbal testimony will be accepted following the live formal presentation if you wish to make your statement to the panel, in front of an audience.**

- Please sign up for public in-person testimony at the registration table. Your name will be called in the order you signed up.
- When you are called to the microphone to provide testimony, please state and spell your name, address, and if applicable, the group, organization or business you are representing.
- Please limit your testimony to five minutes to allow time for others to provide their testimony in public.
- Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends (at 8:00 p.m.), whichever comes first.



You may provide written testimony in addition to, or in place of, verbal testimony. If you prepared written testimony prior to the public hearing, you may submit that also. There are three options for submitting your written testimony:

1

**In-person at the public hearing:** Complete the written testimony form at the comment tables during the public hearing and place the form along with any other supporting documentation in the box located on the comment table. You may also use your own stationery. Include your name, address, and if applicable, the group, organization or business you are representing.

2

**Mail In:** You may prefer this option if you would like additional time to organize your thoughts to prepare your testimony. Self-addressed, postage paid envelopes are available at the registration table for your convenience. **A mailed written statement must be postmarked by January 13, 2025, at 5:00 p.m. to be included in the public hearing record.**

3

**Email:** Send an email to Brionna Marks, KCI Technologies, at [Brionna.Marks@kci.com](mailto:Brionna.Marks@kci.com) by **January 13, 2025, at 5:00 p.m.** to be included in the public hearing record.



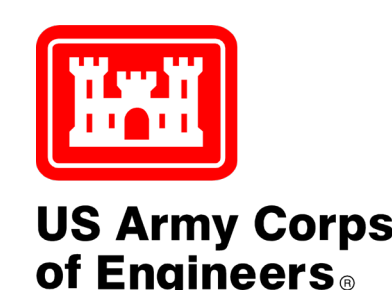


For more information about this project please visit the project website at <https://www.penndot.pa.gov/US219meyersdalesouth>, or use the QR Code provided here.



# *Thank you for participating in the public hearing.*

**We look forward to  
hearing from you!**



Public Hearings | December 11 & 12, 2024