

Combined Final Environmental Impact Statement/Record of Decision

U.S. 6219, Section 050 Transportation Improvement Project
Meyersdale, PA to Old Salisbury Road, MD

APPENDIX AF: Public Hearing Summary and Comment Responses

AF-Part A: Public Hearings Summary



U.S. 219 PUBLIC HEARINGS

Salisbury, Pennsylvania and Grantsville, Maryland
December 11 and 12, 2024



I. Overview

In December 2024, the project team held a third Public Officials' Meeting and Public Hearings in Pennsylvania and Maryland. The hybrid hearings offered the public an opportunity to attend in-person or virtually. The Public Hearings are part of the Public Comment Period (November 8, 2024 – January 13, 2025) on the Draft Environmental Impact Statement (DEIS), United States Army Corp of Engineers (USACE) Department of the Army (DA) Permit Application (Permit # 2014-523), and Maryland Department of the Environment's (MDE's) Nontidal Wetlands and Waterways Permit Application (24-NT-3200), and 401 Water Quality Certification request (24-WQC-0043). The purpose of the public hearings was to allow the public to provide testimony on the contents of the DEIS for the project record. The hearing also gave the public an opportunity to comment on the permits listed above.

In addition to gathering testimony, the hearings were held to present the following:

- Federal Highway Administration (FHWA) Recommended Preferred Alternative — Alternative E-Shift Modified
- Side-by-side comparison of community, natural and cultural resource impacts
- DA 404 Waterway Permit
- Maryland Nontidal Wetlands Waterway Permit
- Maryland 401 Water Quality Certification
- Project Schedule

II. Meeting Notifications

The public was notified of the meeting through multiple communications channels including direct mail invitations, a press release, newspaper advertisements, printed flyers, postcards, a social media post and by email to the project mailing list. More details are noted below.

Public officials' meeting invitation letters were mailed and emailed directly to municipal, county, and federal officials associated with the project area. The invitation is included in **Appendix A**. The public meetings were advertised using several different methods.

Newspaper advertisements were placed in the Somerset Daily American (dailyamerican.com), The Cumberland Times (times-news.com), Garrett County Weekender, and The Johnstown Tribune Democrat. A copy of the advertisement can be found in **Appendix B**.

Public meeting announcement flyers were mailed to all residents who previously received a Notice of Intent to Enter Letter from the Pennsylvania Department of Transportation (PennDOT) and Maryland State Highway Administration (SHA). Postcards from the USACE were mailed to property owners in both PA and MD whose properties are impacted by the FHWA Recommended Preferred Alternative – Alternative E-Shift Modified. Public Hearing Brochures were mailed to property owners of parcels in Garret County Maryland for all alternatives considered.

A Constant Contact email went out on November 7, 2024, to the public email database. Pennsylvania and Maryland resource agencies were informed about the meetings through a November 24, 2024, email. A graphic was made for a social media post.

An announcement was made in the Federal Register on Friday, November 15, 2025, notifying the public that the Draft EIS can be reviewed and that the comment period will end on January 13, 2025. A copy of the notification material can be found in **Appendix B**.

Press releases were distributed by PennDOT and SHA and resulted in articles in Local media outlets, such as the Tribune Democrat. WJAC TV 6 attended the meeting, interviewed and published articles after the meeting. Media coverage can be found in **Appendix C**.

III. Public Officials’ Meeting

One Public Officials’ Meeting was conducted for the entire study corridor. Eight public officials attended the meeting and the details follow:

Date: Wednesday, December 11, 2024

Time: 2 – 3 p.m.

Location: Salisbury Volunteer Fire Department Station 618 Fire Hall
385 Ord Street
Salisbury, PA 15558

Public Officials’ Meeting Attendee List:

1. Chadd Sines – Somerset County Planning Commission
2. Steve Smith – Grantsville Volunteer Fire Company
3. Irvin Kimmel -- Somerset County Commissioner
4. Brian Fochtman – Somerset County Commissioner
5. Kenneth Marteney – Meyersdale Area Ambulance
6. Lonny Lichrer – Somerset Conservation District
7. Jim Miliauskas – State Senator Wayne Langerholc
8. Brenda Thomas – State Senator Patrick Stefano

The sign-in sheet can be found in **Appendix D**.

The meeting began with an introduction of the project team, followed by slides presentation. Steven Moore, the Consultant Project Manager from Stantec, presented the purpose of the public hearing, introducing the DEIS, the impacts of the four modified alternatives, and the FHWA Recommended Preferred—Alternative E-Shift Modified. At the end of the presentation, the floor was open to questions from the public officials. The presentation shared was primarily the same as what would be provided to the public during hearings excluding the “how to provide testimony” slides. This may be found in **Appendix H**.

IV. Public Hearings

An Open House Plans Display was held from 4 to 5 p.m. where the public could ask questions to the project team, USACE, or MDE, about the DEIS, the DA Permit Application. At the Maryland Open House,

the public could also ask questions about the MDE’s Nontidal Wetlands and Waterways Permit Application, and 401 Water Quality Certification request, respectively.

The open house was followed by formal testimony by PennDOT and USACE on December 11 and SHA, USACE and MDE on December 12, 2024.

In Pennsylvania, introductions were given by Vince Greenland, District Executive for PennDOT, District Nine, and Scott Hans, Chief of the Regulatory Division of the US Army Corps of Engineers, Pittsburgh District. In Maryland, introductions were given by Linda Puffenbarger, District Engineer for Maryland State Highway Administration’s District 6, and Joe DaVia, Chief of the Maryland North Section, Regulatory Branch of the US Army Corps of Engineers, Baltimore District. Following the introductions, Steve Moore, the Consultant Project Manager, presented the DEIS, the impacts of the four modified alternatives, and the FHWA preferred alternative—E-Shift Modified. The presentation can be found in **Appendix H**.

Pennsylvania Public Hearing

Date: Wednesday, December 11, 2024

Time: 4 – 8 p.m.

- Open House Plans Display: 4 – 5 p.m.
- Formal Public Hearing: 5 – 8 p.m.

Location: Salisbury Volunteer Fire Department Station 618 Fire Hall
385 Ord Street
Salisbury, PA 15558

Virtual: Through Microsoft Teams

Approximately 59 people attended the public hearing in person and 8 attended online for a total of 67 people. The sign-in-sheets for the hearing are included in **Appendix E**. Two people gave public in-person testimony and two people gave private testimony. One public official, Brian Fochtman, provided public testimony in support of the project.

Testimony sign-ups are included in **Appendix F**.

Maryland Public Hearing

Date: Thursday, December 12, 2024

Time: 4 – 8 p.m.

- Open House Plans Display: 4 – 5 p.m.
- Formal Public Hearing: 5 – 8 p.m.

Location: Grantsville Volunteer Fire Company’s Social Hall
178 Springs Road
Grantsville, MD 21536

Virtual: Through Microsoft Teams

Approximately 18 people attended the public hearing in person and 5 attended online for a total number of 23 people. The sign-in sheets for the hearing are included in **Appendix E**. Two people gave public in-person testimony. Testimony registration sheets are included in **Appendix F**.

Hearing Materials

A handout was provided to the attendees at the registration table. The handout included an 11" x 17" folded document stating the purpose of the public hearing, summarizing the impacts of the alternatives and the project schedule, and noting how to give testimony during and after the public hearing. A written testimony form was available at both the registration table and the comment table. The written testimony form could either be filled out at the comment table and placed in the comments box or sent to the email or physical address listed on the form. All forms emailed or postmarked by January 13, 2025, are included in the official project files. The handout materials are included in **Appendix G**.

The seven stations from the public meeting are described below. Display boards from each station are included in **Appendix I**.

Station 1: REGISTRATION

Materials: Sign-in sheets, testimony sign up, sign that the testimony is being recorded and will be shown online, brochure, pens, 4 easels

Displays: 2 Boards (40x30)

Attendees registered upon arrival and were asked if they wanted to sign up to provide public or private testimony. Sign up for testimony was available in 5-min time slots. Also, a generic comment form to provide written testimony and the handout were also available. Station 1 boards presented the purpose of the public hearings and Title VI compliance.

Station 2: PROJECT LOCATION MAP/PURPOSE AND NEED

Displays: 4 boards (40x30)

Station 2 presented the overview of the DEIS boards, the study area, the project's purpose and needs, and the history of the alternatives since 2001.

Station 3: TYPICAL SECTIONS

Display: 3 Boards (40x30)

Station 3 presented the graphics showing the two different typical sections with the 60' and 36' median, both illustrative graphics and actual photos. A board with the detailed alternatives and the transition locations. Lastly, a board detailing additional improvements to Mason-Dixon Highway, Hunsrick Road, Mountain Road, and Clark Road.

Station 4: DETAILED ENVIRONMENTAL DATA

Display: 6 Boards (60x40)

The boards displayed the alternatives maps with details of the various impacts listed below:

1. Agricultural Resources/Tax Parcel Protection
2. Productive Agricultural Land
3. Section 4(f) Resources/Socioeconomic Resources
4. Terrestrial Land Cover
5. Wetlands and Streams
6. Alternative Impact Comparison Table—showing E-Shift Modified as the FHWA Preferred Alternative

A interactive smartboard displaying GIS mapping was also available.

Station 5: SCHEDULE

Display: 1 Board (40x30)

Station 5 provided the milestone schedule along with bullet points to show what will happen in the next 7 years through construction.

Station 6: HOW TO PROVIDE TESTIMONY

Display: 4 Boards (40x30)

Station 6 provided an overview of all the ways to provide testimony: public (virtual and in person), private and written. Two stenographers were available to record public and private testimony for the public record.

Station 7: WRITTEN TESTIMONY AREA

A blank written testimony form was provided to all for formal written comments to be submitted on the project. If written testimony was completed at the hearing, they were able to drop the form in the comment form box. If more time was needed, attendees were notified that written testimony forms needed to be postmarked by January 13, 2025, to be part of the public record.

Table Display: ROLL PLOTS OF ALTERNATIVES

Display: Map(s) showing DU/DU Shift Modified and E/E Shift Modified with parcel data.

Appendices

- Appendix A: Public Officials Invitation
- Appendix B: Public Hearing Notifications
- Appendix C: Media Coverage
- Appendix D: Public Official Sign in Sheets
- Appendix E: Sign in Sheets
- Appendix F: Testimony Signup Sheets
- Appendix G: Public Hearing Handouts
- Appendix H: Public Hearing Presentation
- Appendix I: Open House Display Boards

Appendix A: Public Officials Invitations

October 28, 2024

Public Official Name
Public Official Position
Address
City, State, Zip

RE: **Notice of Public Comment Period Open and Public Hearing Announced for the US 219 Meyersdale, PA to Old Salisbury Road, MD Project
Public Officials' Meeting**

Dear Honorable:

On behalf of the Pennsylvania Department of Transportation (PennDOT) and the Maryland Department of Transportation State Highway Administration (SHA), in coordination with the Federal Highway Administration (FHWA), you or a designated representative of your staff are invited to attend a Public Officials' Meeting for the above-mentioned project. It is PennDOT's goal to ensure that interested public officials have an opportunity to attend and participate through this type of format. The purpose of this meeting is to 1) formally present the Draft Environmental Impact Statement (DEIS), and 2) provide an opportunity for you to comment on the United States Army Corp of Engineers (USACE) Department of Army's Section 404 Permit Application (Permit # 2014-523), Maryland Nontidal Wetlands and Waterways Permit Application, and the Maryland Department of the Environment (MDE) Section 401 Water Quality Certification (WQC) request for the project before the public hearings on December 11, 2024 (PA) and December 12, 2024 (MD). The public hearings will be conducted as part of the over 45-day comment period on the DEIS, the permit applications, and the WQC request from November 8, 2024, to January 11, 2024. The meeting details follow:

Public Officials' Meeting

Date: Wednesday, December 11, 2024
Time: 2:00 p.m. to 3:00 p.m.
Location: Salisbury Volunteer Fire Department Station 618
385 Ord Street
Salisbury, PA 15558

This meeting will provide an opportunity for you to ask questions to the project team in advance of the Public Hearing. Please see the attached flyer for more information on the hearings, where to find the DEIS, and how to submit testimony. Following the completion of this Public Officials' Meeting, a public hearing will be held in the same location from 4:00 p.m. to 8:00 p.m.

Please confirm your attendance before December 4, 2024, by calling or emailing Brionna Marks, KCI Technologies at 717-668-0413 or brionna.marks@kci.com.

Sincerely,

Vince Greenland, P.E.
District Executive
Engineering District 9-0

Honorable Bob Casey US Senate 393 Russell Senate Office Building Washington DC 20510	Honorable John Fetterman US Senate 142 Russell Senate Office Building Washington DC 20510	Honorable Guy Reschenthaler US Congress – PA's 14th District 5856 Route 981 Latrobe, PA 15650
Honorable Carl Metzgar PA House of Representatives - 69th District 1808 North Center Ave. Suite 200 Somerset, PA 15501	Honorable Patrick Stefano Pennsylvania State Senate - District 32 118 West Main Street Suite 204 Somerset, PA 15501	Honorable Brian Fochtman Somerset County Commissioner 300 N Center Ave. Suite 500 Somerset, PA 15501
Honorable Irv Kimmel, Jr. Somerset County Commissioner 300 N Center Ave. Suite 500 Somerset, PA 15501	Honorable Pamela Tokar-Ickes Somerset County Commissioner 300 N Center Ave. Suite 500 Somerset, PA 15501	Honorable John Joyce Pennsylvania's 14th District 1397 Eisenhower Boulevard Suite 302 Johnstown, PA 15904
Mr. Larry Cogley Salisbury Borough 275 Ord Street Salisbury, PA 15558	Mr. Joseph Renzi Salisbury-Elk Lick School District 196 Smith Avenue PO Box 68 Salisbury, PA 15558	Mr. Justin Short Salisbury Volunteer Fire Department 385 Ord Street Salisbury, PA 15558
Elk Lick Township Police Department 1507 St. Paul Road West Salisbury, PA 15558	Lt. Timmy Pritts Meyersdale Borough Police Department 215 Main St. Suite 2B Meyersdale, PA 15552	Mr. Jeff Irwin Meyersdale Borough 215 Main St. PO Box 60 Meyersdale, PA 15552
Mrs. Virginia Knieriem Meyersdale Borough 215 Main St. PO Box 60 Meyersdale, PA 15552	Mrs. Patricia (Patty) Ackerman Meyersdale Borough 215 Main St. PO Box 60 Meyersdale, PA 15552	Mr. Shane Smith Meyersdale Borough 215 Main St. PO Box 60 Meyersdale, PA 15552
Mr. Chadd Sines Somerset County Planning Commission 300 North Center Avenue Suite 540 Somerset, PA 1544	Somerset County Conservation District 6024 Glades Pike Suite 103 Somerset, PA 15501	Mrs. Jennifer Hay Summit Township 192 Township Office Road PO Box 27 Meyersdale, PA 15552
Mr. Ken Marteney Meyersdale Area Ambulance Service 615 Salisbury Street Meyersdale, PA 15552	Mr. Charles Short, Jr. Elk Lick Township 1507 St. Paul Rd Salisbury, PA 15558	Mrs. Toshia Miller Elk Lick Township PO Box 97 Springs, PA 15562
Mr. Steven Schrader Greenville Township 139 Warrens Mill Rd Meyersdale, PA 15552	Mrs. Teresa Snyder Greenville Township 324 Arnold Lane Meyersdale, PA 15552	Mrs. Loretta Deal Greenville Township 1012 McKenzie Hollow Road Meyersdale, PA 15552
Honorable Wayne Langerholc, Jr. Pennsylvania State Senate - District 35 999 Eisenhower Blvd Suite E Johnstown, PA 15904	Honorable Benjamin Cardin US Senate 509 Hart Senate Office Building Washington DC 20510	Honorable Chris Van Hollen US Senate 730 Hart Senate Office Building Washington DC 20510

Honorable David Trone US Representative 6th Congressional District Rayburn House Office Building Room 2404 Washington, DC 20515	Honorable Jim Hinebaugh Maryland General Assembly House of Delegates District 1A 323 Lowe House Office Building 6 Bladen Street Annapolis, MD 21401	Honorable Mike McKay Maryland General Assembly Senate District 1 416 James Senate Office Building 11 Bladen Street, Room 323 Annapolis, MD 21401
Honorable Paul Edwards Garrett County Commissioner 203 South Fourth Street Room 207 Oakland, MD 21550	Honorable Ryan Savage Garrett County Commissioner 203 South Fourth Street Room 207 Oakland, MD 21550	Honorable Larry Tichnell Garrett County Commissioner 203 South Fourth St. Room 207 Oakland, MD 21550
Mr. Kevin Null Garrett County Administrator 203 South Fourth Street Room 207 Oakland, MD 21550	Robin Jones Grantsville PO Box 296 Grantsville, MD 21536	Mr. George C Edwards Grantsville Town Council PO Box 296 Grantsville, MD 21536
Mr. Adam Rounds Grantsville Town Council PO Box 296 Grantsville, MD 21536	Ms. Pamela Braskey Grantsville Town Council PO Box 296 Grantsville, MD 21536	Mr. Horace (Jody) Theriot Grantsville Town Council PO Box 296 Grantsville, MD 21536
Mr. Bryson Meyers Garrett County 311 E. Alder Street Oakland, MD 21550	Mr. Duane Stein Grantsville Fire and EMS 178 Springs Road. Grantsville, MD 21536	Ms. Emily Newman-Edwards PO Box 296 Grantsville, MD 21536

Appendix B: Public Hearing Notifications

Draft Environmental Impact Statement Public Review and Public Hearings Announcement

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

Public Comment Period Open from November 8, 2024 to January 13, 2025

YOU'RE INVITED

The Pennsylvania Department of Transportation (PennDOT) in partnership with the Maryland State Highway Administration (SHA), and in coordination with the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE), invite you to provide feedback on the Draft Environmental Impact Statement (DEIS) and related permit applications.

Please join us at one of two hearings for the DEIS, the Department of the Army (DA) 404 Permit Application (2014-523), the MDE Nontidal Wetlands and Waterways Permit Application (24-NT-3200), and the MDE Section 401 Water Quality Certification (24-WQC-0043). The details on the hearings can be found below. You may also provide comments in writing as noted on the back of this flyer.



PENNSYLVANIA PUBLIC HEARING Wednesday, December 11, 2024

Salisbury Volunteer Fire Dept. Station 618 Fire Hall
385 Ord Street, Salisbury, PA 15558
Open House **4:00 p.m. to 5:00 p.m.**
Presentation/Testimony **5:00 p.m. to 8:00 p.m.**
This date is reserved for the DEIS and DA 404 Permit Application.



To join the virtual
Pennsylvania Public Hearing
+1 443-709-8671
Conference ID: 742 656 210#

<https://bit.ly/US219-PA-Hearing-Dec11>

MARYLAND PUBLIC HEARING Thursday, December 12, 2024

Grantsville Volunteer Fire Dept. Social Hall
178 Springs Road, Grantsville, MD 21536
Open House **4:00 p.m. to 5:00 p.m.**
Presentation/Testimony **5:00 p.m. to 8:00 p.m.**
*This date is reserved for the DEIS, DA 404 Permit Application,
MDE Nontidal Wetlands and Waterways Permit Application,
and the MDE Section 401 Water Quality Certification.*



To join the virtual
Maryland Public Hearing
+1 443-709-8671
Conference ID: 124 652 641#

<https://bit.ly/US219-MD-Hearing-Dec12>

Where to View the DEIS Documents

To review the DEIS during the 45-day Public Comment Period, please visit the project website or at the following local public viewing locations. The website and these locations also have a detailed guide on how to prepare and provide testimony at the public hearings.

Meyersdale Public Library

210 Center Street
Meyersdale, PA 15552
Phone: 814-634-0512

Ruth Enlow Library of Garrett

County - Grantsville Branch
102 Parkview Drive
Grantsville, MD 21536
Phone: 301-895-5298

Somerset County Library

6022 Glades Pike, Ste. 120
Somerset, PA 15501
Phone: 814-445-5907

Allegany County Library

System - Frostburg
65 East Main Street
Frostburg, MD 21532
Phone: 301-687-0790

Mary S. Biesecker

Public Library
230 South Rosina Avenue
Somerset, PA 15501
Phone: 814-445-4011

PennDOT District 9-0

1620 North Juniata Street
Hollidaysburg, PA 16648
Phone: 814-696-7250

FHWA - Pennsylvania Division

30 North Third Street, Suite
700, Harrisburg, PA 17101
Phone: 717-221-3461

SHA District 6

1251 Vocke Road
LaVale, MD 21502
Phone: 301-729-8400

FHWA - Maryland Division

George H. Fallon Federal Building
Federal Highway Administration
31 Hopkins Plaza, Suite 1520, Baltimore, MD 21201
Phone: 410-962-4440

<https://www.penndot.pa.gov/US219meyersdalesouth>

Public Hearing Participation Options

For your convenience, you may attend the hearings in person or online as detailed on the front of this flyer. In addition, a detailed guide on how to prepare your testimony is available on the website and at the locations noted above. There are four options including:

- **Public In-person Verbal Testimony:** Register at the hearing you are attending (5-minute time limit).
- **Public Virtual Verbal Testimony:** Register *no later than December 9, 2024, by 5:00 p.m.* by calling or emailing Brionna Marks, KCI Technologies, as noted below (5-minute time limit). Virtual participants are encouraged to join at 4:45 p.m. either day using the links provided on the front of this flyer.

- **Private Verbal Testimony:** Stenographers will be available from 4:00 p.m. to 8:00 p.m. on a first come first served basis.
- **Written Testimony:** May be submitted any time during the comment period to Brionna Marks, KCI Technologies, as noted below or provided at one of the public hearings.

The material presented at the open house, including an online comment form and other materials will be available on the project website.

The public hearing locations are accessible to persons with disabilities. Any persons having special needs or requiring special aids are requested to contact Brionna Marks, KCI Technologies, **before December 1, 2024**, in order to secure special accommodations.

Contact Information

Written Comments Must be Received Before January 13, 2025

Draft Environmental Impact Statement (DEIS)

Brionna Marks
KCI Technologies Inc.
5001 Louise Drive
Mechanicsburg, PA 17055
717-668-0413
Brionna.Marks@kci.com



U.S. Army Corps of Engineers Specific Comments Contact

Re: DA 404 Permit Application (2014-523)

Allen Edris

U.S. Army Corps of Engineers
Pittsburgh District Regulatory Branch
1000 Liberty Ave, Federal Building, 20th Floor
Pittsburgh, PA 15222-4186
412-395-7158
allen.edris@usace.army.mil

Please refer to Permit 2014-523 in all feedback submitted.

Maryland Department of the Environment Specific Comments

Re: Nontidal Wetlands and Waterways Permit Application (24-NT-3200) and Maryland Section 401 Water Quality Certification (24-WQC-0043)

Emily Dolbin

Maryland Department of the Environment
1800 Washington Boulevard
Baltimore, MD 21230
410-545-3745
emily.dolbin@maryland.gov

Please refer to Permit 24-NT-3200 or Certification 24-WQC-0043 in all feedback submitted.



Meyersdale to
Old Salisbury Rd

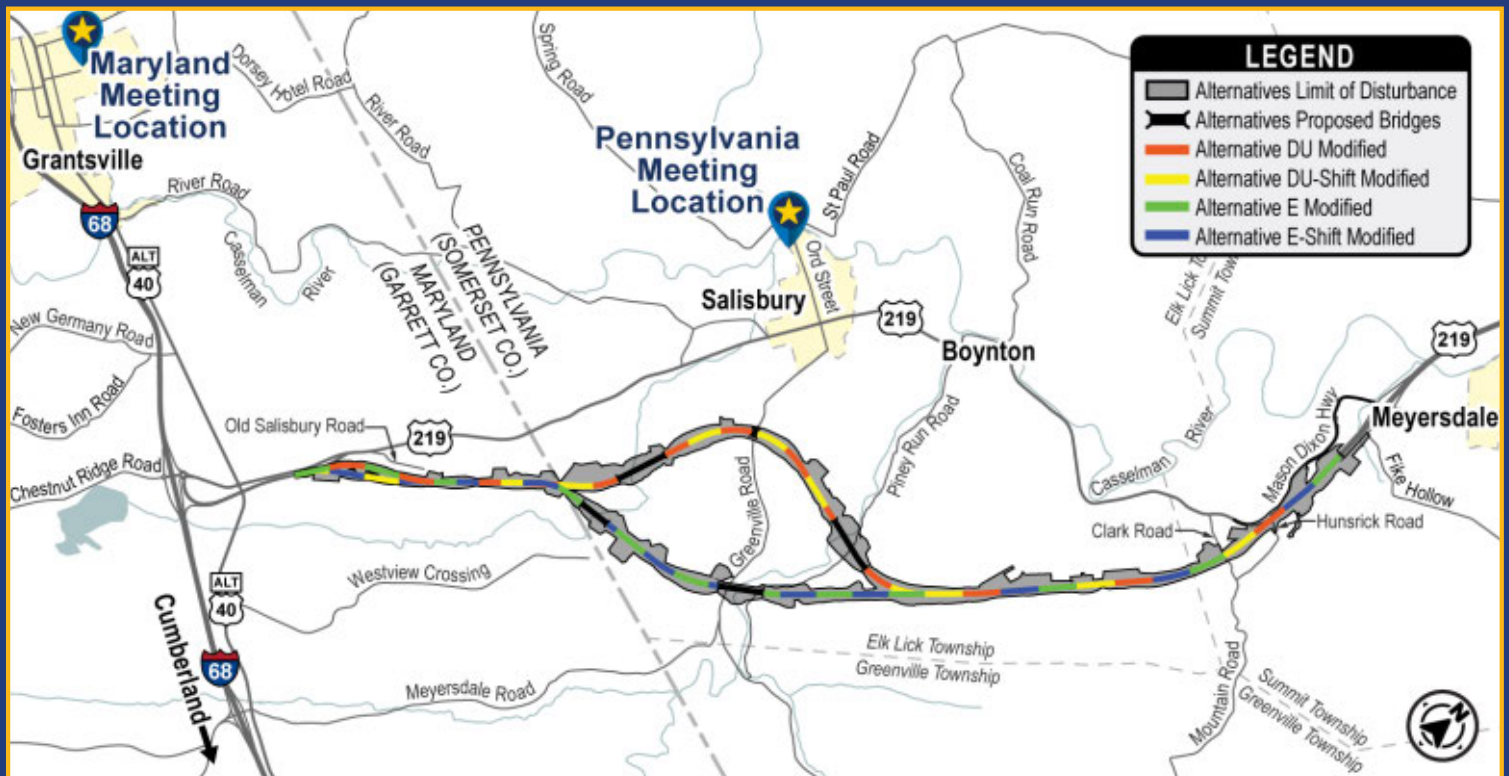
UPDATED: 11/13/2024

PUBLIC HEARING NOTICE

Draft Environmental Impact Statement

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

Public Comment Period Open from November 8, 2024 to January 13, 2025



PENNSYLVANIA PUBLIC HEARING: WEDNESDAY, DECEMBER 11, 2024

**Salisbury Volunteer Fire
Dept. Station 618 Fire Hall**
385 Ord Street
Salisbury, PA 15558

4:00 p.m. to 5:00 p.m.
Open House
5:00 p.m. to 8:00 p.m.
Presentation/Testimony



To join the virtual
Pennsylvania Public Hearing
+1 443-709-8671
Conference ID: 742 656 210#

<https://bit.ly/US219-PA-Hearing-Dec11>

MARYLAND PUBLIC HEARING: THURSDAY, DECEMBER 12, 2024

**Grantsville Volunteer Fire
Dept. Social Hall 178**
178 Springs Road
Grantsville, MD 21536

4:00 p.m. to 5:00 p.m.
Open House
5:00 p.m. to 8:00 p.m.
Presentation/Testimony



To join the virtual
Maryland Public Hearing
+1 443-709-8671
Conference ID: 124 652 641#

<https://bit.ly/US219-MD-Hearing-Dec12>

The public hearing locations are accessible to persons with disabilities.

PUBLIC HEARING GUIDE

Introduction	3
Project Description	3
Media Used for Meeting Notifications	3
The Project Team	4
About the Hearings	5
Purpose Of The Public Hearings	5
Public Hearing Format	5
How To Provide Testimony	6
Private Verbal Testimony:	6
Public In-person Verbal Testimony:	6
Public Virtual Verbal Testimony:	6
Written Testimony:	7
Public Hearing Transcript	7
Special Needs Accommodations	7
About the Process & Project	8
Environmental Documentation Process	8
Project Programming Status	8
Project History	9
Project Purpose and Need	10
Proposed Improvements & Recommended Alternative	11
Detailed Alternatives Phase	11
Environmental Summary	13
FHWA Preferred Alternative - E-Shift Modified	13
Summary of Direct Impacts Per Modified Alternative	14
Map of Build Alternatives	15
Next Steps & How to Stay Engaged	22
Next Steps	22
Project Schedule	22
Your Opinion Matters	22
Public Involvement Continues	23
Locations to Review DEIS Documents	23
Non-Discrimination in Federally Assisted and State-Aid Programs	23
Join the Mailing List	23
Visit the Website	23
Glossary	25
Notes	28

INTRODUCTION

The Pennsylvania Department of Transportation (PennDOT) in partnership with Maryland State Highway Administration (SHA), and in coordination with the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE), will conduct public hearings for the U.S. 219 Meyersdale, PA to Old Salisbury Road, MD also referred to as the U.S. 219 Project. The hearings will be conducted as part of the 45-day comment period on the following:

- **Draft Environmental Impact Statement (DEIS)**
- Department of the Army (DA) Permit Application (2014-523)
- MDE Nontidal Wetlands and Waterways Permit Application (24-NT-3200) - *Maryland Public Hearing Only*
- MDE Section 401 Water Quality Certification Request (24-WQC-0043) - *Maryland Public Hearing Only*

This notice also serves to announce the availability of the DEIS.

Project Description

The U.S. 219 Project extends approximately eight (8) miles from the southern end of the Meyersdale Bypass in Somerset County, Pennsylvania (PA) to the newly constructed 1.4-mile section of U.S. 219 in Maryland (MD) between Interstate 68 (I-68) and Old Salisbury Road. Of the eight (8) miles, six (6) are in Pennsylvania and two (2) are in Maryland. An advertisement appeared in the following newspapers to announce the public hearings.

Media Used for Meeting Notifications

- Somerset Daily American (dailyamerican.com)
- The Garrett County Republican (wvnews.com/garrettrepublican/)
- The Johnstown Tribune-Democrat (tribdem.com)
- The Cumberland Times (times-news.com)
- Garrett County Weekender

A flyer was also sent by direct mail and email to the project mailing list, posted on the project's website and shared through PennDOT's and SHA's social media outlets.

*All terms that appear in **bold italics** are defined in the glossary at the back of this brochure.

The Project Team

Mr. Vince Greenland, P.E.

District Executive
Pennsylvania Department of Transportation
Engineering District 9-0
1620 N. Juniata St.
Hollidaysburg, PA 16648
Phone: 814-696-7151
Email: vgreenland@pa.gov

Mr. Michael Stone, P.E.

Team Project Manager
Pennsylvania Department of Transportation
Engineering District 9-0
1620 N. Juniata St.
Hollidaysburg, PA 16648
Phone: 814-696-7157
Email: micstone@pa.gov

Mr. Attilio Squillario

Team Project Environmental Manager
Pennsylvania Department of Transportation
Engineering District 9-0
1620 N. Juniata St.
Hollidaysburg, PA 16648
Phone: 814-696-7250
Email: asquillari@pa.gov

Mr. Ray Moravec, P.E.

Director
Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-5668
Email: rmoravec@mdot.maryland.gov

Mr. Barry Kiedrowski, P.E.

Project Management Division Chief
Maryland Department of Transportation
State Highway Administration
Project Management Division
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-8769
Email: bkiedrowski@mdot.maryland.gov

Mr. Jeremy Beck

Maryland Team Project Manager
Maryland Department of Transportation
State Highway Administration
Project Management Division
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-8518
Email: jbeck@mdot.maryland.gov

Mr. Nick Baumann

Maryland Team Environmental Manager
Maryland Department of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-8513
Email: nbaumann@mdot.maryland.gov

Mr. Benjamin Harvey

Environmental Protection Specialist
Federal Highway Administration
Pennsylvania Division Office
30 North Third Street, Suite 700
Harrisburg, PA 17101
Phone: 717-221-3701
Email: benjamin.harvey@dot.gov

Ms. Valeriya Remezova

Division Administrator
Federal Highway Administration
Maryland Division Office
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21201
Phone: 410-779-7130
Email: Valeriya.Remezova@dot.gov

ABOUT THE HEARINGS

Purpose Of The Public Hearings

The purpose of the hearings is to formally present the DEIS detailing the evaluation and comparison of the four **Build Alternatives** and the **No Build Alternative**. A **FHWA Preferred Alternative** is identified in this DEIS. The public hearings will provide an opportunity for interested individuals, community associations, citizen groups, and government agencies to offer spoken or written comments for the project record on the DEIS. The public hearings also offer the opportunity for the USACE to receive comments on a DA Section 404 permit (2014-523), MDE Nontidal Wetlands and Waterways Permit Application (24-NT-3200), and MDE Section 401 Water Quality Certification Request (24-WQC-0043) for the project.

These public hearings are part of the **National Environmental Policy Act** (NEPA) process for involving the public in transportation decision-making. This is your opportunity to have a voice in the proposed improvements to this section of U.S. 219 and its associated design and environmental aspects as noted below:

- Existing conditions
- Alternatives being considered
- Results of detailed engineering and environmental studies
- FHWA Preferred Alternative
- The NEPA public hearing process, as applicable, on projects which include preparation of a DEIS.
- Project activities that require authorization from the USACE under **Section 404 of the Clean Water Act**
- MDE Nontidal Wetlands and Waterways Permit Application - *Maryland Public Hearing Only*
- MDE Section 401 Water Quality Certification Request - *Maryland Public Hearing Only*
- Next Steps in the NEPA process

Copies of the DEIS document are available for review on the website and at the local public viewing locations on page 29 of this brochure.

Public Hearing Format

These public hearings include a plans display depicting the project's alternatives and other information, a live formal presentation and opportunities to provide public (in-person and virtual) and private verbal **testimony** to a court reporter and/or written testimony. Instructions for each public hearing are shown below.

The plans display will be open for public viewing, beginning at 4:00 p.m. Representatives from PennDOT, SHA, FHWA, USACE, and MDE will be available to answer project-related questions. A formal presentation lasting approximately 30 minutes will begin at 5:00 p.m. and will be followed by public testimony. There will be no opportunity to ask questions during the presentation. Testimony may also be given privately to a court reporter.

Pennsylvania Public Hearing: 12/11/2024

Salisbury Volunteer Fire Department

Time	Item
Plans Display	
4:00 p.m.	Sign in, pick up handout, review plans display, visit with project team staff and ask questions about the proposed improvements.
	Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions.
	Availability to provide private verbal testimony* and written testimony* begins. Both options are available until the end of the public hearing.
Public Hearing	
5:00 p.m.	Live formal presentations begin (virtual participants are encouraged to join at 4:45 p.m.).
	Public verbal testimony* (in-person and virtual) option begins after the presentations.
	Opportunity to review exhibits and visit with project staff continues.
8:00 p.m.	Public Hearing ends.

*See the following "How To Provide Testimony"

Maryland Public Hearing: 12/12/2024

Grantsville Volunteer Fire Department

Time	Item
Plans Display	
4:00 p.m.	Sign in, pick up handout, review plans display, visit with project team staff and ask questions about the proposed improvements.
	Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions.
	Availability to provide private verbal testimony* and written testimony* begins. Both options are available until the end of the public hearing.
Public Hearing	
5:00 p.m.	Live formal presentations begin (virtual participants are encouraged to join at 4:45 p.m.).
	Public verbal testimony* (in-person and virtual) option begins after the presentations.
	Opportunity to review exhibits and visit with project staff continues.
8:00 p.m.	Public Hearing ends.

How To Provide Testimony

There are several options for providing testimony. 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. Testimony should be limited to the public hearing aspects (listed on page 5) and statements or opinions about the U.S. 219 project. Team members are available to answer questions related to the project during the plans display only. These comments will not be recorded by the court reporter or included in the public hearing record. Please note that no questions will be answered during the formal testimony portion of the hearing. There are four (4) options to provide testimony which will be included in the public record:

1. Private In-person Verbal Testimony
2. Public In-person Verbal Testimony
3. Public Virtual Verbal Testimony
4. Written Testimony

Private In-person Verbal Testimony:

This option is available if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available during the entire public hearing although you are also encouraged to attend the live formal presentation (start time 5:00 p.m.).

Provide the stenographer with your completed "Registration Slip for Private In-person Verbal Testimony" (at the registration table), state and spell your name, address, and if applicable, the group, organization or business you are representing. Give the court reporter your testimony.

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.

Complete a "Registration Slip for Public In-person Verbal Testimony" (at the registration table). Give it to the designated project team staff any time before, during or immediately following the presentation. Your name will be called in the order the registration slips are received.

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 (5) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

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.

Public Virtual Verbal Testimony:

Public virtual verbal testimony will be accepted following the live formal presentation and public in-person verbal testimony if you wish to make your statement to the panel, in front of an audience. Those providing testimony virtually must register in advance no later than **December 9, 2024, by 5:00 p.m.** by contacting:

Brionna Marks
KCI Technologies Inc.
Phone: 717-668-0413
Email: Brionna.Marks@kci.com

Virtual participants are encouraged to join at 4:45 p.m. either day using the links provided on the front of this brochure. Your name will be called in the order the online registrations are received. When you are called on to provide testimony, please unmute your microphone and state and spell your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to five (5) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

How To Provide Testimony (Cont.)

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.

Written Testimony:

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 (3) options for submitting your written testimony:

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

Public Hearing Transcript

All proceedings will be recorded, and a **transcript** will be prepared. In addition to the testimony provided, all displays, handouts and presentations will be included in the transcript. Other materials, along with other written testimony received after the public hearings, will be added to the official public hearing transcript provided they are postmarked no later than **January 13, 2025, at 5:00 p.m.**

The transcript will be available for public review approximately nine (9) weeks after the hearing on the project website, and at the libraries and government facilities within the project area listed on page 35 of this brochure under "Next Steps & How to Stay Engaged".

Special Needs Accommodations

Persons with a disability or if English is not your primary language and you have difficulty communicating in English (Limited English Proficiency) and you require aid or services to participate in the meeting, please contact Brionna Marks, KCI Technologies **before December 1, 2024**, in order to secure special accommodations. Her contact information is provided on page six (6) of this brochure.

ABOUT THE PROCESS & PROJECT

Environmental Documentation Process

Environmental documentation is an essential component of the NEPA process. The purpose of documenting the NEPA process provides for complete disclosure to the public; allows others an opportunity to provide input and comment on proposals, alternatives, and environmental impacts; and provides the appropriate information for the decision maker (FHWA) to make a reasoned choice among alternatives.

The environmental documentation process identifies a project purpose and need, considers a full range of reasonable alternatives to meet the project purpose and need; describes the affected environment; and analyzes the environmental consequences of the alternatives.

The U.S. 219 Project requires the preparation of an **Environmental Impact Statement** (EIS). An EIS document is required when the action (U.S. 219 Project) is anticipated to have a significant impact on the environment. An EIS is required for the U.S. 219 Project based on the highway's length and location on the new alignment.

The EIS process is completed in the following ordered steps: **Notice of Intent** (NOI), Draft EIS (DEIS) and a combined Final EIS (FEIS)/**Record of Decision** (ROD).

The U.S. 219 Project is currently at the DEIS stage. The DEIS documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. A FHWA Preferred Alternative and the reasons for its selection are identified in this DEIS.

A combined FEIS/ROD is then prepared and includes any refinements of the data presented in the DEIS. In addition, the FEIS/ROD provides responses to all substantive comments received during the DEIS Public Comment Period.

Project Programming Status

The U.S. 219 Project is included in the following programs and plans:

- Pennsylvania's Statewide Transportation Improvement Program of the Fiscal Year (FY) Statewide Transportation Improvement Project;
- Southern Alleghenies Rural Planning Organization Transportation Improvement Plan of the Fiscal Year (FY) 2025-2028;
- Maryland Department of Transportation (MDOT) Consolidated Transportation Program (CTP) Final FY 2024-2029 and Draft FY 2025-2030;
- SHA's the Highway Needs Inventory;
- The 2022 Garrett County Comprehensive Plan; and
- eADHS Cost to Complete Estimate for Maryland (2023).

This project is fully funded through Final Design and Right-of-Way Acquisition. Construction is contingent upon funding.

Project History

The U.S. 219 project between Somerset, Pennsylvania and I-68 in Maryland, has an extensive history. In 1999, PennDOT completed the U.S. Route 219 Project Needs Analysis (PennDOT 1999) that evaluated transportation needs of the two-lane U.S. 219 between the I-76/Pennsylvania Turnpike in Somerset, Pennsylvania and I-68 in Maryland. The study revealed numerous deficiencies along the entire corridor. The 1999 needs study identified two projects with independent utility and logical termini on U.S. 219. These projects were:

- U.S. 219, Section 019 (currently U.S. 219, Section 050) (From I-68 in Maryland to the southern terminus of the Meyersdale Bypass in Pennsylvania); and
- U.S. 219, Section 020 (From the northern terminus of the Meyersdale Bypass to Somerset, Pennsylvania).

Preliminary engineering and work towards a DEIS for this section of U.S. 219 originally began in 2001 by PennDOT and SHA but was put on hold in 2007 due to funding constraints. As a result, a DEIS for this section was not issued. Since that time, PennDOT has completed the construction of U.S. 219, Section 020, Meyersdale to Somerset. That project consisted of the construction of a new 11-mile, four-lane, limited access roadway extending from the northern end of the Meyersdale Bypass of U.S. 219 (a four-lane limited access roadway) to the southern end of the existing four-lane limited access U.S. 219, south of Somerset.

On July 23, 2014, a revised NOI was published in the Federal Register to restart the NEPA process for this section. The revised NOI for this second NEPA evaluation effort was rescinded on February 16, 2016, due to varying funding constraints between Maryland and Pennsylvania. Through collaboration between FHWA, SHA, and PennDOT, a solution was found which allowed the evaluation of this section of U.S. 219 to be continued for future project phases. The solution was a **Planning and Environment Linkages** (PEL) study, which allowed the transportation agencies, resource agencies and the public to work together to identify goals and objectives, deficiencies and needs, possible solutions/alternatives, and to conduct a preliminary screening of potential solutions.

The U.S. 219: I-68 (MD) to Meyersdale (PA) PEL Study (PennDOT 2016) was completed in July 2016 and recommended two (2) alignments that could move forward into the NEPA process: Alignments E and E-Shift. The PEL study also identified an independent, stand-alone breakout project within these two alignments in Maryland: from I-68 to Old Salisbury Road. This 1.4-mile project was then advanced, and construction was completed in 2021.

Due to a lack in funding to complete Section 019, PennDOT performed a subsequent safety study in 2020 along the remaining 2-lane section of U.S. 219, entitled U.S. 219 Existing Corridor Safety Study, SR 219, Seg 0010 to Seg 0114. The purpose of the study was to evaluate existing U.S. 219 and determine safety needs/problem areas for which future projects could be developed to address the current needs and deficiencies.

Evaluation of the remaining uncompleted portion of this section of U.S. 219 was re-initiated by PennDOT in 2021. This project is now being referred to as U.S. 219, Section 050, and is the only remaining two-lane, non-limited access section of U.S. 219 in more than 70 miles of the four-lane expressway between I-68 to the south and U.S. Route 22 to the north.

On June 2, 2023, a NOI to prepare an EIS was published in the Federal Register for the U.S. 219, Section 050 project. The NOI included four (4) build alternatives. Two (2) of the alternatives (E and E-Shift) were recommended from the PEL to be advanced into NEPA. The majority of the E and E-Shift alternatives share a common alignment, except for a small section in Maryland, where they split. Because these two alternatives are so similar, the FHWA requested that additional alternatives be considered. As a result, the project team developed and carried Alternatives DU and DU-Shift into the detailed study phase. This DEIS document discusses the impacts to various resources from these four alternatives and any proposed mitigation.

Project Purpose and Need

The purpose of the U.S. 219 Project is to complete Corridor N of the **Appalachian Development Highway System** (ADHS), to improve the system linkage in the region, provide safe and efficient access for motorists traveling on U.S. 219, and provide transportation infrastructure to support economic opportunities in existing and planned communities and employment/business centers and natural resource-based industries within the Appalachian Region. A combination of the following three reasons demonstrates the need for the project:

- **Existing U.S. 219 does not provide efficient mobility for trucks and freight:** Current truck percentages on existing U.S. 219 are between 19% and 25% and are expected to increase from future growth. Trucks interacting with different modes of local traffic (including automobiles, bicycles, pedestrians, and Amish buggies) contribute to the **mobility** issues and cause increased travel times throughout the corridor. Additionally, the steep topography of the study area results in a steep and winding alignment on existing U.S. 219. Lack of mobility through the corridor is projected to result in a potential loss of more than 19 million hours of travel time to the public over a 25-year period. Compounding the mobility issues is the fact that the existing roadway network in the region is limited by a lack of major north-south roadway corridors leading to a lack of network resilience and the ability to choose alternate routes in the event of an incident in the region. The lack of route options only exacerbates the traffic levels, safety impacts, and delays for businesses operating north-south in the region, particularly on U.S. 219.
- **There are numerous roadway and geometric deficiencies present along the existing U.S. 219 alignment:** Existing deficiencies are primarily located within the Pennsylvania portion of the project area and include eighteen (18) horizontal and nine (9) vertical curve deficiencies; six (6) intersection deficiencies; and roadway shoulder deficiencies (PennDOT 2020 Safety Study). The Maryland portion of the project area includes one (1) additional deficient vertical curve located just north of Old Salisbury Road (2016 PEL Study). These deficiencies combined with the narrowness of the roadway negatively impact safe travel speeds at multiple locations throughout the project corridor, and in turn contribute to lack of efficient mobility through the project area, especially for trucks.
- **The existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region:** Links between the Appalachian Region and the remainder of North America are not consistent with other completed ADHS highways (four-lane, limited access type facilities) which contributes to the lack of economic growth within this portion of the Appalachian region. The current roadway infrastructure limits access to labor markets and labor mobility. Reduced travel speeds and longer travel times limit the range of markets that existing businesses can serve within the region and limit the range of local labor markets that businesses can attract. This inhibits efficient access to jobs and economic centers in the region.

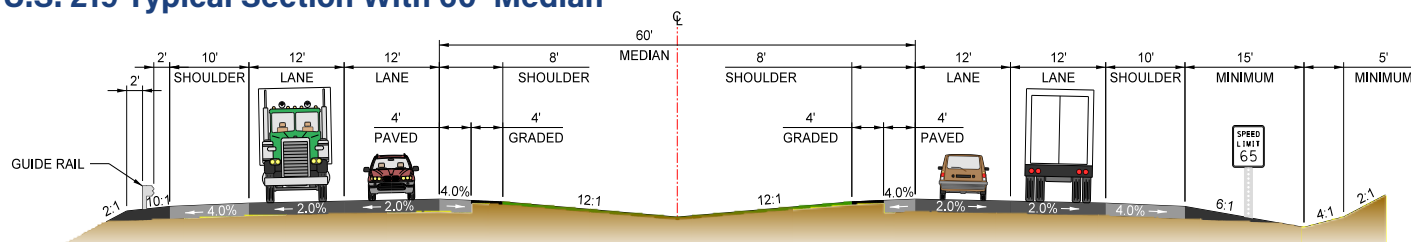
PROPOSED IMPROVEMENTS & RECOMMENDED ALTERNATIVE

Detailed Alternatives Phase

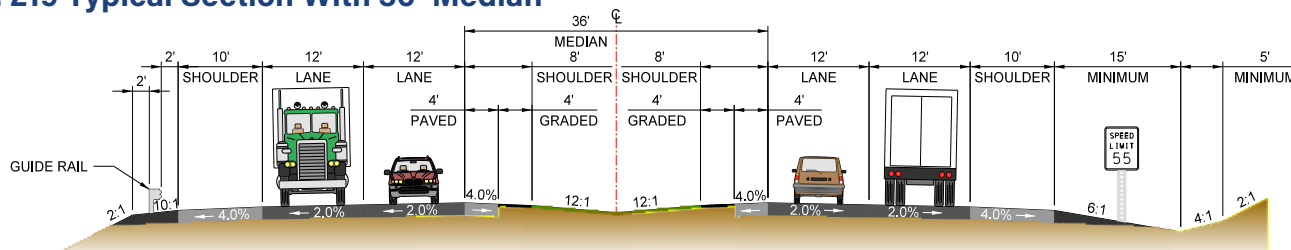
Each of the build alternatives retained for detailed study were evaluated with a consistent roadway layout, also known as a typical section. The typical section for each build alternative provides a 4-lane divided **limited access highway** with 12-foot wide travel lanes, 8-foot wide inside shoulders and 10-foot wide outside shoulders. The width of the median between the inside edges of northbound and southbound travel lanes is between 36 to 60 feet. Most of the median within Pennsylvania would be 60 feet wide and would transition down to 36 feet wide in Maryland to match the current roadway typical section. Typical sections of the build alternatives are depicted below.

In cut sections, where excavation would be required for construction, a proposed swale is located 15 feet outside the edge of the roadway shoulder. The backslope of the swale extends for 5 feet at a 4:1 slope, then continues at a 2:1 slope, until intersecting the existing ground. In fill sections, where fill must be placed for construction, a 10:1 slope extends from the outside roadway shoulder for 6 feet, then continues at a 2:1 slope until intersecting existing ground.

U.S. 219 Typical Section With 60' Median



U.S. 219 Typical Section With 36' Median



Common Segment Improvements - All Build Alternatives:

The northern three miles in Pennsylvania all follow the same alignment, starting from the existing Meyersdale interchange. In addition to the three (3) miles being on the same alignment, other improvements described below are being proposed. These improvements include upgrades to portions of existing U.S. 219 (Mason Dixon Highway), an extension of Hunsrick Road from Mountain Road to Fike Hollow Road on the east side of U.S. 219, cul-de-sac of Mountain Road, and the cul-de-sac of Clark Road. These improvements are intended to ensure that local traffic has continued access. These improvements are included with all alternatives being considered, other than the No Build Alternative. The scope of these proposed improvements is outlined below. Stormwater management facilities, which would result in the need for additional right-of-way and environmental impacts have also been incorporated into the design.

- 1. Hunsrick Road Extension:** Improvements made to tie a new U.S. 219 alternative into existing U.S. 219 require the removal of the existing Hunsrick Road Bridge (SR 2102). Due to geometric and intersection sight distance constraints at the intersection of Hunsrick Road (T-355) and Mason-Dixon Highway (T-355), it was determined that the Hunsrick Road Bridge would not be replaced and Hunsrick Road would terminate on the east side of U.S. 219. As a result of the Hunsrick Road Bridge removal, a new roadway would be constructed: the Hunsrick Road Extension. This new roadway would connect existing Hunsrick

Detailed Alternatives Phase (Cont.)

Road with Fike Hollow Road (T-363) and would parallel new U.S. 219 alternative along the eastern side. This new connector roadway would provide access from Hunsrick Road to U.S. 219 Business (SR 2047) near the Meyersdale Interchange. The proposed typical section for the Hunsrick Road Extension includes two 10-foot travel lanes and 4-foot outside shoulders. The design speed is anticipated to be 25 miles per hour.

- 2. Clark Road:** Clark Road (T-353) extends west from Mountain Road (T-824) to existing U.S. 219. Due to topographical and geometric constraints, providing a grade separated crossing of a new U.S. 219 alternative proposed under this study was not practical. It was determined Clark Road should be bisected where it crosses a new alternative of U.S. 219 proposed under this study. A cul-de-sac would be placed at each end of the roadway where it intersects the U.S. 219 right-of-way. The eastern side of Clark Road would maintain access to U.S. 219 Business near the Meyersdale interchange via Mountain Road, Hunsrick Road Extension, and Fike Hollow Road.
- 3. Mountain Road:** Mountain Road (T-824) currently extends north from the intersection with Hunsrick Road to a cul-de-sac adjacent to existing U.S. 219. With the associated improvements of the Hunsrick Road Extension, the northern end of Mountain Road would be connected to the Hunsrick Road Extension and the existing cul-de-sac would be removed. The existing intersection of Mountain Road with Hunsrick Road would be maintained. To avoid the steep grade (14%) on existing Mountain Road, a portion of Mountain Road is to be closed to traffic. Access to property along Mountain Road would be maintained and cul-de-sacs would be placed where the road would be closed. As noted above, the northern segment of Mountain Road would be accessible from the Hunsrick Road Extension while the southern segment of Mountain Road would be accessible from the existing intersection with Hunsrick Road.
- 4. Mason-Dixon Highway:** The Mason-Dixon Highway (T-355) would be improved between Hunsrick Road and the U.S. 219 Meyersdale Interchange in accordance with PennDOT's Resurfacing, Restoration, and Rehabilitation (3R) design criteria, using a design speed transition from 55 MPH to 35 MPH. The upgrades are roughly 1.3-miles in length, starting near Hunsrick Road and ending at the U.S. 219 Meyersdale Interchange. Prior to the opening of the Meyersdale Bypass, Mason-Dixon Highway carried U.S. 219. After the Meyersdale Bypass opened, PennDOT transferred ownership and maintenance of Mason-Dixon Highway to Summit Township. Following completion of a new U.S. 219 alternative proposed under this study, ownership of Mason-Dixon Highway is to be transferred back to PennDOT as part of re-routed traffic patterns in the area.
- 5. Existing U.S. 219 Connection to be Removed:** The existing U.S. 219 would be severed, and a local connection would be re-established just south of Chipmonk Lane. This new roadway would become U.S. 219 Business.

No Build Alternative:

The No Build Alternative is retained throughout the alternative development process to serve as a baseline for comparison with the Build Alternatives. The following is a description of each alternative.

The No Build Alternative involves taking no action, except routine maintenance along U.S. 219. The existing two-lane roadway between Meyersdale, Pennsylvania and Garrett County, Maryland would remain. No new alternatives or additional roadway would be constructed.

Build Alternative DU Modified:

The Alternative DU Modified alignment was developed by combining suggestions from the U.S. Fish and Wildlife Service (USFWS) with an alternative identified during previous 2001 NEPA efforts. USFWS suggested an alternative to avoid the mountain slope/ridge in Pennsylvania and reduce potential impacts to terrestrial wildlife.

Build Alternative DU-Shift Modified:

Alternative DU-Shift Modified resulted from combining Alternative DU Modified with Alternative E-Shift Modified to move the alternative further away from residences along Old Salisbury Road. Alternative DU-Shift Modified mimics the alternative of Alternative DU Modified from Meyersdale until south of the Mason-Dixon Line, where the alternative is shifted eastward and away from Old Salisbury Road.

Detailed Alternatives Phase (Cont.)

Build Alternative E Modified:

The Alternative E Modified alignment was suggested during former 2001 NEPA efforts to avoid farmland in Pennsylvania and avoid residential areas along existing U.S. 219. Alternative E Modified starts at the southern end of the Meyersdale Bypass and proceeds in a southerly direction along the face of Meadow Mountain. At the Pennsylvania/Maryland border, Alternative E Modified would extend in a southwesterly direction, east of the existing U.S. 219.

Build Alternative E-Shift Modified:

The alignment for Alternative E-Shift Modified was suggested by residents along Old Salisbury Road during former 2001 NEPA efforts and involves shifting Alternative E Modified further away from the residences on Old Salisbury Road. Alternative E-Shift Modified follows Alternative E Modified, with the exception of a small shift in Maryland, slightly eastward, away from the homes along Old Salisbury Road. Alternative E Modified does not directly impact the homes along Old Salisbury Road; however, residents requested an evaluation of a slightly eastward shift to move the alternative further from their homes. The trade-off is that Alternative E-Shift Modified bisects a farm field that is only slightly impacted by Alternative E Modified. This shifted section is the same as the shifted section of Alternative DU-Shift Modified.

Environmental Summary

FHWA Preferred Alternative - E-Shift Modified

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.

Alternative E-Shift Modified meets the project purpose and need, by providing a consistent link in the regional transportation system, primarily between I-68 and I-76. This link would complete the development of Corridor N of the Appalachian Development Highway System and support increased economic opportunities in the region.

Below is a list of advantages that make Alternative E-Shift Modified the environmentally preferable alternative:

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

Equivalent to Alternative E Modified, Alternative E-Shift Modified has the least impact to:

- Prime farmland soils
- Productive farms
- Historic structures
- Maple sugar production forests
- 1% annual chance floodplains
- Bat hibernacula
- Streams
- Indirect and Cumulative Effects

Alternative E-Shift Modified was developed in response to input received at public meetings from residences along Old Salisbury Road to move the alignment as far away as possible from homes in that area. Consequently, unlike Alternatives DU Modified and E Modified, Alternative E-Shift Modified is sufficiently far enough away from the residences on Old Salisbury Road that it is anticipated to have less potential for noise impacts.

Environmental Summary (Cont.)






However, the project team was constrained by the historic boundary of Tomlinson Inn and Little Meadows. Project engineers designed Alternative E-Shift Modified to situate the alignment as far away from Old Salisbury Road as possible, while also avoiding the Tomlinson Inn and Little Meadows historic boundary. Alternative E-Shift Modified is also aligned so that it does not preclude future consideration of access to existing U.S. 219 south of Old Salisbury Road in Maryland.

Alternatives E Modified and E-Shift Modified would result in the least overall harm to **Section 4(f) properties**, with a **de minimis** use of the historic Miller Farm. Alternatives DU Modified and DU-Shift Modified would result in the use of two (2) additional Section 4(f) properties including the historic Lowry Farm and Deal Farm.

The preliminary construction cost estimate for Alternative E-Shift Modified is \$352.9 million. The cost does not include design, right-of-way acquisition, utility relocation, mineral rights, wildlife crossings, intelligent transportation systems and maintenance facility final amenities.

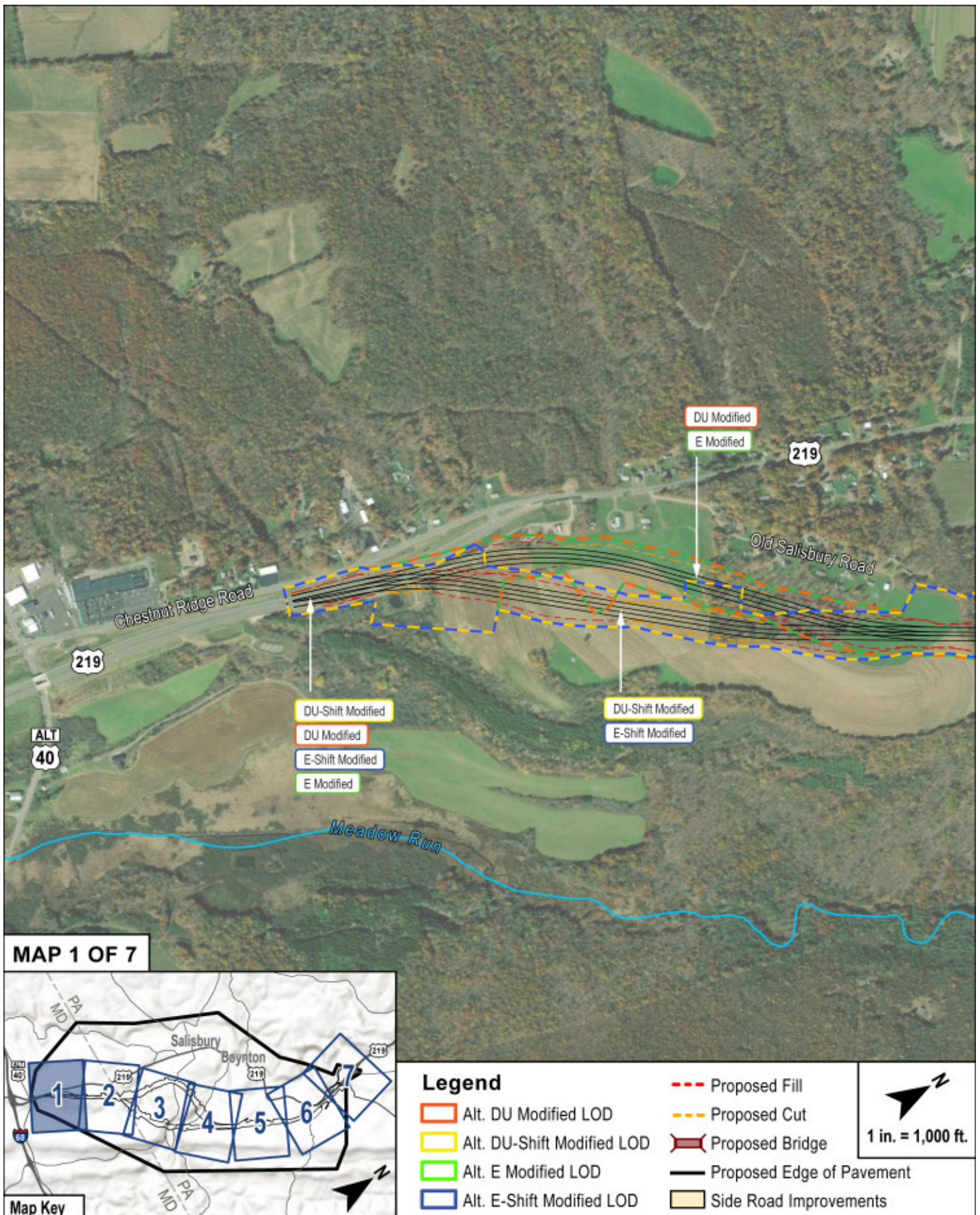
Summary of Direct Impacts Per Modified Alternative

FHWA Preferred

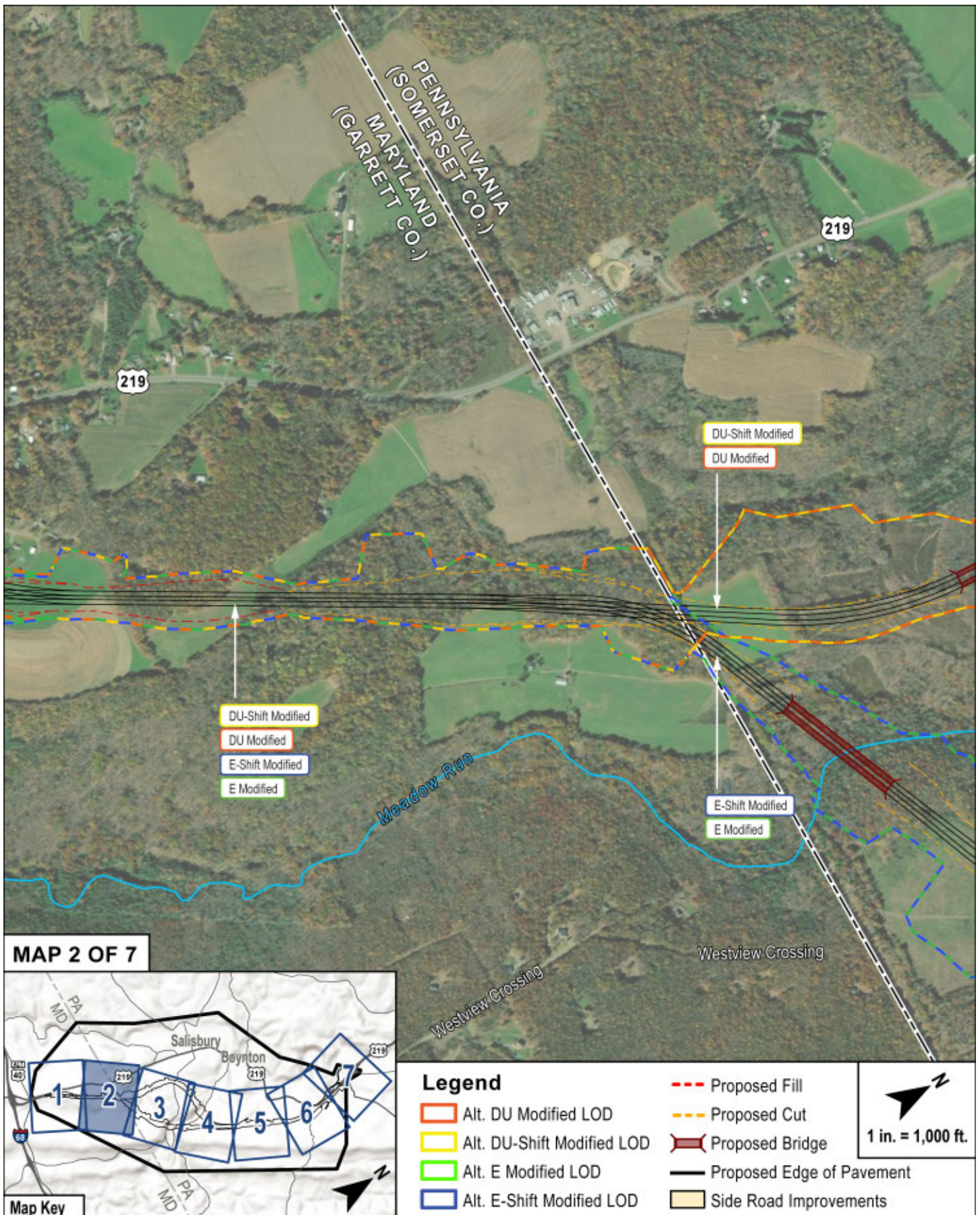
Resource	Project Alternatives				
	No Build	DU Modified	DU-Shift Modified	E Modified	E-Shift Modified
 SOCIOECONOMIC RESOURCE IMPACTS					
Parcels intersected by the Limit of Disturbance (#)	0	117	114	106	103
Residential Displacements (#)	0	9	9	8	8
Commercial Displacements (#)	0	2	2	2	2
Impacted Noise Receptors (#)	4	13	9	13	9
 CULTURAL RESOURCE IMPACTS					
Above Ground Historic Resources (# / acres)	0 / 0	3 / 40.2	3 / 40.2	1 / 0.78	1 / 0.78
Areas of High Probability for (acres)	Prehistoric Archaeology	0	50.0	48.6	48.6
	Historic Archaeology	0	16.6	13.9	13.9
Section 4(f) Resources	Impacted (#)	0	3	1	1
	Type of Use	0	> De Minimis	De Minimis	De Minimis
 NATURAL RESOURCE IMPACTS					
Forestland (acres)	0	431.4	430.0	389.8	388.8
Active Farmland (acres)	0	76.6	76.8	37.9	38.1
Productive Farms (#)	0	9	9	6	6
Prime Farmland Soils (acres)	0	32.9	32.9	19.9	19.9
Soils of Statewide Importance (acres)	0	102.9	102.9	82.0	81.9
Preferential Tax Assessment (acres)	0	74.9	75.2	36.1	36.4
FEMA 1% Annual Chance Floodplains (acres)	0	12.3	12.3	4.7	4.7
Potential Bat Hibernacula (#)	0	3	3	0	0
Wetland (acres)	0	11.30	11.17	10.07	9.94
Streams (linear feet)	0	24,796	24,811	23,192	23,192
 MINING AND POTENTIAL HAZARDOUS WASTE					
Surface Mining Boundaries (acres)	0	319.7	319.6	212.7	212.7
Deep Mine Boundaries (acres)	0	22.9	22.9	23.0	23.0
Area of Concern Sites (#)	0	3	3	3	3
 ENGINEERING					
Length of Alternative (miles)	0	8.3	8.3	7.9	7.9
Limit of Disturbance Acreage	0	628.7	626.2	560.9	558.7
Preliminary Construction Cost Estimate (Year 2030 Dollars)	\$0	\$525.5 M	\$528.8 M	\$349.6M	\$352.9 M

Notes: 1) Green shading represents the lowest impact per category by alternative (excluding the No Build, which does not carry any direct impacts other than noise receptors). 2) Four impacted noise receptors are associated with the No Build Alternative because of design year traffic projections. 3) 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. 4) All resources are defined in the glossary at the back of this brochure.

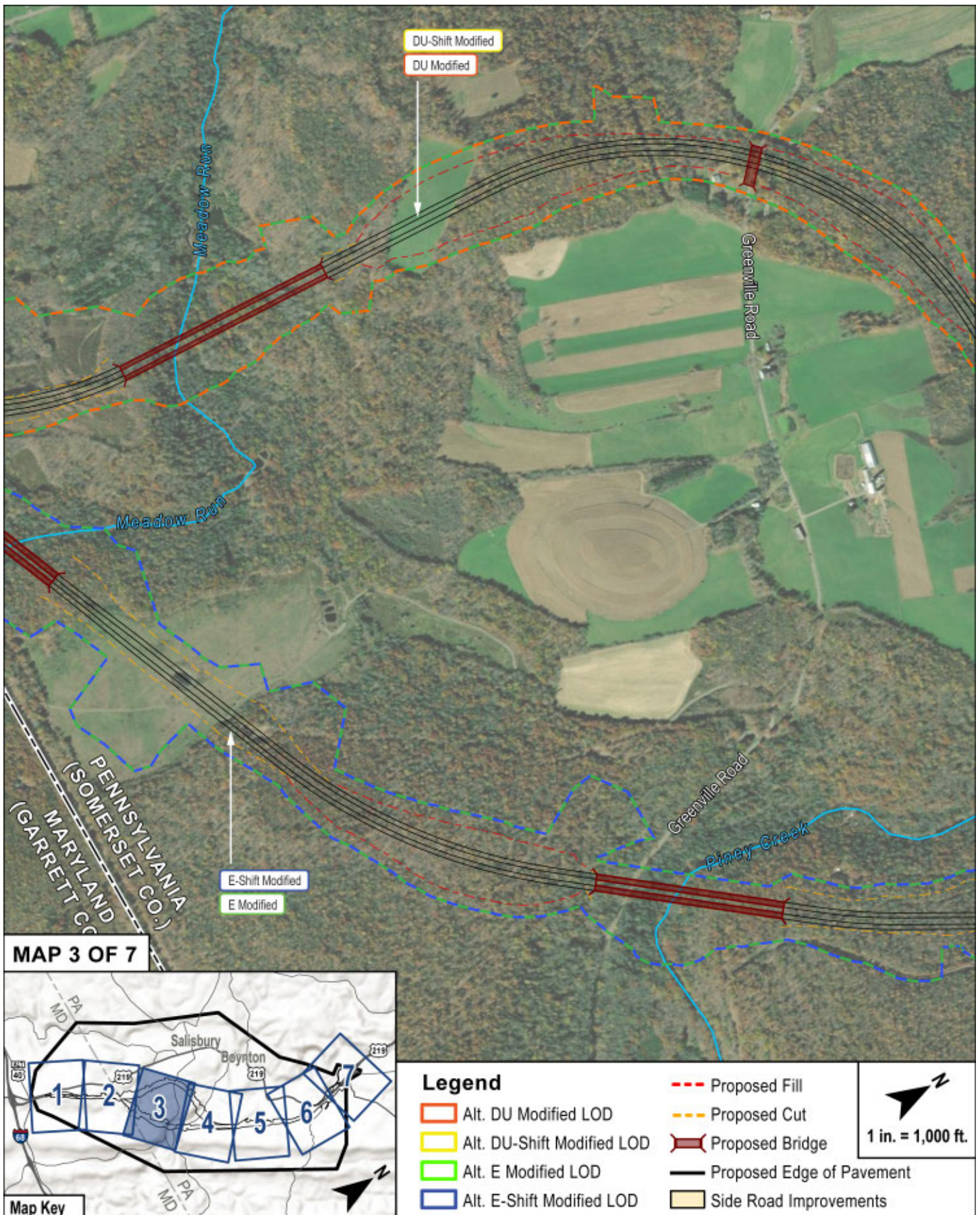
Map of Build Alternatives



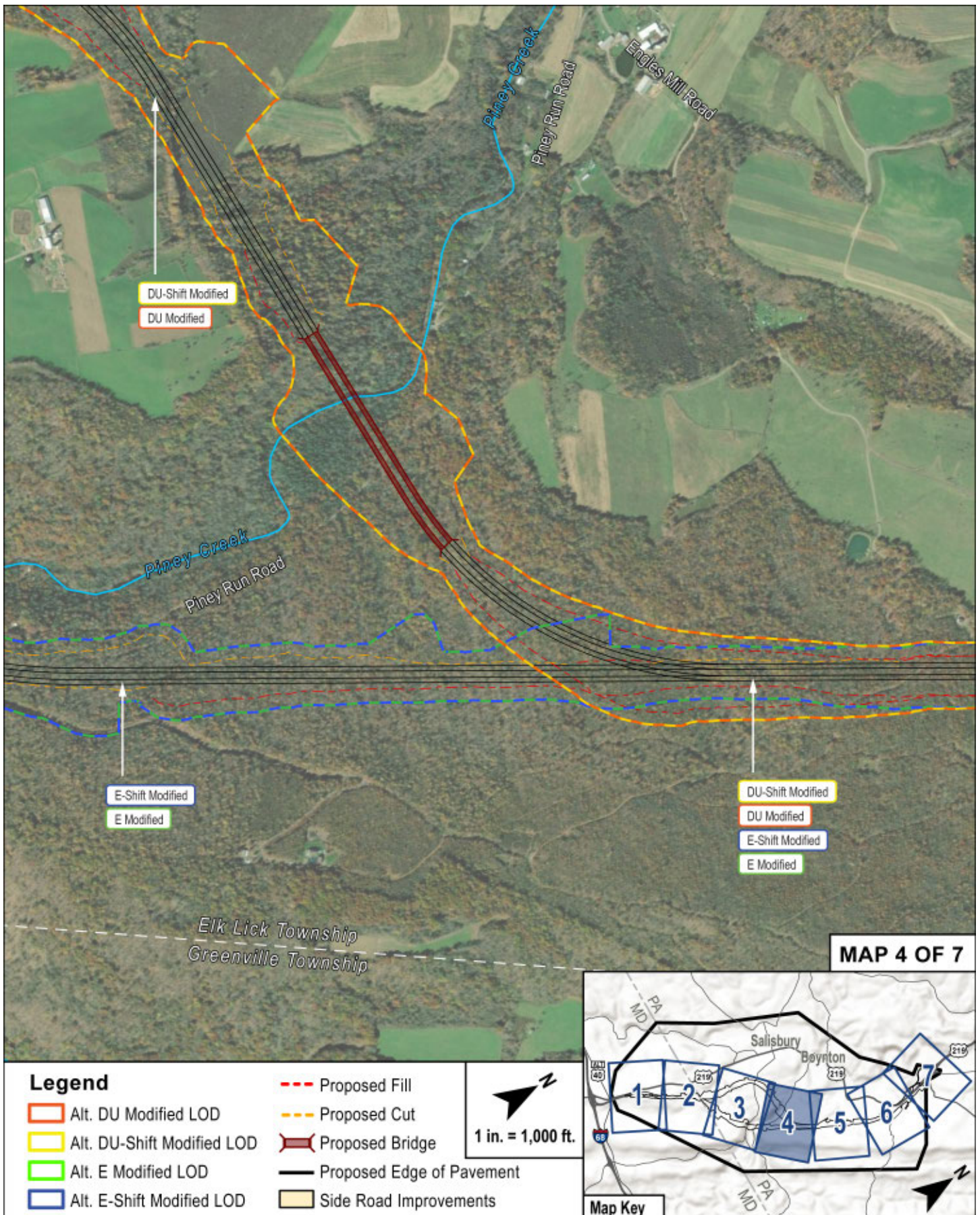
Map of Build Alternatives



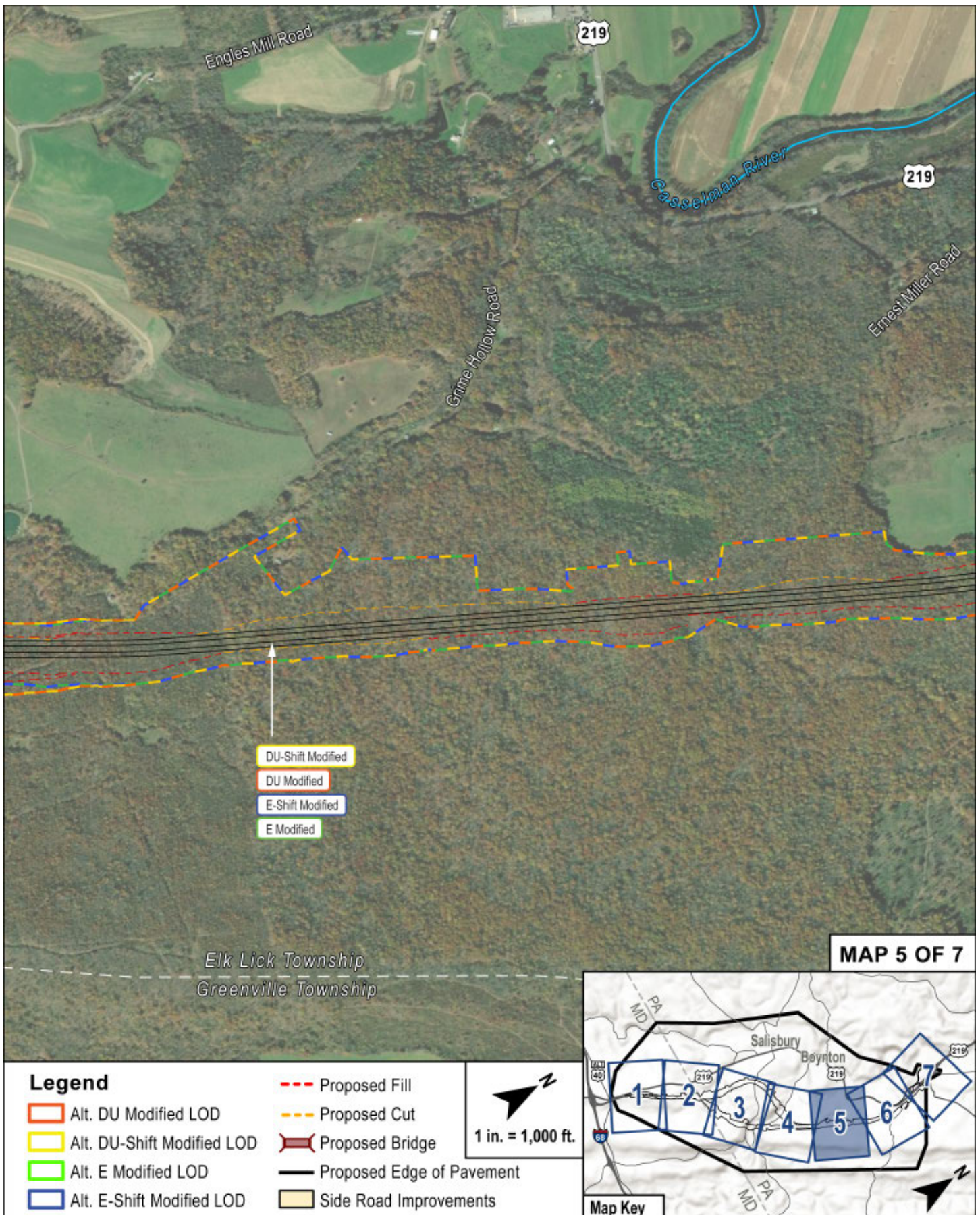
Map of Build Alternatives



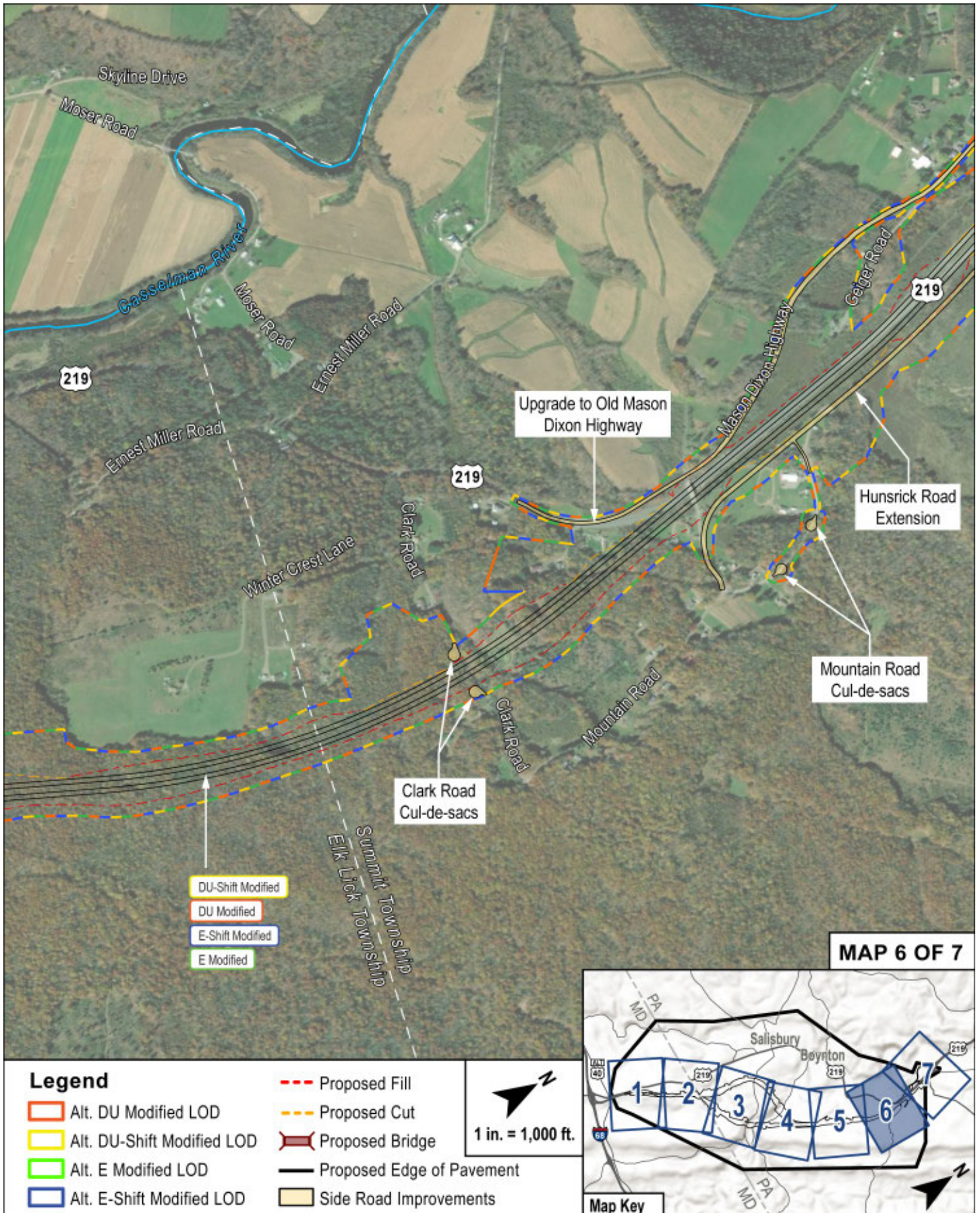
Map of Build Alternatives



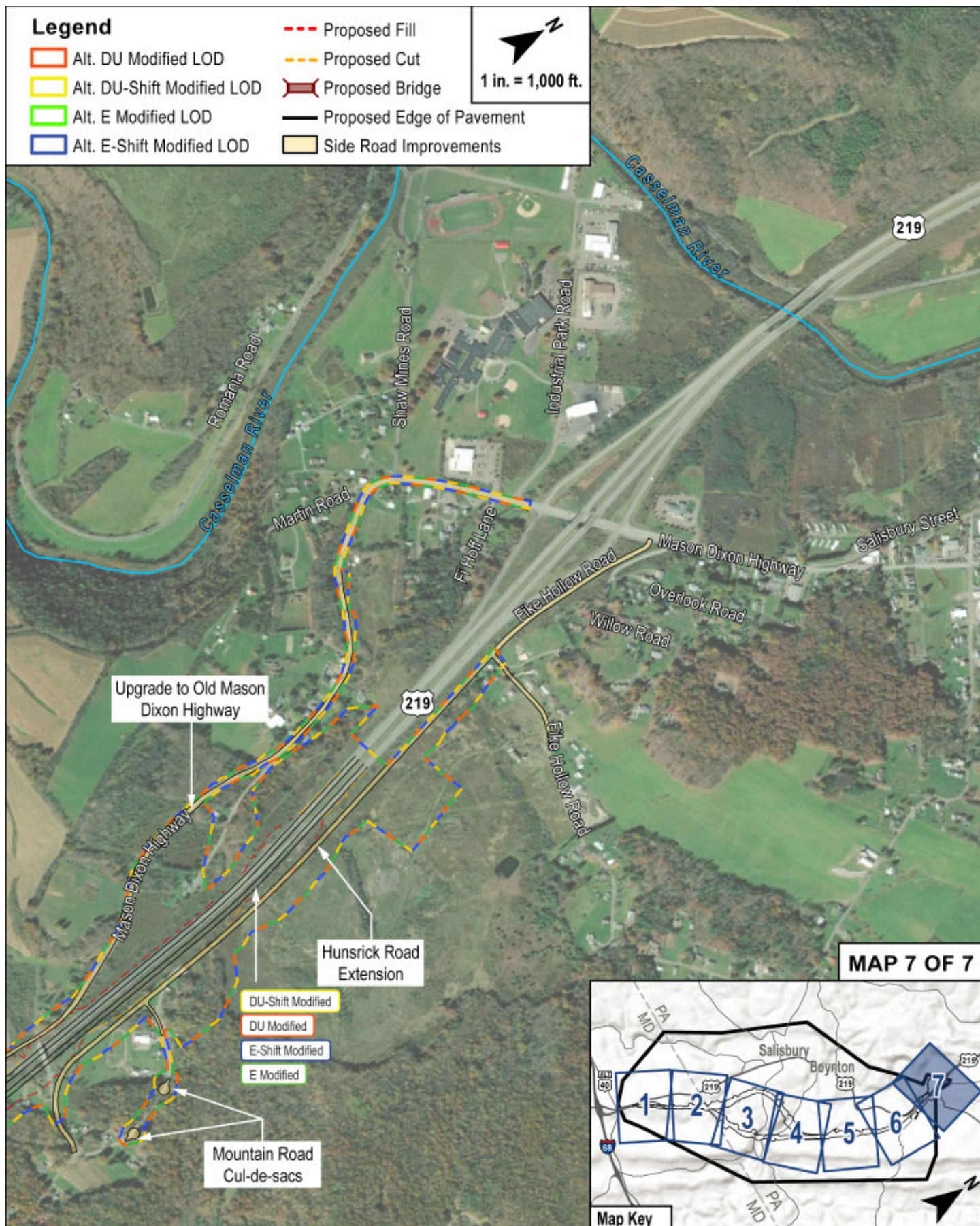
Map of Build Alternatives



Map of Build Alternatives



Map of Build Alternatives



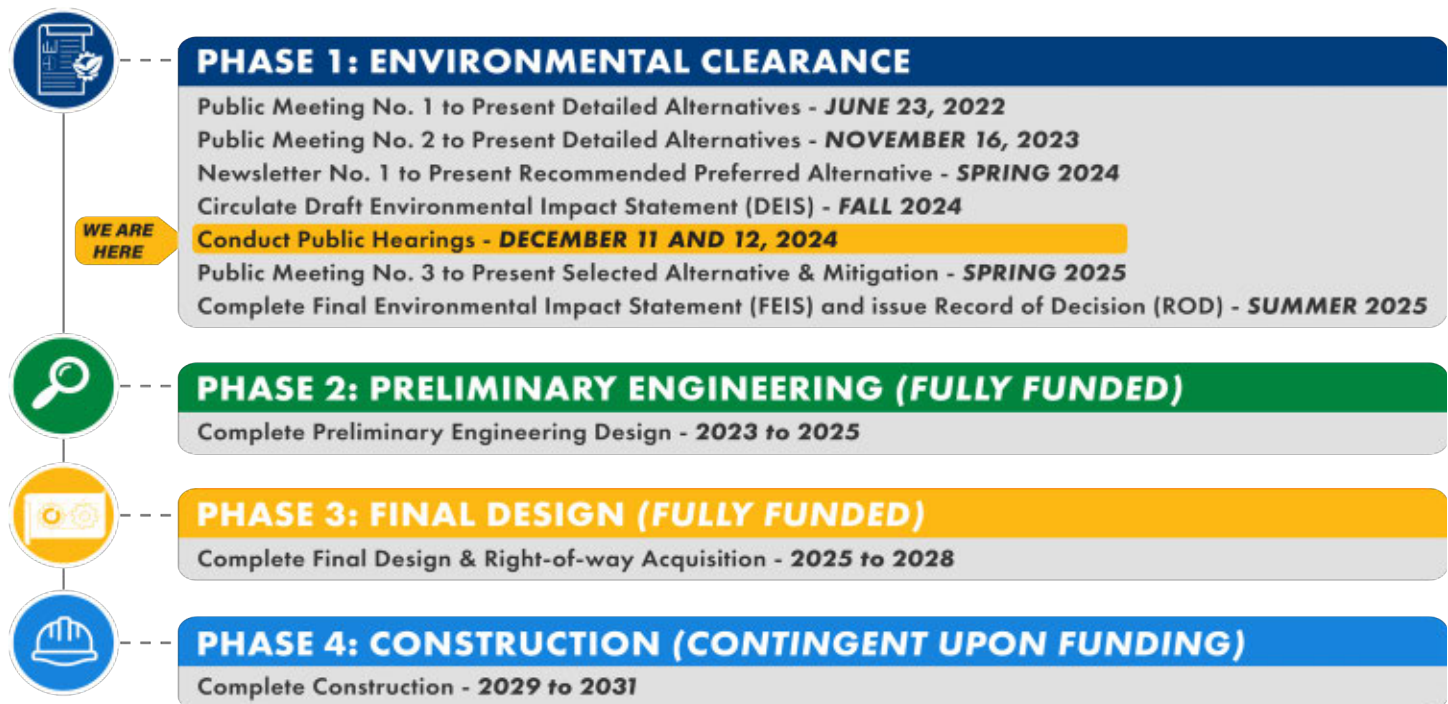
NEXT STEPS & HOW TO STAY ENGAGED

Next Steps

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.

Final Design is planned to begin in 2025 with completion in 2028. This will also include right-of-way acquisition. Construction which is contingent upon funding being secured is planned to begin in 2029 with completion in 2031.

Project Schedule



Your Opinion Matters

We request that all questions or comments following the public hearing be sent to Brionna Marks, KCI Technologies, to ensure that they are properly routed to the correct team member and for record keeping.

We will carefully review and consider project concerns and preferences expressed at the public hearings. Self-addressed, postage paid envelopes are available at the sign-in table and the contact information for members of the project team are available in this brochure to assist you in providing comments.

Public Involvement Continues

PennDOT and SHA will continue to provide opportunities for public involvement throughout the U.S. 219 Project. PennDOT and SHA representatives are available to meet with community groups, civic associations, and other organizations upon request. Please contact Brionna Marks, KCI Technologies by phone or email (listed below) to request a meeting.

Public Comment Period Open from November 8, 2024, to January 13, 2025.

An online comment form for the DEIS is available at the project website: <https://www.penndot.pa.gov/US219meyersdalesouth>. Interested parties may submit comments on the DEIS either online or by mail to:

KCI Technologies Inc.
Attn: Brionna Marks
5001 Louise Drive
Mechanicsburg, PA 17055
Phone: 717-668-0413
Email: Brionna.Marks@kci.com

Interested parties may provide written comments on the DA 404 Permit Application to:

U.S. Army Corps of Engineers — Pittsburgh District Regulatory Branch
Attn: Allen Edris
1000 Liberty Avenue, Federal Building, 20th Floor
Pittsburgh, PA 15222-4186
Phone: 412-395-7158
Email: allen.r.edris@usace.army.mil

Please refer to Permit 2014-523 in all feedback submitted. **Written comments must be received on or before January 13, 2025, at 5:00 p.m.**

In Maryland, interested parties may provide written comments to the MDE for the Nontidal Wetlands and Waterways Permit Application (24-NT-3200), and the Maryland Section 401 Water Quality Certification Request (24-WQC-0043) at:

Maryland Department of the Environment
Attn: Emily Dolbin
1800 Washington Boulevard
Baltimore, MD 21230
Phone: 410-545-3745
Email: emily.dolbin@maryland.gov

Please refer to Permit 24-NT-3200 or Certification 24-WQC-0043 in all feedback submitted. **Written comments must be received by the MDE on or before January 13, 2025, at 5:00 p.m.**

Locations to Review DEIS Documents

Transcripts of the public hearings will be available for public review approximately nine (9) weeks after the hearings online at the project website <https://www.penndot.pa.gov/US219meyersdalesouth> and during normal business hours at the local public viewing locations listed below. DEIS will be available starting November 8, 2024. To confirm availability, please call ahead.

Meyersdale Public Library 210 Center Street, Meyersdale, PA 15552 Phone: 814-634-0512	PennDOT District 9-0 1620 North Juniata Street, Hollidaysburg, PA 16648 Phone: 814-696-7250
Somerset County Library: Somerset County Federated Library System 6022 Glades Pike, Ste. 120, Somerset PA15501 Phone: 814-445-5907	FHWA – Pennsylvania Division 30 North Third Street, Suite 700 Harrisburg, PA 17101 Phone: 717-221-3461

Locations to Review DEIS Documents (Cont.)

Mary S. Biesecker Public Library 230 South Rosina Avenue, Somerset, PA 15501 Phone: 814-445-4011	SHA District 6 1251 Vocke Road, LaVale, MD 21502 Phone: 301-729-8400
Ruth Enlow Library of Garrett County: Grantsville Branch 102 Parkview Drive, Grantsville, MD 21536 Phone: 301-895-5298	FHWA – Maryland Division George H. Fallon Federal Building Federal Highway Administration 31 Hopkins Plaza, Suite 1520, Baltimore, MD 21201 Phone: 410-962-4440
Allegany County Library System: Frostburg 65 East Main Street, Frostburg, MD 21532 Phone: 301-687-0790	

Non-Discrimination in Federally Assisted and State-Aid Programs

For information concerning non-discrimination in federally assisted and state-aid programs, please contact:

PennDOT Bureau of Equal Opportunity P.O. Box 3251 Harrisburg, PA 17105-3251 Phone: 717-787-5891 Email: 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
--	--

Join the Mailing List

You may add your name to the project mailing list by completing the enclosed mailer or giving your information to the receptionist at the hearing. If you have previously submitted your name and address, or if you have received this brochure in the mail, you are already on the project mailing list.

Visit the Website

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 U.S. 219 Improvement Project Public Hearings.
Your comments are greatly appreciated!**

Glossary

Above Ground Historic Resources: Above ground historic resources include places, such as buildings, farms, bridges, downtowns, neighborhoods, industrial areas, landscapes, and districts.

Active Farmland: Land that is currently being used for agricultural purposes.

Alternatives: Potential solutions that are evaluated to determine whether they will address the Purpose and Need of the project.

Appalachian Development Highway System: The Appalachian Development Highway System (ADHS) is a 3,090-mile system of 33 designated corridors and roadways within the states that make up the Appalachian Region. The ADHS was created by the Appalachian Regional Development Act of 1965. Its purpose was to provide a system of development highways and access roads which would contribute to economic development opportunities in the Appalachian regions of 13 States --Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. The ADHS program is jointly administered by the Appalachian Regional Commission and FHWA.

Area of Concern: An area at a facility or an off-site area, which is not known to be a Solid Waste Management Unit, where hazardous waste and/or hazardous constituents are present as a result of a release from the facility.

Bat Hibernacula: A site where one or more bats hibernate in winter. Figure 43 shows the entrance to a cave hibernaculum.

Build Alternatives: One or more specific transportation improvements involving new construction or reconstruction in a defined study area.

Deep Mine Boundaries: Areas where underground mining operations involve opening one or more portals or shafts into the earth that follow or intercept coal seams that are too deep for surface mining methods.

De Minimis: An impact that will not adversely affect the activities, features, or attributes of a Section 4(f) property.

Displacement: A building that must be removed to complete a construction project.

Environmental Impact Statement: NEPA requires Federal agencies to prepare Environmental Impact Statements (EISs) for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The EIS process consists of the following steps: Notice of Intent (NOI), draft EIS (DEIS), final EIS (FEIS), and Record of Decision (ROD).

FEMA 1% Annual Chance Floodplains: Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

FHWA Preferred Alternative: A Preferred Alternative is an alternative identified by the lead Federal agency which best meets the purpose and needs of a project, is supported by all stakeholders and planning partners and is the least environmentally damaging practicable alternative.

Forestland: Forestlands are composed of an overstory of tree canopy and an understory that is divided into shrub and forb layers. These plant communities occur in many diverse regions. They function as wildlife habitat, modulators of hydrologic flow, and protectors of soil. Forests provide a diverse range of resources including storing carbon, regulating climate, purifying water, and preventing hazards such as floods. Through the development of plants and technology, the Plant Materials Program provides resources for establishing and maintaining the forest ecosystem.

Historic Archaeology: Historical archaeology is the study of the material remains of past societies that also left behind some other form of historical evidence. This field of research embraces the interests of a diverse group of scholars representing the disciplines of anthropology, history, geography, and folklore.

Glossary (Cont.)

Impacted Noise Receptor: An individual receptor unit that has a future design year noise level that approaches or exceeds the NAC and/or that experiences a substantial noise level increase of 10 dB(A) or more above existing noise levels.

Limited Access Highway: This route type includes U.S. and state numbered freeways and expressways and Interstate routes where access to and from the facility is limited to interchanges with grade separations. These high-speed routes typically have posted speed limits ranging from 55 mph in urban areas to 75 mph in some rural states. Some urban areas may have short segments directly connecting the freeway to surface streets where the posted speed limit is as low as 35 mph.

Limited English Proficiency: Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." These individuals may be entitled language assistance with respect to a particular type or service, benefit, or encounter.

Limit of Disturbance: The boundary limit of all project-related work, including construction, grading, landscaping, material storage and anything else related to the project.

Mobility: Mobility is the ability to move from place to place and is significantly dependent on the availability of transportation facilities and on system operating.

National Environmental Policy Act (NEPA): NEPA is a law that requires federal agencies to consider the environmental impact of their actions before making decisions. NEPA is applicable on the U.S. 219 project because it is federally funded. For the U.S. 219 project, FHWA is the lead federal agency and is responsible for NEPA approval.

No Build Alternative: An alternative developed to evaluate the impacts of not building a project in order to make comparisons with one or more Build Alternatives. The No-Build Alternative can either be a "do nothing" option that involves no construction or it may include improvements such as adding turn lanes, improving intersections, signalization, signage, pavement markings or other techniques that require minimal construction and no addition of capacity.

Notice of Intent: The first step in the NEPA EIS process, before the draft EIS, final EIS, and record of decision (ROD). The NOI is published in the Federal Register by the lead Federal agency and signals the initiation of the process. An NOI should contain a brief narrative description of the proposed action, a brief description of possible alternatives to accomplish the goals of the proposed action, and a brief description of the proposed scoping process for a particular action.

Planning and Environmental Linkages: An approach to transportation decision making that considers environmental, community, and economic goals early in the planning stage for use during latter phases of project development including design, and construction. PEL studies provide an opportunity to create a seamless decision-making process that fosters a collaborative and integrated transportation process; minimizes duplication of effort; promotes environmental stewardship; and reduces delay in project implementation.

Prehistoric Archaeology: Prehistoric archaeology refers to the interdisciplinary study of ancient human societies and cultures before the advent of written records.

Preferential Tax Assessment: Provides tax relief to owners of agricultural, forest, or open space land.

Prime Farmland Soils: Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods.

Productive Farms: A farm is defined as any place from which \$1,000 or more of agricultural products were produced and sold, or normally would have been sold, during the year. Since the definition allows for farms to be included even if they did not have at least \$1,000 in sales, but normally would have, a system is developed by U.S.DA's National Agricultural Statistics Service (NASS) for determining when a farm normally would have.

Record of Decision: The Record of Decision (ROD) is the conclusion of the NEPA EIS process. The ROD document is prepared after the final EIS and identifies the Preferred Alternative.

Glossary (Cont.)

Right-of-Way: A right of way authorizes specific use of parcels of public land for a specified period that is appropriate for the life of the project.

Section 4(f) Resources: Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, is implemented by the Federal Highway Administration (FHWA) through the regulation 23 CFR 774.

Section 404 of the Clean Water Act: This authorizes the U.S. Army Corps of Engineers to issue permits for discharges of dredged or fill material into waters of the United States. If NEPA action requires issuance of a Section 404 permit, the lead agency should ensure integration of the environmental review process required by NEPA with the Section 404 program.

Soils of Statewide Importance: Land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods.

Surface Mining Boundaries: Areas where mining operations involve removing soil, rocks, and plants to access minerals or metals that are located just below the earth's surface. The mining methods include, but not limited to, strip mining, auger mining, dredging, and quarrying, as well as related activities like exploration and site preparation.

Transcript: The official word-for-word written copy of all spoken and/or written testimony presented during the formal portion of SHA's public hearings. The transcript is provided by a contracted court reporter and becomes available for public review eight weeks after the hearing concludes.

Testimony: Testimony at a public hearing is a formal statement made by a witness or interested party on a proposed issue or action. Public hearings are formal meetings that provide a chance for the public to share their opinions and concerns on a topic. If preferred, opportunity will be given for public hearing attendees to provide private testimony to a court reporter. The testimony is recorded and becomes part of the public record.

Wetland: Areas that are regularly wet or flooded, with vegetation adapted for life under those saturated soil conditions. Wetlands generally include swamps, bogs, marshes, and similar areas.

This image shows a full page of blank white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

**Draft Environmental Impact Statement
Public Comment Period Open and Public Hearings Announced
for the US 219 Meyersdale, PA to Old Salisbury Road, MD Project**

11/8/2024

The Pennsylvania Department of Transportation (PennDOT) in partnership with the Maryland State Highway Administration (SHA), and in coordination with the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE), and the Maryland Department of Environment (MDE), are issuing a notice of availability for the Draft Environmental Impact Statement (DEIS), as well as, notice of a hearing to provide members of the public the opportunity to comment on the project for consideration in review of the Department of the Army's (DA) 404 Permit Application, MDE's Nontidal Wetlands Waterways Permit Application (24-NT-3200), and the MDE 401 Water Quality Certification request (24-WQC-0043) for this project.

The comment period on these documents begins November 8, 2024, and extends through January 13, 2025. The purpose of the public hearings is to 1) provide interested individuals, community associations, citizen groups, and government agencies an opportunity to offer spoken or written comments on the DEIS, and 2) allow the USACE to receive comments on the DA's Section 404 Permit Application and allow MDE to receive comments on the Nontidal Wetlands and Waterways Permit Application and the 401 Water Quality Certification request for this project.

The project team is proposing a new 8-mile long, four-lane, limited access facility for US 219 from the end of the Meyersdale Bypass in Pennsylvania to the newly constructed portion of US 219 in Maryland, which opened in May 2021. Of the eight (8) miles, six (6) are in Pennsylvania and two (2) are in Maryland.

Pennsylvania Public Hearing

Purpose: This hearing is intended for the public and interested persons/stakeholders to provide formal testimony and/or comment on the DEIS and the DA's 404 Permit Application (Permit # 2014-523).

Date: Wednesday, December 11, 2024

Time: 4:00 – 8:00 p.m.

- Open House Plans Display: 4:00 – 5:00 p.m.
- Formal Public Hearing: 5:00 – 8:00 p.m.

Location: Salisbury Volunteer Fire Department Station 618 Fire Hall
385 Ord Street
Salisbury, PA 15558

Link: To participate in the hearing online, log in after 4:45 p.m. at <https://bit.ly/US219-PA-Hearing-Dec11>. The hearing begins promptly at 5:00 p.m.

Maryland Public Hearing

Purpose: This hearing is intended for the public and interested persons/stakeholders to provide formal testimony and/or comment on the DEIS, the DA's 404 Permit Application (Permit # 2014-523), the MDE's Nontidal Wetlands and Waterways Permit Application, and the 401 Water Quality Certification request for this project.

Date: Thursday, December 12, 2024

Time: 4:00 – 8:00 p.m.

- Open House Plans Display: 4:00 – 5:00 p.m.
- Formal Public Hearing: 5:00 – 8:00 p.m.

Location: Grantsville Volunteer Fire Department's Social Hall
178 Springs Road
Grantsville, MD 21536

Link: To participate in the hearing online, log in after 4:45 p.m. at <https://bit.ly/US219-MD-Hearing-Dec12>. The hearing begins promptly at 5:00 p.m.

US 219 Improvement Project – FINAL Press Release

An open house plans display is scheduled for 4:00 p.m. to 5:00 p.m. prior to each of the Hearings. The public can ask questions during this time; however, those informal questions will not be part of the public record. The formal public hearings will begin at 5:00 p.m. with a formal presentation and testimony by PennDOT and/or SHA. The MDE (December 12th hearing only) and the USACE will only be accepting testimony on the waterway permit applications. The public will have an opportunity to provide public and private testimony to a court reporter and/or written testimony after the presentation. There will be no response to comments by PennDOT, SHA, MDE or the USACE given during the formal testimony portion of the hearing. Registration slips for both in-person private and public testimony will be available at the registration table on the day of the event. Public virtual testimony will be accepted following the live formal presentation. To provide virtual testimony, please register in advance no later than Monday, December 9, 2024, by 5:00 p.m. by contacting:

Brionna Marks, KCI Technologies
Phone: 717-668-0413
Email: Brionna.Marks@kci.com

There are three options for providing written testimony, which include:

- Filling out a written testimony form at one of the Public Hearings.
- Mailing in testimony using one of the self-addressed envelopes at the hearing registration table at either of the Public Hearings.
- Sending an email to Brionna Marks, KCI Technologies to the email above.

A Public Hearing Brochure is posted on the project website and at the local public viewing locations listed below. The brochure provides an overview of the project, including a summary of information in the DEIS and instructions on how to provide testimony.

The DEIS is available for review at the following locations:

Meyersdale Public Library
210 Center Street
Meyersdale, PA 15552
Phone: 814-634-0512

PennDOT District 9-0
1620 North Juniata Street
Hollidaysburg, PA 16648
Phone: 814-696-7250

Mary S. Biesecker Public Library
230 South Rosina Avenue
Somerset, PA 15501
Phone: 814-445-4011

FHWA – Pennsylvania Division
30 North Third Street, Suite 700
Harrisburg, PA 17101
Phone: 717-221-3461

Somerset County Library
6022 Glades Pike, Ste. 120
Somerset, PA 15501
Phone: 814-445-2556

MD SHA – District 6
1251 Vocke Road
LaVale MD 21502
Phone: 301-729-8400

Allegheny County Library System – Frostburg
65 East Main Street
Frostburg, MD 21532
Phone: 301-687-0790

FHWA – Maryland Division
George H. Fallon Federal Building
Federal Highway Administration
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21201
Phone: 410-962-4440

Ruth Enlow Library of Garrett County – Grantsville Branch
102 Parkview Drive
Grantsville, MD 21536
Phone: 301-895-5298

The DEIS and Public Hearing Brochure is also available on the project website at www.penndot.pa.gov/US219meyersdalesouth

The public hearing location is accessible to persons with disabilities. Any persons having special needs or requiring special aids are requested to contact the Brionna Marks before December 1, 2024, in order to secure special accommodations.

Subscribe to PennDOT news in Bedford, Blair, Cambria, Fulton, Huntingdon and Somerset Counties at www.penndot.pa.gov/RegionalOffices/district-9/pages/default.aspx

For local PennDOT information visit X at www.x.com/PennDOTNews

Media contact: Jay Knarr, 814-696-7101.

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

NOTICE OF PUBLIC HEARING AND AVAILABILITY FOR PUBLIC REVIEW AND COMMENT PUBLIC COMMENT PERIOD OPEN FROM NOVEMBER 8, 2024, TO JANUARY 11, 2025

The Pennsylvania Department of Transportation (PennDOT) in partnership with the Maryland Department of Transportation State Highway Administration (SHA), and in coordination with the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE), and the Maryland Department of the Environment (MDE), are hosting two joint public hearings for the U.S. 219, Section 050 Transportation Improvement Project also referred to as the U.S. 219 Project. The purpose of the public hearings is to 1) formally present the Draft Environmental Impact Statement (DEIS) detailing the evaluation and comparison of the four Build Alternatives, including the FHWA Preferred Alternative (Alternative E-Shift Modified) and the No Build Alternative, and 2) provide members of the public the opportunity to comment on the USACE Department of Army's (DA's) Section 404 Permit Application, the MDE's Nontidal Wetlands and Waterways Permit Application, and the MDE's 401 Water Quality Certification request for the project. The public hearings will be conducted as part of the 45-day comment period on the DEIS.

Pennsylvania In-Person and Virtual Public Hearing Details:

- Purpose:** This hearing is intended for the public and interested persons/ stakeholders to provide formal testimony and/or comment on the DEIS and the DA's 404 Permit Application (Permit # 2014-523).
- When:** Wednesday, December 11, 2024
- Where:** Salisbury Volunteer Fire Department Station 618 Fire Hall
385 Ord Street
Salisbury, PA 15558
- Time:** 4:00 – 8:00 p.m.
- Open House Plans Display: 4:00 – 5:00 p.m.
 - Formal Public Hearing: 5:00 – 8:00 p.m.
(Virtual link will be active at 4:45 p.m.)
- Link:** <https://bit.ly/US219-PA-Hearing-Dec11>



Maryland In-Person and Virtual Public Hearing Details:

- Purpose:** This hearing is intended for the public and interested persons/ stakeholders to provide formal testimony and/or comment on the DEIS, the DA's 404 Permit Application (Permit # 2014-523), the MDE's Nontidal Wetlands and Waterway Permit Application (24-NT-3200) and the MDE's 401 Water Quality Certification request for this project (24-WQC-0043).
- When:** Thursday, December 12, 2024
- Where:** Grantsville Volunteer Fire Department's Social Hall
178 Springs Road
Grantsville, MD 21536
- Time:** 4:00 – 8:00 p.m.
- Open House Plans Display: 4:00 – 5:00 p.m.
 - Formal Public Hearing: 5:00 – 8:00 p.m.
(Virtual link will be active at 4:45 p.m.)
- Link:** <https://bit.ly/US219-MD-Hearing-Dec12>



An open house plans display is scheduled for 4:00 to 5:00 p.m. prior to each of the hearings. The public can ask questions during this time; however, those informal questions will not be part of the public record. The formal public hearings will begin at 5:00 p.m. with a formal presentation and testimony by PennDOT and/or SHA. The MDE (December 12th hearing only) and the USACE will only be accepting testimony on the waterway permit applications. The public will have an opportunity to provide public and private testimony to a court reporter and/or a written testimony after the presentation. There will be no response to comments by PennDOT, SHA, MDE, or the USACE given during the formal testimony portion of the hearing. Registration slips for both in-person private and public verbal testimony will be available at the registration table on the day of the event. Public virtual verbal testimony will be accepted following the live formal presentation and public in-person verbal testimony. To provide virtual testimony, please register in advance no later than **December 9, 2024, by 5:00 p.m.** by contacting:

Brionna Marks, KCI Technologies
Phone: 717-668-0413
Email: brionna.marks@kci.com

There are three options for providing written testimony, which include:

- Filling out a written testimony form at the public hearings.
- Mailing in your testimony using one of the self-addressed envelopes at the registration table.
- Sending an email to Brionna Marks, KCI Technologies as noted above.

A Public Hearing Brochure is posted on the project website and at the local public viewing locations listed below. The brochure provides an overview of the project, including a summary of information in the DEIS and instructions on how to provide testimony.

Meyersdale Public Library
210 Center Street
Meyersdale, PA 15552
Phone: 814-634-0512

Mary S. Biesecker Public Library
230 South Rosina Avenue
Somerset, PA 15501
Phone: 814-445-4011

Somerset County Library
6022 Glades Pike, STE 120
Somerset, PA 15501
Phone: 814-445-2556

PennDOT District 9-0
1620 North Juniata Street
Hollidaysburg, PA 16648
Phone: 814-696-7250

FHWA – Pennsylvania Division
30 North Third Street, Suite 700
Harrisburg, PA 17101
Phone: 717-221-3461

Allegheny County Library System – Frostburg
65 East Main Street
Frostburg, MD 21532
Phone: 301-687-0790

Ruth Enlow Library of Garrett County – Grantsville Branch
102 Parkview Drive
Grantsville, MD 21536
Phone: 301-895-5298

SHA District 6
1251 Vocke Road
LaVale, MD 21502
Phone: 301-729-8400

FHWA – Maryland Division
George H. Fallon Federal Building
Federal Highway Administration
31 Hopkins Plaza, Suite 1520
Phone: 410-962-4440

The DEIS and Public Hearing Brochure are also available on the project website at www.penndot.pa.gov/US219meyersdalesouth

The public hearing locations are accessible to persons with disabilities. Any persons having special needs or requiring special aids are requested to **contact Brionna Marks before December 1, 2024**, in order to secure special accommodations.

From: [Deb Hoover](#)
To: [Wiley Moyers, Erin](#); [Alan Baranski](#); [Piper, Alan](#); [Allen Edris](#); [Amanda Timochenko](#); [Amy Kessler](#); [Andrew Bomberger](#); [Anne Messner](#); [Benjamin Harvey](#); [Anderson, Robert M](#); [Bryan Baker](#); [D Wohlwill](#); [dgracenin](#); [Dan Walston](#); [Don Kiel](#); [ealoiz](#); [Porochniak, Gene \(FHWA\)](#); [Glenn Weitknecht](#); [Jake Zerby](#); [Jamie Davis](#); [Engle, Jeff \(FHWA\)](#); [Jeffrey Box](#); [Crobak, Jennifer \(FHWA\)](#); [Kagel, Jennifer](#); [Jill Foys](#); [Jim Saylor](#); [John Gibble](#); [Johnathan Fitzkee](#); [Joy Gillespie](#); [Julia Moore](#); [Kenana Zejcirovic](#); [Kevin Abrams](#); [McLaughlin, Kristin](#); [Hammert, Mark \(FHWA\)](#); [Matt Smoker](#); [Melanie Barber](#); [Michael Danko](#); [Michael Tylka](#); [Michelle Goddard](#); [Mike Dombroskie](#); [Mike Pritchard](#); [Manbeck, Natasha \(FHWA\)](#); [Phan, Nhan \(FHWA\)](#); [Nikolas Tranchik](#); [Bishop, Ronnique \(FHWA\)](#); [rgordon](#); [Cordek, Sarah \(FHWA\)](#); [Sherri Clayton](#); [Song Kim](#); [Steve Herman](#); [Sze Wing Yu](#); [Tim Witman](#); [Todd Hoernemann](#); [Todd Schaible](#); [Feliciano, Veronica \(FHWA\)](#); [Wes Burket](#); [Abraham, Shaun](#); [Alcorn, Clarissa](#); [Allen, Brian N.](#); [Allison, Amanda](#); [Ames, John A \(Drew\)](#); [Ammerman, Jeremy D](#); [Anthony, David \(PENNDOT\)](#); [Augustine, Gregory](#); [Auker, Nicole](#); [Bishop, Marie](#); [Bohman, John D](#); [Brooks, Hope](#); [Brown, Corey](#); [Bucher, Jeffrey](#); [Bunce, Kyle J](#); [Burden, Donald](#); [Burford, Brad](#); [Campbell, Kenneth R](#); [Carson, Jacob H.](#); [Cease, Kristen](#); [Chappell, Mark](#); [Chestney, Jamie](#); [Chripczuk, Jonathan](#); [Chuboy, Christina](#); [Covert, Cristin](#); [Crouch, Todd](#); [Davies, Charles](#); [Davis, Edward \(PENNDOT\)](#); [Dogonniuck, Alexander](#); [Duda, Rachel](#); [Erickson, Michael](#); [Ertel, Nina](#); [Fischer, David \(PENNDOT\)](#); [Franzen, Lucas A](#); [Frederick, Barbara](#); [Gardner, Kenda Jo](#); [Genovese, Alexander](#); [Gerling, Heather](#); [Giamarino, Madeline](#); [Gonsman, Andy](#); [Gray, Gavin](#); [Greenland, Vince](#); [Grumbine, Frank](#); [Guers, Sue](#); [Guyton, Tyra](#); [Hammond, Alice M](#); [Haney, Susanne M](#); [Hanson, Casey](#); [Harrison, Emma](#); [Harrower, Monica](#); [Harvey, Hannah](#); [Hazelton, Susan](#); [Heinrich, Keith](#); [Highlands, Keith](#); [Jacobini, Jared](#); [Jano, Steve J](#); [Joe Olesweski](#); [Kania, Pamela](#); [Kawash, Peter](#); [Keane, Daniel L](#); [Kelley, Autumn](#); [King, Christopher D.](#); [Krobot, Nicholas](#); [Kronz, George](#); [Larzelere, Michael](#); [Lightcap, Jay](#); [Lolli, Amy M](#); [Lorson, Benjamin](#); [MacDonald, Andrea](#); [Martin, Veronica](#); [Mattern, Brian](#); [Mausteller, Michael J.](#); [McClellan, Sarah K](#); [McClelland, Thomas](#); [McCloskey, Anthony J](#); [McDougal, Steven](#); [McKeel, Justin](#); [Melley, Allen](#); [Mercer, J Tyler](#); [Mock, Kevin W](#); [Neal, Elbert](#); [Nepal, Dewakar](#); [Norris, Christine](#); [Okin, Sharon](#); [Orsini, Chiara](#); [Orwig, April](#); [Patel, Mithun](#); [Pavic, Richard T](#); [Peacock, Christopher](#); [Podniesinski, Gregory](#); [Prestash, Thomas](#); [Radatti, Mark J](#); [Rairigh, Elizabeth](#); [Raskiewicz, Thomas J](#); [Rebert, Ashley](#); [Rebert, Emily](#); [Rickard, Marc C](#); [Roberts, Dean](#); [Roessing, Jason](#); [Rostron, David](#); [Ruhl, Bryon S](#); [Russell, Kara](#); [Ryndock, Jason](#); [Sabitsky, Jesse U](#); [Savage, William \(Fish & Boat\)](#); [Scarr, Kristin](#); [Schrecengost, Jessica](#); [Seeley, Douglas](#); [Shaffer, Scott \(PENNDOT\)](#); [Shiffler, Ryan R](#); [Shifflet, Larry S.](#); [Shunk, Brian E](#); [Siesholtz, Colin](#); [Slagel, Katelyn](#); [Smaroff, Dan](#); [Smiles, Heather A](#); [Snyder, Terry](#); [Spangler, Christine](#); [Starks, Kipp](#); [Suanlarm, Paul](#); [Supel, Matthew](#); [Thompson, Kristina L](#); [Vankirk, Ryan](#); [Vautar, James G](#); [Velazquez, Jose A](#); [Vivian, Nicholas A](#); [Vlot, Christian](#); [Walczesky, Kristen](#); [Wertz, Gerald C.](#); [Wisor, Joshua \(Fish & Boat\)](#); [Wolfgong, Christopher R](#); [Yocum, Thomas R](#); [Young, Mark](#)
Cc: [asquillari@pa.gov](#); [Young, Jeffrey \(PennDOT\)](#); [Stone, Michael \(PennDOT\)](#); [Moore, Steve \(Pittsburgh\)](#)
Subject: November Agency Coordination Meeting
Date: Sunday, November 24, 2024 1:35:00 PM

Hello,

I am sending out this email on behalf of Attilio Squillario. Since there is no ACM meeting this month, the U.S. 219 Meyersdale, PA to Old Salisbury Road, MD project has some news it would like to share with all of you.

First, on behalf of the Pennsylvania Department of Transportation (PennDOT) in partnership with the Maryland State Highway Administration (SHA), and in coordination the Federal Highway Administration (FHWA), are pleased to announce the availability of the U.S. 219 Meyersdale, PA to Old Salisbury Road, MD Draft Environmental Impact Statement (DEIS) for public review and comment and Public Hearing dates.

The public review and comment period began on November 8, 2024, and will end on January 13, 2025. The DEIS and supporting technical files are available for review via the project website at <https://www.penndot.pa.gov/US219meyersdalesouth>. Hard copies of the DEIS are available at various locations throughout the project area. Comments concerning the DEIS must be submitted no later than 5:00 p.m. on January 13, 2025, to: Brionna Marks, KCI Technologies, 5001 Louise Drive, Mechanicsburg, PA 17055 or via e-mail to Brionna.marks@kci.com. All comments received during the comment period and at the public hearing will be considered. These comments will become part of the public record associated with this action.

Second, PennDOT in partnership with SHA, and in coordination with the FHWA, the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE), will conduct public hearings for the project. The hearings will be held on December 11, 2024, at the Salisbury Volunteer Fire Department, 385 Ord Street, Salisbury, PA 15558 and December 12, 2024, at the Grantsville Volunteer Fire Department, 178 Springs Road, Grantsville, MD 21536. Both hearings will also be offered virtually. Go to the [project website](#) for a link to the meeting. The doors will open at 4:00 PM for an open house and testimony will begin at 5:00 PM. The purpose of the hearings is to formally present the DEIS detailing the evaluation and comparison of the four Build Alternatives and the No Build Alternative. A FHWA Preferred Alternative (Alternative E-Shift Modified) is identified in this DEIS. The public hearings will provide an opportunity for interested individuals, community associations, citizen groups, and government agencies to offer spoken or written comments for the project record on the DEIS. The public hearings also offer the opportunity for the USACE to receive comments on a DA Section 404 permit (2014-523), MDE Nontidal Wetlands and Waterways Permit Application (24-NT-3200), and MDE Section 401 Water Quality Certification Request (24-WQC-0043) for the project.

Lastly, the project team is planning to advance this project as a joint Final EIS/Record of Decision (ROD).

If you have any concerns or issues about the project, please feel free to contact me at asquillari@pa.gov or (814) 696-7116 or Mike Stone, PennDOT Project Manager at (814) 696-7157 or by email at micstone@pa.gov.

Thank you,
Attilio Squillario

-----Original Appointment-----

From: Wiley Moyers, Erin <EWILEY@pa.gov>

Sent: Wednesday, October 9, 2024 7:43 AM

To: Alan Baranski; Piper, Alan; Allen Edris; Amanda Timochenko; Amy Kessler; Andrew Bomberger; Anne Messner; Benjamin Harvey; Anderson, Robert M; Bryan Baker; D Wohlwill; dgracenin; Dan Walston; Don Kiel; ealoiz; Porochniak, Gene (FHWA); Glenn Weitknecht; Jake Zerby; Jamie Davis; Engle, Jeff (FHWA); Jeffrey Box; Crobak, Jennifer (FHWA); Kagel, Jennifer; Jill Foys; Jim Saylor; John Gible; Johnathan Fitzkee; Crum, Jonathan (FHWA); Joy Gillespie; Julia Moore; Kenana Zejcirovic; Kevin Abrams; McLaughlin, Kristin; Hammert, Mark (FHWA); Matt Smoker; Melanie Barber; Michael Danko; Michael Tylka; Michelle Goddard; Mike Dombroskie; Mike Pritchard; Manbeck, Natasha (FHWA); Phan, Nhan (FHWA); Nikolas Tranchik; Bishop, Ronnique (FHWA); rgordon; Cordek, Sarah (FHWA); Sherri Clayton; Song Kim; Steve Herman; Sze Wing Yu; Tim Witman; Todd Hoernemann; Todd Schaible; Feliciano, Veronica (FHWA); Wes Burket; Abraham, Shaun; Alcorn, Clarissa; Allen, Brian N.; Allison, Amanda; Ames, John A (Drew); Ammerman, Jeremy D; Anthony, David (PENNDOT); Augustine, Gregory; Auken, Nicole; Bishop, Marie; Bohman, John D; Brooks, Hope; Brown, Corey; Bucher, Jeffrey; Bunce, Kyle J; Burden, Donald; Burford, Brad; Campbell, Kenneth R; Carson, Jacob H.;

Cease, Kristen; Chappell, Mark; Chestney, Jamie; Chripczuk, Jonathan; Chuboy, Christina; Covert, Cristin; Crouch, Todd; Davies, Charles; Davis, Edward (PENNDOT); Dogonniuck, Alexander; Duda, Rachel; Erickson, Michael; Ertel, Nina; Fischer, David (PENNDOT); Franzen, Lucas A; Frederick, Barbara; Gardner, Kenda Jo; Genovese, Alexander; Gerling, Heather; Giamarino, Madeline; Gonsman, Andy; Gray, Gavin; Greenland, Vince; Grumbine, Frank; Guers, Sue; Guyton, Tyra; Hammond, Alice M; Haney, Susanne M; Hanson, Casey; Harrison, Emma; Harrower, Monica; Harvey, Hannah; Hazelton, Susan; Heinrich, Keith; Highlands, Keith; Jacobini, Jared; Jano, Steve J; Joe Olesweski; Kania, Pamela; Kawash, Peter; Keane, Daniel L; Kelley, Autumn; King, Christopher D.; Krobot, Nicholas; Kronz, George; Larzelere, Michael; Lightcap, Jay; Lolli, Amy M; Lorson, Benjamin; MacDonald, Andrea; Martin, Veronica; Mattern, Brian; Mausteller, Michael J.; McClellan, Sarah K; Mcclelland, Thomas; Mccloskey, Anthony J; McDougal, Steven; McKeel, Justin; Melley, Allen; Mercer, J Tyler; Mock, Kevin W; Neal, Elbert; Nepal, Dewakar; Norris, Christine; Okin, Sharon; Orsini, Chiara; Orwig, April; Patel, Mithun; Pavic, Richard T; Peacock, Christopher; Podniesinski, Gregory; Prestash, Thomas; Radatti, Mark J; Rairigh, Elizabeth; Raskiewicz, Thomas J; Rebert, Ashley; Rebert, Emily; Rickard, Marc C; Roberts, Dean; Roessing, Jason; Rostron, David; Ruhl, Bryon S; Russell, Kara; Ryndock, Jason; Sabitsky, Jesse U; Savage, William (Fish & Boat); Scarr, Kristin; Schrecengost, Jessica; Seeley, Douglas; Shaffer, Scott (PENNDOT); Shiffler, Ryan R; Shifflet, Larry S.; Shunk, Brian E; Siesholtz, Colin; Slagel, Katelyn; Smaroff, Dan; Smiles, Heather A; Snyder, Terry; Spangler, Christine; Squillario, Attilio S; Starks, Kipp; Suanlarm, Paul; Supel, Matthew; Thompson, Kristina L; Vankirk, Ryan; Vautar, James G; Velazquez, Jose A; Vivian, Nicholas A; Vlot, Christian; Walczesky, Kristen; Wertz, Gerald C.; Wisor, Joshua (Fish & Boat); Wolfgong, Christopher R; Yocum, Thomas R; Young, Mark; Deb Hoover

Subject: [External Email] Agency Coordination Meeting

When: Wednesday, October 23, 2024 9:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

From IT@KCI.COM 410-316-7820 *** This is an External Email from outside of KCI.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 286 235 645 116

Passcode: Hp7BAC

Dial in by phone

[+1 267-332-8737](tel:+1267-332-8737), [919 686 899#](tel:+1919-686-8999) United States, Philadelphia

[Find a local number](#)

Phone conference ID: 919 686 899#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Recording or transcribing this meeting, in any manner including through a third-party application, may not occur without the consent of all participants, as required by law, and must adhere to Commonwealth policies. For more info click the legal link.

[Privacy and security](#)



**Meyersdale to
Old Salisbury Rd**

Pennsylvania Public Hearing Dec. 11, 4:00PM

 **Salisbury Volunteer Fire Dept.**
385 Ord St., Salisbury, PA

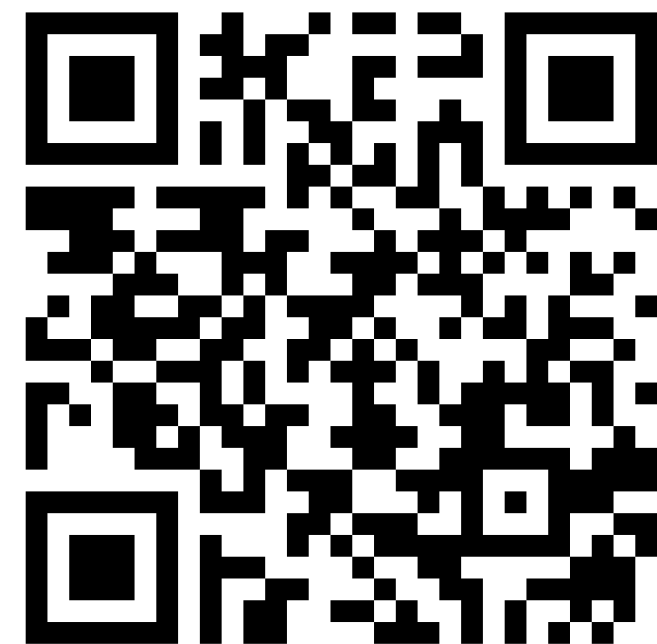
<https://bit.ly/US219-PA-Hearing-Dec11>



Maryland Public Hearing Dec. 12, 4:00PM

 **Grantsville Volunteer Fire Dept.**
178 Springs Rd., Grantsville, MD

<https://bit.ly/US219-MD-Hearing-Dec12>



Details Below

ENVIRONMENTAL PROTECTION AGENCY

[FRL OP–OFA–152]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information 202–564–5632 or <https://www.epa.gov/nepa>. Weekly receipt of Environmental Impact Statements (EIS)
 Filed November 4, 2024 10 a.m. EST
 Through November 8, 2024 10 a.m. EST
 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxapps.epa.gov/cdx-enepa-II/public/action/eis/search>.

EIS No. 20240203, Draft, FHWA, PA, U.S. 6219, Section 050 Transportation Improvement Project, Comment Period Ends: 01/13/2025, Contact: Benjamin Harvey 717–221–3701.

EIS No. 20240204, Final, GSA, WA, Kenneth G. Ward (Lynden) and Sumas Land Ports of Entry Modernization and Expansion Projects Lynden and Sumas, Washington, Review Period Ends: 12/16/2024, Contact: Patrick Manning 253–218–5286.

EIS No. 20240205, Draft, BLM, WY, Newcastle and Nebraska Draft Resource Management Plans and Environmental Impact Statement, Comment Period Ends: 02/13/2025, Contact: Kathleen T. Lacko, Project Manager 307–261–7536.

EIS No. 20240206, Final, BLM, UT, Greater Sage-grouse Rangeland Planning Proposed Resource Management Plan Amendment and Final Environmental Impact Statement, Review Period Ends: 12/16/2024, Contact: Pat Deibert 720–447–8107.

EIS No. 20240207, Final, USCG, WA, Expansion and Modernization of Base Seattle, Washington, Review Period Ends: 12/16/2024, Contact: Dean Amundson 510–637–5541.

EIS No. 20240208, Draft, USFS, OR, Northwest Forest Plan Amendment, Comment Period Ends: 03/17/2025, Contact: Priya Shahani 707–562–8737.

EIS No. 20240209, Final, USAF, MA, Air National Guard F–15EX Eagle II and F–35A Lightning II Beddowns, Review Period Ends: 12/16/2024, Contact: Mr. Devin Scherer 240–612–8422.

EIS No. 20240210, Draft, BLM, NV, Purple Sage Energy Center Project, Comment Period Ends: 02/13/2025, Contact: Jessica Headen 702–515–5206.

EIS No. 20240211, Final, BR, CA, Long-Term Operation of the Central Valley Project and State Water Project, Review Period Ends: 12/16/2024, Contact: Tim Warner 916–539–9510.

EIS No. 20240212, Final, BLM, AZ, Jove Solar Energy Project, Review Period Ends: 12/16/2024, Contact: Derek Eysenbach 602–417–9505.

EIS No. 20240213, Final, BOEM, MA, SouthCoast Wind Project, Review Period Ends: 12/16/2024, Contact: Genevieve Brune 703–787–1553.

EIS No. 20240214, Draft Supplement, USFWS, AK, Potential Land Exchange Involving Izembek National Wildlife Refuge Lands, Comment Period Ends: 12/30/2024, Contact: Bobbie Jo Skibo 907–441–1539.

EIS No. 20240215, Draft, BOEM, CA, California Offshore Wind, Comment Period Ends: 02/12/2025, Contact: Lisa Gilbane 805–384–6387.

Amended Notice

EIS No. 20240169, Draft, GSA, TX, Proposed Modernization of the Bridge of the Americas Land Port of Entry, El Paso, Texas, Comment Period Ends: 12/02/2024, Contact: Karla Carmichael 817–822–1372.

Revision to FR Notice Published 09/20/2024; Extending the Comment Period from 11/04/2024 to 12/02/2024.

Dated: November 8, 2024.

Timothy Witman,

Acting Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2024–26654 Filed 11–14–24; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OPP–2023–0607; FRL–11686–02–OCSPPI]

Pesticides; Flexible Packaging; Child Resistant Packaging Requirements; Notice of Clarification

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: In the **Federal Register** of February 8, 2024, the Environmental Protection Agency (EPA or Agency) announced it had determined that pesticide products marketed in flexible packaging (*e.g.*, pouches) 20 fluid ounces or less in size with labeling either directly recommending

residential use or reasonably interpreted to permit residential use are subject to the Child Resistant Packaging (CRP) mitigation measures, regardless of acute toxicity requirements, based on the visual similarity of the packaging design to children's food products. With this document, the Agency is clarifying that the flexible packaging intended to be addressed by the determination is the packaging known as flexible spouted pouches, also known as a spouted pouch, spouted pouch and cap, or fitment pouch. The determination does not apply to non-spouted flexible packaging such as the flexible packaging of household cleaning wipes and pet spot on pipettes or applicators.

DATES: If a registrant has a registered pesticide product in flexible packaging that is not compliant with the clarified determination, the registrant must contact the appropriate EPA Product Manager by May 14, 2025.

ADDRESSES: The docket for this action, identified by docket identification (ID) number EPA–HQ–OPP–2023–0607, is available online at <https://www.regulations.gov>. Additional information about dockets generally, along with instructions for visiting the docket in-person is available at <https://www.epa.gov/dockets>.

FOR FURTHER INFORMATION CONTACT: Charles Smith, Registration Division (7505P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001; main telephone number: (202) 566–1030; email address: RDfRNotices@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Does this action apply to me?

You may be affected by this action if you currently market or propose to market a pesticide in flexible spouted packages. The following list of North American Industrial Classification System (NAICS) codes is not intended to be exhaustive, but rather provides a guide to help readers determine whether this document applies to them. Potentially affected entities may include:

- Crop production (NAICS code 111).
- Animal production (NAICS code 112).
- Food manufacturing (NAICS code 311).
- Pesticide manufacturing (NAICS code 32532).

If you have questions about the applicability of this determination to you, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Appendix C: Media Coverage

marks milestone moment for area. B1.

everybody; next up, Saquon Barkley. B1.

The Tribune-Democrat

Serving Greater Johnstown since 1853

DECEMBER 12, 2024

THURSDAY

\$2.00 NEWSSTAND

Evidence studied in murder of CEO

BY MICHAEL R. SISKAK
AND MARK SCOLFORD
THE ASSOCIATED PRESS

Police: Gun found on suspect matches shell casings from NYC shooting scene

ALTOONA — The gun found on the man charged with killing UnitedHealthcare's CEO matched shell casings found at the site of the shooting, New York City's police commissioner said Wednesday, as authorities scrutinized evidence and the suspect's experiences with the victim's industry.

Luigi Mangione's fingerprints also matched a water bottle and

a snack bar wrapper that police found near the scene in midtown Manhattan, Commissioner Jessica Tisch said at an unrelated news conference. Police had said earlier that they believed the gunman bought the items at a nearby coffee shop while awaiting his target.

Mangione, 26, remained jailed without bail Wednesday in Pennsylvania, where he was arrested and initially charged with gun and surgery offenses. Manhattan prosecutors were working to bring him to New York to face a murder charge in the death of Brian Thompson,

the leader of the United States' biggest health insurer.

Mangione's lawyer, Altona attorney



Mangione

Please see EVIDENCE, A2

Online memes, posts cast alleged gunman as a hero

BY MIKE CATALINI
THE ASSOCIATED PRESS

Is he a hero? A killer? Both? About the same time the #FreeLuigi memes featuring the mustachioed plumber from "Super Mario Brothers" mushroomed online this

week, commenters shared memes showing Tony Soprano pronouncing Luigi Mangione, the man charged with murdering the UnitedHealthcare CEO in Manhattan, a hero.

Please see ONLINE, A2

In Salisbury, officials get public views on 219 work

Residents look over plans, voice support at PennDOT hearing

BY DAVID HURST
JOURNAL-TRIBUNE.COM

SALISBURY — As she looked over a large map Wednesday, Jennifer Miller had her family farm on her mind and her family's future at her side.

The Greenville Township woman held her grandson, Maverick, at a PennDOT hearing in Salisbury while an engineer outlined plans to widen U.S. Route 219 through the edge of her 352-acre farmstead.

Soon, there was a look of relief in her eyes.

"I'd rather lose some of my woods than our croplands, and now it looks like we might not lose anything," Miller said.

Nearly, the highway project's strongest Somerset County advocates also had reason for relief.

Wednesday's hearing was a chance to gather public feedback on the environmental impact that could be posed by PennDOT's six-mile-long "preferred route" for a four-lane Route 219 from Meyersdale to Maryland.

During an hour-long session that drew 30 attendees, just two residents voiced concerns. Neither gave testimony opposing the route, or even concerns.

"We've waited for six decades — for safety, for business," Meyersdale-area resident Martha Allright testified. "We need this road."

Please see Z19, A2

'REALLY HELPS THE PARENTS'



PHOTOS BY THOMAS SUTTOR/THE TRIBUNE-DEMOCRAT

Greater Johnstown High School senior and Key Club member Delanie Kiser, 17, gathers toys during Santa Fund distribution day Wednesday at the Frank J. Pasquerella Conference Center in downtown Johnstown, above. Below, Greater Johnstown juniors and Key Club members Natalie Tsinger (left) and Natiya Henderson, both 16, pack up board games as Santa Fund committee member Roselyn Brandon (center) watches.

Santa Fund makes Christmas merrier

Volunteers lend "helping hand," distribute gifts for 1,500 kids

BY KELLY URBAN
JOURNAL-TRIBUNE.COM

For Darlene Seals, the Santa Fund is allowing her three grandchildren to have a happier Christmas.

"I think this is a wonderful program," the Johnstown woman said. "It's helping underprivileged individuals in the community. It's great that a program like this is available to people because sometimes it goes unknown that people are struggling. The people behind this program truly are looking

out for the well-being of the community, and doing this to be a helping hand."

Now in its 18th year, The Tribune-Democrat's Santa Fund provides toys to area children ages 12 and younger.

The gifts are purchased at the Boscov's department store in the Johnstown Galleria in Richland Township, using donations made to the Santa Fund through the Community Foundation for the Alleghenies.

Please see SANTA, A2



City looks to fill two high-level positions

Community, economic development director exits after police chief; council OKs '25 budget

BY DAVE SUTOR
JOURNAL-TRIBUNE.COM

The City of Johnstown is continuing to search for a new police chief and a new community and economic development director after both positions became open within the past few weeks.

Police Chief Richard Pritchard abruptly left Oct. 23, effective immediately, providing just a two-sentence resignation letter.

Then, on Nov. 26, Community and Economic Development Director Nina Nidich sent out a mass email with a "Farewell and Thank You" subject line. She wrote: "It has been an honor and a privilege to work alongside such a dedicated and talented people, and I am deeply grateful for the opportunities I've had to contribute to our community."

Neither has spoken publicly about the reasons for their departures.

City Manager Art Martynuska has declined to discuss why Pritchard and Nidich are gone, simply referring to the situations as personnel matters. But after Johnstown City Council's regular monthly meeting Wednesday, Martynuska spoke about

Please see CITY, A2

State lawmakers signal priorities for new legislative session

BY ERIC SCICCHITANO
CNS STATE REPORTER

HARRISBURG — Votes won't be cast at the state Capitol until after lawmakers are sworn in next month, but the new legislative session is already underway.

Legislators have submitted hundreds of co-sponsorship memos seeking support for initiatives on topics including elections, gun rights, economic development and more.

The 2025-26 Legislative Session officially opened Dec. 1, but lawmakers won't be sworn in until Jan. 7. Floor

sessions, committee meetings and voting won't begin until then.

In the interim, lawmakers are circulating co-sponsorship memos to rally support for bill proposals. Hundreds of memos have been submitted in the House and the Senate — some new and some reintroducing bills that didn't become law in past sessions. Some memos will come and go without the underlying bill being introduced, for lack of support or another reason.

The memos address high-profile issues such as amendments to the Election Code to enact universal voter identification requirements, legalizing recreational marijuana, repealing mail-in voting, expanding voter registration periods, and instituting pre-circulating to allow county election workers more time to handle votes cast by mail ahead of Election Day.

There are memos proposing ways to increase the stock of affordable housing,

protect abortion access, enact gun safety laws, restrict any changes considered infringements on Second Amendment rights, eliminate school property taxes, institute term limits for state lawmakers and end daylight saving time.

Other memos propose adding social media protections for kids; instituting workforce initiatives to expand the labor force for training, long-term care and mental health; regulating short-

term rentals; enacting local taxes to fund emergency services; and legalizing spring services as a measure to address the opioid use epidemic.

Democrats control the House and Republicans are in charge of the Senate. Leadership of the chambers' respective majorities dictate which bills are considered in committee and on the chamber floor.

Please see STATE, A2

WELCOME BACK SCOOBY!



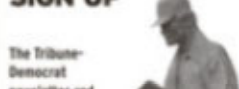
INSIDE

Kids	.....A7	Editorial	.....A6
Births	.....B8	Horoscope	.....A7
Bridge	.....B4	Letters	.....B8
Business	.....A4	Obituary	.....B8

LOTTERY

Wednesday's Powerball
13-44-50-52-54
Powerball: 20
Power Play: 2

SIGN UP



NEWS

WEATHER

SPORTS

FEATURES

GAME CENTER

MONEY **NEW**

CHIME IN

STATION

FANZONE

CONTESTS

LAWMAKERS

LEGAL

ADVERTISEMENT

PennDOT seeks public feedback on US-219 expansion environment and farmlands

by Stoker Wieczorek
Wed, December 11th 2024 at 10:51 PM
Updated Thu, December 12th 2024 at 10:17 AM

219 HEARING 12-11-2024 (WJAC)

four lanes of Route 219 in Somerset County extend all the way to Inter

NEWS

A public hearing was held Wednesday evening at Salisbury fire hall to

WEATHER

“For Somerset County, this has been a long wait. From the outset of the 1960s, the importance of this four-lane highway has been clear.” says Commissioner Brian Fochtman.

SPORTS

FEATURES

“We need this road. I’ve watched it for sixty years. Six decades is ridiculous to understand. We need this road for safety and for business. I just want part of my property, and I’m willing to do that.” says Meyersdale resident

GAME CENTER

MONEY **NEW**

With 6 miles of the project in Pennsylvania, and two in Maryland, Pennsylvania 9.9 acres of wetlands and streams will be impacted by this project.

CHIME IN

STATION

FANZONE

CONTESTS

LAWMAKERS

LEGAL

They say the majority of the US-219 expansion project area is dominated by agriculture not far behind.

somebody had an issue. It's great to get that feedback now." says Micr
PennDOT.

Officials say if all goes as planned the project should be complete in 20
deadline to [provide feedback digitally and over mail](#) is January 13.

MORE TO EXPLORE

Chiropractor used hidden camera to film naked patients, includir

How long does it take for Series EE bonds to mature?

High school principal indicted in student abuse scandal

SPONSORED CONTENT

The Truth About Metal Roofs

Metal Roof Nation | **SPONSORED**

Nvidia's New Rival (Hint: It's Not AMZN)

Motley Fool | **SPONSORED**

Unbelievable: Calculator Shows The Value Of Your House Instantl

Home Value By Address | **SPONSORED**

NEWS

WEATHER

SPORTS

FEATURES

GAME CENTER

MONEY **NEW**

CHIME IN

STATION

FANZONE

CONTESTS

LAWMAKERS

LEGAL

Appendix D: Public Official Sign-In Sheets

Appendix E: Public Hearing Sign-in Sheets



U.S. 219 PA PUBLIC HEARING SIGN IN SHEET

Wednesday, December 11, 2024, 4:00 p.m. - 8:00 p.m.

Please print on sign in sheet



NAME	ADDRESS	EMAIL	PHONE
Barbara Summers	145 Grant St	P.O. Box 368	814-662-6026
Lori Johnson	113 Gay street		240.362.5575
Tim Marple	113 Gay street		240.362-6571
John Svonavek	P.O. Box 68 Boswell PA	jsvonny13@yahoo.com	(814) 629-6631
David Hurst	Tribune Democrat		814 659-4832
Art Edgson	121 Union St	edgsona@yahoo.com	304 582 7964
Josi Yommer			301-895-5734
Hank Yommer	4747 Chestnut Grantsville MD 21536		301 895-5734
Jennifer Miller	130 Granite Rd Salisbury		
Don Cober	242 Barron Rd	coberb@2communications.net	814-442-2791
Teresa Snyder	324 Arnold Lane Markle	domcady1965@yahoo.com	
Jared Prith	11389 Glades Pike Fairhope AL		
Dick McKenica	Chestnut Ridge Rd	Grantsville	306 895-3217
Shirley Coatsworth	302 Murray Rd	Salisbury PA	
Gere Baughman	302 Murray Rd	Salisbury PA	856/8551



Meyersdale to
Old Salisbury Rd

U.S. 219 PA PUBLIC HEARING SIGN IN SHEET

Wednesday, December 11, 2024, 4:00 p.m. – 8:00 p.m.

Please print on sign in sheet



NAME	ADDRESS	EMAIL	PHONE
Larry Hing	139 HUNSRICK	R.D. Meyersdale	
John Paulman	129 HUNSRICK	Meyersdale Pa	814-521-3674
Dorothy Paulman	129 HUNSRICK	Meyersdale, Pa.	814-521-3677
Mark E McKenzie	9167 Mason Dixon Hwy	Salisbury. Pa	814-442-3310
JOHN SMAILA	521 THOMAS	MEYERSDALE PA.	814-634-5716
RON WERNICK	133 Gordon Ln	Meyersdale	814-634-0671
Herbert Hilliard	111 Reckner Rd.	Salisbury Pa	814-233-5406
Ronald BAER	1421 Mount Rd	Meyersdale Pa	724-454-8566
Liane Barron	155 Meri Road	Baswell Pa.	814 279-2530
Dean Barron	155 Meri Rd	Baswell Pa.	814-442-0929
Rob Z	187 Old Rt 219	Salisbury PA	
Joel Bender family (4)	283 Skyline Dr.	Meyersdale	814-634-0091
John George	845 Engles Mill Rd	Salisbury	814 289-3319
Robert GEORGE	189 Grant St	Salisbury	814-289-1362
Don Robertson	6966 Susquehanna Trs.	York PA	1-717-825-9400



Meyersdale to
Old Salisbury Rd

U.S. 219 PA PUBLIC HEARING SIGN IN SHEET

Wednesday, December 11, 2024, 4:00 p.m. - 8:00 p.m.

Please print on sign in sheet



NAME	ADDRESS	EMAIL	PHONE
Richard Beitel	2879 Mason Dixon Hwy	nichbeitel@gmail.com	814-412-6136
Joe Ruzi	196 Smith Ave	ruzi.j@jelsa.com	814-662-2733
Josh Bird	3655 Shore Trl	joshynbird@verizon.net	814-233-5557
Rachel Kimmel	7823 Mason Dixon Hwy	Infiniti.healthcarestaffing@gmail.com	814-521-3467
Jeff Hahn (2)	1379 Mountain RD		814-634-0140
Danella T. T. T.			
Brian Fochtman			
Brian Fochtman			
Irv Kimmel, Jr.			
Charles Short Jr.			
2 kids			

pub.
off.

11
12



Wednesday, December 11, 2024, 4:00 p.m. – 8:00 p.m.

[illegible]



U.S. 219 PA PUBLIC HEARING SIGN IN SHEET

Wednesday, December 11, 2024, 4:00 p.m. – 8:00 p.m.

Please print on sign in sheet



NAME	ADDRESS	EMAIL	PHONE
Linda Thomson	JARI 245 Market St. J'Town	lthomson@jari.com	814-243-6902
Tom Chelisky	200 South Cortez St. Ebensburg PA 15931	FChelisky@comcast.net	814/241 5605
Dwight Lepley	553 Glade City Rd Meyersdale Pa	thelepleys@hotmail.com	814-449-4009
Brandon Stern	1531 Mountain Rd Meyersdale PA 15552	AZTruckandRepair@Gt.net	814 442-8951
Enos + Carolyn Tice	117 Mineral St. Salisbury PA Meyersdale 15559	ctice@comcast.net	814 662 4331
Mark + Martha Albrigher	118 Chipmunk Lane (Grantsville, MD)	farms828@comcast.net	814-284 1253
Sheri Sechler	4356 Chestnut Rickye	Sherisechler@rocketmail.com	301.697.3197
Ephraim Tice	1677 Springs Rd. PA		814 662 2951
Carolyn Holladay			
Sandra Banker	261 Engles Mill Rd	sandrajdesign@aol.com	
Lyndon Saylin	507 TOB MILL ROAD WEST SAL. PA 15565	lysaylon618@verizon.net	814/442-9311

[illegible]



U.S. 219 MD PUBLIC HEARING SIGN IN SHEET

Thursday, December 12, 2024, 4:00 p.m. – 8:00 p.m.

Please print on sign in sheet



NAME	ADDRESS	EMAIL	PHONE
Christy Pope	3583 Chestnut Ridge Rd	ChristyPope3583@gmail.com	301-268-7150
Mark E McKenzie	9167 Mason Dixon Hwy Salisbury Pa	MEMcKenzie@verizon.net	814-442-3360
Miles Mckay	407 Wright St Apt 2nd	miles.mckay@senate.state.pa.us	
Kendra Folc	392 Greenville Rd Salisbury Pa	kkfolc@hotmail.com	
Josi Yommer			301-895-5734
Hank Yommer	4747 Chestnut Grantsville Md 20836		301-895-5734
Kenneth Beachy	3833 Chestnut Ridge Road Grantsville, MD 20836		301-895-5528
Harry S. Rice	204 MAIN ST GRANTSVILLE		301 707 8908
Rodney Rice	401 Decatur Street Cumberland M.D.	rrice@ibew307.org	301 724 3403
Lowell Moore	1555 Chestnut Ridge Rd Grantsville Md	lmoore@hotmail.com	301 697 5361
Craig Beachy	278 Old Salisbury Rd Grantsville Md		
Steve Beachy	Old Salisbury Rd Grantsville Md		
Leo Beachy			
LEE SARVER	205 RAILROAD AVE ROCKWOOD PA		
DAVE MOE			

[illegible]



Thursday, December 12, 2024, 4:00 p.m. – 8:00 p.m.

Please print on sign in sheet

[illegible]

[illegible]

Appendix F: Testimony Signup Sheets



U.S. 219 PA Private In-Person Verbal Testimony

Wednesday, December 11, 2024, 4:00 p.m. – 8:00 p.m.



Please register below if you would like to give private testimony. Please note that by initialing this form you understand that your testimony will be recorded by a stenographer and will be a part of the public record. Testimony is being limited to seven minutes to allow time for others to provide their testimony. Before starting your testimony, please state and spell your name and address and if applicable, the group, organization or business you are representing.

No.	Time Slot	Name	Interest (i.e. property owner, resident, public official etc.)	Initials
1.	6:10 p.m. – 6:17 p.m.	Barbara Summers	Property owner resident	BAM
2.	6:17 p.m. – 6:24 p.m.	Brandon Stern	Property owner/Resident	BMS
3.	6:24 p.m. – 6:31 p.m.			
4.	6:31 p.m. – 6:38 p.m.			
5.	6:38 p.m. – 6:45 p.m.			
6.	6:45 p.m. – 6:52 p.m.			
7.	6:52 p.m. – 6:59 p.m.			
8.	7:06 p.m. – 7:13 p.m.			

did not testify



U.S. 219 PA Public In-Person Verbal Testimony

Wednesday, December 11, 2024, 4:00 p.m. – 8:00 p.m.



Please register below if you would like to speak publicly tonight. Please note that by initialing this form you understand that your testimony will be recorded by a stenographer and will be a part of the public record. Testimony is being limited to five minutes to allow time for others to provide their testimony. When you are called to the microphone, please state and spell your name and address and if applicable, the group, organization or business you are representing

No.	Name	Interest (i.e. property owner, resident, public official etc.)	Initials
1.	Brian Fackman	Somerset Co. Commissioner	BFF
2.	Martha Albright	property owner	MA
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			



U.S. 219 MD Public In-Person Verbal Testimony

Thursday, December 12, 2024, 4:00 p.m. – 8:00 p.m.




Please register below if you would like to speak publicly tonight. Please note that by initialing this form you understand that your testimony will be recorded by a stenographer and will be a part of the public record. Testimony is being limited to five minutes to allow time for others to provide their testimony. When you are called to the microphone, please state and spell your name and address and if applicable, the group, organization or business you are representing.

No.	Name	Interest (i.e. property owner, resident, public official etc.)	Initials
1.	David Moe	GARRETT County Resident	DM
2.	GEORGE C. EDWARDS	INVOLVED FOR LOCATION GRANTSVILLE RESIDENT	GCE
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			

Appendix G: Public Hearing Handouts

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

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

WE ARE HERE




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

ALTERNATIVE IMPACTS COMPARISON

Resource	Project Build Alternatives			
	DU Modified	DU-Shift Modified	E Modified	E-Shift Modified
🏠 SOCIOECONOMIC RESOURCE IMPACTS				
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
🏛️ CULTURAL RESOURCE IMPACTS				
Above Ground Historic Resources (# / acres)	3 / 40.2	3 / 40.2	1 / 0.78	1 / 0.78
Areas of High Probability for Prehistoric Archaeology / Historic Archaeology (acres)	50.0 / 16.6	50.0 / 16.6	48.6 / 13.9	48.6 / 13.9
Section 4(f) Resources (Impacted (#) / Type of Use)	3 / > De Minimis	3 / > De Minimis	1 / De Minimis	1 / De Minimis
🌲 NATURAL RESOURCE IMPACTS				
Forestland (acres)	431.4	430.0	389.8	388.8
Active Farmland (acres)	76.6	76.8	37.9	38.1
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 (acres)	74.9	75.2	36.1	36.4
FEMA 1% Annual Chance Floodplains (acres)	12.3	12.3	4.7	4.7
Potential Bat Hibernacula (#)	3	3	0	0
Wetland (acres)	11.30	11.17	10.07	9.94
Streams (linear feet)	24,796	24,811	23,192	23,192
⚠️ MINING AND 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	\$349.6M	\$352.9 M

Notes: 1) Green shading represents the lowest impact per category by alternative (excluding the No Build, which does not carry any direct impacts other than noise receptors).
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 and 12, 2024

The Pennsylvania Department of Transportation (PennDOT) in partnership with the Maryland State Highway Administration (SHA), and in coordination with the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE), welcomes you to the U.S. 219 Meyersdale, PA to Old Salisbury Road, MD Project Public Hearings.

The purpose of the public hearings is to formally present the Draft Environmental Impact Statement (DEIS) (FHWA-PA-EIS-24-01-D / CEQ EIS No. 20240203) detailing the evaluation and comparison of the four Build Alternatives

and the No Build Alternative. A FHWA Preferred Alternative is identified in this DEIS. The public hearings will provide an opportunity for interested individuals, community associations, citizen groups, and government agencies to offer spoken or written comments for the project record on the DEIS. The public hearings also offer the opportunity for the USACE to receive comments on the Department of the Army (DA) Section 404 permit (2014-523) and, for the Maryland public hearing only, the MDE Nontidal Wetlands and Waterways Permit Application (24-NT-3200) and MDE Section 401 Water Quality Certification Request (24-WQC-0043).



Attendees view plans at November 2023 Public Meeting

HOW TO PROVIDE TESTIMONY

There are four options for providing testimony at these public hearings. They include the following:

- 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

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. Testimony should be limited to the public

hearing aspects and statements or opinions about the U.S. 219 Project. Team members are available to answer questions related to the project during the plans display portion of the hearing only. These comments will not be recorded by the stenographer or included in the public hearing record. No questions will be answered during the formal testimony portion of the hearing. Please view the testimony option display boards for instructions.

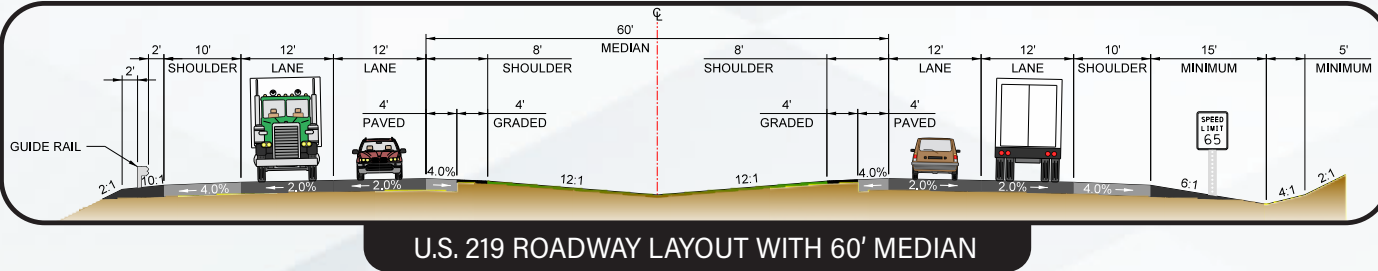
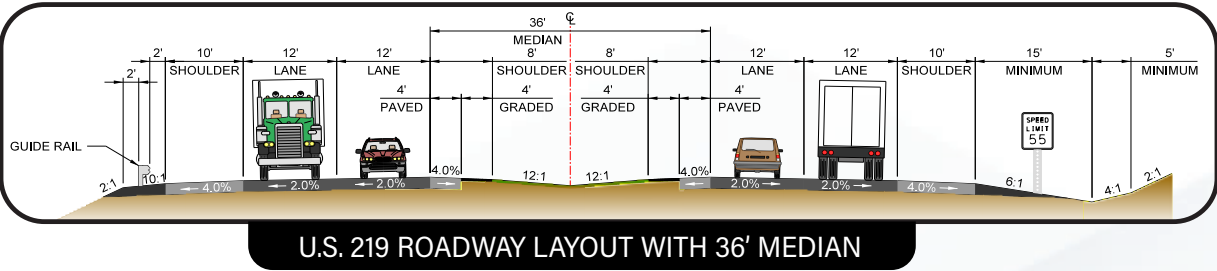
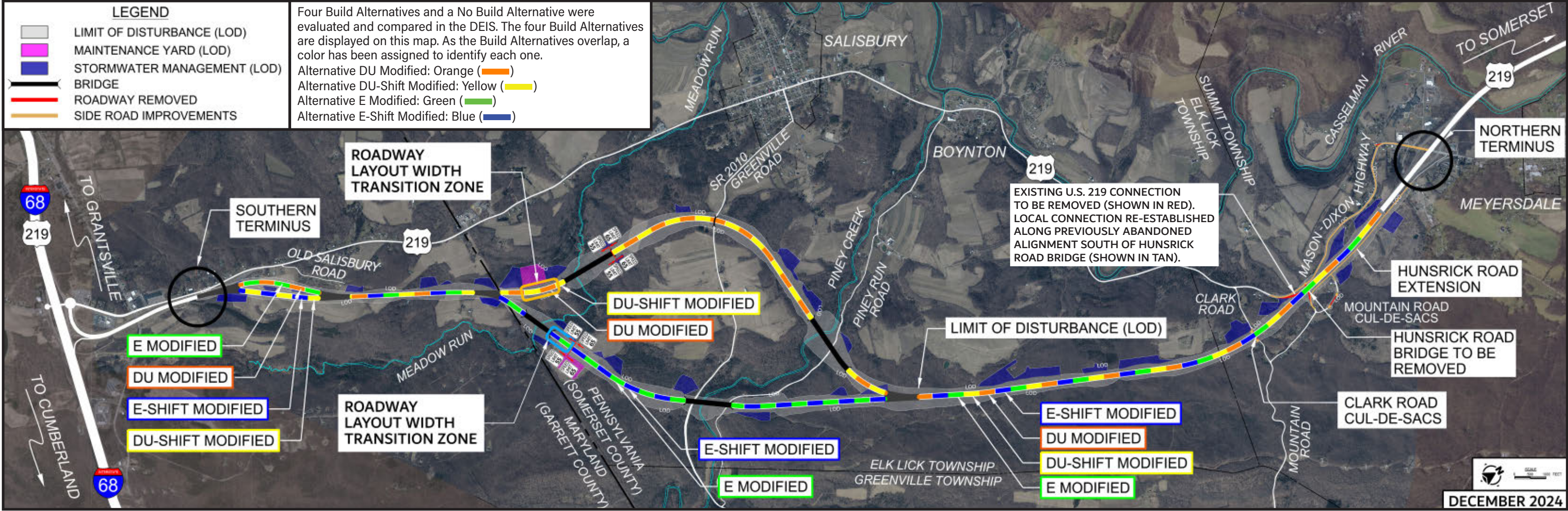
The public hearings will be recorded, and a transcript will be prepared. In addition to the testimony provided, all displays, handouts and presentations will be included in the transcript. Other materials, along with other written testimony received after the public hearings, will be added to the official public hearing transcript if they are postmarked by **January 13, 2025, at 5:00 p.m.**

We will carefully review and consider project concerns and preferences expressed at tonight's public hearing.



WE WANT TO HEAR FROM YOU!

Thank you for attending the public hearings and we look forward to receiving your comments. We request that all questions or comments following the public hearings be sent to [Brionna Marks, KCI Technologies](mailto:Brionna.Marks@kci.com), at 717-668-0413 or Brionna.Marks@kci.com, to ensure they are properly routed to the correct team member and for record keeping.



Note: 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 map above.

FHWA PREFERRED ALTERNATIVE: E-SHIFT MODIFIED

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 the **most publicly desirable alternative based on comments received from previous public meetings**. Alternative E-Shift Modified offers several advantages over the other Build Alternatives that make it the preferred alternative for this project.

Alternative E-Shift Modified **meets the project purpose and need**, by providing a consistent link in the regional transportation system, primarily between I-68 and I-76. This link would complete the development of Corridor N of the Appalachian Development Highway System and support increased economic opportunities in the region.

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

ENVIRONMENTAL DOCUMENTATION PROCESS/NEXT STEPS

The U.S. 219 Project is currently at the DEIS stage of the environmental documentation process. The next step is to prepare a Final EIS (FEIS)/Record of Decision (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).



Appendix H: Public Hearing Presentation



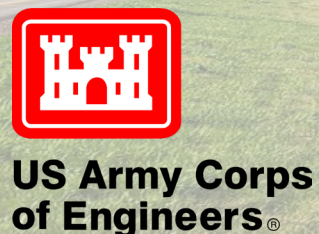
If giving Virtual Testimony,
please add your **Name and
Phone Number** into the Q&A.

WELCOME

The Public Hearing Will Begin Shortly

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

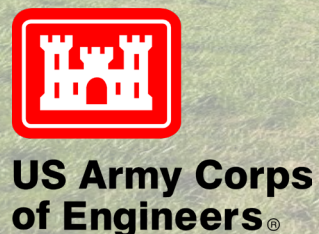
December 11 and 12, 2024





U.S. 219 MEYERSDALE, PA TO OLD SALISBURY ROAD, MD

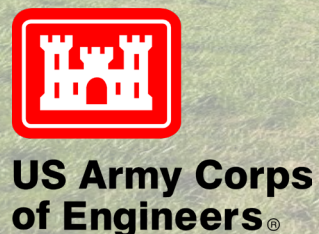
Public Hearings
December 11 and 12, 2024





U.S. 219 MEYERSDALE, PA TO OLD SALISBURY ROAD, MD

USACE/MDE Opening Remarks



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

Title VI Compliance

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.

PennDOT and SHA ensure that everyone has equal access to all programs and activities receiving Federal financial assistance without discrimination based on race, color, national origin, sex, age, religion, English proficiency, disability or income-level.

PennDOT and SHA do not discriminate on the basis of disability in admission to, access to, or operation of their programs, services, or activities and have established a grievance procedure meeting the requirements of the American Disability Act.

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

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

The following slides 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.

Project Purpose and Need

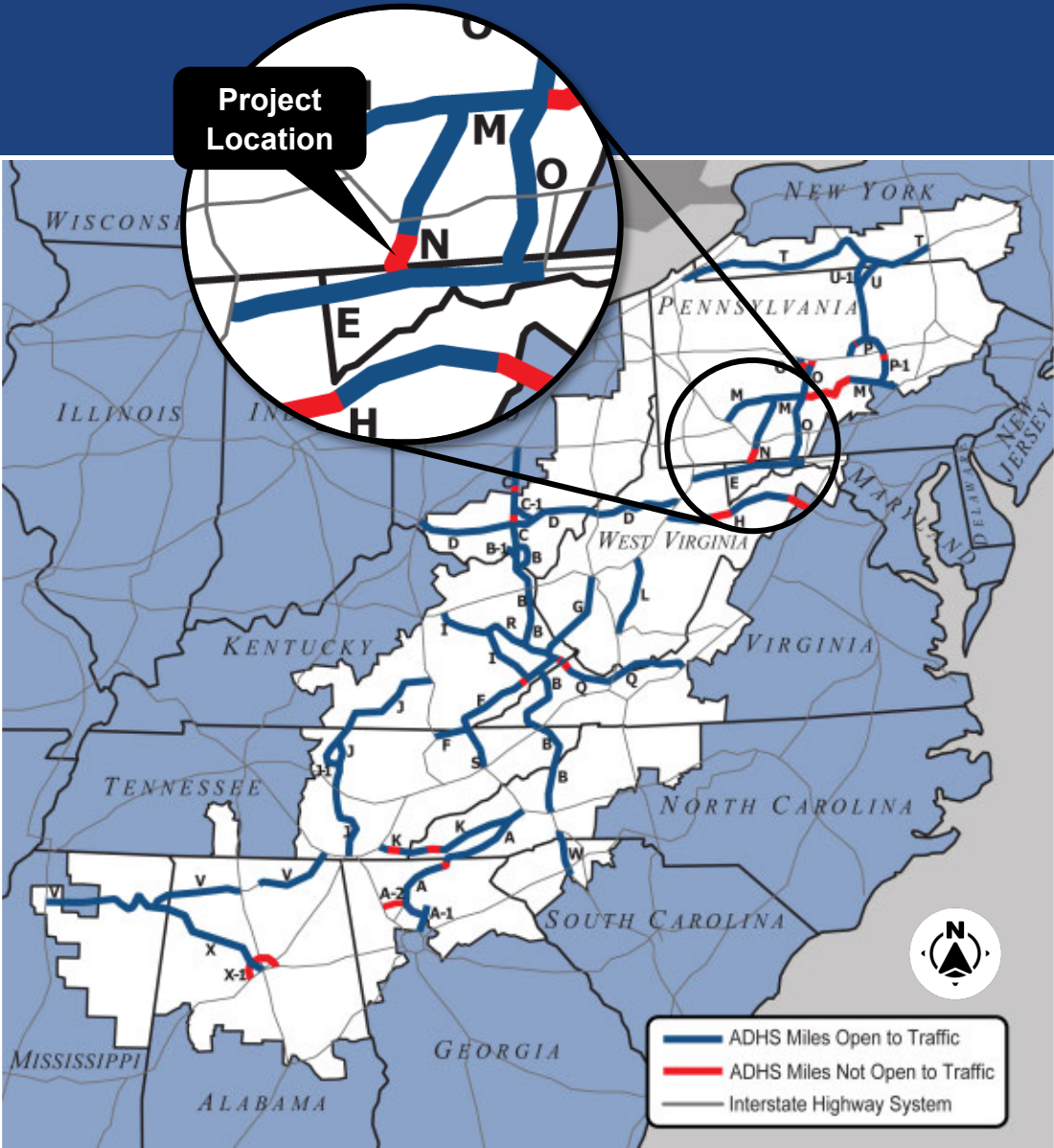
All transportation projects have a purpose and need. Below is information on the U.S. 219, Section 050 project.

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:

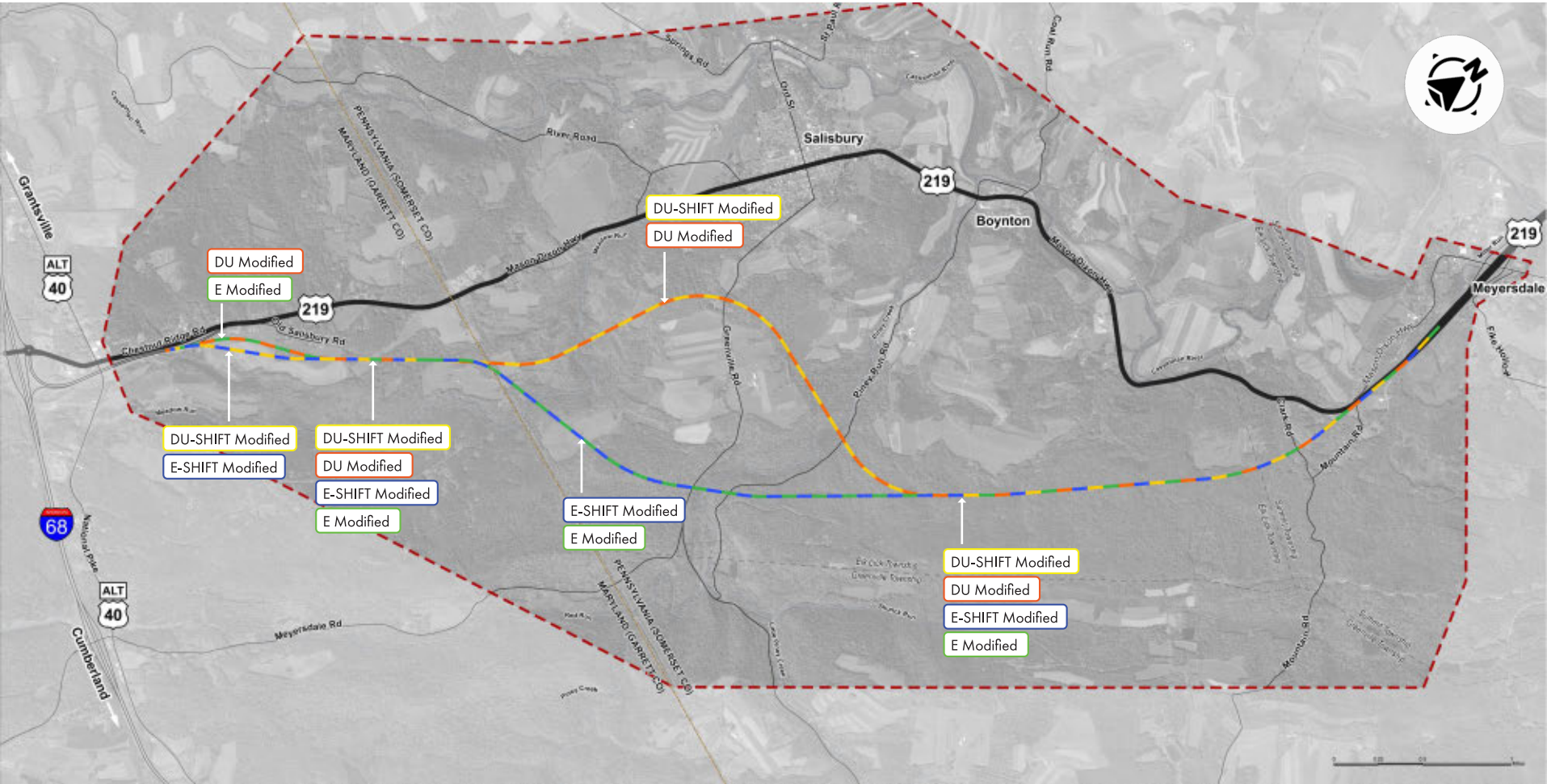
1. The existing U.S. 219 roadway network **does not provide efficient mobility for trucks**.
2. There are numerous **roadway and geometric deficiencies** present along the existing U.S. 219 alignment which do not meet current design criteria and contribute to slower travel speeds through the corridor.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



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 DU-Shift Modified: Yellow
- Alternative E Modified: Green
- Alternative E-Shift Modified: Blue



4

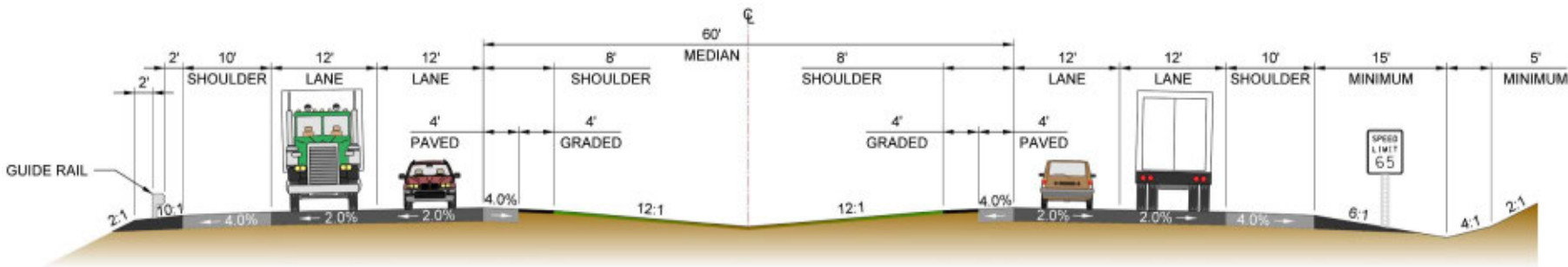
History of Alternatives

This chart outlines 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				

* 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.

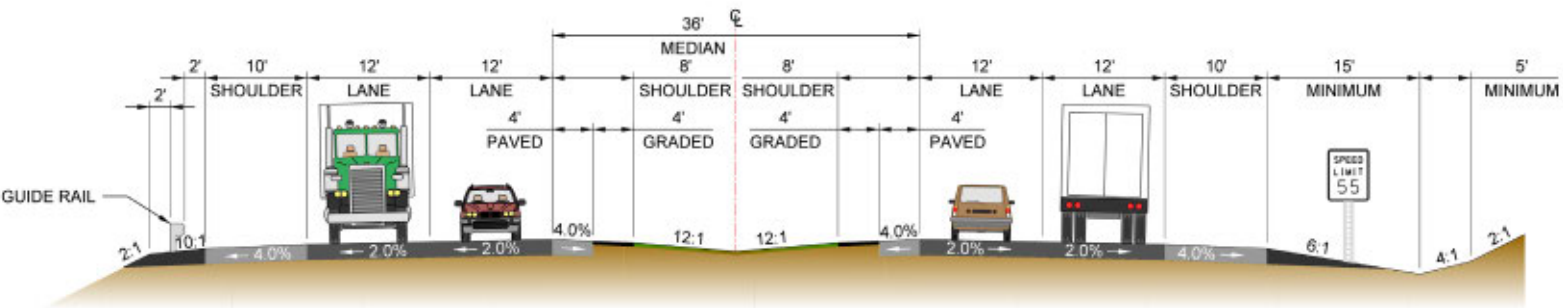
U.S. 219 Roadway Layouts: 60' vs 36' Median



U.S. 219 ROADWAY LAYOUT WITH 60' MEDIAN



U.S. 219 WITH 60' MEDIAN



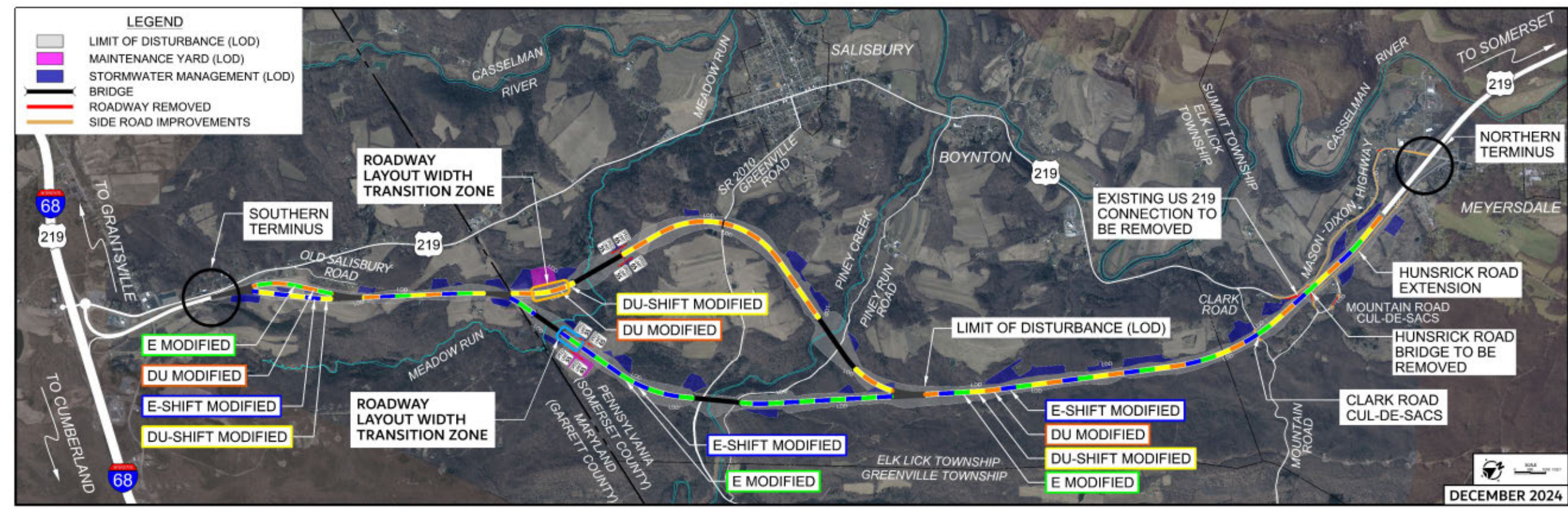
U.S. 219 ROADWAY LAYOUT WITH 36' MEDIAN




U.S. 219 WITH 36' MEDIAN

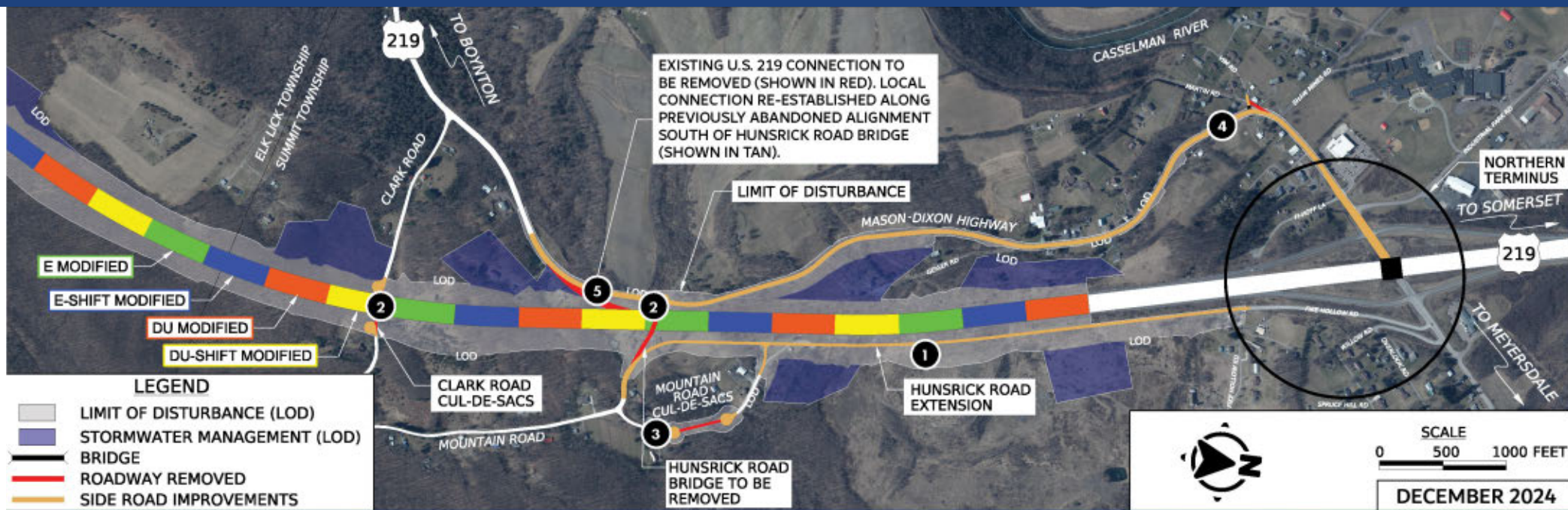
The roadway layout for each Build Alternative provides a four-lane divided limited access highway with 12-foot wide travel lanes, 8-foot wide inside shoulders and 10-foot wide outside shoulders. The roadway layout will vary between the two illustrations shown above with the main difference being the 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 slide.

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.

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.

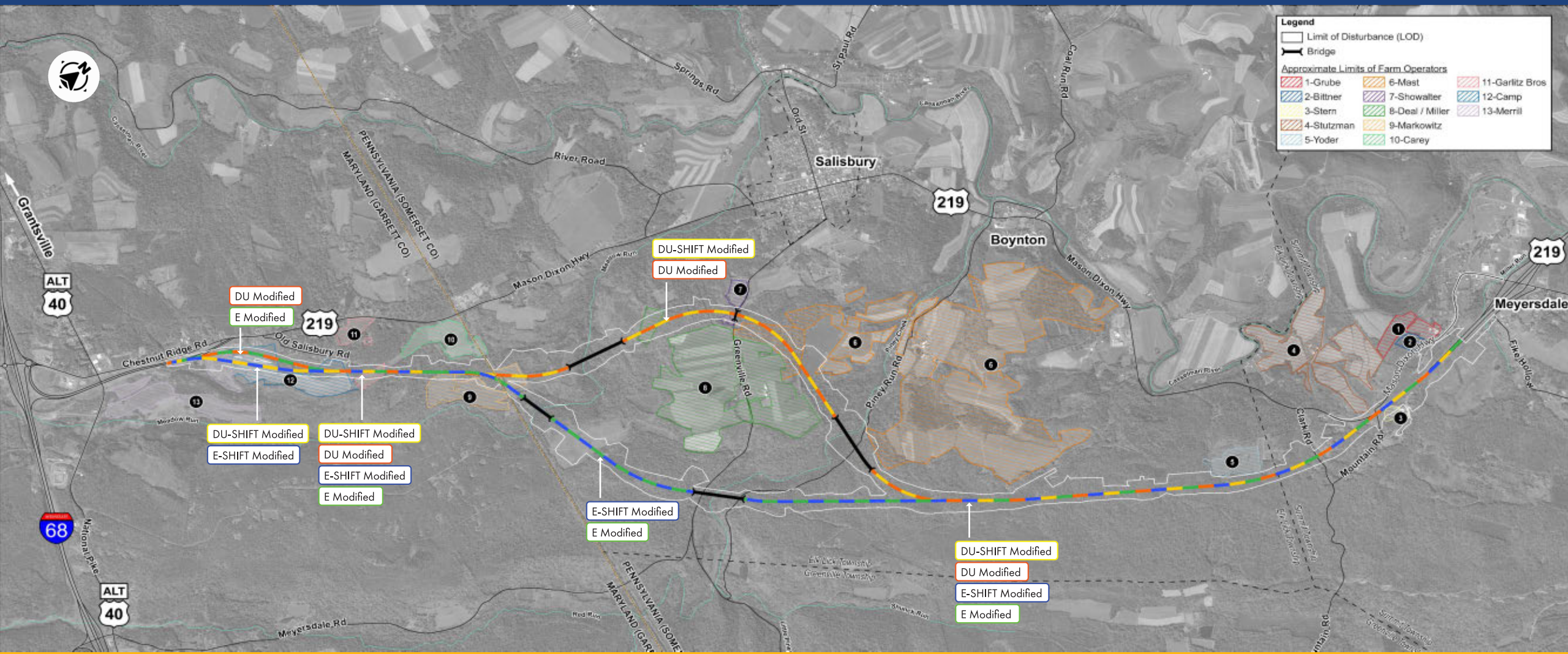
- | | |
|--|---|
| 1 Extension of Hunsrick Road | 4 Upgrade Mason-Dixon Highway |
| 2 Clark Road bisected and Hunsrick Road Bridge Eliminated | 5 Existing U.S. 219 Connection to be removed, local connection re-established along previously abandoned alignment |
| 3 Cul-de-sacs on Mountain Road | Alternative E Modified: Green () |
| | Alternative E-Shift Modified: Blue () |
| | Alternative DU Modified: Orange () |
| | Alternative DU-Shift Modified: Yellow () |

Legend

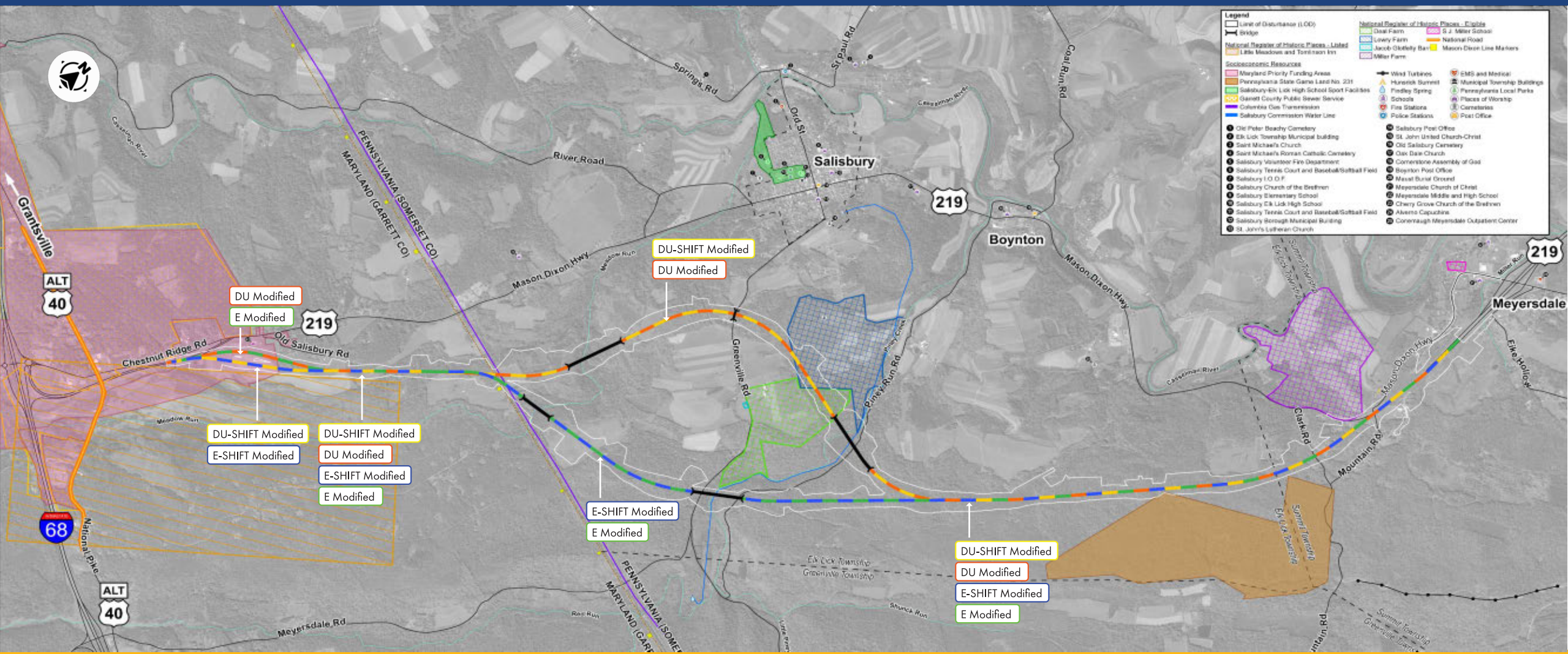
- Limit of Disturbance (LOD)
- Bridge
- Agricultural Land Preservation Policy (ALPP) Prime Agricultural Land**
 - ALPP Priority 3 Land
 - ALPP Priority 5 Land
- Farmland Protection Policy Act Soils**
 - Prime Farmland Soils
 - Farmland Soils of Statewide Importance

The map displays the proposed Salisbury Bypass project route, which is segmented into various project types: DU Modified (orange), DU-SHIFT Modified (yellow), E Modified (green), E-SHIFT Modified (blue), and E Modified (light green). The route starts near Grantsville, PA, and extends eastward through Salisbury, Boynton, and Meyersdale, PA. Key features include the Mason Dixon Hwy, Chestnut Ridge Rd, Old Salisbury Rd, Greenville Rd, and Mountain Rd. The map also shows the Pennsylvania/Maryland border, the Pennsylvania/Somerset County border, and the Pennsylvania/Garrett County border. Major roads shown include ALT 40, 68, and 219. Environmental features like the Caseman River, Spring Run, and Red Run are also depicted. The map includes a north arrow and a scale bar.

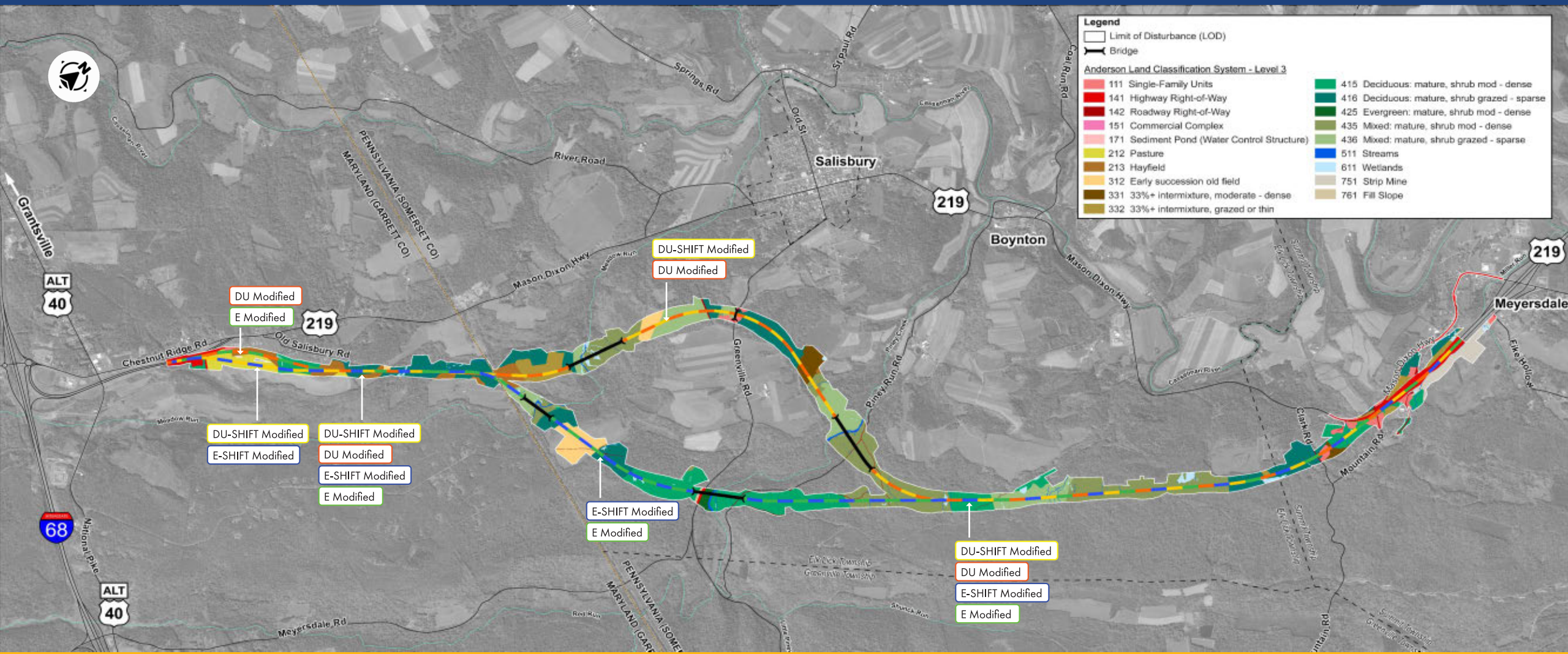
Productive Agricultural Land



NRHP Eligible & Listed Historic Resources / Socioeconomic Resources



Terrestrial Land Cover



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.

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 Glatfelter 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)				
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)				
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)				
Perennial Streams (linear feet)	16,658	16,658	17,200	17,200
Intermittent Stream (linear feet)	8,138	8,153	5,992	5,992

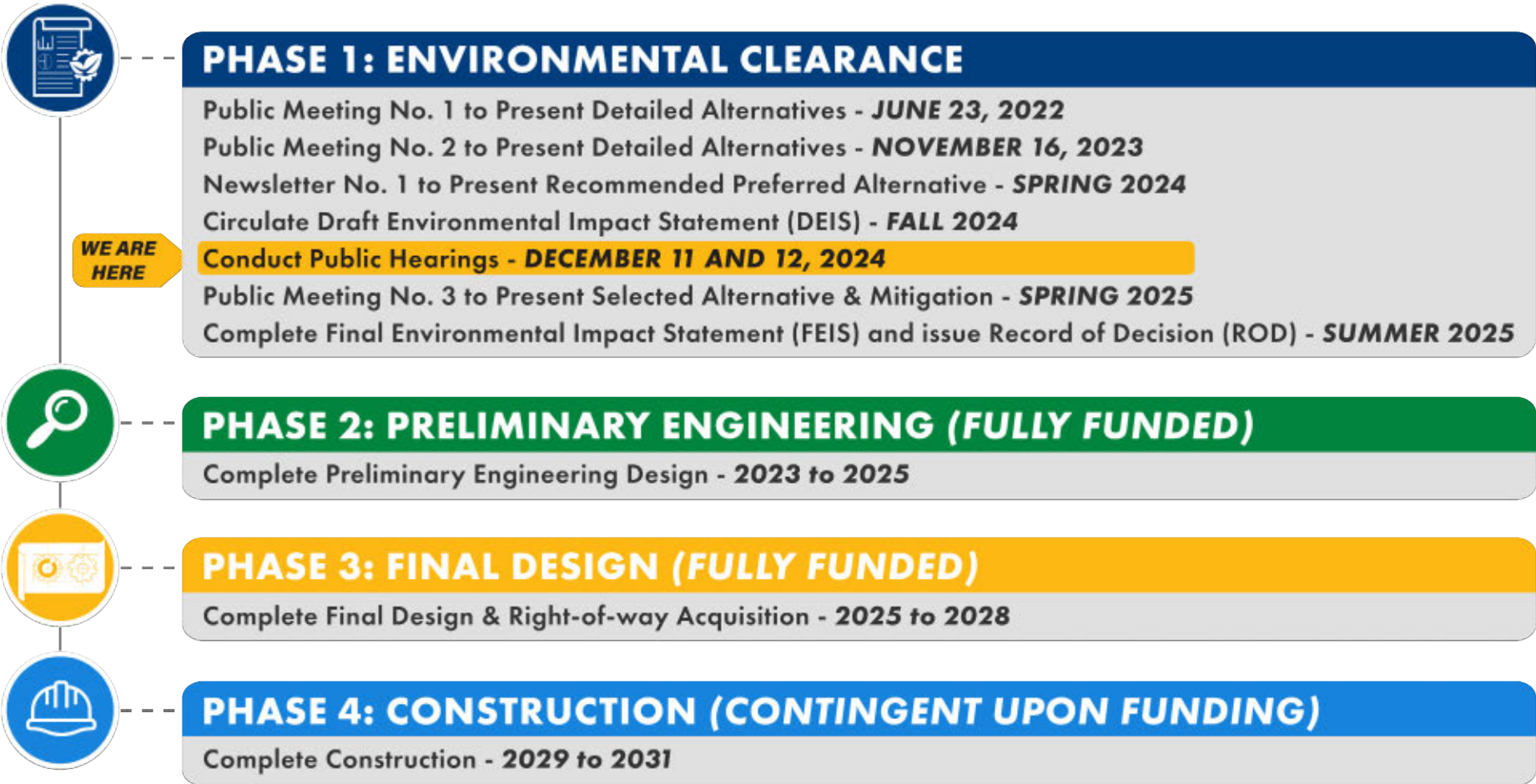
Notes: 1) Green shading represents the lowest impact per category by Build Alternative. 2) Preliminary construction cost estimates do not include, Design, Right-of-Way Acquisition, Utility Relocation, Mineral Rights, Wildlife Crossings, Intelligent Transportation Systems and Maintenance Facility Final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

FHWA PREFERRED ALTERNATIVE: E-SHIFT MODIFIED

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

Project Schedule

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).



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.

Public In-person Verbal Testimony

Public in-person verbal testimony will be accepted following this 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.

Public Virtual Verbal Testimony

Public virtual verbal testimony will be accepted following this presentation and public in-person verbal testimony if you wish to make your statement to the panel, in front of an audience. Below are the steps:

- Your name will be called in the order the online registrations are received.
- When you are called on to provide testimony, please unmute your microphone and 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.



If giving Virtual Testimony, please add your
Name and Phone Number into the Q&A.

Private In-person Verbal Testimony

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.
- Provide the stenographer with your completed “Registration Slip for Private Verbal Testimony”.
- 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.

Written Testimony

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 **by January 13, 2025, at 5:00 p.m.** to be included in the public hearing record.

We will now begin public verbal testimony.

- Your name will be called in the order the registration slips are received.
- 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.



Please send all written comments to:

Brionna Marks
KCI Technologies Inc.
5001 Louise Drive, Mechanicsburg, PA 17055
717-668-0413 | Brionna.Marks@kci.com

Please note the comment period ends
at 5:00 p.m. on January 13, 2025.



For more information about this project
please visit the project website at
[https:// www.penndot.pa.gov/ US219m
eyersdalesouth](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!

Appendix I: Open House Plans Display

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.

PennDOT and SHA ensure that everyone has equal access to all programs and activities receiving Federal financial assistance without discrimination based on race, color, national origin, sex, age, religion, English proficiency, disability or income-level.

PennDOT and SHA do not discriminate on the basis of disability in admission to, access to, or operation of their programs, services, or activities and have established a grievance procedure, meeting the requirements of the American Disability Act.

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

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

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.

STATION 2

PROJECT PURPOSE AND NEED



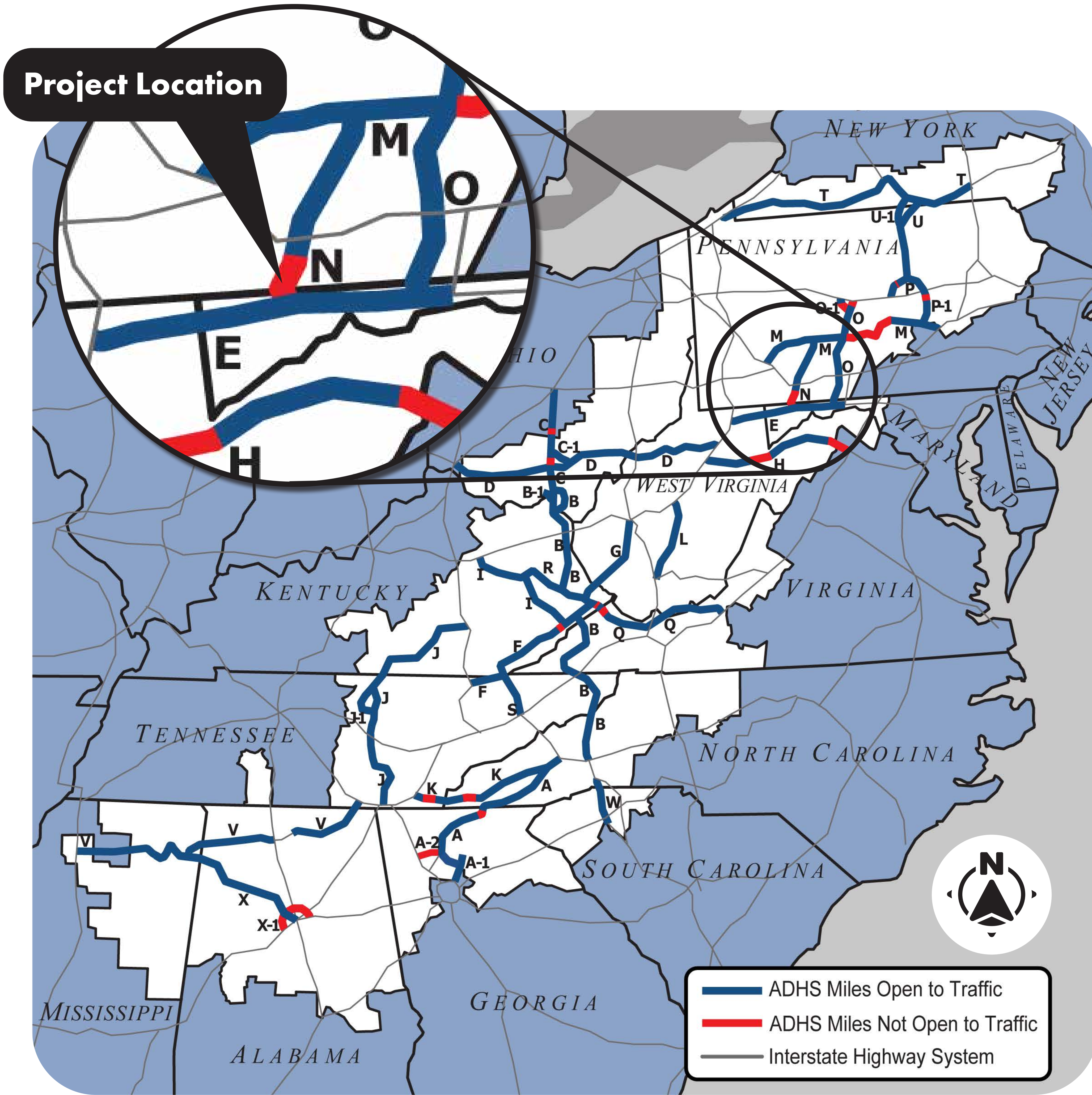
All transportation projects have a purpose and need. Below is information on the U.S. 219, Section 050 project.

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.

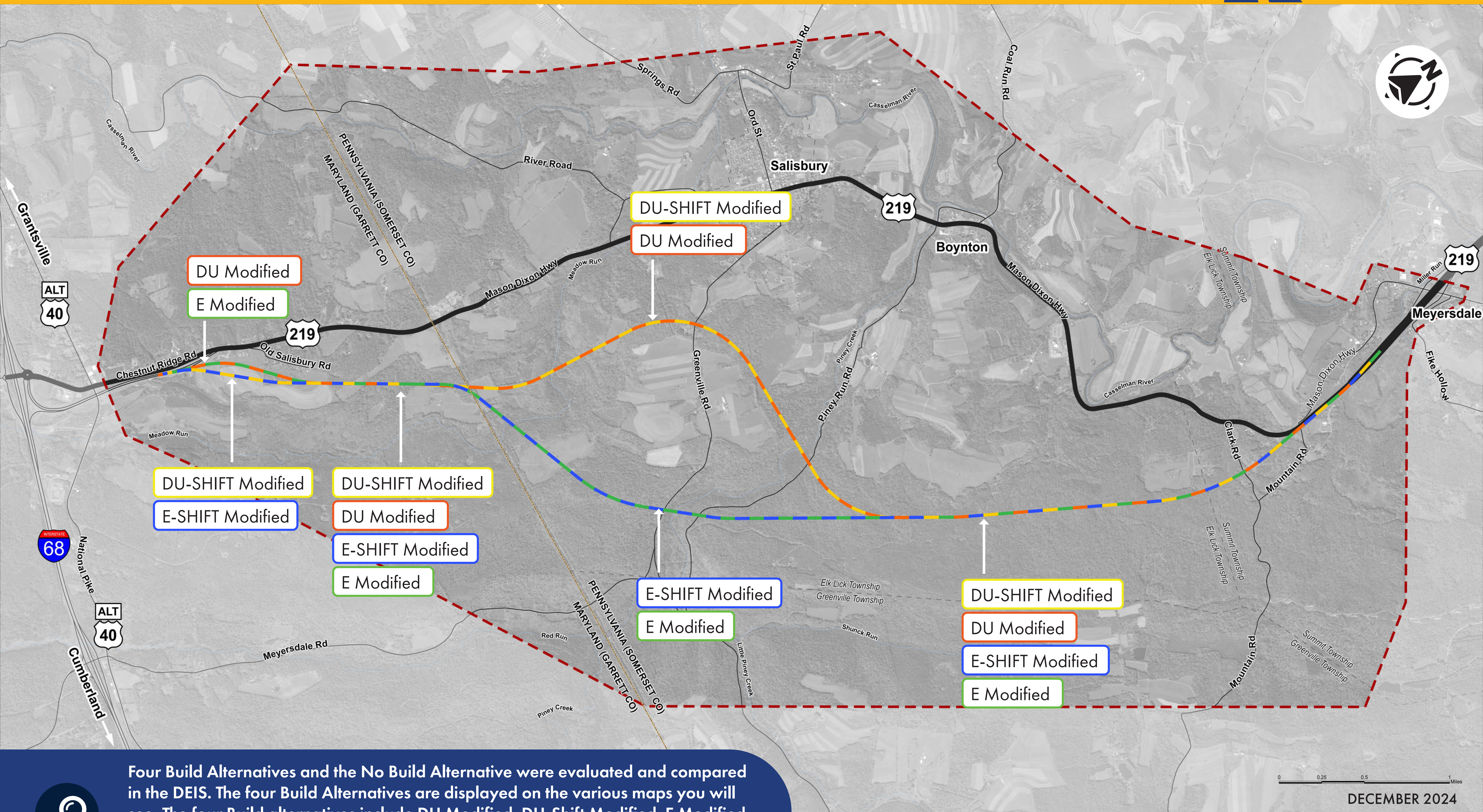
Need:

- 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 (—)

STATION 2

HISTORY OF THE ALTERNATIVES

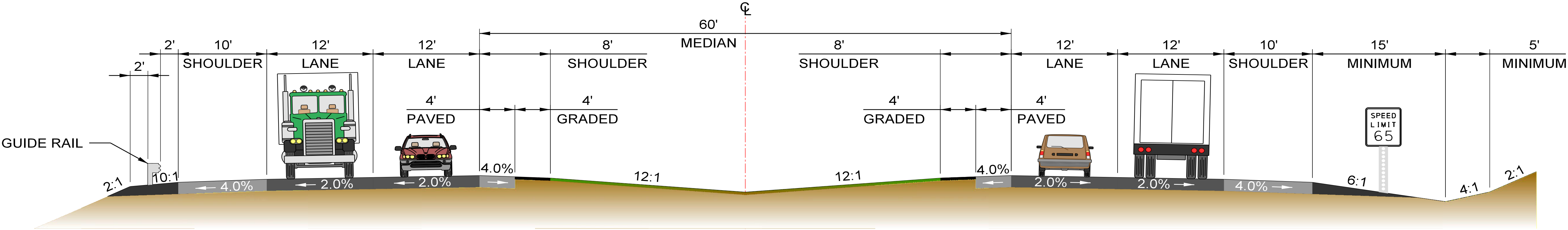


Outlined on this chart is the history of the alternatives that have been developed, analyzed and eliminated since the initial Environmental Impact Statement Project that started in 2001.

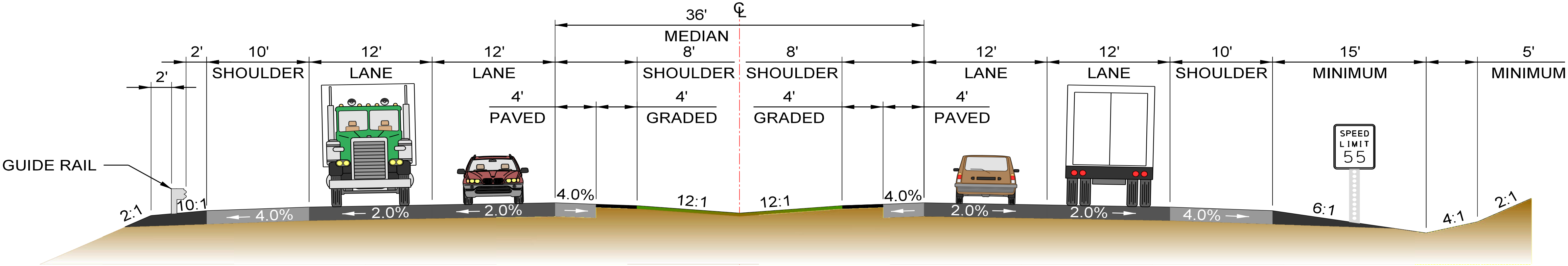


STATION 3

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



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



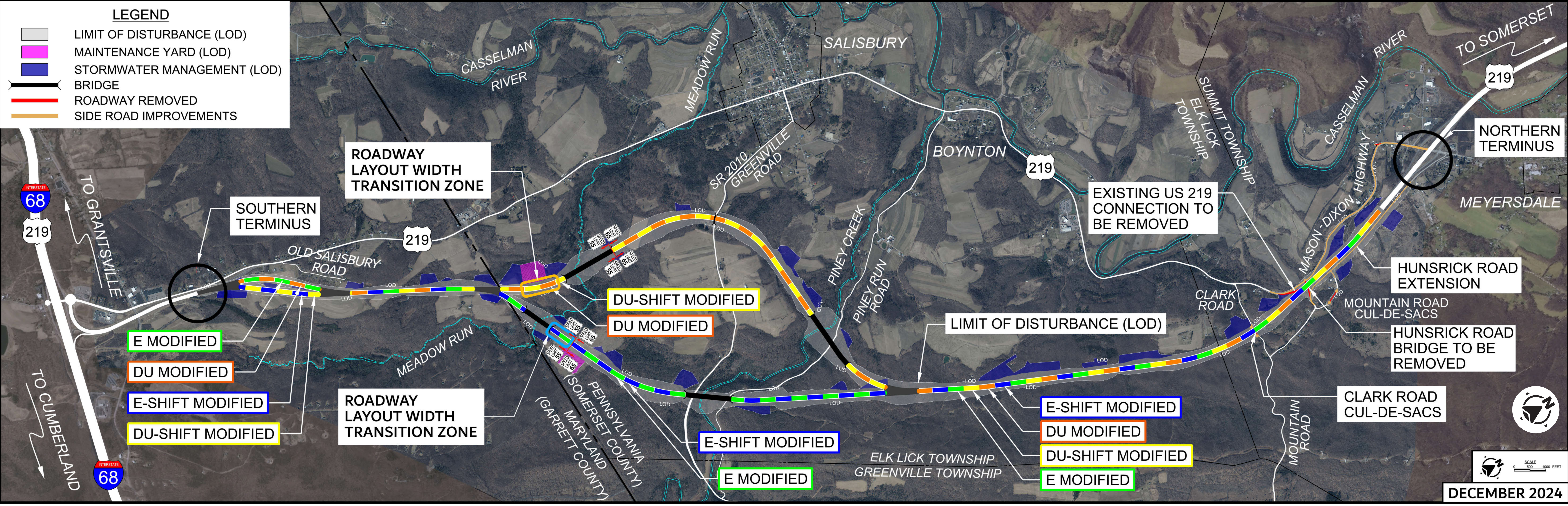
U.S. 219 ROADWAY LAYOUT WITH **36' MEDIAN**



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.

STATION 3

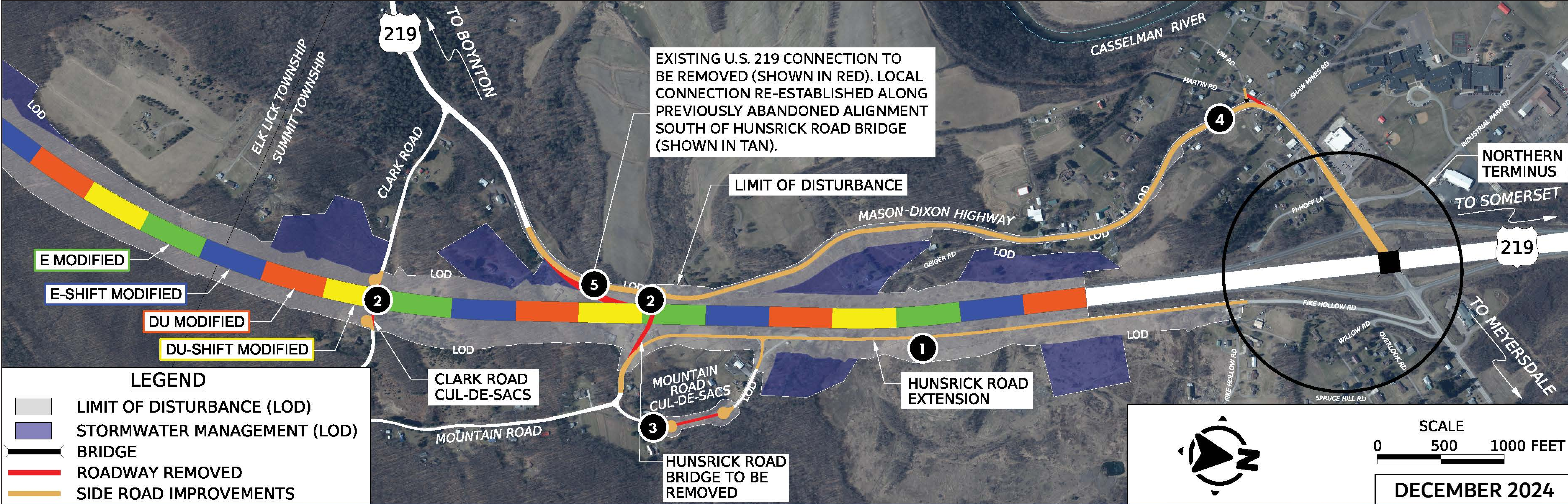
DETAILED ALTERNATIVES: DU MODIFIED/DU-SHIFT MODIFIED & E MODIFIED/E-SHIFT MODIFIED



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.

STATION 3

ADDITIONAL IMPROVEMENTS



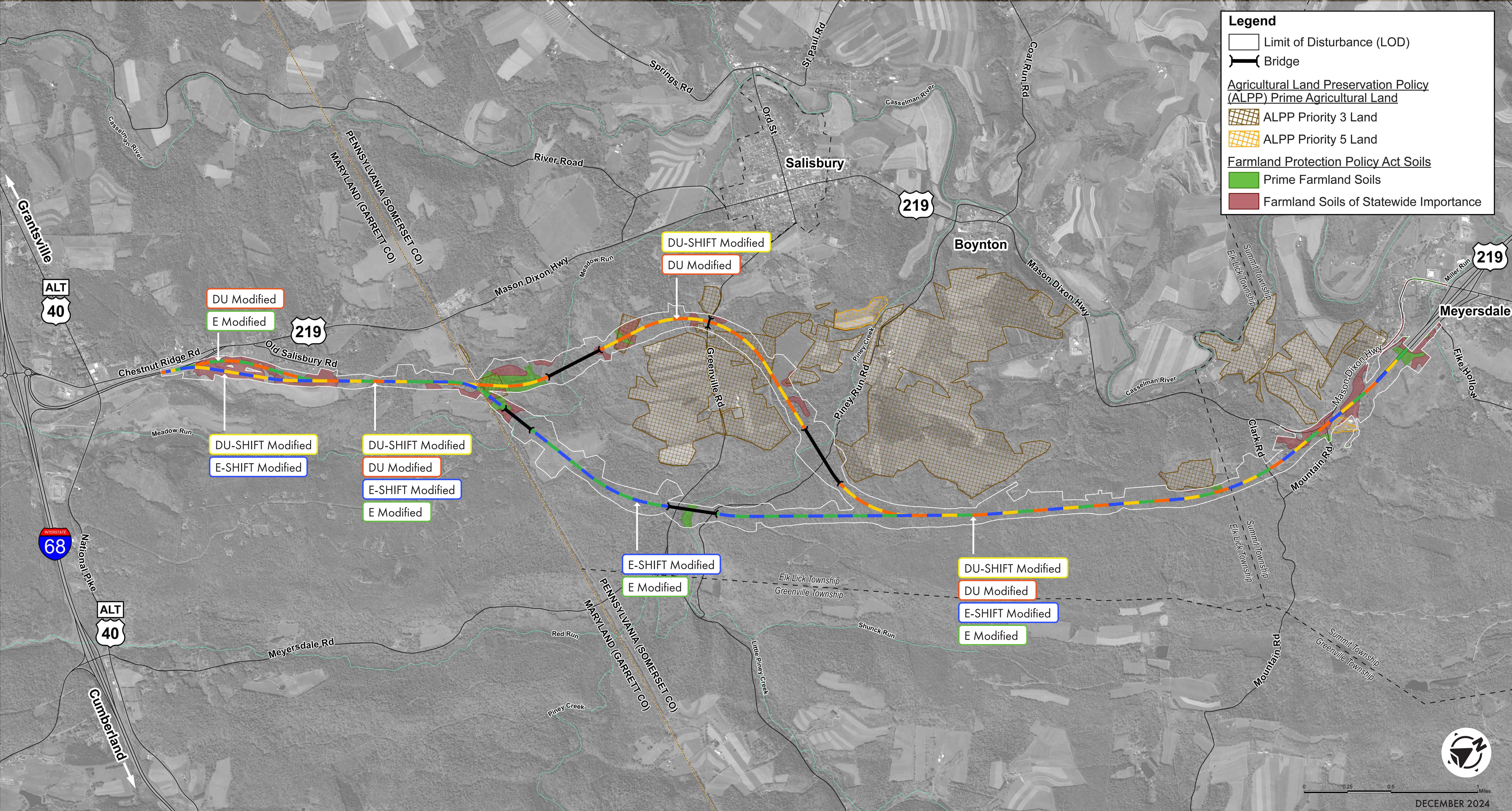
This figure presents five changes that will occur in the northern portion of this study area in addition to the new alignment. Those changes are represented by numbers 1 through 5 and the description contained to the right.

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.

1	Extension of Hunsrick Road	4	Upgrade Mason-Dixon Highway
2	Clark Road bisected and Hunsrick Road Bridge Eliminated	5	Existing U.S. 219 Connection to be removed, local connection re-established along previously abandoned alignment
3	Cul-de-sacs on Mountain Road	Alternative E Modified: Green (█) Alternative E-Shift Modified: Blue (█) Alternative DU Modified: Orange (█) Alternative DU-Shift Modified: Yellow (█)	

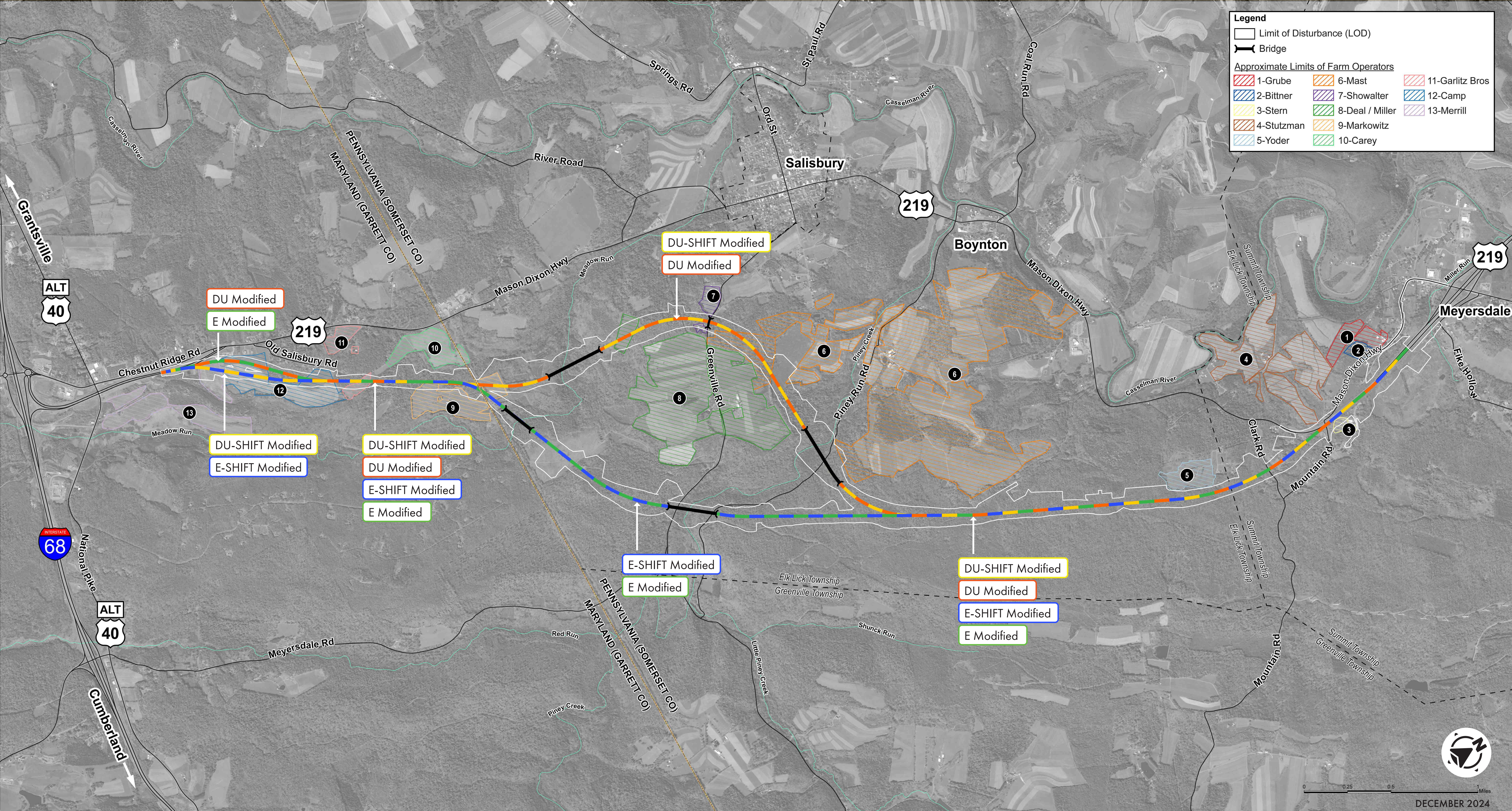
STATION 4

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-Showalter	12-Camp
3-Stern	8-Deal / Miller	13-Merrill
4-Stutzman	9-Markowitz	
5-Yoder	10-Carey	



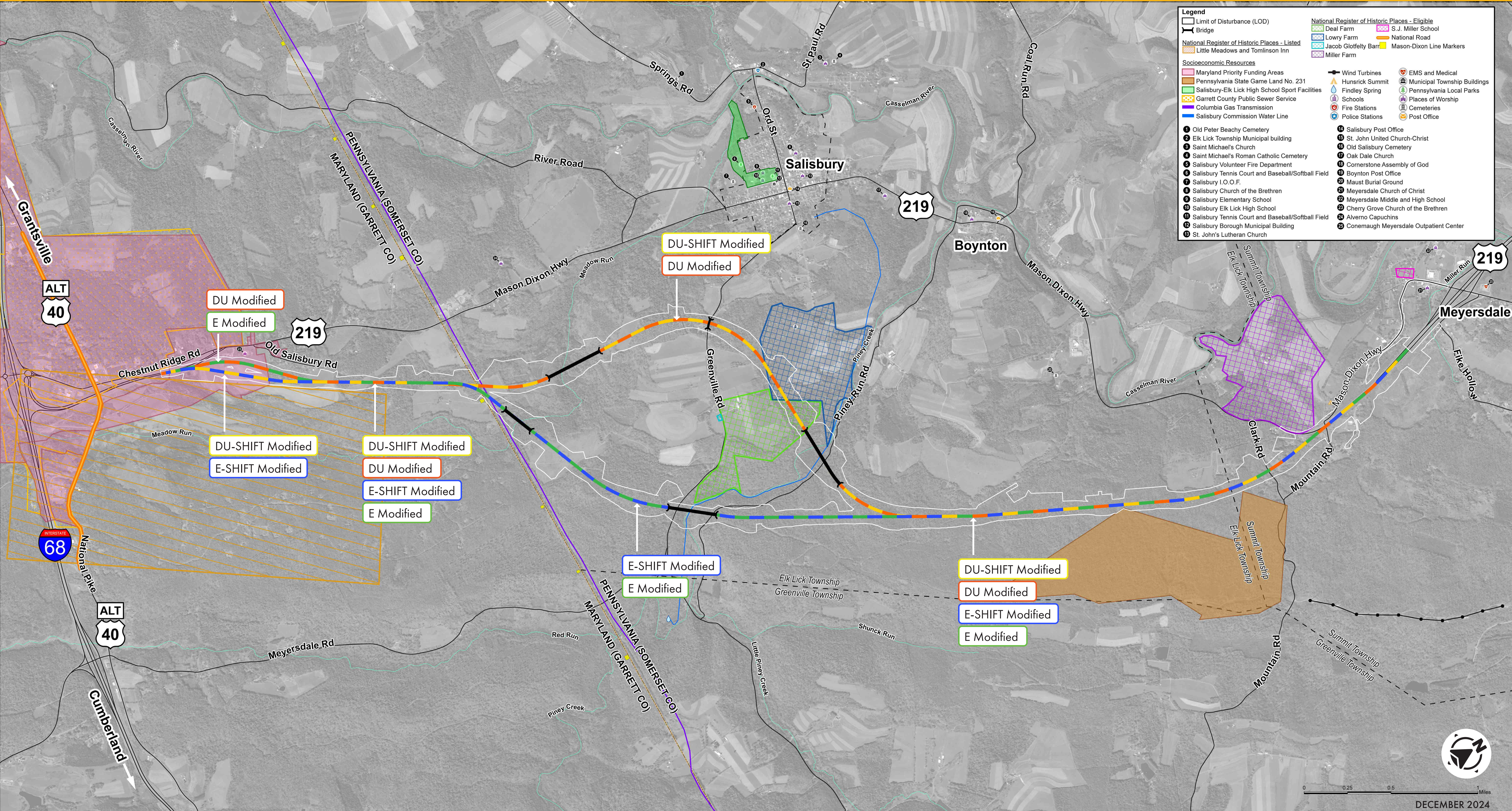
Public Hearings | December 11 & 12, 2024

0 0.25 0.5 1 Miles

DECEMBER 2024

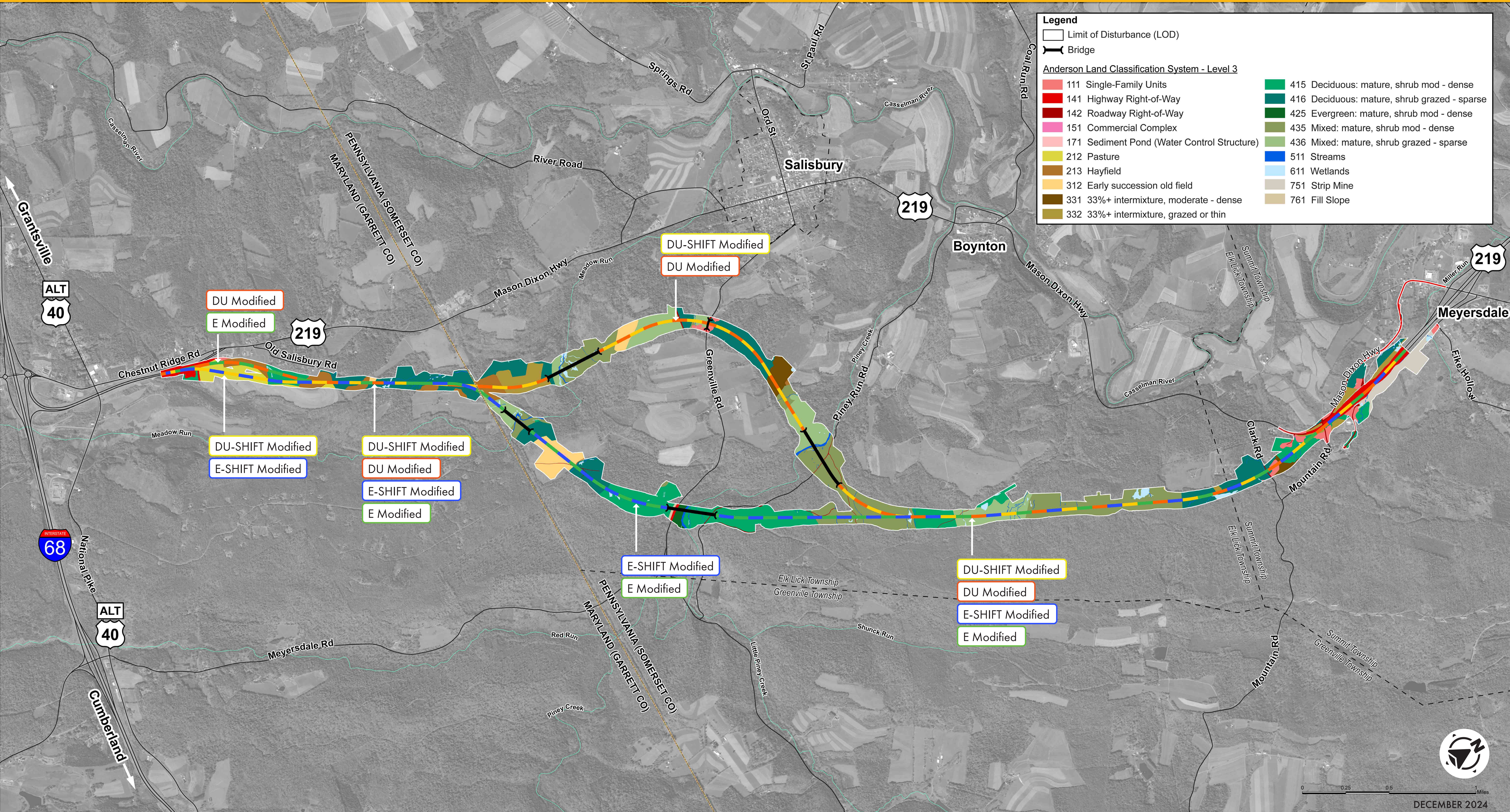
STATION 4

NRHP ELIGIBLE & LISTED HISTORIC RESOURCES/SOCIOECONOMIC RESOURCES



STATION 4

TERRESTRIAL LAND COVER

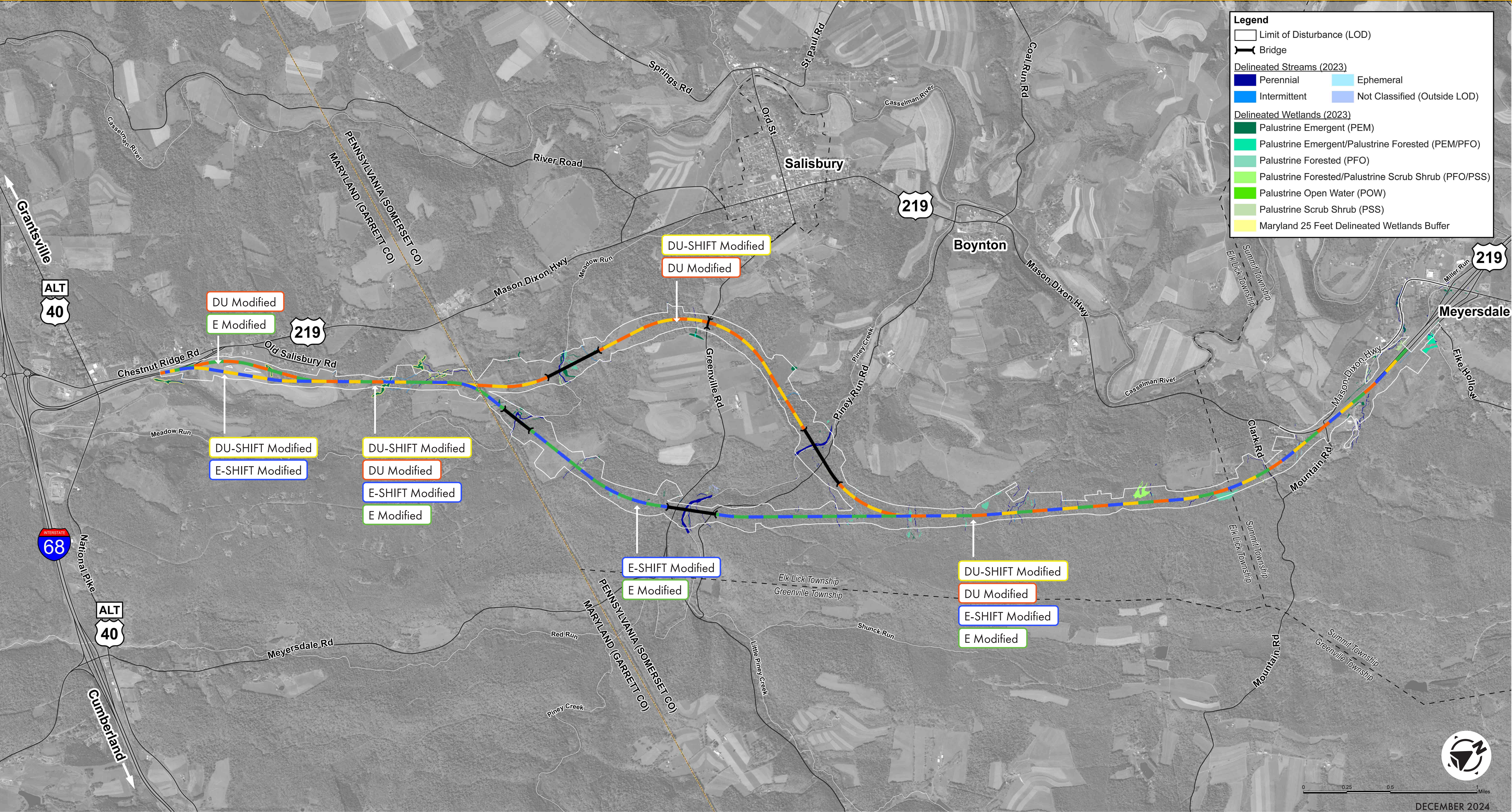


0 0.25 0.5 1 Miles

DECEMBER 2024

STATION 4

WETLANDS & STREAMS



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)	431.4	430.0	389.8	388.8
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)	11.30	11.17	10.07	9.94
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)	24,796	24,811	23,192	23,192
Perennial Streams (inear 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.

STATION 5

PROJECT SCHEDULE



PHASE 1: ENVIRONMENTAL CLEARANCE

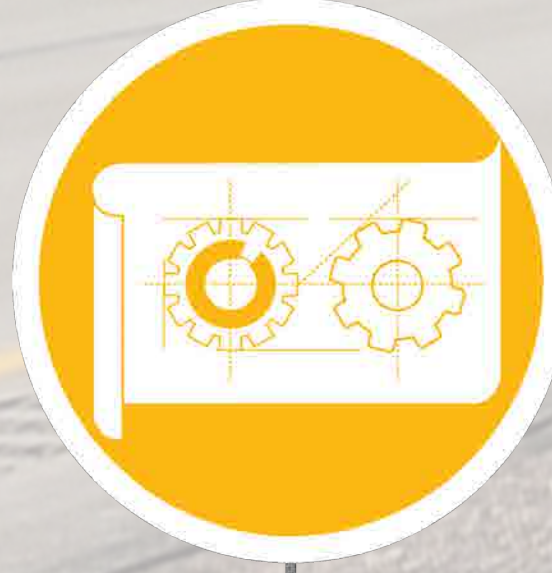
- Public Meeting No. 1 to Present Detailed Alternatives - **JUNE 23, 2022**
Public Meeting No. 2 to Present Detailed Alternatives - **NOVEMBER 16, 2023**
Newsletter No. 1 to Present Recommended Preferred Alternative - **SPRING 2024**
Circulate Draft Environmental Impact Statement (DEIS) - **FALL 2024**
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**

**WE ARE
HERE**



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



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 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!

AF-Part B: Public Hearing Transcripts

PENNSYLVANIA DEPARTMENT OF
TRANSPORTATION AND
MARYLAND STATE HIGHWAY ADMINISTRATION

* * * * *

IN RE: KCI TECHNOLOGIES - US 219
IMPROVEMENT PROJECT -
1531 MOUNTAIN ROAD

PUBLIC MEETING

* * * * *

BEFORE: VINCE GREENLAND

Scott Hans

Steve Moore

HEARING: Wednesday, December 11,
2024

5:00 p.m.

LOCATION: Salisbury Volunteer

Fire Company

385 Ord Street

Salisbury, PA 15558

SPEAKER: Commissioner Brian Fochtman,
Martha Albright

Reporter: Corey Riner

Any reproduction of this transcript
is prohibited without authorization
by the certifying agency.

A P P E A R A N C E S

ALSO PRESENT:

Irv H. Kimmel, Jr.

Pamela A. Tokar-Ickes

Deb Hoover

Leanne Doran

Tom Chernisky

Herb Hilliard

I N D E X

OPENING REMARKS

By Mr. Greenland 5 - 11

COMMENTS

By Mr. Hans 11 - 17

By Mr. Moore 17 - 61

PUBLIC COMMENT

By Mr. Fochtman 61 - 66

By Ms. Albright 67

CLOSING REMARKS

By Mr. Moore 68

CERTIFICATE 69

E X H I B I T S

<u>Number</u>	<u>Description</u>	<u>Page</u> <u>Offered</u>
--	Brian Fochtman	
	Written Testimony	--

P R O C E E D I N G S

MR. GREENLAND:

US 219 Transportation
Improvement Project Public Hearing My
name is Vince Greenland. I'm the
District Executive for PennDOT District
9, which oversees transportation
services in our region, including
Somerset County.

Although PennDOT is
considered the lead agency on this
important transportation project, it is
a collaborative effort that includes
numerous federal and state agencies,
including the Federal Highway
Administration, United States Army
Corps of Engineers, the Pennsylvania
Department of Environmental Protection,
and the Maryland Department of the
Environment. Our partner on this
project, the Maryland State Highway
Administration, will be conducting a
similar hearing tomorrow night in
Grantsville, Maryland.

1 Before we begin the
2 formal presentation, I would like to
3 recognize several public officials that
4 are with us this evening. First,
5 Somerset County Commissioners Mr.
6 Brian Fochtman, Mr. Irv Kimmel, Jr.,
7 Ms. Pamela Tokar-Ickes, and also from
8 Cambria County, Cambria County
9 Commissioner Tom Chernisky, and from
10 Elk Lick, Elk Lick Township Supervisor,
11 Herb Hilliard.

12 Did I miss any township
13 or public officials?

14 We're here tonight for
15 the Draft Environmental Impact
16 Statement Public Hearing for the US 219
17 Project which includes the proposed
18 construction of an eight mile, four
19 lane limited access facility on new
20 alignment from the end of the
21 Meyersdale Bypass in Somerset County,
22 Pennsylvania to the existing four-lane
23 portion of the US 219 that was recently
24 completed in Garrett County, Maryland.

25 Six miles of this project

1 is in Pennsylvania and two miles is in
2 Maryland. We conducted a public
3 meeting for this project last year
4 where we introduced the four
5 alternatives being retained for
6 detailed study. This hearing is a more
7 formal proceeding which is required
8 based on regulations from the Federal
9 Highway Administration.

10 Tonight, our project team
11 will formally present the Draft
12 Environmental Impact Statement
13 detailing the evaluation and comparison
14 of the four build alternatives and the
15 no-build alternative, as well as
16 solicit formal testimony from the
17 public.

18 Depending on your comfort
19 level, you will be afforded the
20 opportunity to provide testimony in
21 front of the audience tonight or
22 privately with a stenographer. You
23 also may provide written testimony
24 regarding your thoughts and opinions
25 and share them with the project team

1 via postal mail or email.

2 The goal of this hearing
3 is to present the project to the public
4 and gather input to assess its impact
5 on the environment. The process
6 requires the project to receive an
7 environmental clearance, which will
8 allow the project to advance to final
9 design where the design will be refined
10 to secure final permitting and begin
11 discussions with impacted property
12 owners.

13 A Draft Environmental
14 Impact Statement Document, or DEIS, has
15 been prepared and is publicly available
16 for interested citizens and groups to
17 review. You can find the DEIS online
18 at the Project webpage. The QR code
19 available at the sign-in desk provides
20 a direct link to the online version of
21 both the Report and the display boards
22 of the project that you saw earlier
23 during the open house session.

24 If you prefer, hard
25 copies of the DEIS are also available

1 at several locations within our study
2 area. These locations include five
3 libraries in both Pennsylvania and
4 Maryland, PennDOT's District 9 office
5 in Hollidaysburg, and Maryland's SHA's
6 District 6 Office in LaVale, Maryland.

7 You also can view it at the Federal
8 Highway Administration buildings in
9 both Harrisburg and Baltimore.

10 This project has been
11 ongoing for several years and we are
12 extremely excited to reach a major
13 milestone tonight with the presentation
14 of the DEIS. This should be considered
15 a significant step and is essential for
16 the project to advance the final
17 design.

18 Tonight really is about
19 hearing from you what you think of the
20 project, either positive or negative,
21 how you think we are doing and what you
22 think we should change. If anybody has
23 had questions coming into tonight's
24 meeting, hopefully we were able to
25 answer them during the open house

1 portion of the meeting.

2 However, as I mentioned
3 earlier, tonight's hearing is a more
4 formal setting. Therefore, we will not
5 be able to answer questions during the
6 testimony portion of the hearing. We
7 will begin with a spoken description of
8 the alternatives and analysis and then
9 transition into you providing
10 testimony. Formal responses will be
11 provided by the project team and a
12 written document will be made available
13 to everyone.

14 I appreciate everyone
15 coming and taking time out of your
16 schedule to participate in this
17 important step of the process. At this
18 time, I will now introduce Scott Hans
19 from the United States Army Corps of
20 Engineers, who will be providing some
21 opening remarks. After his opening
22 remarks, Steve Moore, the Consultant
23 Project Manager from Stantec, will
24 provide a detailed overview of the
25 environmental document and

1 alternatives.

2 Thank you. And I'll now
3 pass it over to Scott.

4 MR. HANS:

5 Okay.

6 Good evening, ladies and
7 gentlemen. My name is Scott Hans. I'm
8 the Chief of the Regulatory Division of
9 the U.S. Army Corps of Engineers,
10 Pittsburgh District. On behalf of
11 Colonel Nicholas Malign, the District
12 Engineer for Pittsburgh District, I
13 will be serving as a hearing officer
14 for the Corps of Engineers Section 404,
15 Permit Evaluation requirement of
16 tonight's hearing.

17 With me today from the
18 Corps of Engineers is Joseph DeVilla
19 (phonetic), Chief of the Maryland North
20 Section in the Regulatory Branch of the
21 U.S. Army Corps of Engineers, Baltimore
22 District. Our lead Project Manager is
23 Alan Idris, and he is reviewing it as a
24 lead project manager. And I also have
25 Alyssa Barkley, our Branch Chief, along

1 with Olivia Este and Renee Massa, who
2 are also District staff.

3 We welcome you to this
4 Federal Highways and Corps and Maryland
5 Department of Environmental ---
6 Department of Environment Public
7 Hearing on the 219 Highway Improvement
8 project. I would like to thank the
9 Pennsylvania Department of
10 Transportation Maryland State Highway
11 Administration for providing location
12 and support services to allow us to
13 hold this public hearing in conjunction
14 with the overall National Environmental
15 Policy act process. And also, I want
16 to thank all of you for participating
17 tonight and giving us your feedback and
18 input, as that is critical for us
19 reviewing this action.

20 It is the responsibility
21 of my office to review and evaluate
22 applications for Department of the Army
23 permits for any proposed work in waters
24 of the United States, including
25 wetlands. The core authority is found

1 in Section 404 of the Clean Water Act.
2 Each application received through the
3 regulatory program has a specific and
4 unique issues and impacts that must be
5 considered in relationship to weighing
6 the potential benefits and detriments
7 of the project.

8 Please note that the
9 Corps is neither a proponent nor
10 opponent of the Project. The purpose
11 of today's hearing is to inform the
12 public of this project and to allow you
13 the opportunity to provide comments and
14 for those comments to be considered in
15 the Corps regulatory public interest
16 review of the proposed work.

17 The Corps will not be
18 responding to comments at this time.
19 However, if you have specific
20 questions, you can socialize those with
21 some of the staff that are here that
22 were supporting the display boards and,
23 again, thanks to that level of staff
24 also for the extreme amount of leg work
25 it takes to set up and conduct an

1 organized event such as this.

2 In compliance with the
3 National Environmental Policy Act, the
4 Federal Highway Administration is the
5 lead federal agency for the project in
6 cooperation with the Corps and other
7 cooperating agencies, there has been an
8 Draft Environmental Impact Statement
9 issued for the proposed project.

10 Further, at the
11 conclusion of the process, the Corps
12 will review --- the Corps will be
13 preparing a statement of findings and
14 render a decision on our permit action.
15 Your comments are important in the
16 preparation of this document and in
17 evaluation of the permit application.

18 The decision on whether
19 or not to issue a state permit --- to
20 issue a permit will be based on an
21 evaluation of the probable impacts,
22 including cumulative impacts of the
23 proposed activity on the public
24 interest and in compliance with the
25 Clean Water Act, Section 404(b)(1)

1 guidelines.

2 That decision will
3 reflect the national concern for both
4 protection and utilization of important
5 resources. The benefits which may
6 reasonably expected to occur from the
7 proposal will be balanced against the
8 reasonably foreseeable detriments. All
9 factors that may be relevant to the
10 proposal are considered. Among these,
11 there's a long list. I think it's 21.

12 Are conservation,
13 economics, aesthetics, general
14 environmental concerns, wetlands,
15 historic properties, fish and wildlife
16 values, flood hazards, floodplain
17 values, land use, navigation, shoreline
18 erosion and accretion, recreation,
19 water supply, conservation, water
20 quality, energy needs, safety, food and
21 fiber production, mineral needs,
22 threatened endangered species,
23 environmental justice, cumulative
24 impacts, consideration of property
25 ownership and, in general, the needs

1 and welfare of the people.

2 Under this action, and
3 based on the current level of design, a
4 placement of fill for the entire
5 project will result in approximately
6 23,195 linear feet of permanent stream
7 impacts. That's about 18,315 in PA and
8 4,880 in Maryland.

9 Also, there will be 9.9
10 acres of wetland impacts with about 9.3
11 acres occurring in PA and .6 in
12 Maryland. Compensatory mitigation for
13 these impacts occurring in Pennsylvania
14 will consist of PennDOT purchasing
15 stream and wetland credits from an
16 approved mitigation bank.

17 In Maryland, the State
18 Highway Administration plans to perform
19 permitting responsible mitigation by
20 enhancing and restoring streams and
21 wetlands at one site near to an
22 accident, Garrett County, Maryland.

23 The comment period for
24 this project extends to January 13th,
25 2025. Comments received today at this

1 joint hearing on December 11th and
2 throughout the comment period will be
3 considered. The time required to reach
4 a Department of the army permit
5 decision is dependent upon necessary
6 coordination and concerns with the
7 resource agencies and careful
8 evaluation of all substantive comments
9 and ensuring statutory requirements are
10 met. Again, I thank you for attending
11 this hearing tonight and participating
12 in the regulatory review process. I'll
13 now pass the mic to Steve.

14 MR. MOORE:

15 Thank you, Scott. My
16 name is Steve Moore. I am the
17 Consultant Project Manager for the
18 project. I'm with Stantec.

19 This public hearing is
20 part of the National Environmental
21 Policy Act process for involving the
22 public in transportation decision
23 making. As such, my comments will be
24 quite lengthy this evening. I ask for
25 your patience. There's several things

1 that I need to say here. That's why I
2 have a script.

3 The purpose of this
4 public hearing are to, one, formally
5 present the Draft Environmental Impact
6 Statement detailing the evaluation and
7 comparison of the four build
8 alternatives and the no-build
9 alternative.

10 Secondly, provide an
11 opportunity for interested individuals,
12 community associations, citizen groups
13 and government agencies to offer spoken
14 or written comments on the DEIS, the
15 Department of the Army Permit
16 Application and for the Maryland Public
17 Hearing only, Maryland Department of
18 the Environment Non-Title Wetlands and
19 Waterway Permits Application and
20 Section 401 Water Quality Certification
21 Request.

22 Please note, Maryland
23 Public Hearing will be held tomorrow at
24 the Grantsville Volunteer Fire
25 Department Social Hall with the open

1 house starting at 4:00 p.m., and the
2 presentation and testimony starting at
3 5:00 p.m. The third purpose of this
4 public hearing is to develop a record
5 of public participation in the
6 transportation decision-making process.

7 Pennsylvania Department
8 of Transportation, PennDOT, and the
9 Maryland State Highway Administration
10 SHA, comply with Title 6 of the Civil
11 Rights Act of 1964 and other related
12 non-discrimination laws, including the
13 American with Disabilities Act.

14 PennDOT and SHA ensure that everyone
15 has equal access to all programs and
16 activities receiving Federal financial
17 assistance without discrimination based
18 on race, color, national origin, sex,
19 age, religion, English proficiency,
20 disability, or income level.

21 PennDOT and SHA do not
22 discriminate on the basis of disability
23 in admission to, access to or operation
24 of their programs, services, or
25 activities and have established a

1 grievance procedure meeting the
2 requirements of the American with
3 Disabilities Act.

4 If you should require
5 language assistance for limited English
6 proficiency or if you believe PennDOT
7 or SHA are not meeting the expectations
8 of Title 6, you may direct questions,
9 concerns, or file a complaint with
10 either PennDOT's Bureau of Equal
11 Opportunity or SHA's Office of Equal
12 Opportunity.

13 The following slides will
14 provide you information on the results
15 of the DEIS As previously mentioned,
16 the DEIS details the evaluation and
17 comparison of the four build
18 alternatives and the no-build
19 Alternative. A FHWA preferred
20 alternative is also identified in the
21 DEIS. After we go through these
22 slides, we'll then begin accepting
23 public testimony.

24 The Appalachian
25 Development Highway System and the

1 project location are depicted on the
2 map in this slide. Blue indicates
3 completed projects and red indicates
4 those projects that have not been
5 completed.

6 The purpose of our
7 project is to complete Corridor N of
8 the Appalachian Development Highway
9 System, improve system linkage in the
10 region, provide safe and efficient
11 access for motorists traveling on U.S.
12 219, and provide the transportation
13 infrastructure to support economic
14 opportunities within the Appalachian
15 region.

16 The three identified
17 needs for the project include, one; the
18 existing US 219 roadway network does
19 not provide efficient mobility for
20 trucks. Two; numerous roadway and
21 geometric deficiencies are present
22 along the existing roadway network,
23 which do not meet current design
24 criteria and attribute to slower travel
25 speeds through the corridor.

1 Three; existing US 219
2 does not provide the infrastructure
3 needed to access the surrounding
4 municipalities along with labor and
5 business markets and is a contributing
6 factor in limiting economic
7 opportunities to the Appalachian
8 region. The public and the natural
9 resource agencies have all seen the
10 project purpose and needs before. Both
11 the project purpose and needs have been
12 approved by the Federal Highway
13 Administration.

14 For the DEIS, we
15 evaluated and compared four build
16 alternatives and a no-build
17 alternative. Four billed alternative
18 extend from the end of Meyersdale
19 Bypass in Somerset County, Pennsylvania
20 shown on the right of this slide; north
21 is to the right, and to the newly-
22 constructed portion of US 219 in
23 Garrett County, Maryland, on the left
24 hand portion of the slide. All the
25 slides are oriented in the same

1 fashion.

2 Six miles of the project
3 are in Pennsylvania and two miles are
4 in Maryland. Four build alternatives
5 include DU-Modified, DU-Shift Modified,
6 P-Modified and E-Shift Modified. Color
7 has been assigned to each build
8 alternative in order to identify them
9 as they overlap in many locations.

10 Alternative DU-Modified
11 is orange. DU-Shift Modified is
12 yellow. E-Modified is green and E-
13 Shift Modified is blue. This project
14 has an extensive history with the
15 project being started and stopped a few
16 times. However, each time the project
17 was started, the previous information
18 was reviewed to determine if it is
19 still appropriate for use.

20 Preliminary engineering
21 and work toward a DEIS for this section
22 originally began in 2001 by PennDOT and
23 SHA, but was put on hold in 2007 due to
24 funding constraints. As a result, the
25 DEIS for this section was not issued.

1 During this 2001 through
2 2007 period, 15 alternatives were
3 developed excluding the no-build for
4 the US 219 Section 50 Project. The
5 2016 Planning and Environmental
6 Linkages Study or PEL, revisited and
7 evaluated the 15 alignments including
8 the no-build on all previous alignments
9 developed during the earlier 2007 NEPA
10 Study.

11 This chart outlines the
12 alternatives that have been developed,
13 analyzed, and eliminated since the
14 initial NEPA Study that started in
15 2001. At the end of this chart, you
16 will see the four build alternatives
17 and the no-build alternatives that have
18 been retained for detailed study.

19 Although the no-build
20 alternative was eliminated during step
21 one of the PEL Study due to its not
22 meeting the project purpose and need,
23 it must be retained per NEPA Study
24 regulations to provide a baseline for
25 comparison to the build alternatives.

1 The reasons the alternatives were
2 dismissed are contained either in the
3 PEL document, which is an Appendix to
4 the DEIS or the DEIS itself.

5 The proposed US 219
6 roadway will vary between the two
7 illustrations on the slide. Each of
8 the roadway typical sections provide a
9 four lane divided limited access
10 highway with 12-foot travel lanes, 10-
11 foot wide outside shoulders and eight-
12 foot wide median shoulders and a 36-
13 foot median with a post --- I'm sorry,
14 with an eight-foot inside shoulder.

15 The primary differences
16 between the illustrations are a 60-foot
17 median and a 36-foot median with a
18 posted speed limit of 65 mph for this
19 60 foot median section and a 55 mile
20 per hour posted speed limit for the 36-
21 foot median section. Roadway layout
22 with a 60-foot median and a posted
23 speed limit of 65 mph will be utilized
24 in Pennsylvania, with a transition down
25 to a 36-foot median and a 55 mile per

1 hour posted speed limit utilized in
2 Maryland. The location of this
3 transition between these two roadway
4 layouts are displayed in the next
5 slide.

6 The slide depicts the
7 four build alternatives evaluated and
8 compared in the DEIS. Again, DU-
9 Modified is orange. DU-Shift Modified
10 is shown in yellow. E-Modified is
11 Green and E-Shift Modified is shown in
12 blue. As mentioned on the previous
13 slide, the roadway transition zone for
14 the build alternatives are located just
15 north of the Pennsylvania and Maryland
16 State line. You can also see on this
17 map, the location where the posted
18 speed limit changes from 65 miles per
19 hour to 55 miles per hour.

20 The limit of disturbance
21 shown on this map in the gray shading
22 was used for evaluating and comparing
23 the impacts in the DEIS. I would also
24 like to add that this limit of
25 disturbance has changed since our last

1 public meeting. PennDOT and SHA have
2 been working to avoid and/or minimize
3 human, cultural and environmental
4 impacts to the extent possible.

5 Conceptual mitigation
6 plans have been developed for
7 unavoidable impacts that will be
8 refined further for FHWA's selected
9 alternative in the next phase of the
10 project. Mitigation under NEPA is the
11 process of reducing the potential
12 negative environmental impacts from the
13 proposed action by avoiding and
14 minimizing impacts, rectifying impacts,
15 reducing or eliminating the impacts
16 over time, and compensating for the
17 impacts.

18 I also wanted to point
19 out two other features shown on the
20 mapping. The pink areas just north of
21 the state line are Proposed Maintenance
22 Facility location. The team worked
23 with PennDOT's Maintenance Unit to
24 determine the best location for a
25 maintenance facility.

1 Also on the mapping you
2 will see dark blue shapes on the sides
3 of the limited disturbance. These
4 areas are stormwater management basin
5 locations. We designed these basins so
6 that the rainwater is a place to go
7 before slowly infiltrating back into
8 the ground or being released in a
9 controlled fashion to existing
10 waterways.

11 On this slide are the
12 additional improvements being proposed
13 for all build alternatives.
14 Improvement 1 is a new Hunsrick Road
15 extension connecting roadway to be
16 placed on the eastern edge of the
17 existing US 219 embankment. This
18 roadway will connect Hunsrick Road with
19 Fike Hollow Road to give motorists
20 their direct connection to the US 219
21 Meyersdale Interchange area.

22 Improvement two has two
23 facets. One is bisecting and cul de
24 sac-ing (sic) of Clark Road where it
25 meets the new US 219 right-of-way. The

1 other is the elimination of the
2 Hunsrick Road Bridge and the
3 problematic intersection with Mason
4 Dixon Highway identified by the public
5 during previous public meetings.

6 Improvement three
7 resulted from conversations with Summit
8 Township elected officials. When we
9 presented the Hunricks Road extension
10 idea, they expressed concerns over a
11 steep section of Mountain Road. The
12 current plan is to vacate the steep
13 section of Mountain Road and cul de sac
14 each end. A less steep alternative
15 will be provided by the proposed
16 Hunsrick Road extension.

17 Improvements four and
18 five are related. Improvement five
19 shows the elimination of the connection
20 between Mason Dixon Highway and
21 existing US 219 as part of the new US
22 219 construction. As a result of this
23 change, traffic patterns will be
24 altered, increasing traffic volumes on
25 Mason Dixon Highway, between the

1 connection location and the Meyersdale
2 Interchange.

3 This section of Mason
4 Dixon Highway shown in tan will be
5 upgraded to current design standards
6 and ownership will revert to PennDOT.
7 Updating drainage, guiderail
8 improvements and shoulder widening are
9 anticipated. Additionally, a sharp
10 curve in the northern portion of the
11 area will be improved, as well as
12 intersection realignments.

13 The next few Slides we
14 will look at the results of the
15 Environmental Resources Impact Analysis
16 portion of the DEIS. You'll see on the
17 slides, the build alternatives in
18 relation to several different types of
19 resources that we have delineated,
20 mapped and analyzed.

21 There are a lot of
22 resources that are present within the
23 study area and many of them have laws
24 to protect them. Some of those laws
25 are stricter than others. The team has

1 considered all of these resources when
2 laying out the build alternatives and
3 work to avoid and will minimize them
4 where possible. As mentioned, there
5 are lots of laws and a lot of different
6 resources, and because of that, we
7 analyze an abundance of technical data.

8 This first slide shows
9 agricultural resources and tax parcel
10 protection information. Both they are
11 both federal and state. There are both
12 federal and state laws that regulate
13 farmland and soils. Pennsylvania has
14 pretty strict farmland laws that afford
15 protection to various types of
16 farmland.

17 This slide presents soil
18 information for soil types that are
19 protected and priorities that have some
20 type of tax protection. Alternatives
21 DU-Modified and DU-Shift modified
22 impact 32.92 acres of prime farmland
23 soils, while Alternative E-Modified and
24 E-shift modified impact 19.92 acres.

25 Alternatives DU modified

1 and DU-Shift Modified impact
2 approximately 103 acres of farmland
3 soils of statewide importance, while
4 Alternative E-Modified and E-Shift
5 Modified impact approximately 82 acres.

6 Federal Farmland
7 Protection Policy Act, or FPPA is
8 intended to protect the conversion of
9 farmlands to non Ag(sic) use. The FPPA
10 farmland includes prime farmland soils,
11 unique farmland soils, and additional
12 farmland soils of statewide or local
13 importance. We have some prime
14 farmland soils and soils of statewide
15 importance as presented on this map in
16 Green and Maroon. There's a total of
17 164 acres of FPPA soils in our limited
18 disturbance for all four alternatives.

19 Pennsylvania has two
20 specific farmland protection policies.
21 First one is productive agricultural
22 land and it's defined as any land being
23 used for production for commercial
24 purposes of crops, livestock, and
25 livestock products. The productive

1 agricultural lands within limits of
2 disturbance total approximately 44
3 acres in Pennsylvania.

4 The second is
5 Pennsylvania's prime agricultural land.
6 That is land currently devoted to
7 active agricultural use and has been
8 devoted for the preceding three years
9 and falls into the 15 prioritize
10 categories. Priority one, Preserve
11 Farmland. Priority two, Agricultural
12 Safety Areas or ASAs. Priority three,
13 Farmland Enrolled and Preferential Tax
14 Assessments. Priority four, Farmland
15 Plan for Agricultural use and subject
16 to effective agricultural zoning and
17 Priority 5, farmland classified as
18 unique farmland or capability classes
19 one, two, three or four land.

20 In the project area we
21 have prime ag lands that fall into
22 priorities of three and five. A light
23 brown hatching you see on this map is
24 the priority three lands and totals 42
25 acres. Alternatives DU-Modified and

1 DU-Shift Modified impact 40.28 acres of
2 priority three lands, while Alternative
3 E-Modified and E-Shift Modified impact
4 of 1.94 acres. Light orange hatching
5 is priority 5 lands, which consists of
6 two very small areas and totals
7 approximately 2 acres.

8 In Pennsylvania, all four
9 build alternatives impact 1.72 acres of
10 priority 5 lands. This map shows the
11 13 individual farm operators within the
12 project area. They are numbered 1
13 through 13, and the farm operator names
14 are identified in the top right legend.
15 They include hay and horses, livestock,
16 sugar maple and crop production. As
17 you can see, the alignments do a good
18 job of threading the needle through the
19 different farm operations, trying to
20 minimize them to the extent possible.

21 In Pennsylvania,
22 Alternatives E-Modified and E-Shift
23 Modified avoids most of the farm
24 property in Pennsylvania. There are
25 about 90 acres of active farmland

1 within the limit of disturbance for all
2 four build alternatives. Alternatives
3 E-Modified and E-Shift Modified impact
4 six farm operators, while Alternatives
5 DU-Modified and DU-Shift Modified
6 impact 9.

7 Mitigation for farmland
8 impacts would include compliance with
9 the federal Uniform Relocation
10 Assistance and Real Property
11 Acquisition Act policies and state
12 requirements based on this Act as
13 appropriate, farmland acquired by the
14 project.

15 This map shows the
16 various types of socioeconomic
17 resources and above-ground historic
18 resources. For historic resources, we
19 have mapped the listed Little Meadows
20 and Tomlinson Inn shown in the orange
21 hatching and seven eligible historic
22 resources, which include the Miller
23 Farm, Lowry Farm, Deal Farm, Jacob
24 Gladfelty Barn, Mason Dixon Line
25 Marker, S.J. Miller School at the

1 northern end and the National Road at
2 the southern end.

3 As you can see,
4 Alternatives E-Modified and E-Shift
5 Modified do a good job of avoiding the
6 Deal Farm and Lowry Farm compared to
7 Alternatives DU-Modified and DU-Shift
8 Modified. Alternative E-Modified and
9 E-Shift Modified would have an above-
10 ground historic property section 106
11 finding of no adverse effect. This
12 means Alternatives E-Modified and E-
13 Shift Modified will not alter the
14 characteristics of historic property
15 and make it eligible for the National
16 Register of Historic Places. This
17 results in no additional mitigation
18 being necessary.

19 Alternatives DU-Modified
20 and DU-Shift Modified would have an
21 above-ground historic properties
22 Section 106 finding of adverse effect.
23 This means they could directly damage,
24 significantly alter or negatively
25 impact the character or setting of the

1 property in a way diminishes its
2 historic significance, such as through
3 demolition, major structural changes,
4 incompatible visual intrusions, or
5 alteration of its surrounding landscape
6 that contributes to its historic value.

7 In this case, the project team
8 needs to find ways to avoid or further
9 minimize potential project effects or
10 to mitigate and resolve the project
11 adverse effect. A programmatic
12 agreement has been drafted to ensure
13 compliance with the Section 106 process
14 for archaeological resources.
15 Additional archaeological studies will
16 be completed once a selected
17 alternative has been identified and the
18 project enters into final design.

19 There is also a de
20 minimis or negligible impact to a
21 Section 4F resource on this project.
22 Section 4F resource is any publicly
23 owned land from a park, recreation
24 area, or wildlife and waterfowl refuge
25 or any land from a historic site of

1 national, state or local significance.
2 Section 4F considers an impact of use
3 when you need to use a portion of the
4 property for the project.

5 There are three potential
6 Section 4F properties associated with
7 the project. The Lowry Farm, the Deal
8 Farm would have required an individual
9 section 4F document. The project team
10 had to look at ways to try to avoid
11 these properties. This was by studying
12 Alternatives E-Modified and E-Shift
13 Modified; those two alternatives avoid
14 these properties.

15 However, there is one
16 property that would be impacted by all
17 four alternatives. It is the Miller
18 Farm and result in a de minimis use
19 because the project impacts a sliver of
20 the property. A de minimis use form
21 was completed and signed by all
22 necessary parties. The team will look
23 to further reduce this impact in final
24 design.

25 In regard to

1 socioeconomic resources, most of the
2 community resources are located outside
3 of the build alternatives in the town
4 of Salisbury and Boynton and are not
5 expected to be impacted by the project.

6 At the last public
7 meeting we mentioned, the Pennsylvania
8 State Game Land 231 in Pennsylvania was
9 impacted by all four alternatives.

10 During the detailed alternatives phase,
11 the project team modified to build
12 alternatives avoid the state game land
13 by constructing a 300-foot long
14 retaining wall approximately three and-
15 a-half feet in height along the east
16 side of northbound US 219. Further
17 refinements to the retaining wall and
18 limits of disturbance are possible
19 through final design.

20 This is the results of
21 our terrestrial land identification.
22 The project area is dominated by forest
23 land and managed agricultural fields.
24 In Pennsylvania, the most dominant land
25 use types within limited disturbance

1 are deciduous and mixed-use forest
2 land. In Maryland, the most dominant
3 land types are deciduous forest and
4 managed agricultural fields.

5 The Fike Method for
6 identifying terrestrial and palustrine
7 plant communities was used in
8 Pennsylvania. The project site is
9 located within the Western Allegheny
10 Mountains region. The most dominant
11 Fike habitat type is Red Maple
12 Terrestrial Forest followed by Dry Oak
13 - Mixed Hardwood Forest and then Red
14 Oak - Mixed Hardwood Forest.

15 In Maryland, there are
16 specimen trees and champion trees. A
17 total of 31 trees of specimen size were
18 found within the study area during
19 field reconnaissance. None of these
20 trees are considered champion trees or
21 within 75 percent of the state champion
22 tree for a given species. A total of
23 six different species were identified
24 and the largest tree found was a sugar
25 maple with a 48-inch DPH measurement.

1 The largest land use
2 impact by the project is forest land.
3 All build alternatives would have
4 similar forest land impacts depending
5 on the final design, the alternative
6 DU-Modified Alternative would impact
7 431.4 total acres of forest land,
8 Alternative DU-Shift Modified would
9 impact 430 acres. Alternative E-
10 Modified would impact 389.7 acres and
11 Alternative E-Shift Modified would
12 impact 388.8 acres of forest land.

13 The second largest land
14 use across the project area is
15 farmland. The alternatives DU-Modified
16 and DU-Shift Modified would impact
17 approximately 54.5 acres, while
18 alternative E-Modified would impact
19 37.8 acres, and Alternative E-Shift
20 Modified would impact 38 acres.

21 Coordination of
22 mitigation is ongoing with PennDOT, SHA
23 and the respective agencies. These
24 mitigation efforts included include but
25 are not limited to, following approved

1 erosion, sedimentation, pollution and
2 control plans, which include native
3 seed mixes and plantings. In addition,
4 in Maryland, reinforced station plans
5 will be coordinated by SHA's Landscape
6 Operations Division and Maryland DNR
7 Reforestation site review form will be
8 prepared during final design.

9 This map shows the
10 results of the wetland stream location
11 work. Field investigations were
12 performed from Spring 2022 to spring
13 2023. I know these features are hard
14 to see due to the scale of the mapping,
15 but we wanted to keep the mapping
16 consistent with all the resources for
17 clarity between the different
18 resources.

19 The team located 102
20 wetland systems, 53 perennial streams,
21 and 29 intermittent streams. The study
22 area includes perennial and
23 intermittent waterways within the
24 larger Youghiogheny watershed.
25 Perennial streams typically have water

1 flowing in the year round, while
2 intermittent streams flow during
3 certain times of the year only. These
4 streams primarily drain forest and
5 agricultural land.

6 One stream within the
7 project area, Piney Creek, is
8 classified as a wild trout and stock
9 trout stream in Pennsylvania. Wild
10 fingerling trout were identified in
11 Meadow Run during a Pennsylvania Fish
12 and Boat Commission field survey in
13 2023. Therefore, Meadow Run is also
14 being considered a wild trout water for
15 the purposes of this project.

16 Streams within the
17 project corridor in Maryland do not
18 support trout. Alternatives E-Modified
19 and E-Shift Modified had the least
20 waterway impacts with a total of 23,192
21 linear feet. They also impact less
22 wild trout and trout-stocked streams
23 compared to alternatives DU-Modified
24 and DU-Shift Modified.

25 As the project progresses

1 into final design, the T1 endeavor to
2 avoid and minimize stream impacts to
3 the maximum extent practical. In
4 addition, permanent impacts totals
5 would likely decrease as the detailed
6 design may enable reclassification of
7 some of the impacts from permanent to
8 temporary stream impacts.

9 There is approximately 98
10 acres of existing wetlands in the
11 project area. Overall, Alternatives E-
12 Shift Modified has the fewest impacts
13 to wetlands with 9.94 acres being
14 impacted. Alternative E-Modified is
15 not far behind with 10.07 acres
16 impacted.

17 At this point in the
18 design process, the limit of
19 disturbance is conservative to allow
20 for flexibility as the project design
21 continues to progress. We expect that
22 the limit of disturbance will become
23 smaller and permanent impact totals
24 will likely decrease once final impact
25 numbers are determined, PennDOT would

1 complete a functional assessment of
2 impacted wetlands in Pennsylvania prior
3 to applying or Pennsylvania Department
4 of Environmental Protection Waterway
5 Obstruction and Encroachment Permit.

6 Compensatory mitigation
7 is required for unavoidable permanent
8 impacts to wetlands and would be state
9 specific. In Pennsylvania, PennDOT
10 intends to purchase credits from an
11 approved private wetland and stream
12 mitigation bank. Maryland does not
13 have a private wetland bank that can
14 service the impacts related to the
15 project. SHA will develop a permittee
16 responsible mitigation plan to provide
17 compensatory mitigation. Specific
18 mitigation will be detailed in the
19 FEIS.

20 This slide presents the
21 impact calculations for the four build
22 alternatives using the limit of
23 disturbance. Remember, this also takes
24 into account stormwater management
25 areas and the maintenance facilities

1 and side road improvements in the
2 northern portion of the study area.

3 The goal of the project
4 as it moves into final design is to
5 reduce the limit of disturbance which
6 would further reduce impacts. The
7 cells highlighted in green represent
8 the lowest impact per category by build
9 alternative. Based on the evaluation
10 and comparison of the build
11 alternatives, potential impacts, and
12 public and agency input, Alternative E-
13 Shift Modified has been identified as
14 the FHWA preferred alternative.

15 Alternative E-Shift
16 Modified is the environmentally
17 preferable alternative and most
18 publicly desirable alternative.
19 Alternative E-Shift Modified offers
20 several advantages over the other field
21 alternatives and make it the preferred
22 alternative for this project. These
23 include the fewest number of property
24 impacts, fewest impacted noise
25 receptors, least wetland impacts, and

1 least forest land impacts.

2 Equivalent to Alternative
3 E-Modified, Alternative E-Shift
4 Modified has the least impact to prime
5 farmland soils, productive farms,
6 historic structures, maple sugar
7 production, forest, one percent annual
8 chance floodplains, hybrid streams, as
9 well as indirect accumulative effects.

10 Although Alternative E-Modified
11 has very similar impacts to Alternative
12 E-Shift Modified and only a difference
13 of 2.2 acres of preliminary disturbance
14 is closer to homes along Old Salisbury
15 Road in Maryland. Therefore is
16 anticipated to result in greater
17 residential noise impacts to the Old
18 Salisbury Road community, including
19 impacts to four additional noise
20 receptors compared to the E-Shift
21 Modified Alternatives.

22 Alternative DU-Modified
23 and DU-Shift Modified ---

24 MS. HOOVER:

25 I'm sorry, can you hang

1 one second? We lost connection.

2 ---

3 (WHEREUPON, THERE WAS A PAUSE IN THE
4 PROCEEDINGS.)

5 ---

6 MS. HOOVER:

7 Okay.

8 All right.

9 MR. HANS:

10 Sorry for the glitch,
11 folks. This slide presents the impact
12 calculations for the four build
13 alternatives using the limit of
14 disturbance. Remember, this also takes
15 into account stormwater management
16 areas and the maintenance facilities
17 and side road improvements in the
18 northern portion of the study area.

19 The goal of the project
20 as it moves into final design is to
21 reduce the limits of disturbance, which
22 would further reduce impacts. Cells
23 highlighted in green represent the
24 lowest impact per category by build
25 alternative.

1 Based on the evaluation
2 and comparison of the build
3 alternatives, potential impacts and
4 public and agency input, Alternative E-
5 Shift Modified has been identified as
6 the FHWA preferred alternative.
7 Alternative E-Shift Modified is the
8 environmentally-preferable alternative
9 and most publicly-desired alternative.

10 E-Shift Modified offers
11 several advantages over the other build
12 alternatives that make it the preferred
13 alternative for this project. These
14 include the fewest number of property
15 impacts, fewest impacted noise
16 receptors, least wetland impacts, and
17 least forest land impacts.

18 Equivalent to Alternative
19 E-Modified, Alternative E-Shift
20 Modified, has the least impacts to
21 prime farmland, soils, productive
22 farms, historic structures, maple sugar
23 production, forest, one percent annual
24 chance floodplains at hibernacula
25 streams, as well as indirect

1 accumulative effects.

2 Although Alternative E-
3 Modified has very similar impacts to
4 Alternative E-Shift Modified and only a
5 difference of 2.2 acres for limit of
6 disturbance, it is closer to homes
7 along Old Salisbury Road in Maryland.
8 Therefore, is anticipated result in
9 greater residential noise impacts to
10 the Old Salisbury Road community,
11 including impacts to four additional
12 noise receptors compared to the
13 Alternative E-Shift Modified.

14 Alternatives DU-Modified and DU-
15 Shift Modified are also not the
16 preferred alternative because they have
17 greater impacts to the following
18 resources; historic, socioeconomic,
19 mining and potential hazardous waste,
20 forest land, farmland, FEMA 100-year
21 flood zones. The proposed bridge would
22 overtop three bat hibernacula wetlands
23 and streams.

24 DU-Modified and DU-Shift
25 Modified are also longer in length and

1 have a larger limit of disturbance and
2 cost over approximately \$100 million
3 more to construct.

4 Shown on this slide is
5 the project schedule. The project
6 schedule is summarized in four phases;
7 environmental clearance, preliminary
8 engineering, final design and
9 construction. All phases are fully
10 funded with the exception of
11 construction.

12 We are currently on the
13 fifth line of the environmental
14 clearance phase, holding a public
15 hearings for the project. We are
16 anticipating a third public meeting in
17 the Spring of 2025 where we hope to be
18 able to present the selected
19 alternative and environmental
20 mitigation.

21 We are anticipating
22 completing the final EIS and receiving
23 a Record of Decision in the Summer of
24 2025, which is the next step in the
25 environmental documentation process.

1 Combined FEIS and Record of Decision,
2 which will include any refinements of
3 the data presented in the DEIS.

4 In addition, the FEIS
5 Record of Decision will provide
6 responses to all substantive comments
7 received during the DEIS Public Comment
8 period.

9 And finally, as you can
10 see, if all goes as planned,
11 preliminary engineering is to be
12 completed in 2025. Final design is
13 anticipated to take place from 2025 to
14 2028, with construction commencing in
15 2029 and ending in 2031. Any formal
16 discussions regarding property
17 acquisition can begin once the project
18 is in final design. We will have
19 information at the spring of 2025
20 meeting on the right-of-way plan
21 process and how that will take place.

22 As mentioned earlier, the
23 Notice this public hearing and
24 availability of the DEIS was sent to
25 federal, state, local agencies, local

1 municipalities, local communities,
2 community facilities and state and
3 local representatives. The project
4 website was updated to include the
5 Notice, the DEIS document and
6 instructions for testimony, and a
7 fillable comment form. Flyers were
8 sent to properties within the project
9 area during the week of November 4th.

10 I will now review the
11 formal hearing rules and procedures.
12 There are several options for providing
13 testimony, which will be included in
14 the public record. They are one;
15 public in-person verbal testimony.
16 Two; public virtual verbal testimony.
17 Three; private in-person verbal
18 testimony, and four; written testimony.

19 As stated earlier, please
20 note this is not a question and answer
21 session, so there will be so there will
22 not be any responses if you have
23 questions. You will get five minutes
24 to give your public testimony. If you
25 wish to provide testimony, you'll

1 become part of the public hearing
2 record, and PennDOT, SHA, FHWA, Army
3 Corps of Engineers and MDE will review
4 and consider your testimony.

5 You are encouraged to
6 provide comments on the alternative you
7 support or oppose and your reasons.
8 Testimony should be limited to the
9 public hearing aspects and statements
10 or opinions about the US 219 Project.

11 So with that, please note
12 that there's a stenographer taking
13 notes of tonight's hearing. Testimony
14 provided at this --- this evening, will
15 be formally documented in the hearing
16 transcript. This transcript, along
17 with other testimony received by
18 January 13, 2025, will become part of
19 the official record.

20 All this information will
21 be reviewed and considered by PennDOT
22 and SHA and provided to the Federal
23 Highway Administration for the review
24 and consideration for issuing the
25 decision document for this project.

1 After I explain the
2 procedures to be followed for the
3 public providing public testimony,
4 those who have registered to testify
5 will be called upon to provide their
6 comments on the DEIS. Speakers will be
7 called to the microphone in the order
8 you signed up. If you have not signed
9 up to provide public testimony, please
10 do so now at the registration table.

11 When you come to the
12 microphone, we ask that you please
13 state and spell your name, address,
14 and, if applicable, the group,
15 organization or business you are
16 representing at the beginning of your
17 testimony period.

18 Your testimony will be
19 limited to five minutes to allow
20 everyone an opportunity to speak.
21 Written testimony may be submitted to
22 supplement your oral testimony. If you
23 feel your testimony could exceed five
24 minutes, please summarize your
25 testimony and provide a full written

1 version to the hearing official to be
2 included in the hearing record.

3 A timer will be started
4 at the beginning of each person's oral
5 testimony. When you reach the final
6 minute, you'll be notified by Leanne.
7 Leanne has a sign that will let you
8 know when you have one minute. At the
9 conclusion of your five minutes, you'll
10 be notified verbally that your
11 testimony time has expired.

12 Please note that there
13 will be no cross examination or
14 questioning of individuals testifying
15 at this hearing. Rather, the
16 procedures will allow individuals to
17 testify directly, setting forth for the
18 record their testimony on the DEIS.

19 Again, there will be no
20 responses to questions raised during
21 the oral testimony given at tonight's
22 hearing. Please be courteous and
23 refrain from commenting during the
24 testimony of others whether you agree
25 or disagree with a person's testimony.

1 We're asking for your testimony so that
2 you can address any issues that have
3 not been already addressed.

4 All testimony received
5 during the official public comment
6 period will be compiled in a public
7 hearing summary and will be provided to
8 the Federal Highway Administration for
9 inclusion and consideration in the
10 decision document for this project.

11 If you're giving verbal
12 testimony, please add your name and
13 phone number into the question and
14 answer. When it is your turn, you will
15 receive a phone call from a 443 number.
16 Please answer. You will be
17 automatically muted. Please press star
18 six to speak. Please state and spell
19 your name. Provide your organization
20 or group and mailing address as well.

21 Public verbal testimony
22 will continue until everyone interested
23 in providing testimony has had the
24 opportunity or the public hearing ends
25 at 8:00 p.m., whichever comes first.

1 Those of you who prefer
2 to provide testimony in a private
3 setting may do so in the private
4 testimony area, which is located in the
5 kitchen area behind me. Private in-
6 person verbal testimony will be
7 available in seven-minute time slots
8 from 6:10 to 8:02 p.m. If you have not
9 already, please sign up for a private
10 in-person testimony time slot at the
11 registration table if you prefer to do
12 that.

13 We have a stenographer
14 over there as well. Please be sure to
15 provide this stenographer with your
16 name, address and if applicable, group,
17 organization or business you are
18 representing. Last page.

19 Finally, if you wish to
20 comment but do not want to provide
21 public or private testimony, you may
22 submit written comments. There are
23 three ways to submit written comments.
24 First is to submit a comment form here
25 tonight by dropping in the comment form

1 box, located in comment tables to my
2 right.

3 Make comment using the
4 written testimony form located at the
5 comment tables or use your own
6 stationery. Please be sure to include
7 your name, address and if applicable,
8 the group organization of business
9 you're representing.

10 The two other options are
11 mailing or emailing your comments. You
12 may prefer these options if you would
13 like additional time to organize your
14 thoughts to prepare your testimony.
15 Self-addressed postage-paid envelopes
16 are available at the registration table
17 for your convenience. A mailed written
18 statement must be postmarked by 5:00
19 p.m. on January 13, 2025 to be included
20 in the public hearing record and all
21 emails must be received by 5:00 p.m. on
22 the 13th of January.

23 There's also an online
24 comment form that you can use if you
25 would prefer to type your testimony

1 instead of writing it. The form can be
2 found on the project website.

3 In summary, testimony can
4 be provided in several forms including
5 publicly or privately at this hearing,
6 transcribed by the by the stenographer,
7 and written and/or typed using a blank
8 testimony form located at the comments
9 table or on the project website. Web
10 address can be found on the handout you
11 receive when signing in here this
12 evening. There is also a QR code you
13 can scan on your phone that will take
14 you to the website.

15 Written testimony can be
16 mailed to KCI Technologies as noted in
17 the comment forms located at the
18 comment tables. As previously
19 mentioned, the public hearing comment
20 period for the project is open until
21 January 13, 2025.

22 We thank you for your
23 time and we'll now begin the public
24 testimony portion of the hearing.
25 We'll now call up our first testimony

1 from?

2 MS. DORAN:

3 Commissioner Fochtman
4 from Somerset County. You might need
5 to say that into the microphone so the
6 online participants can hear.

7 MR. MOORE:

8 Commissioner?

9 MS. DORAN:

10 Somerset County
11 Commissioner Fochtman.

12 MR. MOORE:

13 Somerset County
14 Commissioner Fochtman.

15 MR. FOCHTMAN:

16 Good evening. My name is
17 Brian Fochtman. I'm the Chairman of
18 the Somerset County Board of
19 Commissioners. First Name Brian,
20 spelled B-R-I-A-N, last name Fochtman,
21 F-O-C-H-T-M-A-N. [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED] Telephone number;
24 [REDACTED]

25 On behalf of my fellow

1 Commissioners Irv Kimmel and Pamela
2 Tokar-Ickes and the residents of
3 Somerset County, allow me to indicate
4 our strong support for the completion
5 of the final miles of US Route 219 to
6 Maryland, to the Maryland line and the
7 proposed realigned --- recommended
8 realignment.

9 For Somerset County, this
10 has been a long way. From the outset
11 of the project in the mid-1960s, the
12 importance of this four-lane highway
13 has been clear. And while we
14 understand that it would take a number
15 of years to come, I don't think any of
16 us believe that it would still be
17 taking --- talking about finishing this
18 road nearly 60 years later.

19 Every board of county
20 commissioners since the initial
21 groundbreaking have known the potential
22 presented by this highway. To be a
23 county intersected by the Pennsylvania
24 Turnpike and a north-south corridor
25 makes you attractive to business and

1 your existing businesses more
2 competitive.

3 It presents opportunity
4 to strengthen your local economy,
5 provide access to markets, expand your
6 labor force, broaden your market,
7 remove barriers to education and enable
8 the county to strengthen its future.
9 We know we have encountered setbacks in
10 the goal of completing this road. But
11 we never gave up and we never give in
12 and that's why this project has been
13 funded up to construction.

14 We have moved forward one
15 bypass, one section at a time. But now
16 it's time to get it done. The Somerset
17 county commissioners stand in support
18 of the recommended preferred Alternate
19 E-Shift Modified. We believe that the
20 design team respected permitting
21 agencies have closely examined the
22 impacts of all the other potential
23 alignments.

24 This is not to say that
25 there will be no impact. We

1 acknowledge that there will be property
2 owners deeply affected by this route.
3 Some residential, some commercial, some
4 will lose farmland and forest land, and
5 there will be some impact to our
6 historic resources and environment.
7 Please know that sacrifice will not be
8 taken for granted, and should be kept
9 in top of our minds as we move forward
10 in our collective goal.

11 We encourage our impacted
12 residents to keep the lines of
13 communication open with the county as
14 the process moves forward and to work
15 with the agencies charged with its
16 oversight. You understand that there
17 is a price of progress. The benefits
18 of this project cannot outweigh what
19 you have to give for its completion.

20 We hope you will take
21 some comfort in knowing that this
22 highway will benefit Somerset County in
23 ways we can only imagine. A study
24 conducted for the county on the impact
25 of the completion of the highway five

1 years ago found, and I quote, the
2 completion of Route 219 will provide
3 the safest, most robust and highest
4 capacity route for central north-south
5 connectivity to Pennsylvania and
6 Maryland's overall transportation
7 system in the South Central
8 Pennsylvania region. No such route
9 currently exists in the Southern
10 Allegheny's region, and none is likely
11 to exist without the completion of 219.

12 In addition to saving
13 lives and preventing costly loss to
14 property, the route will sustain the
15 viability of the Southern Alleghenies
16 region. The study goes on to say that
17 completion of Route 219 will mean more
18 jobs, competition for employees at
19 higher wages, new and expanded markets
20 and facilities, lower transportation
21 costs, faster transportation times and
22 improved safety.

23 These are all
24 opportunities to make Somerset County
25 stronger and build its future. We are

1 far from done, but we are crossing an
2 important threshold today in the nearly
3 six decade fight for this highway.

4 On behalf of the Somerset
5 County Board of Commissioners and our
6 constituents, we support the preferred
7 aligned alternative and look forward to
8 the completion of this crucial highway.
9 Thank you.

10 MR. MOORE:

11 Thank you, Commissioner.
12 We appreciate your comments and your
13 strong support for the project.
14 Although we had other people sign up
15 for private testimony, Commissioner
16 Fochtman was the only one that signed
17 up for public testimony. So at this
18 time, we will pause the hearing to
19 allow anyone a final opportunity to
20 provide public testimony and ask you
21 please step forward and sign up and let
22 us know who you are and then approach
23 the microphone.

24 Seeing nobody volunteer,
25 that will conclude our public

1 testimony. Oh, sorry.

2 MS. DORAN:

3 Would you like to sign
4 up? Go ahead. We can get you on the
5 paper after if you want to just read
6 your name.

7 MS. ALBRIGHT:

8 Martha Albright,
9 M-A-R-T-H-A, A-L-B-R-I-G-H-T. Address
10 is [REDACTED]. And
11 I just feel that I want to reiterate
12 what Commissioner Fochtman and other
13 ones. I've lived in this Meyersdale.
14 Never moved more than a mile from home
15 and we need this road. I watched it 60
16 years happen, over six decades. It's
17 ridiculous. I just don't understand.
18 We need this road for safety and for
19 business, and I just wanted to
20 reiterate.

21 It could take part of my
22 property and I'm willing to do that
23 because we need progress and we need it
24 done. Thank you.

25 MR. MOORE:

1 Thank you, Ms. Albright.

2 One final call?

3 Okay.

4 That concludes our public
5 testimony for this evening. We
6 appreciate everyone participating in
7 the public hearings. Your comments
8 will help shape the selected
9 alternative and environmental impact
10 statement. Please submit your comments
11 on the DEIS no later than 5:00 p.m. on
12 January 13, 2025.

13 You can either submit
14 your comments tonight via mail or also
15 email. A mailed written statement must
16 be postmarked no later than January 13,
17 2025 deadline to be included as part of
18 the public record.

19 Once again, thank you for
20 participating in the tonight's hearing,
21 and we look forward to hearing from you
22 in the future.

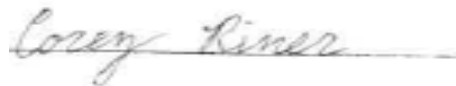
23 * * * * *

24 MEETING CONCLUDED AT 6:02 P.M.

25 * * * * *

CERTIFICATE

I hereby certify, as the stenographic reporter, that the foregoing proceedings were taken stenographically by me, and thereafter reduced to typewriting by me or under my direction; and that this transcript is a true and accurate record to the best of my ability.
Dated the 26th day of December, 2024.



Corey Riner,

Court Reporter

PENNSYLVANIA DEPARTMENT OF
TRANSPORTATION AND
MARYLAND STATE HIGHWAY ADMINISTRATION

* * * * *

IN RE: KCI TECHNOLOGIES - US 219
IMPROVEMENT PROJECT -

1531 MOUNTAIN ROAD

* * * * *

BEFORE: VINCE GREENLAND

Scott Hans

Steve Moore

HEARING: Wednesday, December 11,
2024

6:06 p.m.

LOCATION: Salisbury Volunteer

Fire Company

385 Ord Street

Salisbury, PA 15558

WITNESSES: Dwight Lepley, Brandon
Stern

Reporter: Haylie Trapp

Any reproduction of this transcript
is prohibited without authorization
by the certifying agency.

A P P E A R A N C E S

DWIGHT LEPLEY

BRANDON STERN

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X

DISCUSSION AMONG PARTIES	5 - 10
CERTIFICATE	11

E X H I B I T S

<u>Number</u>	<u>Description</u>	<u>Page</u> <u>Offered</u>
	NONE	OFFERED

P R O C E E D I N G S

COURT REPORTER:

Your name?

MR. LEPLEY:

Dwight Lepley,

Meyersdale.

COURT REPORTER:

Okay.

And your name?

MR. STERN:

Brandon Stern.

S - T - E - R - N .

COURT REPORTER:

Okay.

Anything else?

MR. LEPLEY:

Yeah. We had a few
questions and whatever, you know,
whenever they built the existing new
219, which was, I think '97, '98
something like that, they raised the
road in front of the property there,
[REDACTED], and ever since,
that water now runs in the basement,

1 okay, of the house.

2 Another thing was we
3 keep animals there; draft horses and a
4 calf that we raise for food. And
5 there's a water supply that comes off
6 of Hunts Creek (phonetic), crosses
7 underneath Mountain Road and goes
8 through our pasture and it waters the
9 animals.

10 Well, back in '97, '98
11 when they changed that road there,
12 they raised it up higher. They were
13 going to eliminate that little creek
14 coming over through our property, and
15 we're hoping that they don't do that
16 this time, because like I say, we do
17 have animals there and I think they
18 want to maybe put a cul de sac in and
19 it just kind of looks to me like it'll
20 interfere with that water.

21 Second thing, I was
22 always in the trucking business and
23 now my stepson, Brandon, he runs the
24 business there, the trucking garage.
25 And we back tractor and trailers in

1 and out of there every day.

2 It hasn't been bad since
3 the road has been cut off on the north
4 end because you don't have the traffic
5 up and down there like we used to.
6 But if they open that road back up
7 again for thru-traffic, it's going to
8 be very dangerous to back tractor and
9 trailers in and out of there.

10 Also, that road is very
11 steep going up Mountain Road. And
12 years ago, the Township had their
13 solicitor take me to court that my
14 trucks were not allowed to use that
15 road because it was so steep. Once
16 the new road was put in, that was my
17 only access in and out of there.

18 Well, you can't hardly
19 get up and down it in the wintertime.
20 Last week was our first snow storm for
21 the season and my son was out there
22 putting ashes on the road so we could
23 get in and out, get trucks in and out,
24 and the neighbors up at the top of the
25 road so they could get out. I mean,

1 it's very steep and it is really
2 slippery and it's just going to create
3 a lot of problems again, I think.

4 Is there anything else
5 I'm forgetting?

6 MR. STERN:

7 I think the biggest
8 thing was the water for the animals
9 and the hazard to the road conditions.

10 MR. LEPLEY:

11 Yeah.

12 COURT REPORTER:

13 Can you state your
14 address?

15 MR. LEPLEY:

16 My address, where I
17 physically live now is [REDACTED]

18 [REDACTED] My stepson, I sold him this
19 property that we're speaking about at
20 [REDACTED] and the garage is
21 [REDACTED]. Two businesses.
22 It's A to Z Truck and Repair.

23 So just some concerns,
24 you know, with a few things. And the
25 road is, I don't know, within 20 feet

1 of his house now. We surely hope they
2 don't put it any closer.

3 COURT REPORTER:

4 You have another minute.

5 MR. LEPLEY:

6 Well, you had something
7 else to say, Brandon? Say it.

8 MR. STERN:

9 I can't think of
10 anything offhand right now. Just
11 possibly as far as there's parking for
12 the business on both sides of Mountain
13 Road; concerned a little bit with how
14 much of that we'll lose and just the
15 access mainly.

16 MR. LEPLEY:

17 Yeah. We are more
18 desirable to having the road shut off
19 really than it's not a thru-road. I
20 mean, there's two houses clear at the
21 top of the hill and only us down over
22 the hill. That's it. And it just
23 seemed to me it's kind of handy to
24 make a whole thru-road out of it, but
25 whatever.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

COURT REPORTER:

Four seconds.

MR. LEPLEY:

That's all we have to
say. Thanks for your time.

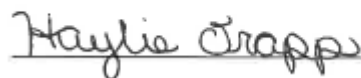
* * * * *

HEARING CONCLUDED AT 6:11 P.M.

* * * * *

CERTIFICATE

I hereby certify, as the stenographic reporter, that the foregoing proceedings were taken stenographically by me, and thereafter reduced to typewriting by me or under my direction; and that this transcript is a true and accurate record to the best of my ability. Dated the 18th day of December, 2024.

A handwritten signature in cursive script that reads "Haylie Trapp". The signature is written in dark ink and is positioned above a horizontal line.

Haylie Trapp,

Court Reporter

PENNSYLVANIA DEPARTMENT OF
TRANSPORTATION AND
MARYLAND STATE HIGHWAY ADMINISTRATION

* * * * *

IN RE: KCI TECHNOLOGIES - DRAFT
ENVIRONMENTAL IMPACT STATEMENT FOR
US 219 IMPROVEMENT PROJECT

PUBLIC HEARING

* * * * *

BEFORE: LINDA PUFFENBARGER

Joseph Davia

Matthew Radcliffe

Steve Moore

HEARING: Thursday, December 12, 2024
5:02 p.m.

LOCATION: Grantsville Volunteer Fire
Company Social Hall
178 Springs Road
Grantsville, MD 21536

WITNESSES: David Moe, George Edwards

Reporter: Haylie Trapp

Any reproduction of this transcript
is prohibited without authorization
by the certifying agency.

A P P E A R A N C E S

ALSO PRESENT:

Mike McKay, Maryland State Senator

Scott Hans

Allen Edris

Alyssa Barkley

Nicole Nasteff

Emily Doban

Amanda Segalito

Daniel Spendek

I N D E X

OPENING REMARKS

By Ms. Puffenbarger 5 - 10

REMARKS

By Mr. DaVia 11 - 17

By Mr. Radcliffe 17 - 23

By Mr. Moore 23 - 64

TESTIMONY

By Mr. Moe 64 - 66

By Mr. Edwards 66 - 70

CLOSING REMARKS

By Ms. Puffenbarger 70 - 71

CERTIFICATE 72

E X H I B I T S

<u>Number</u>	<u>Description</u>	<u>Page</u> <u>Offered</u>
	NONE	OFFERED

P R O C E E D I N G S

MS. PUFFENBARGER:

Thank you for being here tonight. My name is Linda Puffenbarger. I'm the District Engineer for Maryland State Highway Administration's District's 6, which includes Garrett, Allegany and Washington Counties. Several SHA staff are here tonight. In addition to staff from the Pennsylvania Department of Transportation at District 9. PennDOT is leading this project and Maryland is a partner to the effort.

There are several other partners here this evening, including the Federal Highway Administration, the United States Army Corps of Engineers, and the Maryland Department of the Environment. Before we begin the formal presentation, I would like to recognize the public officials that are here with us this evening. Maryland State Senator Mike McKay is here, and

1 Former Maryland State Senator and
2 current Town Council Member of the Town
3 of Greenville, George Edwards.

4 We're here tonight for
5 the Draft Environmental Impact
6 Statement Public Hearing for the US 219
7 project, which proposes to construct
8 eight miles of four-lane limited access
9 roadway on new alignment from the end
10 of the Meyersville Bypass in Somerset
11 County, Pennsylvania, to the newly-
12 constructed portion of US 219 in
13 Garrett County, Maryland. Six miles of
14 the project are in Pennsylvania and two
15 miles are in Maryland.

16 A little over a year ago
17 we had a public meeting for this
18 project where we introduced the four
19 alternatives being retained for
20 detailed study. Tonight is a little
21 bit more of a formal proceeding which
22 is required by Federal Highway
23 Administration Regulations.

24 So this hearing is about
25 the project team formally presenting

1 the Draft Environmental Impact
2 Statement, which details the evaluation
3 and comparison of four build
4 alternatives or alignments and the no-
5 build alternative and to solicit formal
6 testimony on those.

7 Depending on your comfort
8 level, you can provide testimony
9 verbally here. You can also choose to
10 provide formal verbal testimony in a
11 private setting, the back of the room
12 here. The formal public testimony will
13 be here with your fellow attendees.
14 You can also provide testimony by
15 writing your thoughts down and your
16 opinions and sending them to us either
17 via postal mail or email.

18 The goal of this process
19 is to ultimately achieve environmental
20 clearance. Doing so allows us to move
21 into final design where we really
22 refine project plans and we have the
23 opportunity then to start discussing
24 those impacts with individual property
25 owners.

1 A Draft Environmental
2 Impact Statement document, or DEIS, as
3 you'll hear it referred to throughout
4 the evening, has been prepared and made
5 publicly available for interested
6 citizens and groups to review. You can
7 find the DEIS online at the project
8 webpage. There's a QR code in the back
9 at the sign in table. That would take
10 you to the online version, as well as
11 the display boards that you see here at
12 the back of the room this evening.

13 If you prefer, hard
14 copies are available at several
15 locations within our study area. Those
16 locations include five public libraries
17 spread through Maryland and
18 Pennsylvania, at the PennDOT District
19 Office of Hollidaysburg and the SHA
20 District 6 Office in LaVale. You may
21 also view the document at the Federal
22 Highway Administration buildings in
23 either Harrisburg or Baltimore.

24 This project has been in
25 the works for a long time and we're

1 excited to be able to share with you
2 this evening all of the hard work that
3 has gone into creating the current
4 DEIS. We're also excited to get
5 through the next major step of
6 environmental clearance with the
7 project moving into the next phase of
8 design.

9 As I mentioned earlier,
10 there is some formality to this public
11 hearing. Tonight is about hearing your
12 testimony, what you think of the
13 project, whether that's positive or
14 negative, how you think we're doing,
15 what you think we should change. If
16 anyone had questions coming here
17 tonight, hopefully we were able to
18 answer them for you during the open
19 house portion of the meeting.

20 Because tonight's
21 testimony portion is public, we are not
22 able to answer questions. We will
23 begin with a spoken description of the
24 alternatives provided here by the staff
25 and then we will transition into

1 providing your testimony. Formal
2 responses to any questions that are
3 asked will be provided in a written
4 document that will be made available
5 publicly. So all answers to questions
6 will be part of a written document. I
7 appreciate everyone coming tonight and
8 taking time out of your schedule to
9 participate in this process.

10 And at this time, we'll
11 transition. We'll start with remarks
12 from partner agencies before turning it
13 over to Steve Moore, the Consultant
14 Project Manager from Stantec. Steve
15 will provide a detailed overview of the
16 development of the Draft Environmental
17 document and the alternatives.

18 Our first speaker before
19 Steve will be Joe DaVia from the United
20 States Army Corps of Engineers with
21 some opening remarks, and then Matt
22 Radcliffe with the Maryland Department
23 of the Environment. Thank you again
24 for being here and I'll pass it over to
25 Joe.

1 MR. DAVIA:

2 Thank you, Linda. Good
3 afternoon, everybody. My name is
4 Joseph DaVia and I am Chief of Maryland
5 Section Northern of the Regulatory
6 Branch, U.S. Army Corps of Engineers,
7 Baltimore District. On behalf of
8 Colonel Francis Para, the Baltimore
9 District Engineer, I will be serving as
10 the Hearing Officer for the Corps of
11 Engineers Section 404 permit evaluation
12 requirements of tonight's meeting.

13 With me here today from
14 The Corps is Mr. Scott Hans, Chief of
15 the Regulatory Division of the U.S.
16 Army Corps of Engineers, Pittsburgh
17 District. Allen Edris, who's in the
18 back of the room. He's also with
19 Pittsburgh District. He's the point of
20 contact for the permit application.
21 Alyssa Barkley, Chief of the South
22 Branch of the Pittsburgh District
23 Regulatory Division, and Nicole Nasteff
24 of the Corps of Baltimore District
25 sitting here in the front row.

1 We welcome you to this
2 welcome you to this hearing of the
3 Federal Highway Administration Corps,
4 Maryland, Department of the Environment
5 Public Hearing on the State Route 6219
6 Highway Improvement Project for US 219.

7 I would like to thank
8 Pennsylvania Department of
9 Transportation and the Maryland
10 Department for Transportation, State
11 Highway Administration for providing
12 the location and support services to
13 allow us to hold this public hearing in
14 conjunction with the overall National
15 Environmental Policy Act process. And
16 I want to thank you for participating
17 in our core regulatory review process.

18 It is the responsibility
19 of my office to evaluate applications
20 for Department of the Army permits for
21 any proposed work in waters of the
22 United States, including wetlands. The
23 core authority is found in Section 404
24 of the Clean Water Act.

25 Each application received

1 through the regulatory program has a
2 specific and unique issues and impacts
3 that must be considered in relationship
4 to weighing the potential benefits and
5 detriments of the project.

6 Please note that the
7 Corps is neither a proponent nor
8 opponent of any project. The purpose
9 of today's hearing is to inform the
10 public of this project and to allow you
11 the opportunity to provide comments to
12 be considered in the Corps regulatory
13 public interest review process of the
14 proposed work.

15 The Corps and MDE will
16 not be responding to comments at this
17 time. However, if you have specific
18 questions, please speak with a MDOT
19 representative when the formal
20 testimony portion of the hearing
21 concludes.

22 In compliance with the
23 National Environmental Policy Act, the
24 Federal Highway Administration is the
25 lead federal agency for the project in

1 cooperation with the Corps and other
2 cooperating agencies has issued a Draft
3 Environmental Impact Statement for the
4 proposed project.

5 Further, at the
6 conclusion of the process, the Corps
7 will be preparing a statement of
8 findings and render a decision for the
9 project, which your comments will be
10 considered and addressed. Your
11 comments are important in the
12 preparation of this document and in
13 evaluation of the permit application.

14 The decision on whether
15 or not to issue a permit will be based
16 on an evaluation of the probable
17 impacts, including cumulative impacts
18 of the proposed activity on the public
19 interest and compliance with the
20 404(b)(1) guidelines. That decision
21 will reflect a national concern for
22 both protection and utilization of
23 important resources.

24 The benefits which may
25 reasonably be expected to accrue from

1 the proposal will be balanced against
2 the reasonably foreseeable detriments.
3 All factors that may be relevant to the
4 proposal are considered. There's a
5 number of them here, so bear with me.

6 Among these are
7 conservation, economics, aesthetics,
8 general environmental concerns,
9 wetlands, historic properties, fish and
10 wildlife values, flood hazards,
11 floodplain values, land use,
12 navigation, shoreline erosion and
13 accretion, recreation, water supply,
14 conservation, water quality, energy
15 needs, safety, food and fiber
16 production, mineral needs, threatened
17 endangered species, environmental
18 justice, cumulative impacts,
19 consideration of property ownership
20 and, in general, the needs and welfare
21 of the people.

22 Under this action, and
23 based on the current level of design, a
24 placement of fill for the entire
25 project will result in approximately

1 23,195 linear feet of permanent impacts
2 to streams. That's about 18,315 in
3 Pennsylvania and 4,880 in Maryland.
4 And 9.9 acres of wetland impacts. 9.3
5 acres in Pennsylvania, 0.6 acres in
6 Maryland.

7 Compensatory mitigation
8 for these impacts occurring in
9 Pennsylvania will consist of PennDOT
10 purchasing stream and wetland credits
11 from an approved mitigation bank.

12 In Maryland, the State
13 Highway Administration plans to perform
14 permitting responsible mitigation by
15 enhancing and restoring streams and
16 wetlands at one site near Accident in
17 Garrett County, Maryland.

18 The comment period for
19 this project extends to January 13th,
20 2025. Comments received today at this
21 joint hearing on December 11th and
22 throughout the comment period will be
23 considered. The time required to reach
24 a Department of the Army permit
25 decision is dependent upon necessary

1 coordination and concerns with the
2 resource agencies and careful
3 evaluation of all substantive comments
4 and ensuring statutory requirements are
5 met.

6 Again, I thank you for
7 attending this hearing tonight and
8 participating in the regulatory review
9 process. I'll now pass it over to Matt
10 Radcliffe of MDE.

11 MR. RADCLIFFE:

12 Thank you, Joe. Hello,
13 my name is Matt Radcliffe. I'm the
14 Western Region Chief of the Non-Tidal
15 Wetlands Division at the Maryland
16 Department of Environment. I'm
17 representing the Department of Public
18 Informational Hearing, the Maryland
19 portion of the Appalachian Development
20 Highway System quarter end from north
21 of I-68 to Pennsylvania State line and
22 water quality certification request.

23 Attending the hearing
24 with me from the Department are Emily
25 Doban who is the Project Manager for

1 the Non-Tidal Wetlands Division. And
2 joining us first virtually and
3 listening in is Amanda Segalito, Chief
4 of the Non-Tidal Wetlands Division,
5 Bill Seeger, Chief of the Waterway
6 Construction Division and Daniel
7 Spendek (phonetic) Chief of Regulatory
8 and Customer Services. The Department
9 appreciates both your interest and
10 participation in the public comment
11 process.

12 It is the responsibility
13 of the Department to evaluate
14 applications that propose impacts to
15 non-tidal wetlands, the non-tidal
16 wetland buffer and waterways, including
17 the 100-year non-tidal flood plain.
18 The Department's authority is found in
19 subtitle 5 and 9 environmental work.

20 Each application received
21 through our regulatory program has
22 specific and unique issues and impacts
23 that must be considered in relationship
24 to weighing potential benefits and
25 detriments of the project. The

1 Department is neither a proponent or
2 opponent of any project.

3 We're here this evening
4 in the context of the Department to
5 review the Joint Permit Application
6 24 NT 3200/202461407 and Water Quality
7 Certification Request Number 24 WQC
8 0043 for the Appalachian Development
9 Highway System Order which proposes
10 impacts in Maryland to non-tidal
11 wetlands and non-tidal wetlands buffer.

12 The Department is seeking
13 hearing participants for perspectives,
14 views and concerns about the project
15 specifically as they relate to joint
16 permit application and water quality
17 certification request. Public input is
18 not only part of the administrative
19 process of permitting, it's also
20 essential to making well informed and
21 thoughtful decisions.

22 This public information
23 hearing is being conducted in pursuit
24 of Section 5204 of the Environmental
25 Article Code of Maryland Regulations

1 26230202 and 26170413, 2608210. The
2 purpose of this public information
3 hearing is to provide the applicant
4 with an opportunity to present an
5 analysis of impacts that may be
6 associated with the proposed activity.

7 The regulations provide
8 applicants with permits for the
9 Department and any interested persons
10 an opportunity to present facts and
11 update public informational hearing or
12 against granting a permit or
13 certification. It is not necessary to
14 read a statement to make it part of the
15 official record.

16 Written comments will
17 also be accepted and receive the same
18 considerations in the oral statement.
19 In fact, for accuracy, if you have a
20 letter to read into the record, I
21 suggest you also provide us with a copy
22 of the letter. Please note that the
23 formal hearing record will remain open
24 until January 13, 2025. The public
25 informational hearing is for the Non-

1 Tidal Wetlands and Waterways permit
2 Application Number 24 MD 3200202461007
3 and WQC request number 24 WQC 0043
4 submitted by the Maryland Department of
5 Transportation and State Highway
6 Administration.

7 Improvements to US 219 in
8 Maryland and north of I-68 -
9 Pennsylvania ---. The project will
10 permanently impact 19,700 square feet
11 of emergent non-tidal wetlands, 6,348
12 square feet of --- non-tidal wetlands.
13 74,901 square feet, 25 foot non-tidal
14 wetland buffer, 3,469 linear feet of
15 intermittent tributaries Meadow Run and
16 1,433 linear feet --- tributary to
17 Meadow Run.

18 The project is proposed
19 within the watershed of Meadow Run ---
20 Waterway. A portion of the project is
21 also located within the watershed with
22 the Casselman River, a use-three
23 waterway. However, no impacts to state
24 regulated research shortages will occur
25 within that watershed.

1 The project is located
2 east of US 219 and north of I-68 to the
3 Pennsylvania State line in Gary County.
4 Mitigation will be required for all
5 permanent non-tidal wetlands and
6 waterway impacts. The applicant has
7 proposed to satisfy mitigation through
8 an offsite permittee responsible
9 mitigation site. Mitigation may also
10 occur at an approved mitigation Band
11 one becomes available and as determined
12 by the agencies.

13 Please note that when the
14 Department issues its decision on the
15 permit application at the WQC, the
16 accompanying information will be sent
17 to the interested persons list as well
18 as to the Applicant. Additionally, the
19 WQC decision will also be published in
20 the Maryland Register.

21 The Department's decision
22 will be a final agency determination.
23 There will be no further opportunity
24 for administrative review. Any person
25 standing who is either the applicant or

1 participated in the public
2 participation process through the
3 submission of written or oral comments
4 on the Petition for Judicial Review in
5 Circuit Court.

6 Petition for Judicial
7 Review must be filed within 30 days of
8 the publication of the permit decision.
9 Any person who is aggrieved by the
10 Department's WQC decision may appeal to
11 the decision by a filing request with
12 30 days of publication. See decision
13 in accordance with --- 26080210F4.

14 At this time I will turn
15 the proceedings to Steve Moore.

16 MR. MOORE:

17 Thank you, Matt. I'm
18 Steve Moore, the Consultant Project
19 Manager for the project. I'm with
20 Stantec. The remarks I have will cover
21 north of 20 slides and they are very
22 detailed and quite lengthy, so I'll
23 apologize in advance for the level of
24 detail, but with that I'll jump right
25 into it and see how this goes.

1 The purpose of this
2 public hearing are to, one, formally
3 present the Draft Environmental Impact
4 Statement detailing the evaluation and
5 comparison of the four build
6 alternatives and the no-build
7 alternative.

8 Secondly, provide an
9 opportunity for interested individuals,
10 community associations, citizen groups
11 and government agencies to offer spoken
12 or written comments on the Draft
13 Environmental Impact Statement, or
14 DEIS. The Department of the Army
15 Permit Application and for the Maryland
16 Public Hearing tonight, the Maryland
17 Department of the Environment Non-Tidal
18 Wetlands and Waterway Permits
19 Application and Section 401 Water
20 Quality Certification Request.

21 The third purpose of this
22 hearing is to develop a record of
23 public participation in the
24 transportation decision-making process.
25 The Pennsylvania Department of

1 Transportation, PennDOT and the
2 Maryland State Highway Administration,
3 SHA, comply with Title 6 of the Civil
4 Rights Act of 1964 and other related
5 non-discrimination laws, including the
6 Americans with Disabilities Act.

7 PennDOT and SHA ensure that everyone
8 has equal access to all programs and
9 activities receiving federal financial
10 assistance without discrimination based
11 on race, color, national origin, sex,
12 age, religion, English proficiency,
13 disability, or income level.

14 PennDOT and SHA do not
15 discriminate on the basis of disability
16 in admission to, access to or operation
17 of their programs, services, or
18 activities and have established a
19 grievance procedure meeting the
20 requirements of the American with
21 Disabilities Act.

22 If you should require
23 language assistance for limited English
24 proficiency or if you believe PennDOT
25 or SHA are not meeting the expectations

1 of Title 6, you may direct questions,
2 concerns, or file a complaint with
3 either PennDOT's Bureau of Equal
4 Opportunity or SHA's Office of Equal
5 Opportunity.

6 The following slides will
7 provide you information on the results
8 of the DEIS. As previously mentioned,
9 the DEIS details the evaluation and
10 comparison of the four build
11 alternatives and the no-build
12 Alternative. A FHWA preferred
13 alternative is also identified in the
14 DEIS. After we go through these
15 slides, we'll then begin accepting
16 public testimony.

17 The Appalachian
18 Development Highway System and the
19 project location are depicted on the
20 map in this slide. Blue indicates
21 completed projects and red indicates
22 those projects that have not been
23 completed.

24 The purpose of our
25 project is to complete Corridor N of

1 the Appalachian Development Highway
2 System, improve system linkage in the
3 region, provide safe and efficient
4 access for motorists traveling on U.S.
5 219, and provide the transportation
6 infrastructure to support economic
7 opportunities within the Appalachian
8 region.

9 The three identified
10 needs for the project include, one; the
11 existing US 219 roadway network does
12 not provide efficient mobility for
13 trucks. Two; numerous roadway and
14 geometric deficiencies are present
15 along the existing roadway network,
16 which do not meet current design
17 criteria and attribute to slower travel
18 speeds through the corridor.

19 And three; existing US
20 219 does not provide the infrastructure
21 needed to access the surrounding
22 municipalities along with labor and
23 business markets and is a contributing
24 factor in limiting economic
25 opportunities to the Appalachian

1 region.

2 The public and the
3 natural resource agencies have all seen
4 the project purpose and needs before.
5 Both the project purpose and needs have
6 been approved by the Federal Highway
7 Administration.

8 For the DEIS, we
9 evaluated and compared four build
10 alternatives and a no-build
11 alternative. The four-billed
12 alternative extend from the end of
13 Meyersdale Bypass in Somerset County,
14 Pennsylvania shown on the right of this
15 slide in Pennsylvania, to the newly-
16 constructed portion of US 219 in
17 Garrett County, Maryland, on the left-
18 hand portion of the slide. All the
19 slides are oriented in the same
20 fashion.

21 Four build alternatives include DU-
22 Modified, DU-Shift Modified, P-Modified
23 and E-Shift Modified. Color has been
24 assigned to each build alternative in
25 order to identify them as they overlap

1 in many locations.

2 Alternative DU-Modified
3 is orange. DU-Shift Modified is
4 yellow. E-Modified is green and E-
5 Shift Modified is blue. This project
6 has an extensive history with the
7 project being started and stopped a few
8 times. However, each time the project
9 was started, the previous information
10 was reviewed to determine if it is
11 still appropriate for use.

12 Preliminary engineering
13 and work toward a DEIS for this section
14 originally began in 2001 by PennDOT and
15 SHA, but was put on hold in 2007 due to
16 funding constraints. As a result, the
17 DEIS for this section was not issued.

18 During this 2001 through
19 2007 period, 15 alternatives were
20 developed, excluding the no-build for
21 the US 219 Section 50 Project. The
22 2016 Planning and Environmental
23 Linkages Study or PEL, revisited and
24 evaluated the 15 alignments including
25 the no-build on all previous alignments

1 developed during the earlier 2007 NEPA
2 Study.

3 This chart outlines the
4 alternatives that have been developed,
5 analyzed, and eliminated since the
6 initial NEPA Study that started in
7 2001. At the end of this chart, you
8 will see the four-build alternatives
9 and the no-build alternatives that have
10 been retained for detailed study.

11 Although the no-build
12 alternative was eliminated during step
13 one of the PEL Study due to its not
14 meeting the project purpose and need,
15 it must be retained per NEPA Study
16 regulations to provide a baseline for
17 comparison to the build alternatives.
18 The reasons the alternatives were
19 dismissed are contained either in the
20 PEL document, which is an Appendix to
21 the DEIS or the DEIS itself.

22 The proposed US 219
23 roadway will vary between the two
24 illustrations on the slide. Each of
25 the roadway typical sections provide a

1 four lane divided limited access
2 highway with 12-foot travel lanes, 10-
3 foot wide outside shoulders and eight-
4 foot wide median shoulders and a 36-
5 foot median with a post --- I'm sorry,
6 with an eight-foot inside shoulder.

7 The primary differences
8 between the illustrations are a 60-foot
9 median and a 36-foot median with a
10 posted speed limit of 65 mph for this
11 60 foot median section and a 55 mile
12 per hour posted speed limit for the 36-
13 foot median section. Roadway layout
14 with a 60-foot median and a posted
15 speed limit of 65 mph will be utilized
16 in Pennsylvania, with a transition down
17 to a 36-foot median and a 55 mile per
18 hour posted speed limit utilized in
19 Maryland. The location of this
20 transition between these two roadway
21 layouts are displayed in the next
22 slide.

23 The slide depicts the
24 four build alternatives evaluated and
25 compared in the DEIS. Again, DU-

1 Modified is orange. DU-Shift Modified
2 is shown in yellow. E-Modified is
3 Green and E-Shift Modified is shown in
4 blue. As mentioned on the previous
5 slide, the roadway transition zone for
6 the build alternatives are located just
7 north of the Pennsylvania and Maryland
8 State line. You can also see on this
9 map, the location where the posted
10 speed limit changes from 65 miles per
11 hour to 55.

12 The limit of disturbance
13 shown on this map in the gray shading
14 was used for evaluating and comparing
15 the impacts in the DEIS. I would also
16 like to add that this limit of
17 disturbance has changed since our last
18 public meeting. PennDOT and SHA have
19 been working to avoid and/or minimize
20 human, cultural and environmental
21 impacts to the extent possible.

22 Conceptual mitigation
23 plans have been developed for
24 unavoidable impacts that will be
25 refined further for FHWA's selected

1 alternative in the next phase of the
2 project. Mitigation under NEPA is the
3 process of reducing the potential
4 negative environmental impacts from the
5 proposed action by avoiding and
6 minimizing impacts, rectifying impacts,
7 reducing or eliminating the impacts
8 over time, and compensating for the
9 impacts.

10 I also wanted to point
11 out two other features shown on the
12 mapping. The pink areas just north of
13 the state line are Proposed Maintenance
14 Facility location. The team worked
15 with PennDOT's Maintenance Unit to
16 determine the best location for a
17 maintenance facility.

18 Also on the mapping you
19 will see dark blue shapes on the sides
20 of the limited disturbance. These
21 areas are stormwater management basin
22 locations. We designed these basins so
23 that the rainwater is a place to go
24 before slowly infiltrating back into
25 the ground or being released in a

1 controlled fashion to existing
2 waterways.

3 On this slide are the
4 additional improvements being proposed
5 for all build alternatives.
6 Improvement 1 is a new Hunsrick Road
7 extension connecting roadway to be
8 placed on the eastern edge of the
9 existing US 219 embankment. This
10 roadway will connect Hunsrick Road with
11 Fike Hollow Road to give motorists
12 their direct connection to the US 219
13 Meyersdale Interchange area.

14 Improvement two has two
15 facets. One is bisecting and cul de
16 sac-ing (sic) of Clark Road where it
17 meets the new US 219 right-of-way. The
18 other is the elimination of the
19 Hunsrick Road Bridge and the
20 problematic intersection with Mason
21 Dixon Highway identified by the public
22 during previous public meetings.

23 Improvement three
24 resulted from conversations with Summit
25 Township elected officials. When we

1 presented the Hunricks Road extension
2 idea, they expressed concerns over a
3 steep section of Mountain Road. The
4 current plan is to vacate the steep
5 section of Mountain Road and cul de sac
6 each end. A less steep alternative
7 will be provided by the proposed
8 Hunsrick Road extension.

9 Improvements four and
10 five are related. Improvement five
11 shows the elimination of the connection
12 between Mason Dixon Highway and
13 existing US 219 as part of the new US
14 219 construction. As a result of this
15 change, traffic patterns will be
16 altered, increasing traffic volumes on
17 Mason Dixon Highway, between the
18 connection location and the Meyersdale
19 Interchange.

20 This section of Mason
21 Dixon Highway shown in tan will be
22 upgraded to current design standards
23 and ownership will revert to PennDOT.
24 Updating drainage, guiderail
25 improvements and shoulder widening are

1 anticipated. Additionally, a sharp
2 curve in the northern portion of the
3 area will be improved, as well as
4 intersection realignments.

5 The next few Slides we
6 will look at the results of the
7 Environmental Resources Impact Analysis
8 portion of the DEIS. You'll see on the
9 slides, the build alternatives in
10 relation to several different types of
11 resources that we have delineated,
12 mapped and analyzed.

13 There are a lot of
14 resources that are present within the
15 study area and many of them have laws
16 to protect them. Some of those laws
17 are stricter than others. The team has
18 considered all of these resources when
19 laying out the build alternatives and
20 work to avoid and will minimize them
21 where possible. As mentioned, there
22 are lots of laws and a lot of different
23 resources, and because of that, we
24 analyze an abundance of technical data.

25 This first slide shows

1 agricultural resources and tax parcel
2 protection information. There are both
3 federal and state. There are both
4 federal and state laws that regulate
5 farmland and soils. Pennsylvania has
6 pretty strict farmland laws that afford
7 protection to various types of
8 farmland.

9 This slide presents soil
10 information for soil types that are
11 protected and priorities that have some
12 type of tax protection. Alternatives
13 DU-Modified and DU-Shift modified
14 impact 32.92 acres of prime farmland
15 soils, while Alternative E-Modified and
16 E-shift modified impact 19.92 acres.

17 Alternatives DU modified
18 and DU-Shift Modified impact
19 approximately 103 acres of farmland
20 soils of statewide importance, while
21 Alternative E-Modified and E-Shift
22 Modified impact approximately 82 acres.

23 Federal Farmland
24 Protection Policy Act, or FPPA is
25 intended to protect the conversion of

1 farmlands to non Ag(sic) use. The FPPA
2 farmland includes prime farmland soils,
3 unique farmland soils, and additional
4 farmland soils of statewide or local
5 importance. We have some prime
6 farmland soils and soils of statewide
7 importance as presented on this map in
8 Green and Maroon. There's a total of
9 164 acres of FPPA soils in our limited
10 disturbance for all four alternatives.

11 Pennsylvania has two
12 specific farmland protection policies.
13 First one is productive agricultural
14 land and it's defined as any land being
15 used for production for commercial
16 purposes of crops, livestock, and
17 livestock products. The productive
18 agricultural lands within limits of
19 disturbance total approximately 44
20 acres in Pennsylvania.

21 The second is
22 Pennsylvania's prime agricultural land.
23 That is land currently devoted to
24 active agricultural use and has been
25 devoted for the preceding three years

1 and falls into the 15 prioritize
2 categories. Priority one, Preserve
3 Farmland. Priority two, Agricultural
4 Safety Areas or ASAs. Priority three,
5 Farmland Enrolled and Preferential Tax
6 Assessments. Priority four, Farmland
7 Plan for Agricultural use and subject
8 to effective agricultural zoning and
9 Priority 5, farmland classified as
10 unique farmland or capability classes
11 one, two, three or four land.

12 In the project area we
13 have prime ag lands that fall into
14 priorities of three and five. A light
15 brown hatching you see on this map is
16 the priority three lands and totals 42
17 acres. Alternatives DU-Modified and
18 DU-Shift Modified impact 40.28 acres of
19 priority three lands, while Alternative
20 E-Modified and E-Shift Modified impact
21 of 1.94 acres. Light orange hatching
22 is priority 5 lands, which consists of
23 two very small areas and totals
24 approximately two acres in
25 Pennsylvania.

1 All four build
2 alternatives impact 1.72 acres of
3 priority 5 lands. This map shows the
4 13 individual farm operators within the
5 project area. They are numbered 1
6 through 13, and the farm operator names
7 are identified in the top-right legend.
8 They include hay and horses, livestock,
9 sugar maple and crop production.

10 As you can see, the
11 alignments do a good job of threading
12 the needle through the different farm
13 operations, trying to minimize them to
14 the extent possible.

15 In Pennsylvania,
16 Alternatives E-Modified and E-Shift
17 Modified avoids most of the farm
18 property in Pennsylvania. There are
19 about 90 acres of active farmland
20 within the limit of disturbance for all
21 four-build alternatives. Alternatives
22 E-Modified and E-Shift Modified impact
23 six farm operators, while Alternatives
24 DU-Modified and DU-Shift Modified
25 impact nine.

1 Mitigation for farmland
2 impacts would include compliance with
3 the Federal Uniform Relocation
4 Assistance and Real Property
5 Acquisition Act policies and state
6 requirements based on this Act as
7 appropriate, farmland acquired by the
8 project.

9 This map shows the
10 various types of socioeconomic
11 resources and above-ground historic
12 resources. For historic resources, we
13 have mapped and listed Little Meadows
14 and Tomlinson Inn shown in the orange
15 hatching and seven eligible historic
16 resources, which include the Miller
17 Farm, Lowry Farm, Deal Farm, Jacob
18 Gladfelty Barn, Mason Dixon Line
19 Marker, S.J. Miller School at the
20 northern end and the National Road at
21 the southern end.

22 As you can see,
23 Alternatives E-Modified and E-Shift
24 Modified do a good job of avoiding the
25 Deal Farm and Lowry Farm compared to

1 Alternatives DU-Modified and DU-Shift
2 Modified. Alternative E-Modified and
3 E-Shift Modified would have an above-
4 ground historic property Section 106
5 finding of no adverse effect.

6 This means Alternatives
7 E-Modified and E-Shift Modified will
8 not alter the characteristics of
9 historic property and make it eligible
10 for the National Register of Historic
11 Places. This results in no additional
12 mitigation being necessary.

13 Alternatives DU-Modified
14 and DU-Shift Modified would have an
15 above-ground historic properties
16 Section 106 finding of adverse effect.
17 This means they could directly damage,
18 significantly alter or negatively
19 impact the character or setting of the
20 property in a way diminishes its
21 historic significance, such as through
22 demolition, major structural changes,
23 incompatible visual intrusions, or
24 alteration of its surrounding landscape
25 that contributes to its historic value.

1 In this case, the project
2 team needs to find ways to avoid or
3 further minimize potential project
4 effects or to mitigate and resolve the
5 project adverse effect. A programmatic
6 agreement has been drafted to ensure
7 compliance with the Section 106 process
8 for archaeological resources.
9 Additional archaeological studies will
10 be completed once a selected
11 alternative has been identified and the
12 project enters into final design.

13 There is also a de
14 minimis or negligible impact to a
15 Section 4F resource on this project.
16 Section 4F resource is any publicly-
17 owned land from a park, recreation
18 area, or wildlife and waterfowl refuge
19 or any land from a historic site of
20 national, state or local significance.
21 Section 4F considers an impact of use
22 when you need to use a portion of the
23 property for the project.

24 There are three potential
25 Section 4F properties associated with

1 the project. The Lowry Farm, the Deal
2 Farm would have required an individual
3 section 4F document. The project team
4 had to look at ways to try to avoid
5 these properties. This was by studying
6 Alternatives E-Modified and E-Shift
7 Modified; those two alternatives avoid
8 these properties.

9 However, there is one
10 property that would be impacted by all
11 four alternatives. It is the Miller
12 Farm and result in a de minimis use
13 because the project impacts a sliver of
14 the property. A de minimis use form
15 was completed and signed by all
16 necessary parties. The team will look
17 to further reduce this impact in final
18 design.

19 In regard to
20 socioeconomic resources, most of the
21 community resources are located outside
22 of the build alternatives in the town
23 of Salisbury and Boynton and are not
24 expected to be impacted by the project.

25 At the last public

1 meeting we mentioned, the Pennsylvania
2 State Game Land 231 in Pennsylvania was
3 impacted by all four alternatives.
4 During the detailed alternatives phase,
5 the project team modified to build
6 alternatives avoid the state game land
7 by constructing a 300-foot long
8 retaining wall approximately three and-
9 a-half feet in height along the east
10 side of northbound US 219. Further
11 refinements to the retaining wall and
12 limits of disturbance are possible
13 through final design.

14 The results of our
15 terrestrial land identification are
16 shown on the slide. The project area is
17 dominated by forest land and managed
18 agricultural fields. In Pennsylvania,
19 the most dominant land use types within
20 limited disturbance are deciduous and
21 mixed-use forest land. In Maryland,
22 the most dominant land types are
23 deciduous forest and managed
24 agricultural fields.

25 The Fike Method for

1 identifying terrestrial and palustrine
2 plant communities was used in
3 Pennsylvania. The project site is
4 located within the Western Allegheny
5 Mountains region. The most dominant
6 Fike habitat type is Red Maple
7 Terrestrial Forest, followed by Dry Oak
8 - Mixed Hardwood Forest and then Red
9 Oak - Mixed Hardwood Forest.

10 In Maryland, there are
11 specimen trees and champion trees. A
12 total of 31 trees of specimen size were
13 found within the study area during
14 field reconnaissance. None of these
15 trees are considered champion trees or
16 within 75 percent of the state champion
17 tree for a given species. A total of
18 six different species were identified
19 and the largest tree found was a sugar
20 maple with a 48-inch DPH measurement.

21 The largest land use
22 impact by the project is forest land.
23 All build alternatives would have
24 similar forest land impacts depending
25 on the final design, the alternative

1 DU-Modified Alternative would impact
2 431.4 total acres of forest land,
3 Alternative DU-Shift Modified would
4 impact 430 acres. Alternative E-
5 Modified would impact 389.7 acres and
6 Alternative E-Shift Modified would
7 impact 388.8 acres of forest land.

8 The second largest land
9 use across the project area is
10 farmland. The alternatives DU-Modified
11 and DU-Shift Modified would impact
12 approximately 54.5 acres, while
13 alternative E-Modified would impact
14 37.8 acres, and Alternative E-Shift
15 Modified would impact 38 acres.

16 Coordination of
17 mitigation is ongoing with PennDOT, SHA
18 and the respective agencies. These
19 mitigation efforts included include but
20 are not limited to, following approved
21 erosion, sedimentation, pollution and
22 control plans, which include native
23 seed mixes and plantings. In addition,
24 in Maryland, reinforced station plans
25 will be coordinated by SHA's Landscape

1 Operations Division and Maryland DNR
2 Reforestation site review form will be
3 prepared during final design.

4 This map shows the
5 results of the wetland stream location
6 work. Field investigations were
7 performed from Spring 2022 to spring
8 2023. I know these features are hard
9 to see due to the scale of the mapping,
10 but we wanted to keep the mapping
11 consistent with all the resources for
12 clarity between the different
13 resources.

14 The team located 102
15 wetland systems, 53 perennial streams,
16 and 29 intermittent streams. The study
17 area includes perennial and
18 intermittent waterways within the
19 larger Youghiogheny watershed.
20 Perennial streams typically have water
21 flowing in the year round, while
22 intermittent streams flow during
23 certain times of the year only. These
24 streams primarily drain forest and
25 agricultural land.

1 One stream within the
2 project area, Piney Creek, is
3 classified as a wild trout and stock
4 trout stream in Pennsylvania. Wild
5 fingerling trout were identified in
6 Meadow Run during a Pennsylvania Fish
7 and Boat Commission field survey in
8 2023. Therefore, Meadow Run is also
9 being considered a wild trout water for
10 the purposes of this project.

11 Streams within the
12 project corridor in Maryland do not
13 support trout. Alternatives E-Modified
14 and E-Shift Modified had the least
15 waterway impacts with a total of 23,192
16 linear feet. They also impact less
17 wild trout and trout-stocked streams
18 compared to alternatives DU-Modified
19 and DU-Shift Modified.

20 As the project progresses
21 into final design, the team will
22 endeavor to avoid and minimize stream
23 impacts to the maximum extent
24 practical. In addition, permanent
25 impacts totals would likely decrease as

1 the detailed design may enable
2 reclassification of some of the impacts
3 from permanent to temporary,

4 There is approximately 98
5 acres of existing wetlands in the
6 project area. Overall, Alternatives E-
7 Shift Modified has the fewest impacts
8 to wetlands with 9.94 acres being
9 impacted. Alternative E-Modified is
10 not far behind with 10.07 acres
11 impacted.

12 At this point in the
13 design process, the limit of
14 disturbance is conservative to allow
15 for flexibility as the project design
16 continues to progress. We expect that
17 the limit of disturbance will become
18 smaller and permanent impact totals
19 will likely decrease once final impact
20 numbers are determined, PennDOT would
21 complete a functional assessment of
22 impacted wetlands in Pennsylvania prior
23 to applying for Pennsylvania Department
24 of Environmental Protection Waterway
25 Obstruction and Encroachment Permit.

1 Compensatory mitigation
2 is required for unavoidable permanent
3 impacts to wetlands and would be state
4 specific. In Pennsylvania, PennDOT
5 intends to purchase credits from an
6 approved private wetland and stream
7 mitigation bank. Maryland does not
8 have a private wetland mitigation bank
9 that can service the impacts related to
10 the project. SHA will develop a
11 permittee responsible mitigation plan
12 to provide compensatory mitigation.
13 Specific mitigation will be detailed in
14 the FEIS.

15 This slide presents the
16 impact calculations for the four build
17 alternatives using the limit of
18 disturbance. Remember, this also takes
19 into account stormwater management
20 areas and the maintenance facilities
21 and side road improvements in the
22 northern portion of the study area.

23 The goal of the project
24 as it moves into final design is to
25 reduce the limit of disturbance which

1 would further reduce impacts. The
2 cells highlighted in green represent
3 the lowest impact per category by build
4 alternative. Based on the evaluation
5 and comparison of the build
6 alternatives, potential impacts, and
7 public and agency input, Alternative E-
8 Shift Modified has been identified as
9 the FHWA preferred alternative.

10 Alternative E-Shift
11 Modified is the environmentally
12 preferable alternative and most
13 publicly-desirable alternative.
14 Alternative E-Shift Modified offers
15 several advantages over the other field
16 alternatives and make it the preferred
17 alternative for the project. These
18 include the fewest number of property
19 impacts, fewest impacted noise
20 receptors, least wetland impacts, and
21 least forest land impacts.

22 Equivalent to Alternative
23 E-Modified, E-Shift Modified has the
24 least impact to prime farmland soils,
25 productive farms, historic structures,

1 maple sugar production, forest, one
2 percent annual chance floodplains,
3 hybrid streams, as well as indirect
4 accumulative effects.

5 Although Alternative E-Modified
6 has very similar impacts to Alternative
7 E-Shift Modified and only a difference
8 of 2.2 acres of preliminary disturbance
9 is closer to homes along Old Salisbury
10 Road in Maryland. Therefore is
11 anticipated to result in greater
12 residential noise impacts to the Old
13 Salisbury Road community, including
14 impacts to four additional noise
15 receptors compared to the E-Shift
16 Modified Alternatives.

17 Alternative DU-Modified
18 and DU-Shift Modified are also
19 preferred alternatives because they
20 have greater impacts on the following
21 resources. Socioeconomic, potential
22 hazardous waste, forest land, farm
23 land, FEMA 100-year flood zones,
24 proposed --- bat hibernacula wetlands
25 and streams.

1 These alternatives are
2 also longer in length; have a larger
3 limit of disturbance and cost over,
4 approximately, \$100,000,000 more in
5 construction.

6 Shown on this slide is
7 the project schedule. The project
8 schedule is summarized in four phases;
9 environmental clearance, preliminary
10 engineering, final design and
11 construction. All phases are fully
12 funded with the exception of
13 construction.

14 We are currently on the
15 fifth line of the environmental
16 clearance phase, holding a public
17 hearings for the project. We are
18 anticipating a third public meeting in
19 the Spring of 2025 where we hope to be
20 able to present the selected
21 alternative and environmental
22 mitigation.

23 We are anticipating
24 completing the final EIS and receiving
25 a Record of decision in the Summer of

1 2025, which is the next step in the
2 environmental documentation process.
3 Combined FEIS and record of decision,
4 which will include any refinements of
5 the data presented in the DEIS.

6 In addition, the FEIS ROD
7 will provide responses to all
8 substantive comments received during
9 the DEIS public comment period. And
10 finally, as you can see, if all goes as
11 planned, preliminary engineering is to
12 be completed in 2025.

13 Final design is
14 anticipated to take place from 2025 to
15 2028, with construction commencing in
16 2029 and ending in 2031. Any formal
17 discussions regarding property
18 acquisition can begin once the project
19 is in final design.

20 We do have a
21 representative from SHA Right-of-Way
22 unit here with us this evening to
23 answer any general right-of-way
24 questions. David, could you raise your
25 hand, please? Thank you.

1 If you did not get a
2 chance to speak with him during the
3 open house earlier this evening, he'll
4 be available for general questions
5 after the formal portion of the
6 hearing. Also, we will have
7 information at the Spring of 2025
8 meeting on the right-of-way plan
9 process and how that will take place.

10 As mentioned earlier, the
11 Notice this Public Hearing and
12 availability of the DEIS was sent to
13 federal, state, and local agencies, and
14 local municipalities, local community
15 facilities and state and local
16 representatives. The project website
17 was updated to include the Notice, the
18 DEIS document and instructions for
19 testimony, and a fillable comment form.
20 Flyers were sent to properties within
21 the project area during the week of
22 November 4th.

23 I will now review the
24 formal hearing rules and procedures.
25 There are several options for providing

1 testimony, which will be included in
2 the public record. They are one;
3 public in-person verbal testimony.
4 Two; public virtual verbal testimony.
5 Three; private in-person verbal
6 testimony, and four; written testimony.

7 Please note this is not a
8 question and answer session, so there
9 will be so there will not be any
10 responses if you have questions. You
11 get five minutes to give your public
12 testimony. If you wish to provide
13 testimony, it'll become part of the
14 public hearing record, and PennDOT,
15 SHA, FHWA, Army Corps of Engineers and
16 MDE will review and consider your
17 testimony.

18 You are encouraged to
19 provide comments on the alternative you
20 support or oppose and your reasons.
21 Testimony should be limited to the
22 public hearing aspects and statements
23 or opinions about the US 219 Project.

24 So with that, please note
25 that there's a stenographer taking

1 notes of tonight's hearing. Testimony
2 provided at this --- this evening, will
3 be formally documented in the hearing
4 transcript. This transcript, along
5 with other testimony received by
6 January 13, 2025, will become part of
7 the official record.

8 All this information will
9 be reviewed and considered by PennDOT
10 and SHA and provided to the Federal
11 Highway Administration for their review
12 and consideration for issuing the
13 decision document for this project.

14 After I explain the
15 procedures to be followed for the
16 public providing public testimony,
17 those who have registered to testify
18 will be called upon to provide their
19 comments on the DEIS. Speakers will be
20 called to the microphone in the order
21 you signed up. If you have not signed
22 up to provide public testimony, please
23 do so now at the registration table at
24 the entrance to the hall.

25 When you come to the

1 microphone, we ask that you please
2 state and spell your name, address,
3 and, if applicable, the group,
4 organization or business you are
5 representing at the beginning of your
6 testimony period.

7 Your testimony will be
8 limited, again, to five minutes to
9 allow everyone an opportunity to speak.
10 Written testimony may be submitted to
11 supplement your oral testimony. If you
12 feel your testimony could exceed five
13 minutes, please summarize your
14 testimony and provide a full written
15 version to the hearing official to be
16 included in the hearing record.

17 A timer will be started
18 at the beginning of each person's oral
19 testimony. When you reach the final
20 minute, you'll be notified by Leanne.
21 Leanne has a sign that will let you
22 know when you have one minute
23 remaining. At the conclusion of your
24 five minutes, you'll be notified
25 verbally that your testimony time has

1 expired.

2 Please note that there
3 will be no cross examination or
4 questioning of individuals testifying
5 at this hearing. Rather, the
6 procedures will allow individuals to
7 testify directly, setting forth for the
8 record their testimony on the DEIS.

9 Again, there will be no
10 responses to questions raised during
11 the oral testimony given at tonight's
12 hearing. Please be courteous and
13 refrain from commenting during the
14 testimony of others whether you agree
15 or disagree with a person's testimony.
16 We're asking for your testimony so that
17 you can address any issues that have
18 not been already addressed.

19 All testimony received
20 during the official public comment
21 period will be compiled in a public
22 hearing summary and will be provided to
23 the Federal Highway Administration for
24 inclusion and consideration in the
25 decision document for this project.

1 If you're giving verbal
2 testimony, please add your name and
3 phone number into the Q and A Section.
4 When it is your turn, you will receive
5 a phone call from a 443 number. Please
6 answer. You will be automatically
7 muted. Please press star six to speak.
8 Please state and spell your name.
9 Provide your organization or group and
10 mailing address as well.

11 Public verbal testimony
12 will continue until everyone interested
13 in providing testimony has had the
14 opportunity or the public hearing ends
15 at 8:00 p.m., whichever comes first.

16 Those of you who prefer
17 to provide testimony in a private
18 setting may do so in the private
19 testimony area, which is in a room to
20 the right, just as you walk in the
21 doors. Private in-person verbal
22 testimony will be available in seven-
23 minute time slots from 6:10 to 8:02
24 p.m. If you have not already, please
25 sign up for a private in-person

1 testimony time slot at the registration
2 table if you prefer to do that.

3 We have a stenographer
4 there as well, and please be sure to
5 provide this stenographer with your
6 name, address and if applicable, group,
7 organization or business you are
8 representing.

9 Finally, if you wish to
10 comment, but do not want to provide
11 public or private testimony, you may
12 submit written comments. There are
13 three ways to submit written comments.
14 First is to submit a comment form here
15 tonight by dropping in the comment form
16 box, located in comment tables to my
17 right. Make comment using the written
18 testimony form located at the comment
19 tables or use your own stationery.
20 Please be sure to include your name,
21 address and if applicable, the group
22 organization of business you're
23 representing.

24 The two other options are
25 mailing or emailing your comments. You

1 may prefer these options if you would
2 like additional time to organize your
3 thoughts to prepare your testimony.
4 Self-addressed postage-paid envelopes
5 are available at the registration table
6 for your convenience. A mailed written
7 statement must be postmarked by 5:00
8 p.m. on January 13, 2025 to be included
9 in the public hearing record, and all
10 emails must be received by 5:00 p.m. on
11 the same date.

12 There's also an online
13 comment form that you can use if you
14 would prefer to type your testimony
15 instead of in a written format. This
16 form can be found on the Project
17 website.

18 In summary, testimony can
19 be provided in several forms including
20 publicly or privately at this hearing,
21 transcribed by the by the stenographer,
22 and written and/or typed using a blank
23 testimony form located at the comments
24 table or on the project website. Web
25 address can be found on the handout you

1 receive when signing in. There is also
2 a QR code you can scan on your phone
3 that will take you to the same website.

4 Written testimony can be
5 mailed to KCI Technologies as noted in
6 the comment forms located at the
7 comment tables. To reiterate, the
8 public comment period for the project
9 is open until January 13, 2025.

10 Thank you for your time
11 and we'll now begin the public
12 testimony portion of the hearing and
13 I'll pass it off to Linda.

14 MS. PUFFENBARGER:

15 We'll begin with the
16 public testimony portion of the
17 hearing. We will call up --- testimony
18 from Mr. David Moe.

19 MR. MOE:

20 Hello, my name is David
21 Moe and I reside at [REDACTED]
22 [REDACTED] I rise in
23 support of this project and applaud the
24 agencies involved for their detailed
25 work with their consultants and

1 subcontractors. Thank you.

2 I support the E-shift
3 modified version as delineated in the
4 handout. I would like --- I'm not a
5 civil engineer. I have no objections.
6 I'd just like to point out to all the
7 agencies involved that this project was
8 part of the Appalachian Development
9 System that was developed in the early
10 1960s under President John F. Kennedy
11 and became law under Lyndon B. Johnson.

12 Though it's been more
13 than 50 years in time that we have
14 waited for this particular project to
15 be developed by both state agencies and
16 I thank both of them for that. And
17 it's also dependent on the chief
18 administrative officer of each
19 respective state to confirm the
20 recommendations of their respective
21 transportation agencies. I thank those
22 involved in that also.

23 We are --- I know that
24 there's still a slight deficiency in
25 funding for the construction of this

1 project and there have been people
2 within in this room working on that
3 with the federal --- congress, the
4 state agents. I want to thank them
5 also for that.

6 So I would implore the
7 agencies involved to please approve the
8 Draft EIS into the final so we can
9 finally get the construction on this
10 project after more than 50 years of
11 waiting. Thank you.

12 MS. PUFFENBARGER:

13 Thank you, Mr. Moe. Our
14 next speaker who signed up is George
15 Edwards.

16 MR. EDWARDS:

17 I'm George Edwards.

18 Address; [REDACTED]
19 here in Grantsville. Been a
20 Grantsville resident all my life,
21 former senator, and I'm sure the state
22 people might be glad I'm not there now
23 because I'll be on them all the time
24 about this particular project and a lot
25 of other things. Phone number [REDACTED]

1 [REDACTED]
2 I've been involved in
3 this for quite some time. Good to see
4 we're still making forward movement. I
5 want to thank both states and engineers
6 who talk to people who've listened to
7 their comments and made changes based
8 on their comments.

9 When people approached
10 me, I turned them over to the state,
11 talked to them, worked out the issues
12 as best they could, then you can only
13 do so much. This is very important to
14 this part of the state. We talked
15 about the importance of all these other
16 things. This is important to Garrett
17 County. Not just Garrett County, it
18 comes into Garrett county, but Allegany
19 County supports it also because it's
20 close to the border. Big benefit to
21 Somerset County.

22 You know, the Appalachian
23 Regional Road System was put in place
24 to help poor parts of the country out.
25 This road, particularly in Maryland, is

1 going to help two of the four poorest
2 counties out in this state, which are
3 Garrett and Allegany County. We have a
4 lot of good things being looked at. We
5 got to have transportation, got a good
6 network to improve your economic
7 development. We're working on that.
8 Things are going pretty good, hopefully
9 to be done better.

10 It's my understanding,
11 and I can stand here and be corrected
12 if I'm wrong, but I know you can't
13 answer any questions, but I understand
14 that two or three years ago we got 70-
15 some million dollars from the state or
16 from the Fed's, state for this. And
17 this is the only road in the state it
18 can be spent on.

19 So hopefully it's locked
20 in a box down there that someone can't
21 take it because they'd have to change
22 federal law as I understand it. Take
23 that money and put it somewhere else or
24 give it back to the feds. In Maryland,
25 we don't want to do that. So we're

1 basically ready to go in Maryland when
2 we get all this done. I know
3 Pennsylvania is working hard to get
4 construction funding. Once we get to
5 that point, I would say that 90 percent
6 of people here support this to be done.

7 I can tell you that the
8 Mayor and Council of Grantsville, I'm
9 on the Council there, we're in
10 unanimous support of this project.
11 County commissioners are unanimous for
12 the project, as is Allegany County
13 Commission and I know our local
14 delegation for the state is in support
15 of it. You got a lot of support from
16 local elected officials and the
17 community as a whole.

18 So we look forward to
19 keeping on this schedule and cutting
20 the ribbon even by 2030 or '31. I
21 forget the number that was up there.
22 Hopefully we're all still around to do
23 that, to be able to cut that ribbon.
24 So thank you for all your hard work.
25 Keep moving forward. Don't let this

1 get back on the back burner. Let's
2 keep it on the front burner. Thank
3 you.

4 MS. PUFFENBARGER:

5 Thank you, Mr. Edwards.
6 We appreciate your comments as well.

7 This is the end of our
8 list of participants who have signed up
9 to give public testimony. So at this
10 time we will open it up if anyone else
11 wants to give public testimony, you can
12 come up to do so. Otherwise, that will
13 conclude our public testimony.

14 We appreciate everyone
15 for participating in the public
16 hearings. Your comments will help
17 shape the selected alternative and the
18 Environmental Impact Statement. As a
19 reminder, please submit your comments
20 on the DEIS no later than 5:00 p.m. on
21 the January 13 deadline. You can
22 submit your comments tonight or via
23 email or postal mail.

24 A mailed written
25 statement must be postmarked --- I

1 apologize, that's a repeat. And thank
2 you again for participating. We look
3 forward to hearing from everyone who
4 has further interests in the project.

5 (APPLAUSE)

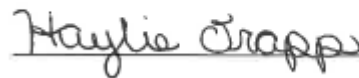
6 * * * * *

7 MEETING CONCLUDED AT 6:08 P.M.

8 * * * * *

CERTIFICATE

I hereby certify, as the stenographic reporter, that the foregoing proceedings were taken stenographically by me, and thereafter reduced to typewriting by me or under my direction; and that this transcript is a true and accurate record to the best of my ability. Dated the 30th day of December, 2024.

A handwritten signature in cursive script that reads "Haylie Trapp". The signature is written in dark ink and is positioned above a horizontal line.

Haylie Trapp,

Court Reporter

AF-Part C: Public Agency DEIS Comments



REGION 3

PHILADELPHIA, PA 19103

December 23, 2024

VIA ELECTRONIC MAIL ONLY

Jennifer M. Crobak, Director of Planning, Environment, and Finance
Federal Highway Administration, Pennsylvania Division
30 North Third Street, Suite 700
Harrisburg, Pennsylvania 17101
jennifer.crobak@dot.gov

Michael Stone, Senior Project Manager
Pennsylvania Department of Transportation
Engineering District 9-0
1620 North Juniata Street
Hollidaysburg, Pennsylvania 16648
micstone@pa.gov

Jeremy Beck, Senior Project Manager
Maryland Department of Transportation, State Highway Administration
Office of Planning and Preliminary Engineering
707 North Calvert Street
Baltimore, Maryland 21202
JBeck@mdot.maryland.gov

RE: EPA Comments on the Draft Environmental Impact Statement (EIS) for the U.S. 6219, Section 050 Transportation Improvement (U.S. 219) Project; Meyersdale, Pennsylvania to Old Salisbury, Maryland, October 2024 (CEQ No. 20240203)

Dear Ms. Crobak, Mr. Stone, and Mr. Beck:

Thank you for providing the U.S. Environmental Protection Agency (EPA) with the Notice of Availability (NOA) of a Draft Environmental Impact Statement (EIS) for the U.S. 6219, Section 050 Transportation Improvement Project, Meyersdale, Pennsylvania to Old Salisbury, Maryland (U.S. 219 project) and request for comments.

Pursuant to the National Environmental Policy Act (NEPA, as modified by the Fiscal Responsibility Act) (42 USC § 4321 - 4336e)) and Section 309 of the Clean Air Act (CAA) (42 USC 7609), EPA has reviewed

and provides our enclosed comments on the Draft EIS. The CAA Section 309 role is unique to EPA. It requires EPA to review and comment on the environmental impact of proposed federal actions subject to NEPA's environmental impact statement requirements and to make its comments public.

The Draft EIS was prepared by the Pennsylvania Department of Transportation (PennDOT) with the Maryland Department of Transportation, State Highway Administration (MDOT SHA) and with federal oversight from the Federal Highway Administration (FHWA). EPA participated in early review of the project for its Planning and Environmental Linkages (PEL) Study initiated in 2014 and the development of the Draft EIS initiated in 2016 as a Cooperating Agency, in accordance with 23 USC 139 and 42 USC 4336a. We appreciate the lead agencies' efforts to coordinate with EPA and address our previous comments on early drafts of the project's PEL and NEPA studies.

The Draft EIS compares several alternative alignments for extending U.S. 219 for approximately 8 miles from the southern end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed 1.4-mile section of U.S. 219 in Garrett County, Maryland, between Interstate 68 and Old Salisbury Road. The Draft EIS identifies Alternative E-Shift Modified as the Preferred Alternative that would best meet the project purpose and need.

As noted in the document, this EIS is being completed in compliance with 23 USC 139, which codifies an integrated NEPA and Clean Water Act (CWA) Section 404 process for efficient environmental reviews. The Final EIS should therefore support the U.S. Army Corps of Engineers' (USACE or Corps) decision under CWA Section 404 to authorize the discharge of dredged or fill material into jurisdictional waters of the United States to construct the project. On November 8, 2024, the USACE Pittsburgh and Baltimore Districts issued Public Notice (PN) (LRP-2014-00523) that the lead agencies submitted a Joint Federal CWA 404/State permit application for the project.

EPA's review of the Draft EIS identified deficiencies in the analysis of the project's potential effects on environmental quality that EPA recommends be addressed in the Final EIS. The enclosed technical comments on the Draft EIS provide a range of recommendations intended to help improve the analysis, environmental outcome of the project, and usefulness of the Final EIS for agency decision making. The enclosed letter dated December 23, 2024 from EPA Region 3 Water Division to USACE responds to the PN and CWA Section 404 permit application, and to the Draft EIS to the extent the PN and CWA Section 404 permit application rely upon the DEIS. The purpose of the enclosed letter to USACE is to ensure that the Corps' permitting decision is consistent with applicable criteria so as to avoid potential substantial and unacceptable adverse impacts to aquatic resources of national importance. Addressing EPA's comments in the enclosed letter and herein is important to both the NEPA document and CWA Section 404 permitting decision, to ensure that adverse impacts on the aquatic ecosystem, human welfare, and recreational and economic values have been fully avoided, minimized, and mitigated.

We look forward to continuing our coordination with the lead agencies in preparing the Final EIS. Please reach out with any questions to me or the lead NEPA reviewer for the project, Rebecca Souto-Glyn at glyn.rebecca@epa.gov.

Sincerely,

Timothy Witman
Manager, NEPA & Technical Assistance Branch
US EPA Region 3
witman.timothy@epa.gov

Encl. (2) (1) EPA Technical Comments on the October 2024 Draft Environmental Impact Statement for the U.S. 219 Meyersdale, PA to Old Salisbury, MD Project

(2) EPA Region 3 Water Division letter re: Public Notice LRP-2014-00523, dated December 23, 2024

Cc: Allen Edris, U.S. Army Corps of Engineers Pittsburgh District, Regulatory
allen.r.edris@usace.army.mil

Joseph DaVia, U.S. Army Corps of Engineers, Baltimore District, Regulatory
joseph.davia@usace.army.mil

Benjamin Harvey, FHWA, Pennsylvania Division
benjamin.harvey@dot.com

Emily Dolbin, Maryland Department of the Environment
Wetlands and Waterways Protection Program
Emily.Dolbin@maryland.gov

Brionna Marks, KCI Technologies, Inc.
Brionna.marks@kci.com

**EPA Technical Comments on the Draft Environmental Impact Statement (EIS) for the U.S. 219
Meyersdale, PA to Old Salisbury, MD Project, October 2024 (CEQ No. 20240203)**
Submitted to FHWA, PennDOT, and MDOT SHA on December 23, 2024

The U.S. Environmental Protection Agency (EPA) provides the following comments and recommendations on the Draft EIS for your consideration.

Executive Summary

On page ES-1, we recommend citing NEPA Section 102 (C) (42 USC 4332) in reference to the requirement for federal agencies to prepare an EIS for proposed actions that significantly affect the environment.

Regarding references to Council on Environmental Quality (CEQ) regulations implementing NEPA on page ES-1 and throughout the document, we recommend including a footnote or other reference in the document that acknowledges: “This document contains numerous references to the regulations published at 40 CFR Part 1500. The agencies are aware of the November 12, 2024 decision in *Marin Audubon Soc’y v. FAA*, No. 23-1067 (D.C. Cir. Nov. 12, 2024). To the extent that a court may conclude that the Council on Environmental Quality (CEQ) regulations implementing NEPA are not judicially enforceable or binding on the agencies’ actions, the agencies have nonetheless elected to follow those regulations at 40 C.F.R. Parts 1500-1408, in addition to the agencies’ own NEPA procedures to meet the agencies’ obligations under NEPA, 42 U.S.C. §§ 4321, *et seq.*”

References to “23 CFR §139” on pages ES-1 and ES-2 should instead refer to “23 USC 139.”

On page ES-2, we recommend citing 42 USC 7609 in reference to the Clean Air Act Section 309(a) requirement for EPA to review and comment publicly on EISs.

On Figure ES-1 on page ES-6, we recommend identifying Alternative E-Shift Modified as the Preferred Alternative for quick reference.

We recommend updating Table ES-5 to identify:

- In the Displacements section on page ES-13, any proposed measures to avoid or relocate the sludge drying bed that is part of an active water treatment operation and may be acquired or displaced.
- In the Stormwater Management section on page ES-17, NPDES stormwater permit coverage that would be required for the construction and post-construction/operational phases of the project, as well as any monitoring and maintenance requirements that would apply to the best management practices (BMPs) identified.
- In the Construction section on page ES-20, potential stormwater and downstream water quality impacts, permits, and/or BMPs as mitigation, possibly by referencing the Soils & Erosion and/or Stormwater Management sections of the table.

1 Introduction, Purpose, & Need

In Section 1.5 Existing Traffic Volumes on page 1-7, we recommend identifying the basis for the assumed regional growth rate of 1.5 percent. It would be helpful if this could reference more recent

supporting documents if available, as the Project Needs Analysis in Appendix C is dated March 1999 and projects growth rates ranging from 2% per year at the PA/MD border to 3.7% per year along the Garrett Shortcut (Section 2.24, Projected Traffic Volumes and Level of Service).

2 Alternatives Considered

Table 2.3 (page 2-29) lists potential impacts to palustrine forested wetlands (PFO) as “TBD.” Please clarify the reason why this information cannot be determined at this time.

3 Environmental Resources, Impacts, and Mitigation

3.1 Land Use, Zoning, Planning and Development

On page 3-5, Section 3.1.3, please change the word “now” to “no.”

3.2 Population and Demographics

Section 3.2.3 (page 3-7) states “The objective of the four build alternatives is to stimulate project area economic and population growth and reverse negative population trends.” Stimulating population growth is not listed as part of the purpose and need statement and would require additional analysis. We recommend removing this as an objective in the Final EIS.

3.7 Displacements

The document discusses the possible acquisition of an antenna tower and a sludge drying bed. Both of these displacements would require relocation. In order to assess impacts, the relocation of these two features should be included in the impacts assessment.

EPA requests additional information on the antenna tower including what service it currently provides.

Section 3.14 also discusses the sludge drying bed and its affiliation with an active water treatment facility associated with Weimer Strip and Auger Mine. EPA recommends placing this information in Section 3.7 as well, as it provides a better understanding of the sludge drying bed and carrying this information throughout the document.

3.11 Air Quality & Greenhouse Gas Emissions

Table 3-15 assumes 0.5 metric tons of carbon sequestration per hectare per year. The study referenced was conducted in 2012; more recent data suggests this number may be higher. We recommend using more recent studies to determine the sequestration rate, such as this example from the US Forest Service: https://www.fs.usda.gov/sites/default/files/fs_media/fs_document/GHG-emissions-removals-2022.pdf. If the 0.5 metric tons of carbon sequestration per hectare per year is appropriate, please provide a brief explanation. Please update the social cost of carbon calculations as appropriate.

EPA recommends the use of low embodied carbon material where possible to help reduce greenhouse gas emissions. Please consider adding criteria for the use of these materials to construction contracts. These criteria could be included in the mitigation section of the document. For additional information, please see: https://www.epa.gov/system/files/documents/2024-11/resources_lecm.pdf.

In Section 3.11.4, we recommend identifying preliminary locations for tree planting and revegetation proposed as mitigation for temporary and permanent tree and vegetation removal on page 3-50.

3.12 Noise

In Section 3.12.4, the first sentence does not appear to be complete. Please consider rewording.

3.15 Geology, Hydrology, & Groundwater

Section 3.15.4 indicates that monitoring may be provided as mitigation for groundwater and residential wells. EPA recommends similar monitoring of streams and wetlands for changes in Ph levels due to acid bearing rock exposure.

Page 3-72 notes that soil and rock slope stability analyses will be used to determine a safe slope ratio for embankments. Please confirm whether the embankment widths used to determine the limit of disturbance represent a worst-case scenario for potential slope ratio and embankment width.

3.18 Stormwater Management

We recommend the Final EIS identify applicable long-term monitoring and maintenance requirements for the structural and non-structural BMPs described in Section 3.18.4, pages 3-76 and 3-77.

We also recommend the Final EIS clarify whether NPDES stormwater permits would be subject to any special conditions or require specialized BMPs, considering that: (1) wetlands and waterbodies in the project area have been designated as high-quality and/or exceptional value aquatic resources (p. 3-83), and (2) construction of the proposed roadway would involve excavating in historic mining areas with unstable land, residual waste, and heavy metal contamination (pp. 3-64 to 3-69). If applicable, this information may be helpful to include in Section 3.30 as well.

3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota

The enclosed December 23, 2024 letter from EPA Region 3 Water Division responds to the Corps' PN and is intended to ensure consistency with the substantive environmental criteria (known as the CWA Section 404(b)(1) Guidelines (40 C.F.R. part 230)) that the Corps must apply to its permitting decision. As set forth in that letter, the CWA Section 404(b)(1) Guidelines require "Except as provided under [CWA] section 404(b)(2), no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences." 40 C.F.R. § 230.10(a).

We appreciate the range of alternatives considered in the Draft EIS. As the Corps issues its PN and thereby moves from environmental analysis to the permitting stage, EPA's December 23, 2024 letter is intended to ensure that the Corps authorizes only the least environmentally damaging practicable alternative consistent with the regulations. To that end, we strongly recommend working closely with the Corps to ensure that the Final EIS adequately supports the Corps' decision making under the Guidelines and fully avoids and minimizes the project's potential adverse impacts on the aquatic ecosystem, human welfare, and recreational and economic values.

We strongly encourage the use of culverts with open bottom or natural channel designs where they would be most feasible and have the greatest benefits for water quality and aquatic life passage.

3.21 Floodplains

US DOT has updated its guidance on floodplains and the use of the FFRMS to determine the floodplain in accordance with EO 13690. Please refer to the updated guidance and update this section as necessary to reflect the FFRMS floodplain. This guidance can be located at:

<https://www.transportation.gov/priorities/climate-and-sustainability/dot-federal-flood-risk-management-standard-interim-guidelines>

Appendix V indicates the location of the floodplains, but it is difficult to determine where impacts would occur. Please provide more detailed mapping that shows areas of potential floodplain impacts.

3.22 Vegetation, Terrestrial Habitat, & Terrestrial Wildlife

As forestland will be the largest land use impacted in the Pennsylvania section of the project, we appreciate the lead agencies' efforts to ensure ongoing coordination with resource agencies to minimize and mitigate habitat loss and fragmentation, as well as consideration of safe wildlife crossings to ensure habitat connectivity. As part of this assessment, we recommend referencing the March 21, 2023 CEQ Guidance for Federal Departments and Agencies on Ecological Connectivity and Wildlife Corridors, as well as the Pennsylvania and Maryland State Wildlife Action Plans.

3.25 Cumulative Effects

This section should include a discussion on previously permitted impacts associated with the construction of other segments of U.S. 219. Analysis was completed on previous sections of this highway and impacts for the total project should be presented, including impacts to aquatic resources, deforestation, rare, threatened, and endangered species, and environmental justice.

3.26 Construction Impacts

3.26.3 A. Traffic and Access. This section states that the project's construction could result in temporary, localized disruptions to residents and the traveling public, but that access to all businesses and residences would be maintained throughout construction and advanced coordination would be provided to the general public and local services on traffic and detour information. We recommend identifying the specific measures that will be taken to ensure this information is conveyed to the public in a timely and meaningful way, and to include, to the extent possible, an approximate time period or phasing schedule for the project's environmental review, permitting and construction.

3.26.3.B Water Quality. For the potential impact of increased soil erosion and sedimentation to nearby streams and/or wetlands, please indicate whether specialized measures or BMPs may be necessary to treat potential exposure of hazardous materials and/or mining residuals during grading and excavation.

C. Air & Noise Impacts. EPA recommends mitigation measures be considered for construction activities that are expected to cause elevated air quality impacts, such as boring, blasting, and bridge construction that will use heavy-duty diesel-powered equipment. EPA's Diesel Emissions Reduction Act website provides guidance on strategies for reducing emissions and improving energy efficiency during construction, also found in the publication "Cleaner Diesels: Low Cost Ways to Reduce Emissions from Construction Equipment." These strategies include equipment idle reduction, engine preventive maintenance, equipment operator training, and various fuel strategies, such as retrofit technologies, engine upgrades, and electrification.

3.30 Permits, Approvals, & Authorizations Required

Please identify NPDES stormwater permits that would be required for the post-construction phase of the proposed roadway, such as a PennDOT and/or MDOT municipal separate storm sewer system (MS4) permit. This section as written appears to only reference the NPDES permit that would be required for land disturbance activities during construction. Please cross-reference this information in Section 3.18 Stormwater Management for consistency throughout the document.



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

January 7, 2025

4112.1
ER24/0491

Jonathan Crum
Federal Highway Administration
Pennsylvania Division Office
30 North 3rd Street, Suite 700
Harrisburg, Pennsylvania, 17101-1720

RE: Draft Environmental Impact Statement for the Federal Highway Administration, US 6219, Section 050 Transportation Improvement Project from Meyersdale, Pennsylvania to Old Salisbury Road, Maryland.

Dear Jonathan Crum,

The U.S. Department of the Interior (Department) has reviewed the subject Draft Environmental Impact Statement for the proposed project. The Department does not have comments at this time.

Thank you for the opportunity to comment.

Sincerely,

John Nelson
Regional Environmental Officer

Electronic distribution: Jonathan.Crum@dot.gov

January 13, 2025

Deb Hoover, KCI and the US 219 Team

RE: Maryland DNR Comments on US 219 DEIS

Maryland Department of Natural Resources has completed our review of the Draft Environmental Impact Statement for the US 219 project. We appreciate the fact that, in accordance with NEPA, comparison of a full range of engineering, operational, cost, and environmental factors was considered in the identification of a Preferred Alternative at the conclusion of the DEIS.

Comments from our Wildlife and Heritage Service are the following:

It appears that the new LOD of the preferred alternative avoids impacts to previous RT&E concerns we had for Meadow Run and adjacent wetlands, and Casselman River and Piney Run.

1. WHS wants to emphasize the need for maximizing sediment and erosion control with supplemental measures, and maximizing stormwater infiltration to avoid degrading the wetlands that support rare species along Meadow Run. We prefer that all stormwater devices in the Maryland portion of the project be infiltration practices but as a minimum, those practices used in the subwatershed of Meadow Run if possible.
2. Also of concern is the presence of the state and federally-listed northern long-eared bat (*Myotis septentrionalis*) in the immediate vicinity of the proposed LOD. Multiple roosts were documented in 2014 in the immediate vicinity of the proposed LOD. MD DNR will defer to USFWS regarding any need for further survey work. Once that determination is made, we will await the findings of additional survey work if requested by USFWS. If additional survey work is not required, we will coordinate with USFWS on the review of potential impacts to NLEB. Please copy WHS/Natural Heritage on correspondence and information exchanged with USFWS on NLEB. Please note that the take of listed state endangered animals is prohibited under Maryland's Nongame and Endangered Species Conservation Act. Since take is prohibited, we do not accept mitigation for any impacts. However, USFWS does coordinate mitigation and will be the point agency on those opportunities.

Comments from our Fishing and Boating Services are the following:

The proposed US 219 Transportation Improvement Project (202461407) will realign US 219 in Garrett County with likely impacts to Meadow Run, an unnamed tributary to Meadow Run, and 13 wetlands. The project limit of disturbance will clear 44 acres of forested land and construct two paved lanes of at least 22 feet in width. In addition, the plans propose several stormwater management basins that would discharge to at least seven locations in the Meadow Run and Casselman River drainages.

Meadow Run and the unnamed tributary to Meadow Run are designated as Use Class I, warmwater streams by Maryland Department of the Environment (MDE). This designation establishes water quality criteria that prohibit maximum temperatures outside the mixing zone from exceeding 90°F (32°C) or the ambient temperature of surface waters, whichever is greater (COMAR 26.08.03.03-3). In addition, a closure period for instream work occurs from March 1 through June 15, inclusive. It should be noted that brook trout, a coldwater obligate species, was documented during survey activities in Meadow Run in 2022 and 2024 by Maryland Department of Natural Resources, Fishing and Boating Services. These surveys collected multiple year classes of brook trout, including young-of-year. This suggests that a wild, self-sustaining population of brook trout occupies the mainstem of Meadow Run. Furthermore, temperature data collected in both the mainstem of Meadow Run and in the unnamed tributary to Meadow Run met MDE's temperature criteria for Use Class III, coldwater streams in 2022. In both streams, temperature data collected during the summer index period of June 1 through August 31 exceeded 68°F (20°C) in less than 10 percent of records. Fishing and Boating Services has submitted the 2022 temperature and biological data collected in Meadow Run to MDE with the recommendation that the stream should be redesignated to a Use Class III coldwater stream. The 2024 temperature and biological data will be submitted in support of the redesignation when the temperature data is available.

The protection of brook trout is a conservation and fisheries management priority for Fishing and Boating Services. Brook trout are Maryland's only native trout and are listed by Maryland's State Wildlife Action Plan as a species of greatest conservation need. Brook trout are highly sensitive to elevated stream temperatures and become stressed when temperatures exceed 68°F (20°C). Sustained temperatures greater than 68°F may lead to extirpation. Sedimentation may also limit brook trout success as mobilized sediment and silt may settle in brook trout spawning beds and smother eggs. The documentation of brook trout in Meadow Run and the supporting temperature data suggests that Meadow Run and its tributaries should be considered Use Class III, coldwater for the purposes of project planning and review.

Fishing and Boating Services Recommends the following:

1. As previously noted, Meadow Run and the unnamed tributary to Meadow Run should be considered as Use Class III, coldwater for the purposes of this project. The closure period for in-stream work is from October 1 to April 30, inclusive. Project activities should not increase stream temperatures above 68°F (20°C) outside of the mixing zone.
2. Stormwater management features that minimize thermal impacts should be considered for this project. [As noted in MDE's small ponds approval guidelines](#), treatments that use pooling/ponded water are inappropriate in watersheds that support coldwater resources. These methods do not treat elevated stormwater temperatures and may contribute to additional temperature impacts through solar heating. Recommended methods include infiltration and subsurface treatments. [A guide for stormwater treatment in coldwater watersheds is available here](#).
3. Erosion and sediment control (ESC) best management practices should be in place at all times during project activities and should meet the maximum state, local, and federal requirements and recommendations. ESC practices should be inspected routinely to ensure that they are functioning as designed. Redundant practices should be applied where possible and particularly on slopes and exposed areas that are particularly vulnerable to erosion. Every effort should be made to minimize off-site sediment transport.
4. The removal of mature forest should be minimized to the maximum extent practical. Tree removal within the 100 foot riparian buffer of Meadow Run and the unnamed tributary to Meadow Run should

be avoided. Mature trees provide important shade for surface waters. Riparian vegetation also stabilizes soil and reduces sediment transport.

5. All disturbed areas should be stabilized immediately. Any disturbed, undeveloped areas should be replanted with native vegetation.
6. Similar consideration should be made while planning the mitigation project in North Branch Casselman River at Rock Lodge Road. North Branch Casselman River supports brook trout downstream of the proposed mitigation site. Project activities should not elevate stream temperatures or sediment transport.
7. The proposed work must be conducted under the most rigorous conformity with state, Federal and County guidelines and regulations for erosion and sediment control - backed by strict monitoring and enforcement.

Below are additional comments from Freshwater Fisheries and Hatcheries Division (FFHD) regarding the Environmental Impact Statement for the 6219 Project. These comments are based on the DEIS sections.

3.18 Stormwater Management: Stormwater and sediment and erosion BMPs should be installed in consideration of coldwater resources and avoid added thermal stress during the summer warm period. Pooling of water increases temperature and when discharged into coldwater streams can be lethal to brook trout and other coldwater sensitive taxa. Meadow Run currently has an extant brook trout population. All stormwater should be treated through infiltration BMPs to reduce runoff temperatures.

3.19 Waterways, Watersheds, Surface Water, Aquatic Biota: In Maryland, all streams are Use I. In-stream work may not occur within Use I waters during the period of March 1 to June 15, inclusive, during any year (COMAR 26.08.02.11).

FFHD recommends treating Meadow Run as existing or Use III and avoid working in the stream during the Use III Closure Period. It should be noted that brook trout, a coldwater obligate species, was documented during survey activities in Meadow Run in 2022 and 2024 by Maryland Department of Natural Resources, Fishing and Boating Services. These surveys collected multiple year classes of brook trout, including young-of-year. This suggests that a wild, self-sustaining population of brook trout occupies the mainstem of Meadow Run. Furthermore, temperature data collected in both the mainstem of Meadow Run and in the unnamed tributary to Meadow Run met MDE's temperature criteria for Use Class III, coldwater streams in 2022. In both streams, temperature data collected during the summer index period of June 1 through August 31 exceeded 68°F (20°C) in less than 10 percent of records. Fishing and Boating Services has submitted the 2022 temperature and biological data collected in Meadow Run to MDE with the recommendation that the stream should be redesignated to a Use Class III coldwater stream. The 2024 temperature and biological data will be submitted in support of the redesignation when the temperature data is available.

Table 3-29 Indicates no wild trout are impacted. Brook trout have been documented in Meadow Run and it meets USE III criteria.

Section 3.23 RTE species

Brook Trout are not mentioned in MD. Brook trout are Tier IV SGCN species in MD and should be protected in Meadow Run

Thank you for the opportunity to comment on the DEIS for this project. Please let me know if you have any questions.

Martha Stauss, PE, PWS, CPSWQ
Maryland Environmental Service/ State Agency Liaison
Environmental Review Program
MD DNR



Maryland

Department of the Environment

Wes Moore, Governor
Aruna Miller, Lt. Governor

Serena McIlwain, Secretary Designate
Suzanne E. Dorsey, Deputy Secretary

January 13, 2025

KCI Technologies Inc.
Attn: Brionna Marks
5001 Louise Drive
Mechanicsburg, PA 17055

Re: Comments on Draft Environmental Impact Statement for US 6219, Section 050
Myersdale, PA to Old Salisbury Road, MD FHWA-PA-EIS-24-01-D
MDE Tracking Numbers: AI180514/24-NT-3200/24-WQC-0043
FMIS No.: GA646B13

The Maryland Department of the Environment (MDE) has reviewed the Draft Environmental Impact Statement (DEIS) referenced above and developed the attached comments for your consideration.

If you have any questions or if we can assist you in any way, please do not hesitate to contact Emily Dolbin by telephone at 667-219-3279 or by email at Emily.Dolbin@maryland.gov. Please refer to the above referenced AI Number when corresponding with this office.

Sincerely,

Danielle Spendiff, Chief
Regulatory and Customer Service Division
Wetlands and Waterways Protection Program

Attachment: Comments on DEIS

cc: Allen Edris (USACE)
Nicole Nasteff (USACE)
Jennifer M. Crobak (FHWA)
Michael Stone, (PennDOT)
Jeremy Beck (SHA)
Matt Radcliffe (MDE)

Maryland Department of the Environment
Nontidal Wetlands and Waterways Protection Program
Comments on DEIS
US 6219, Section 050 *Myersdale, PA to Old Salisbury Road, MD*
FHWA-PA-EIS-24-01-D

Executive Summary

1. ES-9 – Question ES-12 “Could the construction be phased?” is not answered.
2. Table ES-5: Impact and Mitigation Summary includes several references to Commitment/Mitigation that are not addressed in the body of the DEIS including use of retaining walls and stream relocation.

Section 3 Environmental Resources, Impacts, and Mitigation

3. Throughout the section “project area” is used inconsistently to reference either the entire area shown on Figure 3-1 or within the study areas (for example Tables 3-29 and 3-31).
4. Page 3-5 – First full sentence is problematic. Consider rewording.
5. Page 3-76 – Stormwater Management – This discussion focuses on Pennsylvania requirements – Maryland requirements should be addressed.
6. Page 3-79 – The third paragraph states, “Note, those streams identified in the Aquatic Resources Report as both perennial and intermittent are counted here as only perennial.” This statement is confusing. Appendix V includes only two stream segments as both perennial and intermittent, S-13 and S-57. However many streams designated as S-# and S-#A,B,etc are both perennial and intermittent. Please clarify.
7. Page 3-79 Table 3-30 footnote 1 – Please clarify what is meant by “Only the surface channels of streams are included in the waterways impacts.” Are culverted channels not included?
8. Page 3-81 references “Specific mitigation would be detailed in the FEIS.” Given the large amount of proposed stream impacts, some additional discussion of potential permittee responsible mitigation approaches would be appropriate. Use of the current Maryland Stream Mitigation Framework for the project is ongoing, and should be discussed.
9. Page 3-82 mentions the 100-foot buffer for nontidal wetlands of Special State Concern. Please clarify if any exist within the Study Area.
10. Page 3-83 – Additional discussion of potential wetland mitigation within Maryland is appropriate.
11. Page 3-83 – Reference is made to Pennsylvania Floodplain regulations, similar reference to Maryland regulations is appropriate (note that MD regulations may apply to floodplains other than the FEMA designated 100-year floodplain).
12. Page 3-94 – Impacts discussion does not mention specimen trees.

- 13. Page 3-100 – It isn't clear why reforestation is being addressed within the RTE section.
- 14. Page 3-129 – Maryland Wetland and Waterways permitting is not addressed.

Appendix Q Environmental Features Mapping

- 15. Flow direction arrows for streams would be helpful.
- 16. Bump outs are shown presumably for proposed Stormwater Management (SWM). Impacts to Wetlands and Waters should be avoided when positioning SWM when possible.
- 17. There are a number of wetland and stream features that extend beyond the proposed study area. Will sufficient hydrology remain following construction to allow them to function as they currently do? If not, they should be considered as impacts.



Maryland DEPARTMENT OF PLANNING

Memo

To: Brionna Marks, KCI

From: Bihui Xu, MDP *Bihui Xu*

CC: Jason Dubow, MDP; Barrett Kiedrowski, MDOT SHA; Jeremy Beck, MDOT SHA; and Joseph Kresslein, MDOT SHA

Date: December 31, 2024

Re: The U.S. 219 Meyersdale, PA to Old Salisbury Road, MD Draft Environmental Impact Statement (DEIS)

The Maryland Department of Planning (MDP) has reviewed the DEIS for the U.S. 219 Meyersdale, PA to Old Salisbury Road Project. We offer the following comments for your consideration.

MDP is participating in the U.S. 219: Old Salisbury Rd to Meyersdale, PA Study to provide advice on matters pertaining to consistency between the U.S. 219 project and the Maryland Priority Funding Areas (PFA) Law (codified in §5-7B of the State Finance and Procurement Article of the Annotated Code of Maryland) and the Maryland Economic Growth, Resource Protection, and Planning Policy (the State Planning Policy, codified in in §5-7A-01 of the State Finance and Procurement Article of the Annotated Code of Maryland). MDP is mandated by state law to provide this guidance for major transportation projects. The Maryland PFA Law and the State Planning Policy are intended to encourage state investment in safe, affordable, and efficient multimodal transportation in support of existing communities and growth inside PFAs and protect the environment and resource lands.

MDP's review focuses on promoting integration of transportation and land use to support State and local sustainable growth planning goals and policies including commenting on the project's consistency with the State Planning Policy and the PFA Law. See specific comments regarding the PFA law and the Maryland State Planning Policy below as they are addressed in the DEIS.

The following are specific comments on the contents of the DEIS.

Refer to Table ES-5 on page ES-12: MDP suggests modifying the following paragraph as shown below:

“.....In Maryland, the Economic Growth, Resource Protection, and Planning Act of 1992 established the State Planning Policy which organizes and directs land use and growth comprehensive planning, regulation, and funding by state, county, and municipal governments. Maryland determined that the Alternative E-Shift Modified is consistent with the Maryland State Planning Policy.”

Table ES-5 on page ES-12 should provide a brief explanation why “no specific mitigation is proposed” for “Population & Demographics.”

Table ES-5 on page ES-13 should provide a brief explanation why “no specific mitigation is proposed” for “Historic Architectural Resources.”

Table ES-5 on page ES-14 should provide a brief explanation why “no specific mitigation is proposed” for “Air Quality & Greenhouse Gas Emissions.” Please also see the comment on the “3.11.4 Mitigation” section below.

Refer to the “3.11.4 Mitigation” section on page 3-50: MDP recommends that the section point out that the total GHG emissions and social cost impacts from a build alternative would be lower than the no-build alternative.

Table ES-5 on page ES-14 indicates that for “Farmlands,” “no specific mitigation is proposed.” The statement could be misleading since the project team will continue working with related agencies and farmers to minimize and address agricultural resource impacts. It will be good to include a summary of the information provided in the “3.13.4 Mitigation” section on page 3-63 in Table ES-5. Please also see the comments on “3.13.4 Mitigation” below regarding farmland impact mitigation efforts.

Refer to the “3.13.4 Mitigation” section on page 3-63: MDP recommends that the section mention that mitigation measures could include considering alternatives that have fewer farmland impacts, working with farmers “to minimize farmland impacts and provide access to remnant parcels where possible” (page 3-63). For Pennsylvania farmlands, it needs to address PA Act 100.

Refer to Table ES-5 (pages from ES-12 to ES-20): MDP recommends that the Table include a summary of the Indirect and Cumulative Effects (ICE) analysis. Since the main purpose of the project is to improve transportation infrastructure in support of economic development in the Appalachian Region, a major positive indirect and cumulative effect of the project would be to support economic development in the Region.

Refer to the first paragraph on page 3-5: Edit this sentence, “however, there are no^{tw} new access points or interchanges being proposed as part of this project.” It seems “now” is a typo and the word should be “not.”

Refer to page 3-5: Please modify the **third** paragraph as follows:

“Maryland enacted the Economic Growth, Resource Protection, and Planning Act of 1992 (the Planning Act). The Planning Act established the State Planning Policy, which has evolved through subsequent legislation and is currently known as the 12 Visions found in Subtitle 5-7A of the State Finance and Procurement Article. The 12 Visions call for growing smarter and more sustainably and making efficient use of State resources through a more collaborative and informed public process. Among them, the transportation vision promotes multimodal transportation that facilitates “the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.” The Planning Act requires state-funded major transportation or other capital improvement projects to be consistent with the 12 Visions. The Planning Act also requires local jurisdictions to address the 12 visions in their comprehensive plans. ~~to organize and direct comprehensive planning, regulation, and funding by state, county, and municipal governments.~~ The comprehensive plans establish land use, economic growth, and resource protection priorities within an local jurisdiction area. ~~The Planning Act also established an Economic Growth, Resource Protection, and Planning Commission to oversee, study, and report on progress towards vision implementation.~~” Please note that the Planning Commission no longer exists.

Refer to page 3-5: MDP suggests adding the following new paragraph or similar contents to the end of the “3.1.4 Mitigation” section:

“The Maryland Department of Planning (MDP) and the Maryland Department of Transportation (MDOT) collaboratively evaluated the project’s consistency with the State Planning Policy as mandated by state law. MDP and MDOT determined that the Alternative E-Shift Modified, i.e., the FHWA Preferred Alternative, is consistent with the State Planning Policy as the Alternative would (a) help direct development into the designated growth areas in Maryland, (b) act to connect the Maryland PFA to an existing growth area in Meyersdale, Pennsylvania, (c) support economic growth and investment potential in the Appalachian Region, (d) sufficiently mitigate the project’s direct environmental resource impacts, and (d) not likely have indirect adverse land use and growth impacts in environmentally sensitive and rural areas.”

Refer to “3.24.2 Impacts – A Potential for Project Related Growth Effects on page 3-106”, MDP recommends that the final EIS answer the following questions: While the build alternatives could divert through truck traffic from the existing US 219 in Salisbury and other main street areas to improve traffic safety in these areas; however, is it likely the build alternatives may also attract other vehicles out of the town and main streets so that certain existing businesses that depend on traffic may be negatively affected? If so, would the impact be short-term or long-term? Is there any such case that building a bypass has affected in-town businesses? For instance, how did the Meyersdale Bypass affect Meyersdale? If there would be a likely impact, perhaps, local governments can strategize, in collaboration with state government, to help address the potential short-/long-term effects.

Refer to the first paragraph on page 3-107: MDP suggests modifying the sentence as, “This connection is being evaluated to support the CRDC development including the proposed Casselman Farm development in a PFA, which could be as a potential future indirect impact that could occur after construction of improved U.S. 219.” The suggested addition clarifies the purpose of a potential roadway connection with a build alternative.

In the section of “A. Impacts Related to Project Related Growth” on page 3-115, the DEIS may point out induced growth in rural and resource land areas would be unlikely due to these two factors: (1) the build alternatives would not provide direct access to these resource land areas and (2) the historical low growth rates in these areas.

Refer to page 3-129: Please replace the paragraph which begins with “2009 Smart & Sustainable Growth Act” with the following one:

“1997 Smart Growth and Neighborhood Conservation Act – This 1997 Maryland Planning Legislation capitalizes on the state’s influence on economic growth and development. This law directs State funding for growth-related infrastructure including major transportation capital projects to Priority Funding Areas (PFAs), providing a geographical focus for State investment in growth. Since a large portion of the US 219 project in Maryland is outside a PFA, MDOT SHA and Maryland Department of Planning (MDP) are coordinating to address the exception requirement per the 1997 PFA Law in accordance with the established PFA law evaluation process in Maryland.”



Maryland DEPARTMENT OF PLANNING

November 18, 2024

Mr. Darrell Sacks
Senior Environmental Planner,
KCI Technologies, Inc.
936 Ridgebrook Road
Sparks, MD 21152

STATE CLEARINGHOUSE REVIEW PROCESS

State Application Identifier: MD20241106-0830

Reply Due Date: 12/17/2024

Project Description: Draft Environmental Impact Statement (DEIS): U.S. 0219, Section 050 Transportation Improvement Project (U.S. 40 Alt. Park & Ride Plans)

Project Address: Meyersdale, PA to Old Salisbury Road, Grantsville, MD

Project Location: Garrett County and Pennsylvania

Clearinghouse Contact: Rita Pritchett

Dear Mr. Sacks:

Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments.

We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of the Environment, Transportation, and Natural Resources; Garrett County; and the Maryland Department of Planning including the Maryland Historical Trust. A composite review and recommendation letter will be sent to you by the reply due date. Your project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.

Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation.

Mr. Darrell Sacks

Page 2

State Application Identifier #: MD20241106-0830

If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at rita.pritchett@maryland.gov. Thank you for your cooperation with the MIRC process.

Sincerely,

A handwritten signature in dark ink, appearing to read "J Dubow", with a stylized flourish at the end.

Jason Dubow, Director
Research, Review and Policy Division

JD:RP

24-0830_NRR.NEW.docx

MD20241106-0830 **FINANCIAL ASSISTANCE**

KCI Technologies, Inc.

Draft Environmental Impact Statement (DEIS): U.S. 0219, Section 050
Transportation Improvement Project (U.S. 40 Alt. Park & Ride Plans)

Mr. Darrell Sacks
Senior Environmental Planner,
KCI Technologies, Inc.
936 Ridgebrook Road
Sparks, MD 21152



Maryland

DEPARTMENT OF PLANNING

January 21, 2025

Mr. Darrell Sacks
Senior Environmental Planner,
KCI Technologies, Inc.
936 Ridgebrook Road
Sparks, MD 21152

STATE CLEARINGHOUSE RECOMMENDATION - REVISED

State Application Identifier: MD20241106-0830

Applicant: KCI Technologies, Inc.

Project Description: Draft Environmental Impact Statement (DEIS): U.S. 0219, Section 050 Transportation Improvement Project

Project Address: Meyersdale, PA to Old Salisbury Road, Grantsville, MD

Project Location: Garrett County and Pennsylvania

Approving Authority: Maryland Department of Transportation MDOT/SHA

Recommendation: Consistent with Qualifying Comments

Dear Mr. Sacks:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Natural Resources, Transportation, and the Environment; Garrett County; and the Maryland Department of Planning including the Maryland Historical Trust. The Maryland Department of Natural Resources did not have comments.

The Maryland Department of Transportation; Garrett County; and the Maryland Department of Planning (MDP) found this project to be consistent with their plans, programs, and objectives.

The Garrett County Planning Office has reviewed the Draft Environmental Impact Statement (DEIS) for the U.S. 219 Transportation Improvement Project extending from Meyersdale, PA, to Old Salisbury Road, MD. Based on our evaluation, the project aligns with the goals and objectives outlined in the Garrett County Comprehensive Plan and other regional and local planning documents.

Key considerations include:

Support for County Goals: The project promotes improved regional connectivity, economic development, and transportation infrastructure, which are central goals of Garrett County.

Land Use and Zoning Compatibility: Right-of-way acquisitions and proposed land use changes are consistent with county zoning regulations and land use plans.

Environmental Stewardship: Environmental impacts, including those on wetlands, forests, and waterways, are addressed with mitigation measures that align with local and state conservation priorities. Stormwater management and erosion controls are robust and meet applicable guidelines.

Community Benefits: The project enhances access to essential services, schools, and recreational areas, while preserving community character and ensuring minimal disruption.

Economic and Equity Considerations: By completing Corridor N of the Appalachian Development Highway System, the project supports Garrett County's economic objectives and provides equitable infrastructure improvements to underserved areas.

Alignment with Regional Plans: The project is compatible with regional transportation strategies and does not conflict with existing or planned developments within Garrett County.

In conclusion, the Garrett County Planning Office supports the advancement of the U.S. 219 Transportation Improvement Project and recommends its approval, with continued attention to environmental and community considerations during the final design and construction phases.

Should additional information or clarification be required, please do not hesitate to contact our office.

The Maryland Department of Planning (MDP) participates in the U.S. 219: Old Salisbury Rd to Meyersdale, PA Study to provide advice on matters pertaining to consistency between the U.S. 219 project and the Maryland Priority Funding Areas (PFA) Law (codified in §5-7B of the State Finance and Procurement Article of the Annotated Code of Maryland) and the Maryland Economic Growth, Resource Protection, and Planning Policy (the State Planning Policy, codified in §5-7A-01 of the State Finance and Procurement Article of the Annotated Code of Maryland). The PFA Law and the State Planning Policy are intended to encourage state investment in safe, affordable, and efficient multimodal transportation in support of existing communities and growth inside PFAs and protect the environment and resource lands.

MDP and the Maryland Department of Transportation (MDOT) collaboratively evaluated the project's consistency with the State Planning Policy. MDP and MDOT determined that the Alternative E-Shift Modified, i.e., the Federal Highway Administration Preferred Alternative, is consistent with the State Planning Policy as the Alternative E-Shift Modified would (a) help direct development into the designated growth areas in Maryland, (b) act to connect the Maryland PFA to an existing growth area in Meyersdale, Pennsylvania, (c) support economic growth and investment potential in the Appalachian Region, (d) sufficiently mitigate the project's direct environmental resource impacts, and (d) is not likely to have indirect adverse land use and growth impacts in environmentally sensitive and rural areas.

Since the portion of the US 219 project in Maryland is outside a PFA, MDP and MDOT are coordinating to address the exception requirement per the PFA Law in accordance with the established PFA law evaluation process in Maryland.

Since MDP is a Participating Agency [see Table ES-1 on Page ES-3 of the Draft Environmental Impact Statement (DEIS)] in the project's National Environmental Policy Act (NEPA) process, MDP will provide detailed comments on the DEIS directly to the MDOT State Highway Administration. MDP's review focuses on promoting the integration of transportation and land use to support State and local sustainable growth planning goals and policies including commenting on the project's consistencies with the State Planning Policy and the PFA Law as discussed above.

The Maryland Department of Environment (MDE) and the Maryland Historical Trust (MHT) found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below.

MDE commented:

1. If the applicant suspects that asbestos is present in any portion of the structure that will be renovated/demolished, then the applicant should contact the Community Environmental Services Program, Air and Radiation Management Administration at (410) 537-3215 to learn about the State's requirements for asbestos handling.
2. Construction, renovation and/or demolition of buildings and roadways must be performed in conformance with State regulations pertaining to "Particulate Matter from Materials Handling and Construction" (COMAR 26.11.06.03D), requiring that during any construction and/or demolition work, reasonable precaution must be taken to prevent particulate matter, such as fugitive dust, from becoming airborne.
3. During the duration of the project, soil excavation/grading/site work will be performed; there is a potential for encountering soil contamination. If soil contamination is present, a permit for soil remediation is required from MDE's Air and Radiation Management Administration. Please contact the New Source Permits Division, Air and Radiation Management Administration at (410) 537-3230 to learn about the State's requirements for these permits.
4. If a project receives federal funding, approvals and/or permits, and will be located in a nonattainment area or maintenance area for ozone or carbon monoxide, the applicant needs to determine whether emissions from the project will exceed the thresholds identified in the federal rule on general conformity. If the project emissions will be greater than 25 tons per year, contact the Air Quality Planning Program of the Air and Radiation Administration, at (410) 537-4125 for further information regarding threshold limits.
5. If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.
6. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3315 for additional information regarding solid waste activities and contact the Resource Management Program at (410) 537-3314 for additional information regarding recycling activities.
7. The Solid Waste Program should be contacted directly at (410) 537-3315 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.

Mr. Darrell Sacks

January 21, 2025

Page 4

State Application Identifier: **MD20241106-0830**

8. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please Land Restoration Program at (410) 537-3437.

9. Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may requires site approval. Contact the Mining Program at (410) 537-3557 for further details.

MHT commented:

The overall undertaking will have no adverse effects on above ground historic properties in Maryland. A Programmatic Agreement was executed in September 2024 to coordinate ongoing investigations in Maryland to identify and evaluate archaeological resources within the undertaking's Area of Potential Effect (APE) and resolve any outstanding Section 106 responsibilities.

Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse.

The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at rita.pritchett@maryland.gov. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,



Jason Dubow, Director
Research, Review and Policy Division

JD:RP

Enclosure(s)

cc:

Nicole Eisenstein - MDE
Brittany Brothers - MDOT

Tony Redman - DNR
Siera Wigfield - GRRT

David Cotton - MDPLW
Bihui Xu - MDPI-T

Beth Cole - MHT

24-0830_CRR.CLS.docx



Maryland

DEPARTMENT OF PLANNING

PROJECT STATUS FORM

Please complete this form and return it to the State Clearinghouse at mdp.clearinghouse@maryland.gov upon receipt of notification that the project has been approved or not approved by the approving authority.

TO: Maryland State Clearinghouse
Maryland Department of Planning

DATE: _____
(Please fill in the date form completed)

FROM: _____
(Name of person completing this form.)

PHONE: _____ - _____ - _____
(Area Code & Phone number)

RE: State Application Identifier: MD20241106-0830
Project Description: Draft Environmental Impact Statement (DEIS): U.S. 0219, Section 050 Transportation Improvement Project

PROJECT APPROVAL

This project/plan was: ☐ Approved ☐ Approved with Modification ☐ Disapproved

Name of Approving Authority: _____

Date Approved: _____

FUNDING APPROVAL

The funding (if applicable) has been approved for the period of:

_____, 202__ to _____, 202__ as follows:

Federal \$: _____

Local \$: _____

State \$: _____

Other \$: _____

OTHER

☐ Further comment or explanation is attached

Mr. Darrell Sacks
Senior Environmental Planner,
KCI Technologies, Inc.
936 Ridgebrook Road
Sparks, MD 21152

AF-Part D: Responses to DEIS Comments

RESPONSES TO DEIS COMMENTS

The following table presents all the comments and responses to comments that were received during the public comment period (November 8, 2024 – January 13, 2025) on the Draft Environmental Impact Statement (DEIS). The project team received over 200 comments from 50 individuals and natural resource and regulatory agency representatives, along with 5 individuals who testified at the public hearings which were held on December 11 and 12, 2024.

All comments on the DEIS that were received were read and given careful consideration. Each comment was included in a comprehensive database, analyzed for its content, and appropriate responses were prepared. In some cases, the comments provided information or suggested changes that were incorporated into the Final Environmental Impact Statement (FEIS). Comments were transcribed verbatim in order to retain the originality of the comments received.

In responding to comments, every effort was made to address all questions, concerns, and other points presented by the commenter. The “Response” provided, in many cases, refers to information already contained in the DEIS, and provides an explanation or clarification using this information to respond to the comment. If the comment has resulted in a change in the FEIS narrative, this is indicated in the response.

ID	Name	Organization	No.	Comment	Response	Text Revisions in the FEIS	Reference
E-1	Shawn Bender	Beitzel Corporation	E-1-1	<p>I received a brochure regarding the Draft Environmental Impact Statement for Public Review and Public Hearings. I was able to review the referenced documents online and, as requested in the brochure, I am providing you with my written comments.</p> <p>The overall projected impacts of the alternative routes seem to be minimized with the Alternative E Modified, or E-Shift Modified options. The environmental impacts, across most categories, are minimized with these options. Some of these impacts are being minimized simply by the more direct route of the proposed alignment, which also allows it to be a lesser impact to both agricultural and forest lands. The combination of these benefits also provides the best opportunity to minimize project costs. When combined, these factors make these options much more favorable and my recommendation is that the E-Shift Modified be recognized as the preferred route for this project.</p> <p>I appreciate the opportunity to provide feedback on this project and look forward to seeing it move ahead. Please confirm receipt of these comments and let me know if anything further is needed from me to have them included as official written testimony regarding this matter.</p>	Yes, we can confirm receipt of your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.
E-2	Natalie Standingontherock Proctor	Tribal Chairwoman, Wild Turkey Clan Executive Director, Cedarville Band of Piscataway Indians, Inc.	E-2-1	I may have overlooked this, what is the projected start and end date for this project.	<p>There are four (4) Phases for the U.S. 219 Project. Currently, we are in Phase 1: Environmental Clearance.</p> <p>Phase 1 started with a Public Meeting on June 23, 2022. Phase 1 is anticipated to end in Summer 2025 with the completion of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).</p> <p>Phase 2: Preliminary Engineering is anticipated from 2023-2025.</p> <p>Phase 3: Final Design is anticipated to begin in 2025 with completion in 2028.</p> <p>Phase 4: Construction is anticipated to begin in 2029 with completion in 2031.</p> <p>*However, please note these dates are subject to change contingent upon funding.</p>	N/A	Section ES-11 in the Executive Summary.
E-2	Natalie Standingontherock Proctor	Tribal Chairwoman, Wild Turkey Clan Executive Director, Cedarville Band of Piscataway Indians, Inc.	E-2-2	Is the population in this area growing and is this the reason for the improvements, and if so what is the projected population growth rate for the next 10-20 years and will this extension meet the needs of that population growth in those years to come?	Population Growth: No, the population is not growing, however, the median age is greater than the state averages. Garrett County and Somerset County both have demographic and economic concerns related to decreasing and aging populations. According to the U.S. Census data, the total population within Somerset and Garrett Counties have declined approximately 5% and 4%, respectively, between 2010	N/A	Chapter 3, Section 3.2 discusses population specifically and Appendix H: Socioeconomic Existing Conditions Report.

					<p>and 2020. Conversely, Pennsylvania and Maryland population has increased by approximately 2% and 7%, respectively.</p> <p>The American Community Survey (ACS) data indicates that Somerset County's median age is 5.9 years older than Pennsylvania's median age and Garrett County's median age is 8.5 years older than Maryland's median age. Each county's median age has outpaced each state's median age since 2000. Somerset County's median age has increased by 6.5 years and Garrett County by 9.3 years since 2000. This trend also emerges in the population over the age of 65 in each county, which is significantly greater than the statewide population. Twenty-three percent (23.1%) of Somerset County's population is 65 or older as compared to 18.7% in Pennsylvania. Twenty-three percent (23.0%) of Garrett County's population is 65 or older as compared to 16.0% in Maryland.</p> <p>Project Purpose: The project has the potential to facilitate and accommodate planned growth patterns. The purpose of the U.S. 219 project is to complete Corridor N of the Appalachian Development Highway System (ADHS), to improve the system linkage in the region, provide safe and efficient access for motorists, and provide a transportation infrastructure to support economic development within the Appalachian region.</p>		Chapter 1, Section 1.7 discusses the need for the project and additional information about the needs is contained within Appendix B: Purpose and Need.
E-2	Natalie Standingontherock Proctor	Tribal Chairwoman, Wild Turkey Clan Executive Director, Cedarville Band of Piscataway Indians, Inc.	E-2-3	Is the area or any area close to the projected improvements being considered for C40 or 15 minute city certification.	No, the project area is not being considered for a C40 or 15-Minute Certification. The U.S. 219 Project will serve an area that is primarily rural and in need of economic development. The nearest C40 city is Washington, D.C., over 150 miles to the southeast. The nearest 15-Minute City is Pittsburgh, over 100 miles to the northwest.	N/A	Chapter 1, Section 1.6, Project Purpose and 1.7, Project Need.
E-2	Natalie Standingontherock Proctor	Tribal Chairwoman, Wild Turkey Clan Executive Director, Cedarville Band of Piscataway Indians, Inc.	E-2-4	Were there any inadvertent/unanticipated discoveries during the 1998, 2018 or 2021 improvements? If so, how was that handled?	There were no inadvertent or unanticipated discoveries in either Pennsylvania or Maryland during the 1998, 2018, and 2021 U.S. 219 project improvements.	N/A	Appendix N: Archeological Assessment for further background on the area.
E-2	Natalie Standingontherock Proctor	Tribal Chairwoman, Wild Turkey Clan Executive Director, Cedarville Band of Piscataway Indians, Inc.	E-2-5	What measures are taken ahead of time to determine if the area/space designated for improvements is free of an inadvertent/unanticipated discovery?	<p>For the current project, a Phase IA level survey has been conducted within the study area for the project in both Pennsylvania and Maryland. The Phase IA included a review of all previously recorded archaeological resources, pre-contact and historic period research of the area, a pedestrian survey, and geomorphological borings at select stream locations to determine the appropriate type of Phase IB archaeological testing needed based on the depths of soils at these locations. Based on the collected data, archaeological probability models were created for the study area for both pre-contact and historic period resources. These models have been factored into the potential environmental impacts for the various alternatives and are helping to inform the selection of the preferred alternative.</p> <p>Phase IB archaeological investigations will be conducted once a preferred alternative is selected for the project and will only be conducted within the area that will be impacted by the project. The purpose of the Phase IB will be to identify the presence of any archaeological resources. Any archaeological sites that are identified will be avoided, if possible, or will be evaluated for the National Register of Historic Places, according to Section 106 of the National Historic Preservation Act. If any sites are determined to be eligible, efforts will be made to avoid the sites, if possible, or mitigation efforts will be planned. If there are any concerns based on the results of the archaeological investigations for unanticipated discoveries during construction,</p>	N/A	Appendix M, Programmatic Agreement, Appendix N Archeological Assessment for further background and assessment on the area as well as Section 3.9, Archaeologic Resources.

					<p>archaeological monitoring, or other plans may be recommended, as needed.</p> <p>Throughout the Section 106 Process for archaeological resources, Tribes and Nations will be kept apprised of findings and consulted. A Programmatic Agreement has been developed and executed for this project and does contain stipulations for inadvertent/unanticipated discoveries. The PA has been made an Appendix to the FEIS - Appendix M.</p> <p>These measures are outlined in a Programmatic Agreement signed by FHWA, PennDOT, MD SHA, MD SHPO, and PA SHPO. The unsigned agreement was include as Appendix M of the DEIS, and the signed agreement will be included as an Appendix to the FEIS.</p>		
W-1	Lora Nuckolls	Tribal Historic Preservation Officer, Eastern Shawnee Tribe of Oklahoma Eastern Shawnee Cultural Preservation Department	W-1-1	<p>The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Somerset and Garrett County, Pennsylvania and Maryland. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects. As described in your correspondence, and upon research of our database(s) and files, we find that our people occupied these areas historically and/or prehistorically. However, the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue the project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.</p> <p>In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.</p> <p>Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.</p>	<p>Thank you for your comments. Additional Phase I testing will be completed for this project during Final Design, and PennDOT will consult with Federally-recognized Tribes and Nations regarding the results of those surveys. A Programmatic Agreement has been executed for this project and does include stipulations for the inadvertent discovery of an archeological site or object(s).</p>	N/A	Programmatic Agreement, Appendix M.
W-2	Dale Luy	Homeowner/Resident	W-2-1	<p>This highway is not needed. On a near daily basis I have traveled 219 from Johnstown to Meyersdale. On some days I can travel that distance not passing more than 24 vehicles, I have counted!</p>	<p>The Project is needed for three identifiable reasons: 1) Existing U.S. 219 does not provide efficient mobility for trucks and freight; 2) there are numerous roadway and geometric deficiencies present along the existing U.S. 219 alignment; 3) the existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region. Excess traffic volumes and relieving congestion are not a project need.</p>	N/A	Chapter 1, Section 1.6 Project Purpose, 1.7 Project Need and Appendix B: Purpose and Need.
W-2	Dale Luy	Homeowner/Resident	W-2-2	<p>Taxpayer funds should be diverted to PennDOT roads in the region. Repair first roads constantly abused by wind turbine vehicles. From the state line on Greenville Rd to McKenzie Hollow Rd has NEVER been fixed since the first time the wind turbines parked on Greenville</p>	<p>The funds on the U.S. 219 project are APD (Appalachian Development) Funds and they are allocated for use on the ADHS (Appalachian Development Highway System) corridors. Those corridors can be found at the link below. This project is the last remaining portion of Corridor N</p>	N/A	Executive Summary, Section ES-12.

				<p>Rd. This year wind turbine traffic created a washboard road on McKenzie Hollow from Deal Rd to the continental divide tunnel.</p>	<p>that is not complete. The funds being used to complete this project are Federal and are designated to work on these corridors as described below. If the funds are not being used on this project, they would be redistributed to other projects on these ADHS system and could not be used on other state roadways.</p> <p>https://www.arc.gov/appalachian-development-highway-system/</p> <p>Greenville Rd (SR 2010) and McKenzie Hollow Rd (SR 2011) do not qualify to use those funds.</p> <p>There is a 4-year capital improvement program that is updated every two years. Assets are continuously reviewed for potential inclusion in the program. Somerset County selects and funds projects by working cooperatively with the counties of Bedford, Fulton and Huntingdon as the Southern Alleghenies Rural Planning Organization (RPO). During this update, regional project priorities in the four counties are reviewed and revised. As a result, corresponding adjustments are made to the region's TIP and Twelve Year Program (2nd & 3rd 4-years). The Department is currently in negotiations with the Southern Alleghenies RPO resulting in a fiscally constrained TIP that best addresses the needs of the transportation system in the Southern Alleghenies region. We encourage you to work with the Planning Director, Lee Slusser of the Southern Alleghenies Planning and Development Commission regarding the request for potential funding.</p>		
W-2	Dale Luy	Homeowner/Resident	W-2-3	<p>At a prior meeting held at the Salisbury Fire Hall, I and some others raised the safety concern regarding emergency vehicles that have yet to be addressed. Once construction begins in the Clark Rd/Mountain Rd area (which I note has already begun - interesting!) emergency vehicles will be shut out from the Greenville Rd. Pocahontas area when the long trains come through Meyersdale. Emergency vehicles will have to travel to Salisbury and maybe have access to Greenville Rd, although construction diagrams indicate this route may also be shut off.</p>	<p>The project includes a new connecting roadway from Fike Hollow Road to Mountain Road along the east side of the U.S. 219 embankment. This connection will allow all vehicles to access Greenville Road without travelling to Salisbury.</p>	N/A	<p>Chapter 2, Section 2.2.3, Common Segment Improvements - All Build Alternative</p>
W-3	Don E. Robertson	Homeowner/Resident	W-3-1	<p>This New Road will run along State Game lands. There should be a study done on wildlife crossings and where you can put under cross or maybe a cross over to cut down on wildlife damage to traffic. Work on much tree replacement.</p>	<p>The design team has identified existing game trail locations and will be studying locations for wildlife crossings as the design of the project progresses.</p>	<p>To end of Section 3.6.4 add, "and will include evaluating the possible locations of wildlife crossings."</p>	<p>Refer to the table in the Executive Summary, Vegetation, Terrestrial Habitat, & Terrestrial Wildlife and Chapter 3, Section 6 Parks and Recreational Facilities</p>
W-4	Brad Cober	Homeowner/Resident	W-4-1	<p>My comments are in regard to the entire project. I offer my full support of this project moving forward. I support the E-Shift Modified choice as recommended. I am a retired County Commissioner and have worked in excess of 24 years in getting this road completed mostly for safety reasons as well as many commercial truck traffic. Thank you for your efforts.</p>	<p>Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.</p>	N/A	<p>Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.</p>
PV-1	Dwight Lepley	Homeowner/Resident	PV-1-1	<p>Yeah. We had a few questions and whatever, you know, whenever they built the existing new 219, which was, I think '97, '98 something like that, they raised the road in front of the property there, ---, and ever since, that water now runs in the basement of the house.</p>	<p>These concerns will be reviewed and considered when designing the drainage for the U.S. 219 Section 050 Project.</p>	N/A\	<p>Chapter 3, Section 3.15, Geology, Hydrology and Groundwater</p>
PV-1	Dwight Lepley	Homeowner/Resident	PV-1-2	<p>Another thing was we keep animals there; draft horses and calf that we raise for food. And there's a water supply that comes off of Hunts Creek, crosses underneath Mountain Road and goes through our pasture and it waters the animals.</p> <p>Well, back in '97, '98 when they changed that road there, they raised it up higher. They were going to eliminate that little creek coming through our property, and we're hoping that they don't do that this</p>	<p>There are no plans to alter the stream flowing through your property.</p>	N/A	<p>Chapter 3, Section 3.15, Geology, Hydrology and Groundwater</p>

				time, because like I said we do have animals there and I think they want to maybe put a cul-de-sac in and it just kind of looks to me like it'll interfere with that water.			
PV-1	Dwight Lepley	Homeowner/Resident	PV-1-3	<p>Second thing, I was always in the trucking business and now my stepson, Brandon, he runs the business there, the trucking garage. And we back tractor and trailers in the and out of there every day.</p> <p>It hasn't been bad since the road has been cut off on the north end because you don't have the traffic up and down there like we used to. But if they open that road back up again for thru-traffic, it's going to be very dangerous to back tractor and trailers in and out of there.</p>	The project will be designed to meet all current design criteria and standards, this includes safety standards. A description of the alternatives is contained in Chapter 2. Please note that the design is very early on in the process and will be going through refinements and more detailed design over the next several years. There will be a public meeting(s) held during final design with will present the design in more detail.	N/A	Chapter 2, Section 2.2.3 Common Segment Improvements - All Build Alternatives
PV-1	Dwight Lepley	Homeowner/Resident	PV-1-4	<p>Also, that road is very steep going up Mountain Road. And years ago, the Township had their solicitor take me to court that my trucks were not allowed to use that road because it was so steep. Once the new road was put in, that was my only access in and out there.</p> <p>Well, you can't hardly get up and down it in the wintertime. Last week was our first snow storm for the season and my son was out there putting ashes on the road so we could get in and out, get trucks in and out, and the neighbors up at the top of the road so they could get out. I mean, it's very steep and it is really slippery and it's just going to create a lot of problems again, I think.</p>	The project includes an extension of Mountain Road north to Fike Hollow Road along the eastern embankment of U.S. 219. This planned improvement has been discussed with the Summit Township Supervisors during a meeting in December 2022 and subsequent discussions. The Township is in agreement with the planned improvements in concept. The Mountain Road Extension will provide an alternative access point so that the steep grade could be avoided if desired. Maintenance activities of Mountain Road, such as snow removal, are the responsibility of Summit Township. Maintenance concerns should be addressed to the Summit Township Supervisors.	N/A	Chapter 2, Section 2.2.3 Common Segment Improvements - All Build Alternatives
PV-2	Brandon Stern	Homeowner/Resident	PV-2-1	I think the biggest thing was the water for the animals and the hazard to the road conditions.	There are no plans to alter the stream flowing through your property. In regard to the steep grade of Mountain Road and maintenance activities, the project includes an extension of Mountain Road north to Fike Hollow Road and along the eastern embankment of U.S. 219. The design of Mountain Road will be current design standards, including sight distance. This planned improvement has been discussed with the Summit Township Supervisors during a meeting in December 2022 and subsequent discussions. The Township is in agreement with the planned improvements in concept. The Mountain Road Extension will provide an alternative access point so that the steep grade could be avoided if desired. Maintenance activities of Mountain Road, such as snow removal, are the responsibility of Summit Township. Maintenance concerns should be addressed to the Summit Township Supervisors.	N/A	Chapter 3, Section 3.15, Geology, Hydrology and Groundwater and Chapter 2, Section 2.2.3 Common Segment Improvements - All Build Alternatives
PV-1	Dwight Lepley	Homeowner/Resident	PV-1-5	My address, where I physically live now is --- My stepson, I sold him this property that we're speaking about at ---. Two businesses. It's A to Z Truck and Repair. So just some concerns, you know, with a few things. And the road is, I don't know, within 20 feet of his house now. We surely hope they don't put it any closer.	The existing roadway is 18 feet in width with 2 foot graded earthen shoulders. The planned roadway will be 18 feet in width; however the 2 foot shoulders will be paved. The travel lanes carrying the traffic will not be any closer to the home than they are today.	N/A	Chapter 2, Section 2.2, FEIS Alternatives Description Preliminary Alternatives
PV-2	Brandon Stern	Homeowner/Resident	PV-2-2	Just possibly as far as there's parking for the business on both sides of Mountain Road; concerned a little bit with how much of that we'll lose and just the access mainly.	The existing roadway is 18 feet in width with 2 foot graded earthen shoulders. The planned roadway will be 18 feet in width with 2 foot paved shoulders. The travel lanes carrying the traffic will not be any closer to the business or its parking areas than they are today.	N/A	Chapter 2, Section 2.2, FEIS Alternatives Description Preliminary Alternatives
PV-1	Dwight Lepley	Homeowner/Resident	PV-1-6	Yeah. We are more desirable to having the road shut off really than it's not a thru-road. I mean, there's two houses clear at the top of the hill and only us down over the hill. That's it. And it just seemed to me it's kind of handy to make a whole thru-road out of it, but whatever. That's all we have to say. Thanks for your time.	The extension of Mountain Road resulted from concerns raised during the June 2022 public meeting with the operation of the Hunsrick Road intersection with Mason Dixon Highway following completion of the project. This planned improvement has been discussed with the Summit Township Supervisors during a meeting in December 2022 and subsequent discussions. The Township is in agreement with the planned improvements in concept. The extension of Mountain Road to Fike Hollow Road allows the Hunsrick Road intersection with Mason Dixon Highway to be eliminated, thus eliminating the concern raised by the public.	N/A	Chapter 2, Section 2.2.3, Common Segment Improvements - All Build Alternative
PT-1	Brian Fochtman	Public Official	PT-1-1			N/A	

			<p>"Good Evening. My name is Brian Fochtman. I'm the chairman of the Somerset County Board of Commissioners. First name Brian, spelled B-R-I-A-N, last name Fochtman, F-O-C-H-T-M-A-N. Address ---.</p> <p>On behalf of my fellow Commissioners, Irv Kimmel and Pamela Tokar-Ickes and the residents of Somerset County, allow me to indicate our strong support for the completion of the final miles of U.S. Route 219 to Maryland, to the Maryland line and the proposed realigned - recommended realignment.</p> <p>For Somerset County, this has been a long way. From the outset of the project in the mid-1960s, the importance of this four-lane highway has been clear. And while we understand that it would take a number of years to come, I don't think any of us believe that it will still be taking -finishing this road nearly 60 years later.</p> <p>Every board of the county commissioners since the initial groundbreaking have known the potential presented by this highway. To be a county intersected by the Pennsylvania Turnpike and a north-south corridor make you attractive to business and your existing businesses more competitive.</p> <p>It presents opportunity to strengthen your local economy, provide access to markets, expand you labor force, broaden you market, remove barriers to education, and enable the county to strengthen its future. We know we have encountered setbacks in the goal of completing this road, but we never gave up and we never give in and that's why this project has been funded up to construction.</p> <p>We have moved forward one bypass, one section at a time. But now it's time to get it done. The Somerset County Commissioners stand in support of the recommended preferred Alternative E-Shift Modified. We believe that the design team respected permitting agencies have closely examined the impacts of all the other potential alignments.</p> <p>This is not to say that there will be no impact. We acknowledge that there will be property owners deeply affected by this route. Some residential, some commercial, some will lose farmland and forest land, and there will be some impact to our historic resources and environment. Please know that sacrifice will not be taken for granted, and should be kept in top of our minds as we move forward in our collective goal.</p> <p>We encourage our impacted residents to keep the lines of communication open with the county as the process moves forward and to work with the agencies charged with its oversight. You understand that there is a price of progress. The benefits of this project cannot outweigh what you have to give for its completion.</p> <p>We hope you will take some comfort in knowing that this highway will benefit Somerset County in ways we can only imagine. A study conducted for the county on the impact of completion of the highway five years ago, found, and I quote, 'the completion of Route 219 will provide the safest, most robust, and highest capacity route for central north-south connectivity to Pennsylvania and Maryland's overall transportation system in the South Central Pennsylvania region. No such route currently exist in the Southern Allegheny's region, and none is likely to exist without the completion of 219.'</p> <p>In addition to saving lives and preventing costly loss to property, the route will sustain the viability of the Southern Alleghenies region. The Study goes on to say that the completion of Route 219 will mean more jobs, competition for employees at higher wages, new and expanded</p>	<p>Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.</p>		<p>Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.</p>
--	--	--	---	---	--	--

				<p>markets and facilities, lower transportation cost, faster transportation times, and improved safety.</p> <p>There are all the opportunities to make Somerset County stronger and build its future. We are far from done but we are crossing an important threshold today in the nearly six decade fight for this highway.</p> <p>On behalf of the Somerset County Board of Commissioners, we support the preferred aligned alternative and look forward to the completion of this crucial highway. Thank you."</p>			
PT-2	Martha Albright	Local Resident	PT-2-1	<p>"Martha Albright, M-A-R-T-H-A A-L-B-R-I-G-H-T. Address is ---. And I just felt that I want to reiterate Commissioner Fochtman and other ones. I've lived in Meyersdale. Never moved more than a mile from home and we need this road. I watched it 60 years happen, over 6 decades. It's ridiculous. I just don't understand. We need this road for safety and for business, and I just want to reiterate, it could take part of my property and I'm willing to do that because we need progress and we need it done. Thank You."</p>	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.
PT-3	David Moe	Local Resident	PT-3-1	<p>"Hello, my name is David Moe and I reside at ---. I rise in support of this project and applaud the agencies involved for their detailed work with their consultants and subcontractors. Thank You.</p> <p>I support the E-Shift Modified Version as delineated in the handout. I would like --- I am not a civil engineer. I have no objections. I'd just like to point out to all the agencies involved that this project what part of the Appalachian Development System developed in the early 1960s under President John F. Kennedy and became law under Lyndon B. Johnson.</p> <p>Though it's been more than 50 years in time that we have waited for this particular project to be developed by both state and agencies and I thank both for that. And it's also dependent on the chief administration officer of each respective state to confirm the recommendation of their respective transportation agencies. I thank those involved in that also.</p> <p>I know that that there is still a slight deficiency in funding for the construction of this project and there have been people within this room working on that, with the federal congress, the state agents. I want to thank you for that also.</p> <p>So I would like to implore the agencies involved to please approve the Draft EIS in the final so we can finally get the construction on this project after more than 50 years of waiting. Thanks."</p>	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.
PT-4	George C. Edwards	Public Official	PT-4-1	<p>"I'm George Edwards. Address --- here in Grantsville. Been a Grantsville resident my whole life, former senator, and I'm sure the state people might be glad I am not there now because I will be on them all the time about this particular project and a lot of other things. Phone Number ---.</p> <p>I've been involved in this for quite some time. Good to see we are still making forward movement. I want to thank both states and engineers who talk to people, who've listened to their comments and made changes based on their comments.</p> <p>When people approached me, I turned them over to the state, talked to them, worked out the issue as best they could, then you can only do so much. This is very important to this part of the state. We talked about the importance of all these other things. This is important to Garrett County, it comes into Garrett County, but Allegany County</p>	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.

				<p>supports it also because it is close to the border. Big benefit to Somerset County.</p> <p>You know the Appalachian Regional Road System was put in place to help the poor parts of the country out. This road, particularly in Maryland, is going to help two of the four poorest counties out in this state, which are Garrett and Allegany County. We have a lot of good things being looked at. We got to have transportation, got a good network to improve your economic development. We are working on that. Things are going pretty good, hopefully to be done better.</p> <p>It's my understanding, and I can stand here and be corrected if I'm wrong, but I know you can't answer any questions, but I understand that two or three years ago we got 70 some million dollars from the state for from the Feds and this is the only road that this can be spent on.</p> <p>So hopefully it's locked in a box down there that someone can't take it because they'd have to change federal law as I understand it. Take that money and put in somewhere else or give it back to the feds. In Maryland, we don't want to do that. So we're basically ready to go in Maryland when this is all done. I know Pennsylvania is working hard to get construction funding. Once we get to that point I would say that 90 percent of people here support this to be done.</p> <p>I can tell you that the Mayor and the Council of Grantsville, I'm on the council there, we're in unanimous support of this project. County Commissioners are unanimous for the project, as is Allegany County Commission and I know our local delegation for the state is in support of it. You got a lot of support from local elected officials and the community as a whole.</p> <p>So we look forward to keeping on this schedule and cutting the ribbon even by 2030 or '31. I forget the number that was up there, Hopefully we're all still around to do that, to be able to cut that ribbon. So thank you for all your hard work. Keep moving forward. Don't let this get back on the back burner. Let's keep it on the front burner. Thank you."</p>			
E-4	Saundra Banker	Homeowner/Resident	E-4-1	<p>Hi. We talked last eve at the Salisbury meeting.</p> <p>(We discussed eyesight)!! My name is Saundra Banker and I own the Lowry Farm which has been a topic of discussion for the proposed 219 right of way. My property is on the DU shift. I have owned this property since 1988. It was part of an original Land Grant centuries ago. A historical cemetery has been mentioned many times in the past. It always seems to be mentioned on past deeds but it is impossible to locate on foot. There are no headstones. However, the residence was built in 1840. As far as I know it is not registered on the Somerset County Historic list or on the National sites. The house is located a long way from the proposed route so I would not anticipate any disturbance.</p> <p>I just wanted to clarify in the event that PennDOT decided to change their current decision.</p> <p>I am sorry that I missed part of the meeting. I was enroute from an appt. in Johnstown and had bad driving weather. Plus vision is not great in those conditions. As you probably know.</p> <p>My question today is: do you think I should attend the MD. meeting today. Or would it serve no purpose? If so, where and what time will it be held. It was nice talking to you ---. Please feel free to text me at ---. Or email. Stay warm.</p>	<p>The Lowry Farm (PA SHARE Resource Number 2004RE00605), an 166-acre property located at 761 Engles Mill Road, is eligible for listing in the National Register of Historic Places (NRHP). During the Determination of Effects coordination for this project, it was determined that Alternative E Modified or Alternative E-Shift Modified would have No Effect on the Lowry Farm; however, Alternative DU Modified and Alternative DU-Shift Modified would have an Adverse Effect on the property because they require up to 24.4 acres of wooded and cleared property from the eastern edge of the historic farm. Information has been collected regarding local and family cemeteries in the vicinity of the project from the historical society and from landowners, including the cemetery at the Lowry Farm. Based on the information gathered, all of the known cemeteries are outside of the current study area for the alternatives.</p> <p>KCI responded promptly on 12/12/24, noting the information shared would be the same and the location, and time of the public hearing.</p> <p>Location: Grantsville Volunteer Fire 178 Springs Rd, Grantsville, MD 21536 Time: Open House 4-5pm Presentation 5-6pm Testimony 6-8pm</p>	N/A	Chapter 3, Section 3.8 Historic Architectural Resources

				Regards, Saundra Banker Address ---. PennDOT and any associated parties may email or text me.			
W-5	Linda Thompson	Business Owner President of JARI	W-5-1	<p>Speaking on behalf of the Somerset County economic development service provider (JARI), I want to commend the PennDOT Team for the selection of "E-Shift Modified" as the preferred alternative, having far fewer impacts than the other alternatives.</p> <p>JARI is committed to supporting this process leading to the construction phase, and understands the importance of the completion for the safety of the community and also for the flow of goods and services, as well as opening up the region for maximum participation of the workforce.</p>	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.
W-6	Dale Luy	Homeowner/Resident	W-6-1	Under Project need is erroneous information. There are no definitive plans for any 33 lot residential development. The cited area has now been sold two times with failure of those plans to come to fruition. This incorrect information should be removed from the public document.	The October 2024 DEIS currently says, "Truck volumes will continue to increase from future growth and there is a potential for additional truck volumes from the proposed Chestnut Ridge Development Corridor (CRDC) which includes an 8- lot, 160-acre industrial park and a 33-lot residential development. CRDC will be accessed from U.S. 219 near the southern terminus."	The FEIS was revised to say the following: "Truck volumes will continue to increase from future growth and there is a potential for additional truck volumes as a result of development that may occur in Maryland's Priority Funding Area (PFA) as shown in Figure 2-4. The Maryland Smart Growth Act directs state infrastructure investment to within locally designated PFAs, and PFAs encourage private development. The PFA can be accessed from U.S. 219 near the southern terminus. "	Chapter 1, Section 1.7 Project Needs
W-6	Dale Luy	Homeowner/Resident	W-6-2	The Piney Run watershed and associated streams are stocked streams and some of the most pristine in the Cambria/Somerset counties region. A region overwhelmed with poor water quality due to decades of mining activity that was poorly controlled and even more poorly documented. The government has spent money to try to clean up these waterways, private efforts have actually been more effective. Running this Shift E through the Piney Run area destroys quality of life and does not add quality of life.	<p>The purpose of the Project is to complete the final segment of Corridor N of the Appalachian Development Highway System. The fixed termini of the linear project do not permit any of the Build-Alternatives to avoid all waterways and wetlands and all Build-Alternative cross through the Piney Run watershed. Therefore, the Project's purpose cannot be met without impacting waters and wetlands within the Piney Run watershed. The Preferred Alternative has the fewest impacts to PA Fish and Boat Commission designated Trout Stocked Waters and Wild Trout Waters. Continued coordination with the resource agencies, along with refinement of the engineering design of the Preferred Alternative, will reduce impacts to aquatic resources. Wetland and stream mitigation will compensate for unavoidable impacts. During final design, PennDOT and SHA will seek to further avoid and minimize impacts to streams. Efforts to minimize stream impacts could include bridges constructed to span streams at right angles and using retaining walls in areas of cut or fill.</p> <p>Stormwater generated from the Preferred Alternative and runoff into nearby streams will be managed using stormwater control measures and best management practices that will restrict the rate and volume of stormwater and protect water quality. These measures could include detention basins; infiltration basins and/or trenches; bioretention and/or microbioretention; constructed wetlands and/or submerged gravel wetlands; amended soil to improve absorption and water quality; Managed Release Concept basins for areas with poor infiltration; level spreaders; bioswales/vegetated swales; vegetated filter strips; disconnection from storm sewers; revegetation/reforestation; and minimization of disturbed areas.</p>	N/A	Chapter 3.19: Waterways, Watersheds, Surface Water Quality, and Aquatic Biota

W-6	Dale Luy	Homeowner/Resident	W-6-3	When looking at the maps one disturbing decision seems to have been made. Non-farm, residential properties and private businesses appear to be considered most expendable. Farmland is cheap in this area and the loss of private residences is a greater tax loss than loss of farmland.	<p>Farmlands are considered valuable resources due to their economic contribution by producing food, supporting jobs in agriculture, and preserving open spaces.</p> <p>Federal and Pennsylvania state laws and regulations protect agricultural resources from condemnation or conversion to nonagricultural use as a result of federal or state-funded programs. These include:</p> <ul style="list-style-type: none"> • 7 U.S.C. §4201, Farmland Protection Policy Act (FPPA) of 1981, as amended • PA Act 1979-100, The Administrative Code of 1929 • PA Act 1981-43, Agricultural Security Law, as amended • 4 Pa Code Chapter 7, §7.301 et seq., Agricultural Land Preservation Policy (ALPP), Executive Order No. 2003-2, March 20, 2003. 	N/A	Chapter 3.13: Farmlands
W-6	Dale Luy	Homeowner/Resident	W-6-4	Local state roads are terrible when compared to local Maryland state roads across the state line. Pennsylvania Department of Transportation and Pennsylvania legislators should focus on fixing what needs to be fixed first before creating more four lane highways that suck all funding away from the UNSAFE local state roads. Case in point - how many times at the intersection of Greenville Rd and McKenzie Hollow Rd to the state line have vehicles left the roadway? Take some time to come out to this part of Somerset County to see the private residence planters that have been demolished, the gas line markers run over and even the welcome to Pennsylvania sign that has been replaced yearly because a vehicle has clipped it off.	<p>The funds on the U.S. 219 project are APD (Appalachian Development) Funds and they are allocated for use on the ADHS (Appalachian Development Highway System) corridors. Those corridors can be found at the link below. This project is the last remaining portion of Corridor N that is not complete. The funds being used to complete this project are Federal and are designated to work on these corridors as described below.</p> <p>https://en.wikipedia.org/wiki/Appalachian_Development_Highway_System/List_of_ADHS_corridors</p> <p>Greenville Rd (SR 2010) and McKenzie Hollow Rd (SR 2011) do not qualify to use APD funds.</p> <p>There is a 4 year capital improvement program that is updated every two years. Assets are continuously reviewed for potential inclusion in the program. Somerset county selects and funds projects by operating cooperatively with the counties of Bedford, Fulton and Huntingdon as the Southern Alleghenies Rural Planning Organization (RPO). During this update, regional project priorities in the four counties are reviewed and revised. As a result, corresponding adjustments are made to the regions TIP and Twelve Year Program (2nd & 3rd 4-years). The Department is currently in negotiations with the Southern Alleghenies RPO resulting in a fiscally constrained TIP that best addresses the needs of the transportation system in the Southern Alleghenies region. We encourage you to work with The Planning Director, Lee Slusser of the Southern Alleghenies Planning and Development Commission in regards to the request for potential funding. We encourage you to review the process of how projects get planned by visiting https://www.talkpatransportation.com/how-it-works/typ</p>	N/A	Executive Summary, Section ES-12.
W-7	Leonard Lichvar	Homeowner/Resident	W-7-1	I want to be notified of the response to the PADEP Technical Deficiency Letter dated 11/15/24 from Dana Drake Environmental Program Manager PADEP of the impacts to the 23,192 feet of streams. I want to know exactly what type of impacts will be generated.	<p>The Project Team is in receipt of the Technical Deficiency Letter and is currently coordinating with the PADEP to resolve issues through the 401 WQC process. Impacts presented in the 401 WQC request are preliminary and are anticipated to be reduced through preliminary engineering and final design stages of the project. Final impacts to watercourses and wetlands will be permitted by the PADEP during the final design stage of the project.</p> <p>To obtain a copy of the 401 WQC Request package and the Response Letter, a "Right-to-Know" request may be completed and submitted to PADEP.</p>	N/A	Chapter 3, Section 3.30 Permits, Approvals & Authorizations Required
W-7	Leonard Lichvar	Homeowner/Resident	W-7-2	Also you should contact the Watershed Specialist at the Somerset County Conservation District regarding these impacts for assistance in how they can best be mitigated or lessened.	The FEIS has identified the Preferred Alternative as Alternative E-Shift Modified. This alternative results in the least environmental impact, based on investigations performed in accordance with 25 Pa. Code Chapter 105 and COMAR standards 26.17 and 26.23. The field investigation were performed from spring 2022 through fall 2023.	N/A	Chapter 3, Sections 3.19 Waterways, Watershed, Surface Water Quality and Aquatic Biota, Section

					Mitigation for waterway impacts is currently included in the relevant section of the FEIS, this includes Wetlands and Waterways, Watershed, Surface Water Quality and Aquatic Biota. Additionally, the necessary permits will need to be obtained before construction can begin and will include the Somerset County Conservation District. Resource impacts and mitigation have been discussed with resource agencies, including through ten agency coordination/interagency review meetings that have been held since the project was re-initiated in 2020.		3.20 Wetlands and 3.30 Permits, Approvals & Authorizations Required
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-1	<p>RE: EPA Comments on the Draft Environmental Impact Statement (EIS) for the U.S. 6219, Section 050 Transportation Improvement (U.S. 219) Project; Meyersdale, Pennsylvania to Old Salisbury, Maryland, October 2024 (CEQ No. 20240203)</p> <p>Dear Ms. Crobak, Mr. Stone, and Mr. Beck:</p> <p>Thank you for providing the U.S. Environmental Protection Agency (EPA) with the Notice of Availability (NOA) of a Draft Environmental Impact Statement (EIS) for the U.S. 6219, Section 050 Transportation Improvement Project, Meyersdale, Pennsylvania to Old Salisbury, Maryland (U.S. 219 project) and request for comments.</p> <p>Pursuant to the National Environmental Policy Act (NEPA, as modified by the Fiscal Responsibility Act) (42 USC § 4321 - 4336e) and Section 309 of the Clean Air Act (CAA) (42 USC 7609), EPA has reviewed and provides our enclosed comments on the Draft EIS. The CAA Section 309 role is unique to EPA. It requires EPA to review and comment on the environmental impact of proposed federal actions subject to NEPA's environmental impact statement requirements and to make its comments public.</p> <p>The Draft EIS was prepared by the Pennsylvania Department of Transportation (PennDOT) with the Maryland Department of Transportation, State Highway Administration (MDOT SHA) and with federal oversight from the Federal Highway Administration (FHWA). EPA participated in early review of the project for its Planning and Environmental Linkages (PEL) Study initiated in 2014 and the development of the Draft EIS initiated in 2016 as a Cooperating Agency, in accordance with 23 USC 139 and 42 USC 4336a. We appreciate the lead agencies' efforts to coordinate with EPA and address our previous comments on early drafts of the project's PEL and NEPA studies.</p> <p>The Draft EIS compares several alternative alignments for extending U.S. 219 for approximately 8 miles from the southern end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed 1.4-mile section of U.S. 219 in Garrett County, Maryland, between Interstate 68 and Old Salisbury Road. The Draft EIS identifies Alternative E-Shift Modified as the Preferred Alternative that would best meet the project purpose and need.</p> <p>As noted in the document, this EIS is being completed in compliance with 23 USC 139, which codifies an integrated NEPA and Clean Water Act (CWA) Section 404 process for efficient environmental reviews. The Final EIS should therefore support the U.S. Army Corps of Engineers' (USACE or Corps) decision under CWA Section 404 to authorize the discharge of dredged or fill material into jurisdictional waters of the United States to construct the project. On November 8, 2024, the USACE Pittsburgh and Baltimore Districts issued Public Notice (PN) (LRP-2014-00523) that the lead agencies submitted a Joint Federal CWA 404/State permit application for the project.</p>	Thank you for your comments/feedback. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative and Chapter 3, Section 3.30 Permits, Approvals & Authorizations Required

W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-2	<p>EPA's review of the Draft EIS identified deficiencies in the analysis of the project's potential effects on environmental quality that EPA recommends be addressed in the Final EIS. The enclosed technical comments on the Draft EIS provide a range of recommendations intended to help improve the analysis, environmental outcome of the project, and usefulness of the Final EIS for agency decision making. The enclosed letter dated December 23, 2024 from EPA Region 3 Water Division to USACE responds to the PN and CWA Section 404 permit application, and to the Draft EIS to the extent the PN and CWA Section 404 permit application rely upon the DEIS. The purpose of the enclosed letter to USACE is to ensure that the Corps' permitting decision is consistent with applicable criteria so as to avoid potential substantial and unacceptable adverse impacts to aquatic resources of national importance. Addressing EPA's comments in the enclosed letter and herein is important to both the NEPA document and CWA Section 404 permitting decision, to ensure that adverse impacts on the aquatic ecosystem, human welfare, and recreational and economic values have been fully avoided, minimized, and mitigated.</p> <p>We look forward to continuing our coordination with the lead agencies in preparing the Final EIS. Please reach out with any questions to me or the lead NEPA reviewer for the project, Rebecca Souto-Glyn at glyn.rebecca@epa.gov.</p>	<p>The Project Team is working in coordination with all local, private, and state government agencies and stakeholders to find the best alternative with the least environmental impacts.</p> <p>The Final EIS will be sent to the EPA and a copy will be available to the public.</p>	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative and Chapter 3, Section 3.30 Permits, Approvals & Authorizations Required
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-3	<p>EPA Technical Comments on the Draft Environmental Impact Statement (EIS) for the U.S. 219 Meyersdale, PA to Old Salisbury, MD Project, October 2024 (CEQ No. 20240203) Submitted to FHWA, PennDOT, and MDOT SHA on December 23, 2024. The U.S. Environmental Protection Agency (EPA) provides the following comments and recommendations on the Draft EIS for your consideration.</p> <p>Executive Summary On page ES-1, we recommend citing NEPA Section 102 (C) (42 USC 4332) in reference to the requirement for federal agencies to prepare an EIS for proposed actions that significantly affect the environment.</p>	The Project Team appreciates the recommendation and have added the citation to ES-1 in the FEIS.	ES-1 Text was added: An EIS is a document required by NEPA (Public Law 91-190, Section 102, Subsection (C)), under 42 US Code (USC) 4332 Subsection (C), that takes into consideration the effects of a federal agency's proposed action on the environment.	Section ES-1 of the Executive Summary
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-4	Regarding references to Council on Environmental Quality (CEQ) regulations implementing NEPA on page ES-1 and throughout the document, we recommend including a footnote or other reference in the document that acknowledges: "This document contains numerous references to the regulations published at 40 CFR Part 1500. The agencies are aware of the November 12, 2024, decision in Marin Audubon Soc'y v. FAA, No. 23-1067 (D.C. Cir. Nov. 12, 2024). To the extent that a court may conclude that the Council on Environmental Quality (CEQ) regulations implementing NEPA are not judicially enforceable or binding on the agencies' actions, the agencies have nonetheless elected to follow those regulations at 40 C.F.R. Parts 1500-1408, in addition to the agencies' own NEPA procedures to meet the agencies' obligations under NEPA, 42 U.S.C. §§ 4321, et seq."	The Project Team appreciates the recommendation. However, these references are no longer applicable due to new Executive Orders and policies.	N/A	Chapter 1, Section 1.1
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-5	References to "23 CFR §139" on pages ES-1 and ES-2 should instead refer to "23 USC 139."	The Project Team appreciates the correction and ES-1 and ES-2 have been revised accordingly in the FEIS.	ES-1 Two references to 23 CFR §139 were revised to 23 USC 139.	Executive Summary, ES-1
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-6	On page ES-2, we recommend citing 42 USC 7609 in reference to the Clean Air Act Section 309(a) requirement for EPA to review and comment publicly on EISs.	The Project Team appreciates the recommendation and have added the citation to ES-1 in the FEIS.	ES-1 Text was added: the EPA will provide comments on general NEPA compliance of the EIS and specific comments	Executive Summary, ES-1

						pursuant to our responsibilities under Section 309 of the Clean Air Act (CAA) (42 USC 7609), Sections 402(d) and 404(b)	
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-7	On Figure ES-1 on page ES-6, we recommend identifying Alternative E-Shift Modified as the Preferred Alternative for quick reference.	The Project Team appreciates the recommendation but declines to add this reference to Figure ES-1. Alternative E-Shift Modified is not introduced as the Preferred Alternative in the Executive Summary until Heading ES-10 (Page ES-9). The Project Team does not believe it would be appropriate to added an earlier reference to Alternative E-Shift Modified being the Preferred Alternative.	N/A	Executive Summary, ES-1
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-8	<p>We recommend updating Table ES-5 to identify:</p> <ul style="list-style-type: none"> • In the Displacements section on page ES-13, any proposed measures to avoid or relocate the sludge drying bed that is part of an active water treatment operation and may be acquired or displaced. • In the Stormwater Management section on page ES-17, NPDES stormwater permit coverage that would be required for the construction and post-construction/operational phases of the project, as well as any monitoring and maintenance requirements that would apply to the best management practices (BMPs) identified. • In the Construction section on page ES-20, potential stormwater and downstream water quality impacts, permits, and/or BMPs as mitigation, possibly by referencing the Soils & Erosion and/or Stormwater Management sections of the table. 	Text will be revised as suggested.	<p>Table ES-5 Displacements</p> <ul style="list-style-type: none"> • PennDOT would incur the cost to design, relocate and build a new sludge drying bed associated with the Weimer Strip and Auger post mining remediation site. If feasible and reasonable, the sludge drying bed will be relocated to a similar environment on the same property and its function and access will be restored. If this is determined to be infeasible or unreasonable by PennDOT, alternative methods of mitigation will be investigated. <p>Table ES-5 Stormwater Management</p> <ul style="list-style-type: none"> • Add to end of "Commitment/Mitigation" bullet item: The state NPDES Construction Activity permit programs in both PA and MD will regulate stormwater management design, construction, and post-construction inspection/maintenance. The design and NPDES permitting process will determine the frequency of post-construction inspection and monitoring. No post-construction water quality monitoring is anticipated since NPDES Municipal Separate Storm Sewer System (MS4) permit coverage is not required in the project area. <p>Table ES-5 Construction</p> <ul style="list-style-type: none"> • Add this bullet item in "Commitment/Mitigation" column: The state NPDES Construction Activity permit programs in both PA and MD will require and regulate the Erosion and Sediment Control design for the project. Typically, regulatory inspections occur throughout the project. 	Executive Summary, Table ES-5, and the following questions in the Executive Summary ES-13, ES-17 and ES-20.

W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-9	<p>1 Introduction, Purpose, & Need</p> <p>In Section 1.5 Existing Traffic Volumes on page 1-7, we recommend identifying the basis for the assumed regional growth rate of 1.5 percent. It would be helpful if this could reference more recent supporting documents if available, as the Project Needs Analysis in Appendix C is dated March 1999 and projects growth rates ranging from 2% per year at the PA/MD border to 3.7% per year along the Garrett Shortcut (Section 2.24, Projected Traffic Volumes and Level of Service).</p>	The 1.5% regional traffic growth rate used for the project was provided by the Maryland Department of Transportation State Highway Administration and their Maryland Statewide Transportation Model (MSTM). This information was coordinated in the 1st quarter of 2023.	Section 1.5 Second Paragraph REPLACE 1st SENTENCE WITH " A 1.5% linear regional growth rate was provided by the Maryland Department of Transportation State Highway Administration and their Maryland Statewide Transportation Model (MSTM). Following coordination with agency partners, it was determined that this growth rate would be used as the basis for future growth beyond the count year of 2022 to the forecasted opening year (2030) and design year (2050)."	Chapter 1, Section 1.5 Existing Traffic Volumes
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-10	<p>2 Alternatives Considered</p> <p>Table 2.3 (page 2-29) lists potential impacts to palustrine forested wetlands (PFO) as "TBD." Please clarify the reason why this information cannot be determined at this time.</p>	"TBD" was a typo. The acreage of impacts to PFO wetlands for DU-Shift Modified was calculated as 4.70 acres.	TABLE 2.3 revision: Replace TBD with 4.70	Chapter 2, Table 2.3 Alternatives Impacts Comparison Overview
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-11	<p>3 Environmental Resources, Impacts, and Mitigation</p> <p>3.1 Land Use, Zoning, Planning and Development</p> <p>On page 3-5, Section 3.1.3, please change the word "now" to "no."</p>	The Project Team appreciates the correction and this sentence in Section 3.1.3 has been revised accordingly in the FEIS.	3.1.3 There are <u>no</u> new access points or interchanges being proposed as part of this project	Chapter 3, Section 3.1.3, Land Use, Zoning, Planning & Development Impacts
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-12	<p>3.2 Population and Demographics</p> <p>Section 3.2.3 (page 3-7) states "The objective of the four build alternatives is to stimulate project area economic and population growth and reverse negative population trends." Stimulating population growth is not listed as part of the purpose and need statement and would require additional analysis. We recommend removing this as an objective in the Final EIS.</p>	The Project Team appreciates the correction and this sentence in Section 3.2.3 has been revised accordingly in the FEIS.	3.2.3 Text was removed: The objective of the four build alternatives is to stimulate project area economic and population growth and reverse negative population trends by facilitating improved mobility for freight and labor.	Chapter 3, Section 3.2 Population and Demographics
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-13	<p>3.7 Displacements</p> <p>The document discusses the possible acquisition of an antenna tower and a sludge drying bed. Both of these displacements would require relocation. In order to assess impacts, the relocation of these two features should be included in the impacts assessment.</p>	An additional heading entitled Impacts will be added. The antenna tower and sludge drying bed are stated as likely requiring acquisition/relocation in the DEIS and the displacement was included in Table 3-6 of the DEIS.	<p>A heading 3.7.2 Impacts will be added and the discussion beginning with paragraph four will remain the same. The heading 3.7.2 Mitigation will now become 3.7.3 Mitigation. The 3.7.2 Impacts section will indicate that the antenna tower and sludge drying bed will likely require acquisition.</p> <p>Additional text was added regarding the potential antenna tower displacement:</p> <p>If the antenna tower along existing U.S. 219 in Maryland, near the south end of the project area is deemed inaccessible and would need to be displaced, SHA would incur the cost to design and relocate the new antenna.</p>	Chapter 3, Section 3.7 Displacements

W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-14	EPA requests additional information on the antenna tower including what service it currently provides.	The tower holds an antenna and equipment for a FM radio station.	N/A	Chapter 3, Section 3.7 Displacements
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-15	Section 3.14 also discusses the sludge drying bed and its affiliation with an active water treatment facility associated with Weimer Strip and Auger Mine. EPA recommends placing this information in Section 3.7 as well, as it provides a better understanding of the sludge drying bed and carrying this information throughout the document.	The Project Team appreciates the recommendation and has added additional information regarding the water treatment operation associated with the Weimer Strip and Auger mine to Chapter 3.7 of the FEIS.	3.7.2 All build alternatives would impact access to and likely require acquisition of an antenna tower along existing U.S. 219 in Maryland, near the south end of the project area. Alternatives E Modified and E-Shift Modified require displacement and acquisition of a sludge drying bed associated with the Weimer Strip and Auger post mining remediation activities. <u>Additionally, a sludge drying bed is located within the footprint of Alternatives E Modified and E-Shift Modified. According to information obtained from PA DEP, the sludge drying bed is part of a nearby active water treatment operation and is located in the footprint of the historic Weimer Strip and Auger mine. Multiple treatment lagoons and two caustic soda aboveground storage tanks associated with the water treatment operation are located adjacent to and to the north of Alternatives E Modified and E-Shift Modified. The sludge drying bed associated with the nearby active water treatment operation would be displaced by Alternatives E Modified and E-Shift Modified.</u>	Chapter 3, Section 3.7 Displacements
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-16	3.11 Air Quality & Greenhouse Gas Emissions Table 3-15 assumes 0.5 metric tons of carbon sequestration per hectare per year. The study referenced was conducted in 2012; more recent data suggests this number may be higher. We recommend using more recent studies to determine the sequestration rate, such as this example from the U.S. Forest Service: https://www.fs.usda.gov/sites/default/files/fs_media/fs_document/GHG-emissions-removals-2022.pdf . If the 0.5 metric tons of carbon sequestration per hectare per year is appropriate, please provide a brief explanation. Please update the social cost of carbon calculations as appropriate.	Thank you for providing the Project Team with this recent study. However, in compliance with new Executive Orders, and policies, this section is no longer required for federal actions.	N/A Section was removed, comment no longer applies	Chapter 3, Section 3.11: Air Quality
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-17	EPA recommends the use of low embodied carbon material where possible to help reduce greenhouse gas emissions. Please consider adding criteria for the use of these materials to construction contracts. These criteria could be included in the mitigation section of the document. For additional information, please see: https://www.epa.gov/system/files/documents/2024-11/resources_lccm.pdf .	PennDOT is limited to the use of materials approved in bulletin 15. In order to facilitate fair bidding and fairness to all industries we cannot specify a specific product or products for all materials on a project.	N/A	Chapter 3, Section 3.11: Air Quality

W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-18	In Section 3.11.4, we recommend identifying preliminary locations for tree planting and revegetation proposed as mitigation for temporary and permanent tree and vegetation removal on page 3-50.	Current Pennsylvania laws do not require PennDOT to provide reforestation for forestland takes/impacts. However, the team through the Biological Assessment for endangered bats, has recommended a number of mitigation measures for forested habitat loss which include implementation of a riparian planting plan to be developed in coordination with USFWS, PGC and DCNR as well as other compensation measures. Additionally, property owners will be compensated for the loss of trees through the right-of-way process. The limit of disturbance at this current design stage is still very conservative. The Team will continue to work on minimizing impacts through preliminary and final design. Maryland does have a one acre for one acre reforestation law. Once the alternative has been refined and exact impact number are known, a tree planting plan and revegetation plan will be developed and implemented. This is included in the Mitigation section for Vegetation, Terrestrial Habitat & Terrestrial Wildlife (3.22.4). This will not be included in the Air Quality section due to new Executive Orders and policies.	N/A	Chapter 3, Section 3.11: Air Quality and Section 3.22.4 Vegetation, Terrestrial Habitat & Terrestrial Wildlife
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-19	3.12 Noise In Section 3.12.4, the first sentence does not appear to be complete. Please consider rewording.	Sentence was reworded.	For preliminary noise analysis purposes, noise barriers were considered to be the only feasible form of noise mitigation. The Final Design noise study will consider where feasible earth noise berms, traffic management measures, alternation of horizontal and vertical alignment and acquisition of real property or interests therein (predominately unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise.	Chapter 3, Section 3.12 Noise
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-20	3.15 Geology, Hydrology, & Groundwater Section 3.15.4 indicates that monitoring may be provided as mitigation for groundwater and residential wells. EPA recommends similar monitoring of streams and wetlands for changes in Ph levels due to acid bearing rock exposure.	The Team anticipates conducting a monitoring program of perennial watercourses as part of the construction phase of the project similar to what was done with PennDOT's SR 6219, Section 20 project. The monitoring program is anticipated to consist of pre-construction, ongoing construction and post construction sampling at locations upstream, within and downstream of the constructed alignment.	Update to the mitigation table to include monitoring program of perennial watercourses as part of the construction phase. The monitoring program is anticipated to consist of pre-construction, ongoing construction and post construction sampling at locations upstream, within and downstream of the constructed alignment.	Chapter 3, Section 3.15 Geology, Hydrology, & Groundwater
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-21	Page 3-72 notes that soil and rock slope stability analyses will be used to determine a safe slope ratio for embankments. Please confirm whether the embankment widths used to determine the limit of disturbance represent a worst-case scenario for potential slope ratio and embankment width.	The limit of disturbance used is conservative as it accounts for a slope ratio of 2 horizontal and 1 vertical for all cuts and fill areas, as well as a buffer area beyond these limits, to allow for future adjustments to the slopes if needed.	N/A	Chapter 3, Section 3.15 Geology, Hydrology, & Groundwater
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-22	3.18 Stormwater Management We recommend the Final EIS identify applicable long-term monitoring and maintenance requirements for the structural and non-structural BMPs described in Section 3.18.4, pages 3-76 and 3-77.	The FEIS will be revised to address long-term monitoring and maintenance as requested.	ADD TO END of Section 3.18.4: "In Pennsylvania, standard PennDOT provisions for long-term monitoring and maintenance of SCMs and BMPs are set forth in PennDOT Design Manual 3 Chapter 6; PA DEP Construction Activity NPDES PCSM Module 2; and PennDOT Publication 888 -	Chapter 3, Section Chapter 3.18 Stormwater Management

						<p>Stormwater Control Measure Maintenance Manual.</p> <p>In Maryland, standard provisions for monitoring and maintenance of SCMs and BMPs are set forth in 2000 MDE Stormwater Management Manual Chapter 5, 2011 Maryland Erosion and Sediment Control Manual, MDE Technical Memorandum #9, and MDE General Permit for Stormwater Discharge Associated with Construction Activity Maryland General Permit No. 20-CP."</p>	
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-23	<p>We also recommend the Final EIS clarify whether NPDES stormwater permits would be subject to any special conditions or require specialized BMPs, considering that: (1) wetlands and waterbodies in the project area have been designated as high-quality and/or exceptional value aquatic resources (p. 3-83), and (2) construction of the proposed roadway would involve excavating in historic mining areas with unstable land, residual waste, and heavy metal contamination (pp. 3-64 to 3-69). If applicable, this information may be helpful to include in Section 3.30 as well.</p>	<p>(1) The Project Team will implement the use of Antidegradation Best Available Combination of Technologies (ABACT) BMPs in the E&S design to provide high sediment removal efficiencies for discharges within HQ/EV watersheds in Pennsylvania. No special protection (Tier I/II watersheds are present in Maryland.</p> <p>(2) Since the project encompasses a wide and lengthy area, additional geotechnical testing and analysis and testing of potentially contaminated areas based on historical land use and investigation of historically mined areas will be required as the Project Team progresses design. The extent of these efforts and types of mitigation practices are unknown at this time until further investigation/testing is conducted.</p> <p>Text will be revised to cite regulatory obligations to address special protection waters and potentially polluting or unstable soil and rock.</p>	<p>ADD TO END of Section 3.18.4: "The Pennsylvania Construction Activity NPDES Permit program obligates permittees to provide Anti-Degradation Best Available Control Technology (ABACT) when construction stormwater discharge to high quality and exceptional value (HQ&EV) waters cannot be avoided. Similarly, in Maryland, the Construction Activity NPDES Permit program obligates permittees to provide higher level controls in Tier II waterways, however none are present in project area. Maryland also requires monitoring of construction runoff turbidity if the receiving water is a total suspended solid TMDL watershed, which is not the case in the project watershed. The respective state E&SC design guidance gives specific requirements for ABACT SCMs/BMPs.</p> <p>Both states' programs also obligate permittees to identify naturally-occurring soil and rock as well as man-made contaminants and provide technical solutions to control pollution. In Pennsylvania, presence of potentially polluting soil and rock or potential contamination must be addressed by all NPDES Construction Activity applicants under 25 PA Code Chapter 102 and will disqualify the project from coverage under a general NPDES permit in favor of an Individual Permit application. Similarly in Maryland, permittees must also identify and mitigate potential pollutants in the NPDES Construction Activity.</p>	Chapter 3, Section 3.18 Stormwater Management

						Both states' NPDES programs as well as standard highway design procedures require design of slopes and ponds for stability. "	
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-24	3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota The enclosed December 23, 2024, letter from EPA Region 3 Water Division responds to the Corps' PN and is intended to ensure consistency with the substantive environmental criteria (known as the CWA Section 404(b)(1) Guidelines (40 C.F.R. part 230)) that the Corps must apply to its permitting decision. As set forth in that letter, the CWA Section 404(b)(1) Guidelines require "Except as provided under [CWA] section 404(b)(2), no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences." 40 C.F.R. § 230.10(a).	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records. The Project Team is working in coordination with all local, private, and state government agencies and stakeholders to find the best alternative with the least environmental impacts.	N/A	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-25	We appreciate the range of alternatives considered in the Draft EIS. As the Corps issues its PN and thereby moves from environmental analysis to the permitting stage, EPA's December 23, 2024, letter is intended to ensure that the Corps authorizes only the least environmentally damaging practicable alternative consistent with the regulations. To that end, we strongly recommend working closely with the Corps to ensure that the Final EIS adequately supports the Corps' decision making under the Guidelines and fully avoids and minimizes the project's potential adverse impacts on the aquatic ecosystem, human welfare, and recreational and economic values.	The Project Team has worked closely with the Corps and they concur on the Preferred Alternative, E-Shift Modified.	N/A	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-26	We strongly encourage the use of culverts with open bottom or natural channel designs where they would be most feasible and have the greatest benefits for water quality and aquatic life passage.	The Project Team will explore the use of open bottom culverts where applicable. For smaller streams, pipe culverts are typically embedded 6"-12" in order to facilitate deposition of sediment to create a natural stream bed per PA DEP regulations.	N/A	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-27	3.21 Floodplains U.S. DOT has updated its guidance on floodplains and the use of the FFRMS to determine the floodplain in accordance with EO 13690. Please refer to the updated guidance and update this section as necessary to reflect the FFRMS floodplain. This guidance can be located at: https://www.transportation.gov/priorities/climate-and-sustainability/dot-federal-flood-risk-management-standard-interim-guidelines	The document was prepared to be in compliance with EO 11988 which, prioritizes the avoidance of adverse impacts to floodplains and the avoidance of floodplain development. The EO also requires that federal agencies take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains. For the purposes of this EO, floodplain is defined as relatively flat areas adjoining inland and coastal waters, including at a minimum, that area subject to a one percent or greater chance of flooding in any given year. As a result there has been no change to the document.		Chapter 3, Section 3.21 and Appendix X: Floodplains
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-28	Appendix V indicates the location of the floodplains, but it is difficult to determine where impacts would occur. Please provide more detailed mapping that shows areas of potential floodplain impacts.	Appendix Q shows a 100-Year Flood zone layer.	N/A	Appendix Q Revised Environmental Features/Constraints Mapping
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-29	3.22 Vegetation, Terrestrial Habitat, & Terrestrial Wildlife As forestland will be the largest land use impacted in the Pennsylvania section of the project, we appreciate the lead agencies' efforts to ensure ongoing coordination with resource agencies to minimize and mitigate habitat loss and fragmentation, as well as consideration of safe wildlife crossings to ensure habitat connectivity. As part of this assessment, we recommend referencing the March 21, 2023 CEQ Guidance for Federal Departments and Agencies on Ecological Connectivity and Wildlife Corridors, as well as the Pennsylvania and Maryland State Wildlife Action Plans.	This guidance document is no longer applicable. Therefore, no change was made in response to this comment.	N/A	Chapter 3, Section 3.22 Vegetation, Terrestrial Habitat, & Terrestrial Wildlife

W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-30	<p>3.25 Cumulative Effects</p> <p>This section should include a discussion on previously permitted impacts associated with the construction of other segments of U.S. 219. Analysis was completed on previous sections of this highway and impacts for the total project should be presented, including impacts to aquatic resources, deforestation, rare, threatened, and endangered species, and environmental justice.</p>	Due to statutory changes, the project is not required to assess past, but is considering reasonably foreseeable impacts. A Reasonably Foreseeable Effects analysis is included in the FEIS as well as Appendix AB.	N/A	Chapter 3, Section 3.24 Reasonably Foreseeable Effects and Appendix AB Reasonably Foreseeable Effects Technical Report
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-31	<p>3.26 Construction Impacts</p> <p>3.26.3 A. Traffic and Access. This section states that the project's construction could result in temporary, localized disruptions to residents and the traveling public, but that access to all businesses and residences would be maintained throughout construction and advanced coordination would be provided to the general public and local services on traffic and detour information. We recommend identifying the specific measures that will be taken to ensure this information is conveyed to the public in a timely and meaningful way, and to include, to the extent possible, an approximate time period or phasing schedule for the project's environmental review, permitting and construction.</p>	Construction activities such as detours or delays during bridge beam erection are typically conveyed to the public through the use of Changeable Message Signs placed at the impacted area two weeks in advance of the planned disruption. These, and all other items detailing how existing traffic is maintained during construction, are made part of the construction documents as part of the Maintenance and Protection of Traffic Plan and accompanying special provisions. Also, a public meeting is often held to disseminate information to the public immediately prior to construction for such items as construction staging and phasing and schedule.	At the end of Section 3.26.3 add, "The project's maintenance and protection of traffic plans and supporting specifications will require the contractor to provide two weeks advanced notice to the public prior to a construction activity that would require an intermittent, short term or long term roadway closure. These notification will be communicated through signing (static or changeable message)."	Chapter 3, Section 3.26 Construction Impacts
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-32	<p>3.26.3.B Water Quality.</p> <p>For the potential impact of increased soil erosion and sedimentation to nearby streams and/or wetlands, please indicate whether specialized measures or BMPs may be necessary to treat potential exposure of hazardous materials and/or mining residuals during grading and excavation.</p>	Additional geotechnical testing and analysis, testing of potentially contaminated areas based on historical land use and investigation of historically mined areas will be required as the Project Team progresses design. The extent of these efforts and types of mitigation practices are unknown at this time until further investigation/testing is conducted. Specialized mitigation measures will be implemented as needed based on results of further investigation into historical land use and potential areas of hazardous materials.	Add the following text to the end of section 3.26.3 B. Water Quality: "Additional geotechnical testing and analysis, testing of potentially contaminated areas based on historical land use and investigation of historically mined areas will be required as the Project Team progresses design. The extent of these efforts and types of soil erosion and sedimentation mitigation practices are unknown until further investigation/testing is conducted. Specialized mitigation measures will be implemented as needed based on results of further investigation into historical land use and potential areas of hazardous materials. These measures will be coordinated with the Somerset County Conservation District, PA DEP, and MDE through the permitting process."	Chapter 3, Section 3.26 Construction Impacts
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-33	<p>C. Air & Noise Impacts. EPA recommends mitigation measures be considered for construction activities that are expected to cause elevated air quality impacts, such as boring, blasting, and bridge construction that will use heavy-duty diesel-powered equipment. EPA's Diesel Emissions Reduction Act website provides guidance on strategies for reducing emissions and improving energy efficiency during construction, also found in the publication "Cleaner Diesels: Low Cost Ways to Reduce Emissions from Construction Equipment." These strategies include equipment idle reduction, engine preventive maintenance, equipment operator training, and various fuel strategies, such as retrofit technologies, engine upgrades, and electrification.</p>	Paragraph is revised and now includes mitigation measures for heavy-duty diesel-powered equipment.	Air quality impacts can be due to windblown fugitive dust generated by earthmoving activities like land clearing, boring and blasting, ground excavation, hauling dirt, and road construction, as well as emissions from heavy-duty diesel-powered equipment used during construction. These activities are relatively short in duration with a definable beginning and end, vary significantly over different phases of the construction project, and will be small in comparison to motor vehicle impacts.	Chapter 3, Section 3.26 Construction Impacts

						<p>Methods for reducing impacts to existing air quality from windblown fugitive dust include:</p> <ul style="list-style-type: none"> • Use of approved dust palliatives such as calcium chloride or water • Covering of stockpiles during storage or transport • Restoration of vegetation as quickly as possible to prevent windblown. <p>Methods for reducing impacts to existing air quality from diesel emissions include:</p> <ul style="list-style-type: none"> • Replacing outdated engine components • Installing certified and verified emission reduction technologies • Regularly maintaining all engines • Replacing older engines with newer equipment • Using higher quality cleaner fuel • Reducing engine idle times 	
W-8	Environmental Protection Agency (EPA)	Government Agency	W-8-34	<p>3.30 Permits, Approvals, & Authorizations Required</p> <p>Please identify NPDES stormwater permits that would be required for the post-construction phase of the proposed roadway, such as a PennDOT and/or MDOT municipal separate storm sewer system (MS4) permit. This section as written appears to only reference the NPDES permit that would be required for land disturbance activities during construction. Please cross-reference this information in Section 3.18 Stormwater Management for consistency throughout the document.</p>	<p>NPDES Construction Activity Permit coverage generally terminates when construction concludes and the permittee has recorded a perpetual legal instrument with the Recorder of Deeds disclosing required post-construction stormwater management control measures.</p> <p>The EIS will be amended and cross-referenced to address applicability of municipal stormwater ordinances and coverage under the NPDES Municipal Separate Storm Sewer System (MS4) permit program.</p>	<p>ADD TO END of Section 3.30 "Clean Water Act National Pollutant Discharge Elimination System" section: "This NPDES Construction Activity permit coverage will address both construction and post-construction stormwater management as described in Sections 3.17 and 3.18. No municipal stormwater regulation applies to this state-owned project. The project would not require coverage under the NPDES Municipal Separate Storm Sewer System (MS4) programs which only apply in federally designated Urbanized Areas in Pennsylvania and Phase I/II jurisdictions in Maryland, none of which are present."</p>	Chapter 3, Section 3.30: Permits, Approvals, & Authorizations Required
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-1	<p>Re: The U.S. 219 Meyersdale, PA to Old Salisbury Road, MD Draft Environmental Impact Statement (DEIS)</p> <p>The Maryland Department of Planning (MDP) has reviewed the DEIS for the U.S. 219 Meyersdale, PA to Old Salisbury Road Project. We offer the following comments for your consideration.</p> <p>MDP is participating in the U.S. 219: Old Salisbury Rd to Meyersdale, PA Study to provide advice on matters pertaining to the consistency between the U.S. 219 project and the Maryland Priority Funding Areas (PFA) Law (codified in 5-7B of the State Finance and Procurement Article of the Annotated Code of Maryland) and the Maryland Economic Growth, Resource Protection, and Planning Policy (the State Planning Policy, codified in 5-7A-01 of the State Finance and Procurement Article of the Annotated Code of Maryland). MDP is mandated by state law to provide this guidance for major</p>	<p>Thank you for your comments/feedback. All comments are included into the Comment Tracker, which is a part of the Project Records.</p>	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.

				<p>transportation projects. The Maryland PFA Law and the State Planning Policy are intended to encourage state investment in safe, affordable, and efficient multimodal transportation in support of the existing communities and growth inside PFAs and protect the environment and resource lands.</p> <p>MDP's review focuses on promoting integration of transportation and land use to support State and local sustainable growth planning goals and policies including commenting on the projects consistency with the State Planning Policy and the PFA Law. See specific comments regarding the PFA law and the Maryland State Planning Policy below as they are addressed in the DEIS.</p>			
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-2	<p>The following are specific comments on the contents of the DEIS. Refer to Table ES-5 on page ES-12: MDP suggests modifying the following paragraph as shown below: ".....In Maryland, the Economic Growth, Resource Protection, and Planning Act of 1992 established the State Planning Policy which organizes and directs land use and growth comprehensive planning, regulation, and funding by state, county, and municipal governments. Maryland determined that the Alternative E-Shift Modified is consistent with the Maryland State Planning Policy."</p>	The Project Team appreciates the suggestion and this sentence in Table ES-5 has been revised accordingly in the FEIS.	<p>Table ES-5</p> <p>In Maryland, the Economic Growth, Resource Protection, and Planning Act of 1992 <u>established the State Planning Policy which organizes and directs land use and growth comprehensive planning, regulation, and funding by state, county, and municipal governments. The MD Department of Planning and MD State Highway Administration (SHA) have determined that the Alternative E-Shift Modified is consistent with the Maryland State Planning Policy.</u></p>	Table ES-5 in the Executive Summary
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-3	<p>Table ES-5 on page ES-12 should provide a brief explanation why "no specific mitigation is proposed" for "Population & Demographics."</p>	The Project Team appreciates the suggestion and a statement has been added to Table ES-5 indicating that no significant adverse effect to the populations or demographics of the project area is anticipated.	<p>Table ES-5, Population & Demographics</p> <p>No specific mitigation is proposed. No significant adverse effect to the <u>populations or demographics of the project area is anticipated as a result of the project.</u></p>	Table ES-5 in the Executive Summary
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-4	<p>Table ES-5 on page ES-13 should provide a brief explanation why "no specific mitigation is proposed" for "Historic Architectural Resources."</p>	Table ES-5 was revised accordingly.	<p>Add, "Because this Alternative was determined to have No Adverse Effect to historic architectural resources, no specific mitigation is proposed. Minimization efforts undertaken in the early phases of project development have avoided any adverse effects." To Table ES-5, on page ES-13</p>	Table ES-5 in the Executive Summary
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-5	<p>Table ES-5 on page ES-14 should provide a brief explanation why "no specific mitigation is proposed" for "Air Quality & Greenhouse Gas Emissions." Please also see the comment on the "3.11.4 Mitigation" section below.</p>	The Project Team appreciates the suggestion and a statement has been added to Table ES-5 indicating that no significant adverse effect to the populations of the project area is anticipated as a result of the project.	<p>Table ES-5, Air Quality</p> <p>No specific mitigation is proposed. <u>No significant adverse effect to the populations of the project area is anticipated as a result of the project.</u></p>	Table ES-5 in the Executive Summary
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-6	<p>Refer to the "3.11.4 Mitigation" section on page 3-50: MDP recommends that the section point out that the total GHG emissions and social cost impacts from a build alternative would be lower than the no-build alternative.</p>	In compliance with new Executive Orders, and policies, and because no mitigation is proposed for air quality, this section was removed. Therefore, no change was made in response to this comment.	N/A	Chapter 3, Section 3.11.4 Air Quality
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-7	<p>Table ES-5 on page ES-14 indicates that for "Farmlands," "no specific mitigation is proposed." The statement could be misleading since the project team will continue working with related agencies and farmers to minimize and address agricultural resource impacts. It will be good</p>	<p>Table ES-14 in FEIS to be revised to include additional text:</p> <ul style="list-style-type: none"> No specific mitigation is proposed at this time. 	<ul style="list-style-type: none"> No specific mitigation is proposed at this time. 	Table ES-5 in the Executive Summary

				to include a summary of the information provided in the “3.13.4 Mitigation” section on page 3-63 in Table ES-5. Please also see the comments on “3.13.4 Mitigation” below regarding farmland impact mitigation efforts.	<ul style="list-style-type: none"> Avoidance and minimization measures to be evaluated for the Selected Alternative during Final Design. This will include coordination with farm owners and operators to reduce farmland impacts, provide access to remnant parcels where possible, develop detours, and/or provide access during construction, etc. 	<ul style="list-style-type: none"> Avoidance and minimization measures to be evaluated for the Selected Alternative during Final Design. This will include coordination with farm owners and operators to reduce farmland impacts, provide access to remnant parcels where possible, develop detours, and/or provide access during construction, etc. 	
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-8	Refer to the “3.13.4 Mitigation” section on page 3-63: MDP recommends that the section mention that mitigation measures could include considering alternatives that have fewer farmland impacts, working with farmers “to minimize farmland impacts and provide access to remnant parcels where possible” (page 3-63). For Pennsylvania farmlands, it needs to address PA Act 100.	FEIS revised to state the following under 3.13.4 Mitigation. During Final Design, the Selected Alternative will be refined and farmland avoidance and minimization measures will be considered. This will include coordination with property owners and farm operators to reduce farmland impacts, provide access to remnant parcels where possible, develop a suitable schedule for detours, and/or provide access during construction, etc. This process will be documented in the Farmland Assessment Report for the Selected Alternative, if applicable, and the project technical files.	During Final Design, the Selected Alternative will be refined and farmland avoidance and minimization measures will be considered. This will include coordination with property owners and farm operators to reduce farmland impacts, provide access to remnant parcels where possible, develop a suitable schedule for detours, and/or provide access during construction, etc. This process will be documented in the Farmland Assessment Report for the Selected Alternative, if applicable, and the project technical files.	Chapter 3, Section 3.13.4 Farmlands
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-9	Refer to Table ES-5 (pages from ES-12 to ES-20): MDP recommends that the Table include a summary of the Indirect and Cumulative Effects (ICE) analysis. Since the main purpose of the project is to improve transportation infrastructure in support of economic development in the Appalachian Region, a major positive indirect and cumulative effect of the project would be to support economic development in the Region.	FEIS revised to include a summary of the Reasonably Foreseeable Effects analysis.	<p>Resource: Reasonably Foreseeable Effects (See Chapters 3.24)</p> <p>Anticipated Impact of FHWA Preferred Alternative:</p> <p>The project would complete ADHS Corridor N & improve travel times for potential new employers and employees within the U.S. 219 Corridor. As such, it has the potential to induce and facilitate regional economic growth by improving system linkage and providing infrastructure that supports economic development within designated growth areas. Potential new development in these locations could impact environmental resources within the growth areas.</p> <p>The four Build Alternatives, DU Modified, DU-Shift Modified, E Modified, and E-Shift Modified will have various levels of direct and reasonably foreseeable impacts on land use, socioeconomic, environmental and cultural resources within the RFE Study Area.</p> <p>Commitment/Mitigation: State and local regulatory agencies</p>	Executive Summary, Table ES-5

						would enforce any mitigation requirements caused by such development.	
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-10	Refer to the first paragraph on page 3-5: Edit this sentence, “however, there are not new access points or interchanges being proposed as part of this project.” It seems “now” is a typo and the word should be “not.”	The Project Team appreciates the correction and this sentence in Section 3.1.3 has been revised accordingly in the FEIS.	3.1.3 there are <u>no</u> new access points or interchanges being proposed as part of this project	Chapter 3, Section 3.1 Land Use, Zoning, Planning, and Development
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-11	Refer to page 3-5: Please modify the third paragraph as follows: “Maryland enacted the Economic Growth, Resource Protection, and Planning Act of 1992 (the Planning Act). The Planning Act established the State Planning Policy, which has evolved through subsequent legislation and is currently known as the 12 Visions found in Subtitle 5-7A of the State Finance and Procurement Article. The 12 Visions call for growing smarter and more sustainably and making efficient use of State resources through a more collaborative and informed public process. Among them, the transportation vision promotes multimodal transportation that facilitates “the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.” The Planning Act requires state-funded major transportation or other capital improvement projects to be consistent with the 12 Visions. The Planning Act also requires local jurisdictions to address the 12 visions in their comprehensive plans. to organize and direct comprehensive planning, regulation, and funding by state, county, and municipal governments. The comprehensive plans establish land use, economic growth, and resource protection priorities within an local jurisdiction area. The Planning Act also established an Economic Growth, Resource Protection, and Planning Commission to oversee, study, and report on progress towards vision implementation.” Please note that the Planning Commission no longer exists.	The Project Team appreciates the suggestion and this sentence in Section 3.1.4 has been revised accordingly in the FEIS.	3.1.4 Maryland enacted the Economic Growth, Resource Protection, and Planning Act of 1992 (the Planning Act) <u>The Planning Act established the State Planning Policy, which has evolved through subsequent legislation and is currently known as the 12 Visions found in Subtitle 5-7A of the State Finance and Procurement Article. The 12 Visions call for growing smarter and more sustainably and making efficient use of State resources through a more collaborative and informed public process. Among them, the transportation vision promotes multimodal transportation that facilitates “the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.” The Planning Act requires state-funded major transportation or other capital improvement projects to be consistent with the 12 Visions. The Planning Act also requires local jurisdictions to address the 12 visions in their comprehensive plans. The comprehensive plans establish land use, economic growth, and resource protection priorities within a local jurisdiction area. The Planning Act also established an Economic Growth, Resource Protection, and Planning Commission to oversee, study, and report on progress towards vision implementation.” Please note that the Economic Growth, Resource Protection, and Planning Commission no longer exists.</u>	Chapter 3, Section 3.1 Land Use, Zoning, Planning, and Development
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-12	Refer to page 3-5: MDP suggests adding the following new paragraph or similar contents to the end of the “3.1.4 Mitigation” section: “The Maryland Department of Planning (MDP) and the Maryland Department of Transportation (MDOT) collaboratively evaluated the project’s consistency with the State Planning Policy as mandated by state law. MDP and MDOT determined that the Alternative E-Shift Modified, i.e., the FHWA Preferred Alternative, is consistent with the State Planning Policy as the Alternative would (a)	The Project Team appreciates the suggestion and this sentence in Section 3.1.4 has been revised accordingly in the FEIS.	3.1.4, create new last paragraph: The Maryland Department of Planning (MDP) and SHA collaboratively evaluated the project’s consistency with the State Planning Policy as mandated by state law. MDP and SHA	Chapter 3, Section 3.1 Land Use, Zoning, Planning, and Development

				help direct development into the designated growth areas in Maryland, (b) act to connect the Maryland PFA to an existing growth area in Meyersdale, Pennsylvania, (c) support economic growth and investment potential in the Appalachian Region, (d) sufficiently mitigate the project's direct environmental resource impacts, and (d) not likely have indirect adverse land use and growth impacts in environmentally sensitive and rural areas."		determined that the Alternative E-Shift Modified, i.e., the FHWA Preferred Alternative, is consistent with the State Planning Policy as the alternative would (a) help direct development into the designated growth areas in Maryland, (b) act to connect the Maryland PFA to an existing growth area in Meyersdale, Pennsylvania, (c) support economic growth and investment potential in the Appalachian Region, (d) sufficiently mitigate the project's direct environmental resource impacts, and (e) not be likely to have a reasonably foreseeable effect on adverse land use and growth impacts in environmentally sensitive and rural areas.	
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-13	Refer to "3.24.2 Impacts – A Potential for Project Related Growth Effects on page 3106", MDP recommends that the final EIS answer the following questions: While the build alternatives could divert through truck traffic from the existing U.S. 219 in Salisbury and other main street areas to improve traffic safety in these areas; however, is it likely the build alternatives may also attract other vehicles out of the town and main streets so that certain existing businesses that depend on traffic may be negatively affected? If so, would the impact be short-term or long-term? Is there any such case that building a bypass has affected in-town businesses? For instance, how did the Meyersdale Bypass affect Meyersdale? If there would be a likely impact, perhaps, local governments can strategize, in collaboration with state government, to help address the potential short/long-term effects.	The existing land uses along the existing U.S. 219 Roadway between Old Salisbury Road, MD and the northern terminus of the project do not include businesses that rely on pass-by traffic for revenue. For example, there are no gas stations, convenience stores, fast food restaurants, or coffee shops with drive-through. In addition, improvements have been planned for an extensive period of time, yet have not generated any public controversy or business comments about traffic diversion from the existing roadway.	N/A	Chapter 3, Section 3.24 Reasonably Foreseeable Effects
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-14	Refer to the first paragraph on page 3-107: MDP suggests modifying the sentence as, "This connection is being evaluated to support the CRDC development including the proposed Casselman Farm development in a PFA, which could be a potential future indirect impact that could occur after construction of improved U.S. 219." The suggested addition clarifies the purpose of a potential roadway connection with a build alternative.	The sentence has been revised to: "This connection is being evaluated to support the CRDC development including the proposed Casselman Farm development in a PFA, which could be a potential future indirect impact that could occur after construction of improved U.S. 219."	First paragraph on page 3-107, revise sentence to: "This connection is being evaluated to support the CRDC development including the proposed Casselman Farm development in a PFA, which could be a potential future indirect impact that could occur after construction of improved U.S. 219."	Chapter 3, Section 3.24 Reasonably Foreseeable Effects
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-15	In the section of "A. Impacts Related to Project Related Growth" on page 3-115, the DEIS may point out induced growth in rural and resource land areas would be unlikely due to these two factors: (1) the build alternatives would not provide direct access to these resource land areas and (2) the historical low growth rates in these areas.	Text was added to the FEIS indicating two reasons for unlikely growth in rural and resource areas.	Page 3-115, add sentence: However, induced growth in rural and resource land areas would be unlikely due to two factors. Firstly, the build alternatives would not provide access to these resource land areas. Secondly, the project area includes historical low growth areas.	Chapter 3, Section 3.24 Reasonably Foreseeable Effects
W-9	Maryland Department of Planning (MDP)	Government Agency	W-9-16	Refer to page 3-129: Please replace the paragraph which begins with "2009 Smart & Sustainable Growth Act" with the following one: "1997 Smart Growth and Neighborhood Conservation Act – This 1997 Maryland Planning Legislation capitalizes on the state's influence on economic growth and development. This law directs State funding for growth-related infrastructure including major transportation capital projects to Priority Funding Areas (PFAs), providing a geographical focus for State investment in growth. Since a large portion of the U.S.	The text was revised as requested.	Page 3-129: Replace the paragraph which begins with "2009 Smart & Sustainable Growth Act" with the following one: "1997 Smart Growth and Neighborhood Conservation Act – This 1997 Maryland Planning Legislation capitalizes on the state's influence on economic growth and	Chapter 3, Section 3.30 Permits, Approvals, and Authorizations Required

				219 project in Maryland is outside a PFA, MDOT SHA and Maryland Department of Planning (MDP) are coordinating to address the exception requirement per the 1997 PFA Law in accordance with the established PFA law evaluation process in Maryland."		development. This law directs State funding for growth-related infrastructure including major transportation capital projects to Priority Funding Areas (PFAs), providing a geographical focus for State investment in growth. Since a large portion of the U.S. 219 project in Maryland is outside a PFA, MDOT SHA and Maryland Department of Planning (MDP) are coordinating to address the exception requirement per the 1997 PFA Law in accordance with the established PFA law evaluation process in Maryland."	
W-10	Richard and Marsha McKenzie	Homeowner/Resident	W-10-1	We want to go on record with an opposition to an area that will impact our property. We have made MDOT aware of this before you are planning to involve the area where we have a artesian well. This type of well is a deep water well, and able to bring water to the surface without a pump. Over the years, during drought conditions, we were able to pump water from this well to a reservoir down at our home. I can't understand why the Roads Department would even want to have to deal with this, unless, there is a reason you are not telling us, which would benefit the state.	Your well location is mapped on the project plans and as the Team continues to develop the plans, the well and any potential impacts will be taken into consideration. If your well were to be impacted, then SHA would be required to provide you a new well at the state's expense. Based off of the testing completed thus far, the project is not expected to impact the well as the excavations do not appear to impact soil and rock layers that are contributing to the water flow of the well. More testing is necessary to confirm this conclusion.	N/A	Chapter 3, Section 3.15 Geology, Hydrology, & Groundwater and Chapter 3, Section 3.26 Construction Impacts
W-10	Richard and Marsha McKenzie	Homeowner/Resident	W-10-2	Also, to do this, you are going to land lock parts of our property.	As part of final design, the Team will be conducting an analysis to determine whether property will be purchased in its entirety or some type of provision will be made to provide access to your land. If your property is not currently landlocked, then it will not become landlocked without compensation to you.	N/A	Chapter 3, Section 3.13 Farmlands
W-10	Richard and Marsha McKenzie	Homeowner/Resident	W-10-3	We were told you are going out of your way to avoid a corner of the Stone House Farm. I don't understand how this corner impacts the historical status. However, you are able to adjust, divert, and do what is necessary to protect it. I do know that you could just as easily avoid out property and not impact a valuable natural resource. Just as you would do if "bats" were found.	<p>The Tomlinson Inn and Little Meadows boundary were established and listed as a historic district in the National Register of Historic Places in 1972. National Register Criteria A, B, and C are applicable for the evaluation of the property's significance in the areas of architecture, military and transportation. Tomlinson Inn is a fine example of a late-eighteenth century hostelry of stone construction. The property is historically significant for its association with the National Road, the nation's first interstate highway, and its association with General Braddock's Fourth Encampment. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes. There are laws that protect both Historic Properties, which this is as well as Section 4(f) resources, which this is as well. These laws require the project to look to first, avoid the resource if at all possible. If the resource cannot be avoided, then the impact should be minimized to the extent possible and mitigation would need to be provided to offset the impact. Section 4(f) is a substantive law and precludes project approval if there is a use of historic site when a prudent and feasible avoidance alternative is available. There is more information on the Section 4(f) law at www.environment.fhwa.do.gov/env_topic/4f_tutorial/overivew.aspx</p> <p>In the case of the U.S. 219 project, several options were considered in that area and the property was able to be avoided. Alternative E-Shift Modified is the impact minimization alternative to the homes along Old Salisbury Road. The median was reduced 36' in this area to reduce the highway footprint.</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental</p>	N/A	Chapter 2, Section 2.28 Detailed Alternatives Phase and Chapter 3, Section 3.8 Historic Architectural Resources, Chapter 5 Preferred Alternative

					standpoint. The Tomlinson Inn and Little Meadows was not the only consideration. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.		
W-10	Richard and Marsha McKenzie	Homeowner/Resident	W-10-4	I hope you will do what is necessary to avoid our property and not impact any of the people who live here. I feel that avoiding the well would be the same as avoiding the bats that always seem to be an issue. This water is a natural resource. It should not be disturbed. If you were to disturb it, you may impact two ponds and a well on our property.	Your well location is mapped on the project plans and as the Team continues to develop the plans, the well and any potential impacts will be taken into consideration. If your well were to be impacted, then SHA would be required to provide you a new well at the state's expense. More soil borings and testing is necessary to determine if the well will be impacted. Testing will need to take place during design and following construction.	N/A	Chapter 3, Section 3.15 Geology, Hydrology, & Groundwater and Chapter 3, Section 3.26 Construction Impacts
W-10	Richard and Marsha McKenzie	Homeowner/Resident	W-10-5	I can understand historical designators for the Stone House structure, but does that include the ground located distant from it? Also has that ground already changed hands. I wonder if out property may have also been part of the Stone House Property in the past? We hope that you will reconsider the route which would impact this area. Pennsylvania should not decide the Maryland route! There is plenty of open ground here to avoid this. We will, if necessary consult legal help.	<p>The Tomlinson Inn and Little Meadows boundary were established and listed as a historic district in the National Register of Historic Places in 1972. National Register Criteria A, B, and C are applicable for the evaluation of the property's significance in the areas of architecture, military and transportation. Tomlinson Inn is a fine example of a late-eighteenth century hostelry of stone construction. The property is historically significant for its association with the National Road, the nation's first interstate highway, and its association with General Braddock's Fourth Encampment. Property ownership does not impact the historic listing. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes. There are laws that protect both Historic Properties, which this is as well as Section 4(f) resources, which this is as well. These laws require the project to look to first, avoid the resource if at all possible. If the resource cannot be avoided, then the impact should be minimized to the extent possible and mitigation would need to be provided to offset the impact. Section 4(f) is a substantive law and precludes project approval if there is a use of historic site when a prudent and feasible avoidance alternative is available. There is more information on the Section 4(f) law at www.environment.fhwa.do.gov/env_topic/4f_tutorial/overview.aspx</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>	N/A	Chapter 2, Section 2.28 Detailed Alternatives Phase and Chapter 3, Section 3.8 Historic Architectural Resources, Chapter 5 Preferred Alternative
W-11	United States Department of the Interior - Office of Environmental Policy and Compliance	Government Agency	W-11-1	<p>RE: Draft Environmental Impact Statement for the Federal Highway Administration, U.S. 6219, Section 050 Transportation Improvement Project from Meyersdale, Pennsylvania to Old Salisbury Road, Maryland.</p> <p>Dear Jonathan Crum,</p>	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.

				<p>The U.S. Department of the Interior (Department) has reviewed the subject Draft Environmental Impact Statement for the proposed project. The Department does not have comments at this time.</p> <p>Thank you for the opportunity to comment.</p>			
W-12	Steven Beachy	Homeowner/Resident	W-12-1	<p>I would like to meet with one of the Maryland Historical people and talk to them about getting that box (Tomlinson Inn and The Little Meadows Historical District) moved. I want to know why it can't be moved (or changed).</p>	<p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623.</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>	N/A	Chapter 2, Section 2.28 Detailed Alternatives Phase and Chapter 3, Section 3.8 Historic Architectural Resources, Chapter 5 Preferred Alternative
W-13	Leo Beachy	Homeowner/Resident	W-13-1	<p>I want somebody from the Historical Assoc. or State of Maryland to explain to me (in person, not a phone call) how the red line was set around the historical site; on ground that doesn't belong to the Stone House Farm.</p>	<p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p>	N/A	Chapter 2, Section 2.28 Detailed Alternatives Phase and Chapter 3, Section 3.8 Historic Architectural Resources, Chapter 5 Preferred Alternative

W-13	Leo Beachy	Homeowner/Resident	W-13-1	<p>I want somebody from the Historical Assoc. or State of Maryland to explain to me (in person, not a phone call) how the red line was set around the historical site; on ground that doesn't belong to the Stone House Farm.</p> <p>My ground is worth more as a residential lot than there is value over there historically.</p> <p>I want this done before the decision is made for where this road is going to go.</p>	<p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p> <p>Once an alternative has been selected and if your property is needed for the highway project, Right-of-way staff will conduct an appraisal of your property and will enter into right-of-way negotiations with you.</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>	N/A	Chapter 3, Section 3.8 Historic Architectural Resources
W-14	Greg Beachy	Homeowner/Resident	W-14-1	<p>Completely disagree with the historical boundary, and I personally own some of that ground, which is why I disagree with it.</p> <p>I would like to meet with someone form the historical site because I'm the one that lives here, has it go next to my house, my well.</p>	<p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p>	N/A	Chapter 3, Section 3.8 Historic Architectural Resources

W-14	Greg Beachy	Homeowner/Resident	W-14-2	I disagree with the curve in the road - that makes it dangerous, and it could be done (straight) at a cheaper cost.	All aspects of the roadway meet design criteria including roadway curvature.	N/A	Chapter 2, Section 2.2 FEIS Alternatives Description Preliminary Alternatives
W-14	Greg Beachy	Homeowner/Resident	W-14-3	All of the salt that comes with the road and curve, and the air pollution that comes off and kills the trees. Also global warming and damage to the ozone layer.	<p>The environmental document prepared for the project has evaluated impacts associated with water and air quality. The project design will include stormwater management facilities that mitigate issues related to roadway runoff and water quality, including salt runoff.</p> <p>Section 3.11 of the EIS explains the methodology used to evaluate impacts to air quality. The project is expected to have no significant adverse impact on air quality. Emissions associated with vehicle travel through the project area are projected to decrease with the Selected Alternative, due to similar traffic volumes among proposed/existing conditions but a shorter proposed roadway segment length between Meyersdale, PA and Garrett County, MD.</p>	N/A	Chapter 3, Sections 3.11 Air Quality and 3.18 Stormwater Management
W-14	Greg Beachy	Homeowner/Resident	W-14-4	The land closer to Old Salisbury Road has higher value (residential) than what will be left of my lot, when the road land locks the back side. It would cost an arm and a leg to get electric back there.	Once an alternative has been selected and if your property is needed for the highway project, right-of-way staff will conduct an appraisal of your property and will enter into right-of-way negotiations with you.	N/A	Chapter 3, Section 3.7 Displacements
W-14	Greg Beachy	Homeowner/Resident	W-14-5	I would like to meet with someone who can change the historical boundary before a decision is made to put the road through there.	<p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>	N/A	Chapter 2, Section 2.28 Detailed Alternatives Phase and Chapter 3, Section 3.8 Historic Architectural Resources, Chapter 5 Preferred Alternative
W-15	John J. Svonavec - Consultant	Penn Coal Land, Inc.	W-15-1	Hello, my name is John J. Svonavec and am presenting this testimony as a representative of Penn Coal Land, Inc. (PCL) P. O. Box 68, Boswell, PA 15531 Phone No. (814) 629-6631. The purpose for providing this testimony is to bring attention to potential impacts from the U.S. 219 E Modified and E-Shift Modified Plan to an existing PADEP permitted Surface Mining Permit (SMP) facility SMP No. 4072SM2 and National Pollutant Discharge Elimination System	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Chapter 3, Section 3.16 Mining

				<p>(NPDES) Individual Permit (Coal) NPDES No. PA0248878 cover this site. Included with this testimony is a photo copy of the Exhibit 6.1 topographic map along with the current SMP No. 4072SM2 and NPDES No. PA0248878 permits.</p> <p>The SMP commonly known as the Weimer Strip or Job 7 is located in Elk Lick Township, Somerset County, Pennsylvania. The Weimer Strip was initially issued on January 30, 1973 for mining of the Lower Freeport, Upper Kittanning and Lower Kittanning coal seams. The contour surface mining method of mining was used during active production for extraction of these reserves. Initial mining commenced in 1973 with coal production completed in 1978. The site was backfilled and planting completed in May of 1981. A ton of spoil discharge developed during the course of mining and subsequent water treatment followed. This acid mine drainage (AMD) is being collected and treated for discharge under the NPDES permit. The permits are now maintained for water treatment reclamation only.</p> <p>Chemical treatment using Sodium Hydroxide Liquid Caustic Soda is currently employed to adjust the pH and metals concentrations prior to discharging at the permitted NPDES outfall point. Several treatment impoundments are in place to treat the ongoing AMD. In addition to the impoundments a Sludge Dewater Pond is used to place accumulated sludge resulting from the chemical treatment process. The sludge clean-out is done by pumping this material through a 6" schedule 80 yellow mine pipe, from the treatment pond(s) to the Sludge Dewatering Pond.</p>			
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-2	<p>A review of the build alternatives DU Modified, DU-Shift Modified, E Modified and E-Shift Modified were made. With is in mind should the FHWA Preferred Alternative - E-Shift Modified route be selected it will impact a portion of the existing Weimer Strip SMP boundary (see attached Exhibit 6.1 Topographic Map). More over the highway will directly pass through the existing Sludge Dewater Pond that is critical for maintaining adequate treatment to meet the effluent discharge parameters as listed in the NPDES permit.</p>	<p>PennDOT would incur the cost to build a new sludge drying bed. If feasible and reasonable, the sludge drying bed impacted by the Selected Alternative will be relocated to a similar environment on the same property and its function and access will be restored. If this is determined to be infeasible or unreasonable by PennDOT, alternative methods of mitigation will be investigated.</p>	N/A	Chapter 3, Section 3.7 Displacements
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-3	<p>Penn Coal Land, Inc. is not opposed to the E-Shift Modified route however, attention to our environmental concerns are necessary to be addressed, prior to highway construction, so that no interruption of the ongoing treatment is experienced.</p>	N/A	N/A	Chapter 3, Section 3.26 Construction Impacts and Section 3.30 Permit, Approvals & Authorizations Required
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-4	<p>With the aforementioned environmental issue outlined the following questions will need to be addressed:</p> <p>1. How much land will be needed on the site inclusive of the road and right-of-way in and with the vicinity of the PCL SMP?</p>	<p>At this point in the design process, the amount of land needed is not known. Once the project receives a Record of Decision, the design for the selected alternative will advance with more detail, into final design. The detail developed in final design will aim to reduce and minimize ROW and other impacts. The right-of-way process will also begin at this point. A PennDOT right-of-way representative will meet with you to discuss your situation and discuss the land that is needed for the roadway project.</p>	N/A	Chapter 3, Section 3.7 Displacements
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-5	<p>2. How much excavation will be needed to construct the highway in and within the vicinity of the PCL SMP?</p>	<p>The alternatives currently being considered assume a 60' wide median in Pennsylvania and transition to 36' as the roadway approaches Maryland. As the design progresses the design team will be reevaluating the median width and other aspects of the design in order to reduce excavations and construction cost of the project. Therefore, at this time we cannot provide a precise excavation quantity as it will likely change as design progresses.</p>	N/A	Chapter 3, Section 3.26 Construction Impacts

W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-6	3. How will storm runoff and infiltration be controlled or factored in the vicinity of the SMP area so as not to contribute to increase flows into the existing PCL water treatment system?	If the chosen alternative impacts the mining permit area, highway designers would coordinate with landowners and the permitting agency to develop a compatible design. Typically, stormwater features are intended to match existing drainage and groundwater recharge to the extent practical. If infiltration is not desirable, stormwater features are sometimes designed with membranes to allow detention and shallow filtration then discharge to an appropriate surface watercourse.	N/A	Chapter 3, Section 3.18 Stormwater Management
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-7	4. How will the cost to build additional treatment structures to replace those affected by the highway be reimbursed?	These costs will be discussed as part of the right of way acquisition process.	N/A	Chapter 3, Section 3.18 Stormwater Management
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-8	5. How will engineering and permitting cost to modify the permit due to the highway construction be reimbursed?	These costs and any possible reimbursement will be discussed as part of the right of way acquisition process.	N/A	Chapter 3, Section 3.26 Construction Impacts
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-9	6. How will incidental costs for PCL representatives be reimbursed?	Incidental cost for PCL representatives is not a cost that can be estimated and reimbursed by PennDOT.	N/A	Chapter 3, Section 3.26 Construction Impacts
W-15	John J. Svonavec	Penn Coal Land, Inc.	W-15-10	I look forward to working with the project manager(s) from PADOT, Stantec and others involved to adequately address my companies environmental concerns as the project moves forward. Thank you. Jason J. Svonavec, Consultant for Penn Coal Land, Inc.	The Project Team is working in coordination with all local, private, and state government agencies and stakeholders to find the best alternative with the least environmental impacts.	N/A	Chapter 3, Section 3.26 Construction Impacts and Section 3.30 Permit, Approvals & Authorizations Required
E-6	Lawrence and Brenda Fones	Homeowner/Resident	E-6-1	We are commenting on the Draft Environmental Impact Statement (DEIS) pertaining to the U.S. 219 Meyersdale PA to Old Salisbury Road project. It has been brought to our attention that the road will go through where planned because of an issue with the historical boundary pertaining to the Stone House property. Property along the opposite side of Route 40 was also a part of that historical site and in the past said property was purchased and businesses erected there. We feel that it is imperative that the residents of Old Salisbury Road who will be directly impacted by this be given info and help to at least speak to whomever controls decisions involving the historical boundary so as to be able to have said boundary moved back closer to the Stone House property which would also align the road in a straighter fashion with the tower. We would appreciate any and all help you and your department can provide to help with this matter. We are also concerned about the impact that our property and well water will receive from all the runoff from surfaces especially during winter when salt and chemicals would be used. Everything runs downhill and we are on that downhill side. This could potentially affect our health and lives drastically. So to sum it up, please provide us with help to have the road pushed back closer to the Stone House. We care about the impact this will have on all of us living on Old Salisbury Road. Thank you in advance for any and all help you/your department can provide on this matter.	<p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032 Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p> <p>There are several factors from both a design standpoint and environmental standpoint that are considered when determining where to place the roadway. From a roadway standpoint, speed, grades, median width, roadway widths and terrain are a few of the items taken into consideration. All of the environmental resources considered are discussed in Chapter 3. The project team designed alternatives to avoid as many resources as possible, not just the Tomlinson Inn and Little Meadows.</p> <p>Additionally, the environmental document prepared for the project has evaluated impacts associated with stormwater runoff. The project design will include stormwater management facilities to address the rate, volume, and quality of stormwater runoff. Generally, runoff from ordinary storm events would drain to swales, ponds, or vegetated areas designed to filter runoff and allow infiltration. Runoff from unusually heavy storm events would be captured in ponds and released slowly. The intent is to minimize changes to existing drainage patterns, water quality, and groundwater recharge. Additionally, the design will be regulated under a</p>	N/A	Chapter 3, Section 3.8 Historical Architectural Resources

					<p>state NPDES Construction Activity permit program, which requires regular inspection and maintenance of stormwater facilities throughout construction.</p> <p>The well you have identified and any potential impacts will be taken into consideration. If your well were to be impacted, then SHA would be required to provide you a new well at the state's expense. More soil borings and testing is necessary to determine if the well will be impacted. Testing will need to take place during design and following construction.</p>		
W-16	Emily Newman-Edwards, Mayor	Town of Grantsville	W-16-1	<p>Ms. Marks:</p> <p>I am writing this letter to offer the Mayor and Town Council of the Town of Grantsville's full support for the completion of the Rt. 219 extension project. We feel the majority of the people involved have supported and will continue to support the E-Shift Modified Route.</p> <p>Please feel free to contact me to discuss this further or if you should have any questions.</p> <p>Sincerely, Emily Newman-Edwards, Mayor of the Town of Grantsville</p>	<p>Thank you for your support on the completion of the project. All comments are included into the Comment Tracker, which is a part of the Project Records.</p>	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.
W-17	Marsha McKenzie	Homeowner/Resident	W-17-1	<p>Addendum - I want to add some testimony to the previous forms I already sent. This is regarding the well located on our property and would be impacted by the planned route for Rt 219. This is not an ordinary well, it is an artesian well that we have registered in Garrett County. It was drilled quite deep and I'm told the driller hit water at three different levels. We just attended a meeting on 01/08, at the Grantsville Office of MD State Rds. Two of your geological people were there. They expressed that a well like this is not seen very often. They said they had done some testing, as they would any well, but now feel that more extensive testing should be done.</p>	<p>Based off of the testing completed thus far and the information we know about the geology in the area, the project is not expected to impact the well as the excavations do not appear to impact soil and rock layers that are contributing to the water flow of the well. The design team agrees that more testing is necessary to confirm this conclusion, which will be completed during final design.</p>	N/A	Chapter 3, Sections 3.15 Geology, Hydrology, and Groundwater, Section 3.18 Stormwater Management and 3.19 Waterways, Watershed, Surface Water Quality and Aquatic Biota
W-17	Marsha McKenzie	Homeowner/Resident	W-17-2	<p>We were told that the route was shifted about 250 ft to avoid the actual well opening. We have lived on this property since the 1970s. Originally, the water we used came from this well and is delicious spring water. It flowed down into a reservoir we built, and back into our home. If we are in a drought situation, we were able to increase the flow and fill the reservoir. We have a large pond built and water to fill it was fed by this system. The pond supports fish, frogs, and water birds. The pond continues to be fed by this well and spring water as it has been for years. We added a second pond on the side of the roads, although not as large as the first one. Without this well the pond will be gone. This well is a unique natural resource. Good water is a valuable resource, it should not be disturbed. At this point, I don't think we know the extent of what is actually under the ground.</p>	<p>The alignment was shifted east to move the roadway as far away from the homes in the Old Salisbury Road area as existing constraints will allow. Based off of the testing completed thus far, the project is not expected to impact the well as the excavations do not appear to impact soil and rock layers that are contributing to the water flow of the well.</p>	N/A	Chapter 3, 3.15 Geology, Hydrology, and Groundwater
W-17	Marsha McKenzie	Homeowner/Resident	W-17-3	<p>So many things are studied by you in the area that would be impacted by constructing a road. For example, endangered species such as bats, artifacts, etc. But a well may not get the same consideration. But this well isn't an average well. If it were destroyed that would be a terrible mistake. Care should be taken not to destroy this unique natural resource.</p> <p>How can you put a dollar amount on something as rare as this that could not be replicated. You can't just drill a well to replace this one.</p>	<p>Based off of the testing completed thus far, the project is not expected to impact the well as the excavations do not appear to impact soil and rock layers that are contributing to the water flow of the well. The well and any potential impacts will be taken into consideration. If your well were to be impacted, then SHA would be required to provide you a new well at the state's expense. More soil borings and testing is necessary to determine if the well will be impacted. Testing will need to take place during design and following construction.</p>	N/A	3.15 Geology, Hydrology, and Groundwater
W-17	Marsha McKenzie	Homeowner/Resident	W-17-4	<p>I understand that the road is negatively impacted by a very large tract of land that is protected by the Historical Society. That tract of land is known to all of us as the Stone House Farm. We all agree that there is historical value to this farm. The Stone house structure is standing in good condition located right along Rt 40. We are told that they believe there may have been an old Revolutionary Road somewhere but not identified, and "possibly" may have been some</p>	<p>The Tomlinson Inn and Little Meadows boundary were established and listed as a historic district in the National Register of Historic Places in 1972. National Register Criteria A, B, and C are applicable for the evaluation of the property's significance in the areas of architecture, military and transportation. Tomlinson Inn is a fine example of a late-eighteenth century hostelry of stone construction. The property is historically significant for its association with the National Road, the</p>	N/A	Chapter 3, Section 3.8 Historical Architectural Resources

				<p>encampments also but not identified. So the large tract of land consisting of fields are included. Non Identified sites are hypothetical.</p> <p>This ground has been sold several times without restrictions, and yet it can interfere with routes being considered for the road. This is causing significant problems for us--we the people.</p>	<p>nation's first interstate highway, and its association with General Braddock's Fourth Encampment. Property ownership does not impact the historic listing. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>There are laws that protect both Historic Properties, which this is as well as Section 4(f) resources, which this is as well. These laws require the project to look to first, avoid the resource if at all possible. If the resource cannot be avoided, then the impact should be minimized to the extent possible and mitigation would need to be provided to offset the impact. Section 4(f) is a substantive law and precludes project approval if there is a use of historic site when a prudent and feasible avoidance alternative is available. There is more information on the Section 4(f) law at www.environment.fhwa.do.gov/env_topic/4f_tutorial/overivew.aspx</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>		
W-17	Marsha McKenzie	Homeowner/Resident	W-17-5	<p>Some of us will experience land locked properties. Everyone agrees there could be a straight line route that would solve all the problems. If you want to avoid destruction of rare resources you need to consider a way to leave it totally undisturbed.</p>	<p>As part of final design, the Team will be conducting an analysis to determine whether property will be purchased in its entirety or some type of provision will be made to provide access to your land. If your property is not currently landlocked, then it will not become landlocked without compensation to you.</p>	N/A	Chapter 2, Section 2.2 Alternatives Description - Preliminary Alternatives
W-17	Marsha McKenzie	Homeowner/Resident	W-17-6	<p>We would love to meet with you and present our thoughts to the historical society. We are being told that is very difficult. Please consider all alternatives to protect natural resources that is rare to find.</p>	<p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p>	N/A	Chapter 2, Section 2.2 Alternatives Description - Preliminary Alternatives
W-17	Marsha McKenzie	Homeowner/Resident	W-17-7	<p>As we are going down our driveway to mail this on this frigid morning and going by the large frozen pond. I noticed in the corner of the pond where it is fed from the well, a circular area, not frozen, where the water is entering. It is quite active even under these conditions. Also many animal tracks getting water where they can when all is frozen.</p>	<p>Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.</p>	N/A	Chapter 3, 3.15 Geology, Hydrology, and Groundwater and 3.20 Wetlands
W-18	Wilmer and Timmie Warnick	Homeowner/Resident	W-18-1	<p>Subject: Draft Environmental Impact Statement (DEIS); Salisbury and Old Salisbury Road Project</p> <p>We are commenting on the subject mentioned above. As a property owner and resident of Old Salisbury Road, we strongly disagree with the current planned path of the roadway that will negatively affect our personal property as well as other residents on Old Salisbury Road. We believe that all of the residents will be directly affected negatively by the route that is planned at this time.</p>	<p>Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.</p> <p>In the case of the U.S. 219 project, several options were considered in that area and the property was able to be avoided. Alternative E-Shift Modified is the impact minimization alternative to the homes along Old Salisbury Road.</p>	N/A	Chapter 3, Section 3.7 Displacements

W-18	Wilmer and Timmie Warnick	Homeowner/Resident	W-18-2	The new road will be very close to our home and there is much concern about runoff from the surface of the road as well as what builds up around the side(s) of the roadway, into our water supply and the effect it will have on the land and trees as our property and home are directly downhill from the planned path of the road. We are very concerned about the impact that this will have on our property as well as neighbors who live here too.	The environmental document prepared for the project has evaluated impacts associated with stormwater runoff. The project design will include stormwater management facilities to address the rate, volume, and quality of stormwater runoff. Generally, runoff from ordinary storm events would drain to swales, ponds, or vegetated areas designed to filter runoff and allow infiltration. Runoff from unusually heavy storm events would be captured in ponds and released slowly. The intent is to minimize changes to existing drainage patterns, water quality, and groundwater recharge. Additionally, the design will be regulated under a state NPDES Construction Activity permit program, which requires regular inspection and maintenance of stormwater facilities throughout construction.	N/A	Chapter 3, Section 3.15 Geology, Hydrology, and Groundwater
W-18	Wilmer and Timmie Warnick	Homeowner/Resident	W-18-3	There are additional concerns such as the noise from the vehicles; road noise; night time traffic with headlights shining into our windows; garbage that will lay along the roadway; and the increased possibility of crime caused from cars that breakdown or stop with individuals wandering to a close by residence for assistance, we all know that is not a good idea with the uncertainties in the world today.	<p>A right of way fence will separate the roadway from adjacent property minimizing the likelihood of interaction between persons using the adjacent property and those using the roadway. The highway traffic noise analysis followed state (PennDOT, MDOT, SHA) and federal (FHWA) guidelines to predict future noise levels and determine if noise barriers are needed (see DEIS/FEIS Chapters 3.12 & Appendix P).</p> <p>For the Old Salisbury Road area (NSA 4), Alternative E-Shift Modified is not expected to cause any noise impacts. Predicted noise levels will not equal or exceed acceptable limits (66 dB(A) for homes) or substantially increase existing noise (by 10 dB(A) or more). Specifically:</p> <ul style="list-style-type: none"> Receptors MD-R4-4, MD-R4-5 and MD-R4-6: The highway would be in a cut section providing screening benefits to these residents. Southbound new U.S. 219 (E-Shift Modified) varies between 275-375 feet away, with a predicted noise increase of 1-2 dB(A) versus 3 dB(A) for Alternative E Modified. Receptors MD-R4-1, MD-R4-2, and MD-R4-3: The highway would be in a fill section. Southbound new U.S. 219 (E-Shift Modified) varies between 415-490 feet away, with a predicted noise increase of 3-5 dB(A) versus 11 dB(A) Alternative E Modified. <p>Additional noise analyses will be conducted during the final design stage of the project to refine the noise modeling effort and verify abatement warrants, feasibility, and reasonableness.</p> <p>Landscaping and other context-sensitive design elements will be looked at in more detail during final design to mitigate any visual and aesthetic impacts resulting from Recommended Preferred Alternative E-Shift Modified. Landscaping serves as a buffer and screens nuisance lighting resulting from oncoming vehicle headlights and roadway lighting and helps prevent or reduce nuisance lighting from affecting private properties. Please note that FHWA does not consider landscaping as a viable noise abatement measure.</p>	N/A	Chapter 3, Section 3.12 Noise
W-18	Wilmer and Timmie Warnick	Homeowner/Resident	W-18-4	As far as the "stone-house property" not being considered for use since it has been declared historical in nature, precedence has already been set at least three times that there can be exceptions to this rule, and for this same property. The main difference this time is that the state/county/city doesn't stand to gain the tax dollars that it does now from the other exceptions that were made. Having the path of the roadway on the edge of the "stone-house property" would not only be a more effective decision for aligning the road to be a straight shot from the tower, it would keep the roadway out of sight from the residents on our road and take away much of the concerns of run-off into our water supply as we would not be directly on the down-hill side of the road and would not be literally, right beside it. There seems to be no realistic reason to not move the path of this road to make a straight shot path to the tower and eliminate the unnecessary curve in	<p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway</p>	N/A	Chapter 3, Section 3.8 Historic Architectural Resources

				the road, let alone it would be cheaper way to do things. Common sense is lacking in the current plans.	width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.		
W-18	Wilmer and Timmie Warnick	Homeowner/Resident	W-18-5	When the exceptions were made for using historic land for building the section of the new 219 at I-68, what were the concessions when the studies were done using the same federal and state cultural resources laws and regulations, including Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulation 36 CFR §800, Section 4(f) of the USDOT Act of 1966 (as amended in 1968), Executive Order 11593 (36 FR 8921, 3 CFR 1971 Comp. P. 154), Archaeological and Historic Preservation Act of 1974, Maryland Historical Trust (MHT) Act of 1985 as amended, and State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland as well as the Standards and Guidelines for Architectural and Historical Investigations in Maryland (MHT, 2023).	The current design team was not involved with the project recently completed by SHA that impacted the historic boundary. Questions on what occurred and how the boundary was impacted on that project should be directed to the Maryland Historical Trust. The contact information for the Maryland Historical Trust is: Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032 Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623	N/A	Chapter 3, Section 3.8 Historic Architectural Resources
W-18	Wilmer and Timmie Warnick	Homeowner/Resident	W-18-6	It is time that the residents of the state/county/city are thought of, and heard, throughout these decision processes instead of making us be bystanders, who have to hold on to a thread of hope, that what we have built for us and our family through our own hard work will not be ruined by bureaucratic red tape. We would certainly like to meet with someone about this decision on the subject project. You are wanting to destroy what we have built as our home for 42 years when it is completely unnecessary.	We hear your concerns and understand that this can be an very unsettling time as a property owner. Please know that we have tried to avoid as many properties as possible, while still meeting the purpose and need of the project and adhering to various environmental laws and regulations. In cases where impacts are unavoidable, mitigation will be required. These mitigation efforts are contained within the FEIS, under each category. The team would like to note that this project has been presented to the public in several public meetings. All of the public outreach opportunities are documented within Chapter 4 of the DEIS. The Project is needed for three identifiable reasons: 1) Existing U.S. 219 does not provide efficient mobility for trucks and freight; 2) there are numerous roadway and geometric deficiencies present along the existing U.S. 219 alignment; 3) the existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region. We will pass your request for a meeting on to the Maryland Department of Transportation Engineering District 6. Someone from that office will be in touch.	N/A	Section ES-8 of the Executive Summary, Chapter 2.2 FEIS Alternatives Description - Preliminary Alternatives, and Chapter 5, Preferred Alternative.
W-19	Kenneth Yommer	Homeowner/Resident	W-19-1	As a resident of Old Salisbury Road, I have concerns about the close proximity of the new road to the residential area of Old Salisbury Road. I am first concerned about the safety of the children, grandchildren and great grandchildren as the road seems to get closer to the residents the farther North it goes. Seems to me there is plenty of room to move the road back 100-200 yards in the field, keeping it away from the housing.	The preferred alignment (E-Shift Modified) has been placed as far east as possible without impacting the National Register Boundary for the Tomlinson Inn/Little Meadows Property. There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for. Specification GP-7.06 of the Maryland Standard Specifications for Construction and Materials requires the contractor at all times to construct work in a manner as to ensure the least practicable obstruction	N/A	Chapter 3, Section 3.8 Historic Architectural Resources

					to all forms of traffic. The use of temporary precast concrete barriers, drums, signs, barricades, and temporary construction fence may be used in areas of concern identified during the design process to ensure public and worker safety during construction. Also, while not specific to restricting access, many erosion and sediment controls are fencing to catch and divert and/or filter runoff from the site, restricting access from outside of the construction site. Permanent access restrictions will also be discussed through the design process with various options available in addition or in place of fencing. A right of way fence can separate the roadway from adjacent property minimizing the likelihood of interaction between persons using the adjacent property and those using the roadway. There will be meeting(s) held during final design to present details on items such as fencing, landscaping and lighting.		
W-19	Kenneth Yommer	Homeowner/Resident	W-19-2	My next concern is the water. None of the wells along Old Salisbury Road are very deep. The closer the road the bigger chance of polluting or disrupting our water supply.	Chapter 3, Section 3.18 goes into detail about mitigation activities that will be in place to protect the area's water supplies and quality. There are a number of stormwater control measures and best management practices that will be utilized on this project to ensure stormwater is managed appropriately in accordance with Maryland's regulations. In Maryland, standard provisions for monitoring and maintenance of SCMs and BMPs are set forth in 2000 MDE Stormwater Management Manual Chapter 5, 2011 Maryland Erosion and Sediment Control Manual, MDE Technical Memorandum #9, and MDE General Permit for Stormwater Discharge Associated with Construction Activity Maryland General Permit No. 20-CP. If your well were to be impacted, then SHA would be required to provide you a new well at the state's expense.		Chapter 3, Section 3.18.4 Stormwater Management Mitigation
W-19	Kenneth Yommer	Homeowner/Resident	W-19-3	My next concern is noise. One reason we bought property back here was because of the peacefulness. There is a nice quiet atmosphere on our road. The closer the new road, the more noise we will have to endure. All these concerns also affect the property value of all the homes on Old Salisbury Road. All these concerns could be solved by moving the new road back keeping it as far away from the residents as possible, also creating a straighter road for the eventual destination. There is a natural hollow the road could follow keeping it further away from the residents. Also the Yoder property will be greatly disrupted, the farther back would give them the opportunity to develop the land on the East side of the new road where there is access to electricity. Thank you for listening to my concerns. Ken Yommer	<p>The highway traffic noise analysis followed state (PennDOT, MDOT, SHA) and federal (FHWA) guidelines to predict future noise levels and determine if noise barriers are needed (see DEIS/FEIS Chapters 3.12 & Appendix P).</p> <p>For the Old Salisbury Road area (NSA 4), Alternative E-Shift Modified is not expected to cause any noise impacts. Predicted noise levels will not equal or exceed acceptable limits (66 dB(A) for homes) or substantially increase existing noise (by 10 dB(A) or more). Specifically:</p> <ul style="list-style-type: none"> Receptors MD-R4-4, MD-R4-5 and MD-R4-6: The highway would be in a cut section providing screening benefits to these residents. Southbound new U.S. 219 (E-Shift Modified) varies between 275-375 feet away, with a predicted noise increase of 1-2 dB(A) versus 3 dB(A) for Alternative E Modified. Receptors MD-R4-1, MD-R4-2, and MD-R4-3: The highway would be in a fill section. Southbound new U.S. 219 (E-Shift Modified) varies between 415-490 feet away, with a predicted noise increase of 3-5 dB(A) versus 11 dB(A) Alternative E Modified. Landscaping may be considered for visual screening. <p>Additional noise analyses will be conducted during the final design stage of the project to refine the noise modeling effort and verify abatement warrants, feasibility, and reasonableness.</p>		Chapter 3, Section 3.12 Noise
E-6	Greg Beachy	Homeowner/Resident	E-6-1	Good evening, I am sending this email in regards to the 219 project that will be affecting the residents of Old Salisbury Rd. Grantsville, MD. This is where my family father, grandfather, aunt, uncles and cousins live at. This road project will be affecting them, they have lived there for over 45+ years. They have been productive citizens to their community and have had significant people to people in their area. They have been dealing with impacts of this road projects for all of my entire life (37 years). We are all aware that the road is a must and will be happening but have a severe misunderstanding the planning and route of this road. We don't understand why the plans are for that road to bisect	The preferred alignment (E-Shift Modified) has been placed as far east as possible. Alternative DU Modified and E Modified measure around 60 feet from the back of your property line to the edge of the limit of disturbance. E Shift Modified measures between 135 feet to 178 feet from the back of your property line and the roadway will be depressed 30 to 35 feet below the existing ground. The width of the alignment in this area measures 340 wide. As preliminary engineering progresses and the alignment is refined, this width may become narrower and the alternative will be further away from your property line. Additionally, with the alternative being depressed, the slopes will act as a natural noise barrier. The highway traffic noise impacts analysis was conducted in	N/A	Chapter 2, FEIS Alternatives Description - Preliminary Alternatives and Chapter 3, Section 3.8 Historical Architectural Resources

				<p>their property and go that close to the residents home. There is a wide open field just (50 yards) east and we don't understand why the roads can't be reroute into that field. My grandfather has lived and owned property there for over 45 years. He keeps being told about the historic Stone house property and they can't get that close to it. But the rerouting of 219 just slightly east would not even affect to property. It isn't even within sight of the property. And previously when the new 219 extension was built 5 years ago it came directly beside let alone even on parts of the stone house property. Why can't just north of the stone house can't this road be rerouted there? If you move the new 219 road just farther east it won't affect any of these residents. From my understanding the community and state of Maryland should be looking out for the longtime residents of Maryland. If the route is diverted slightly east this will not affect anyone and there will be significantly less work and disturbance to the habitat and timber around this properties if it is moved. Could you please inform me about the benefits to keeping the road on the currently planned route? Thanks I hope that you consider the people in this community and can find a more reasonable alternative.</p>	<p>compliance with PennDOT Project Level Highway Traffic Noise Handbook Publication No. 24 (2019), MDOT Noise Policy (2020), SHA Highway Noise Abatement Planning and Engineering Guidelines (2020) which are based on FHWA regulations at 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. All three documents provide procedures and guidance for the evaluation of highway traffic noise impacts and criteria for consideration of noise abatement measures during the Environmental Clearance Phase in accordance with NEPA. As described in the DEIS, and finalized in the FEIS, the noise analysis presents the predicted loudest hour build traffic levels in order to determine if those noise levels create a traffic noise impact, and if so, to determine where noise barriers are warranted, feasible, and reasonable for the Preferred Alternative. Refer to DEIS and FEIS Chapters 3.12. Additional noise analyses using more detailed engineering data would be conducted during the final design stage of the project and documented in the Final Design Noise Report. The final design noise analysis would refine the noise modeling effort and verify abatement warrants, feasibility, and reasonableness.</p> <p>The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>		
W-20	Sandy Beachy	Homeowner/Resident	W-20-1	<p>I am writing this letter to express my strong opposition regarding the proposed 219 Road Route. I live at ---.</p> <p>First, as a resident of Maryland and a property owner, the proposed 219 Road Route would only be a short distance from my home. There are many concerns that I have about this along with many hazards that would follow from this.</p>	<p>Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of</p>	N/A	<p>Section ES-8 of the Executive Summary, Chapter 2.2 FEIS Alternatives Description - Preliminary Alternatives, and</p>

					the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.		Chapter 5, Preferred Alternative.
W-20	Sandy Beachy	Homeowner/Resident	W-20-2	1. The safety concerns for me and my family with strangers imposing on my property and to my home from the highway would be a lifelong worry for me.	The preferred alignment (E-Shift Modified) has been placed as far east as possible. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. A right of way fence will separate the roadway from adjacent property minimizing the likelihood of interaction between persons using the adjacent property and those using the roadway.	N/A	Chapter 3, Section 3.26 Construction Impacts
W-20	Sandy Beachy	Homeowner/Resident	W-20-3	2. It would drop the property value of my land and my home.	All right-of-way acquisition will be completed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24) and PennDOT and SHA's Relocation Assistance Programs. All displaced residential and commercial establishments shall be eligible to receive replacement payments. SHA's appraisal process is based off the sales comparison approach which is to compare the before/after acquisition impact on the land itself and buildings/residence. SHA is to leave the property owner cured or as we found them in functional sense and/or compensation. As directed, the appraiser will assess other aspects of the impacts such as noise, visual and proximity. Additional noise analyses (following state and federal noise policy) using more detailed engineering data would be conducted during the final design stage of the project and documented in the Final Design Noise Report. The final design noise analysis would refine the noise modeling effort and verify abatement warrants, feasibility, and reasonableness. Our appraisal will undergo a review process for standard appraisal ethics/guidelines before being approved. Once approved, the appraisal will not be the final word, as further discussions with the property owner will continue.	N/A	Chapter 3, Section 3.7 Displacements
W-20	Sandy Beachy	Homeowner/Resident	W-20-4	3. The noise, which does not seem to be adequately considered from the highway, would be unacceptable for us to live a nice quality of life.	<p>Thank you for your comment. The highway traffic noise analysis followed state (PennDOT, MDOT, SHA) and federal (FHWA) guidelines to predict future noise levels and determine if noise barriers are needed (see DEIS/FEIS Chapters 3.12 & Appendix P).</p> <p>For the Old Salisbury Road area (NSA 4), Alternative E-Shift Modified is not expected to cause any noise impacts. Predicted noise levels will not equal or exceed acceptable limits (66 dB(A) for homes) or substantially increase existing noise (by 10 dB(A) or more). Specifically:</p> <ul style="list-style-type: none"> Receptors MD-R4-4, MD-R4-5 and MD-R4-6: The highway would be in a cut section providing screening benefits to these residents. Southbound new U.S. 219 (E-Shift Modified) varies between 275-375 feet away, with a predicted noise increase of 1-2 dB(A) versus 3 dB(A) for Alternative E Modified. Receptors MD-R4-1, MD-R4-2, and MD-R4-3: The highway would be in a fill section. Southbound new U.S. 219 (E-Shift Modified) varies between 415-490 feet away, with a predicted noise increase of 3-5 dB(A) versus 11 dB(A) Alternative E Modified. Landscaping may be considered for visual screening. <p>Additional noise analyses will be conducted during the final design stage of the project to refine the noise modeling effort and verify abatement warrants, feasibility, and reasonableness.</p>	N/A	Chapter 3, Section 3.12 Noise
W-20	Sandy Beachy	Homeowner/Resident	W-20-5	4. The environmental impact it would have as to preserve our water wells, ponds and the habitat. The water from the Road will affect my water well.	The environmental document prepared for the project has evaluated impacts associated with stormwater runoff. The project design will include stormwater management facilities that address water quality, among other things. The well and any potential impacts will be taken into	N/A	Chapter 3, Section 3.15 Geology, Hydrology, and Groundwater, 3.18 Stormwater

					consideration. If your well were to be impacted, then SHA would be required to provide you a new well at the state's expense. More soil borings and testing is necessary to determine if the well will be impacted. Testing will need to take place during design and following construction.		Management, and 3.19 Waterways, Watersheds, Surface Water Management
W-20	Sandy Beachy	Homeowner/Resident	W-20-6	5. I have lived in my home for 36 years and to have this "proposed 219 Road Route" come right behind my home would be intolerable. I have an extended family that live just a few yards from me and the 219 Road Route would be affecting them even more so than me.	The preferred alternative (E-Shift Modified) has been placed as far east as possible and measures between 222 feet up to 336 feet from the back of your property to the limit of disturbance line. The limit of disturbance width in this area measures about 270 feet in width. As design progress and the alternative become more refined, that number will decrease and the roadway will continue to move further away from your property. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. The other alternatives considered in this area measure between 66 up to 95 feet from the back of your property.	N/A	Chapter 2, Section 2.2 Alternatives Description - Preliminary Alternatives
W-20	Sandy Beachy	Homeowner/Resident	W-20-7	6. My Grandchildren, it would be an extreme hazard for them to even play in our backyard as the road will be so close to us. We have 2 small grandchildren that live in our home and 2 that live a few yards from our home. The safety concerns outweigh any proposal you have for this road.	The preferred alignment (E-Shift Modified") has been placed as far east as possible. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. A right of way fence will separate the roadway from adjacent property minimizing the likelihood of interaction between persons using the adjacent property and those using the roadway.	N/A	Chapter 3, Section 3.26 Construction Impacts
W-20	Sandy Beachy	Homeowner/Resident	W-20-8	7. The property that is historical, is no more historical than my property. My home is my way of life, my memories, the place my children call their home, the place my grandchildren come to enjoy and play. The proposal of this road route that in which you have chosen, which will be very close to my home, is totally unacceptable.	The preferred alignment (E-Shift Modified) has been placed as far east as possible. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property.	N/A	Chapter 2, Section 2.28 Detailed Alternatives Phase and Chapter 3, Section 3.8 Historic Architectural Resources, Chapter 5 Preferred Alternative
W-20	Sandy Beachy	Homeowner/Resident	W-20-9	I would like to meet with one of the Maryland Historical People and speak with them about getting the box (Tomlinson Inn and The Little Meadows Historical District) moved or changed.	<p>Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>	N/A	Chapter 3, Section 3.8 Historic Architectural Resources

W-21	Brandon Beachy	Homeowner/Resident	W-21-1	My name is Brandon Beachy, and I live at ---. As a Resident of Maryland and as a Homeowner I am writing to strongly OBJECT and to express my concerns regarding the 219 Road Route Project.	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Chapter 2, Section 2.2 FEIS Alternatives Description, 2.3 Alternatives Dismissed from Preliminary Alternatives Phase and Chapter 5 Preferred Alternative
W-21	Brandon Beachy	Homeowner/Resident	W-21-2	1) FAMILY/HOME - I am extremely concerned about where the road will come through because my family and my home reside very close in proximity to where you are suggesting the road be routed. The route you have chosen will have a huge impact on the safety of my family and the value of my home.	The preferred alignment (E-Shift Modified) has been placed as far east as possible. Please see response to W-20-6 (Sandy Beachy) for distances. The alignments were design to avoid as many resources as possible and the alternative with the least environmental impact, including right-of-way displacements is considered the preferred alternative. All of the resources considered are described in Chapter 3. A right of way fence will separate the roadway from adjacent property minimizing the likelihood of interaction between persons using the adjacent property and those using the roadway. Any property directly impacted by the project and requiring acquisition will be appraised to determine Fair Market Value. SHA's appraisal process is based off the sales comparison approach which is to compare the before/ after acquisition impact on the land itself and buildings/residence. We are to leave the property owner cured or as we found them in functional sense and/or compensation. As directed, the appraiser will assess other aspects of the impacts such as noise, visual and proximity. Noise will continue to be reviewed based on state and federal regulation and policy. Our appraisal will undergo a review process for standard appraisal ethics/guidelines before being approved. Once approved, the appraisal will not be the final word, as further discussions with the property owner will continue.	N/A	Chapter 2, Section 2.2 FEIS Alternatives Description, 2.3 Alternatives Dismissed from Preliminary Alternatives Phase, Chapter 3, Section 3.7 Displacements and Chapter 5 Preferred Alternative
W-21	Brandon Beachy	Homeowner/Resident	W-21-3	2) PRIVACY – The route you have chosen will have a significant reduction for the privacy of my family and for my home.	The preferred alignment (E-Shift Modified) has been placed as far east as possible. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. A right of way fence will separate the roadway from adjacent property minimizing the likelihood of interaction between persons using the adjacent property and those using the roadway. All right-of-way acquisition will be completed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24) and PennDOT and SHA's Relocation Assistance Programs. All displaced residential and commercial establishments shall be eligible to receive replacement payments. Any property directly impacted by the project and requiring acquisition will be appraised to determine Fair Market Value.	N/A	Chapter 2, Section 2.2 FEIS Alternatives Description, 2.3 Alternatives Dismissed from Preliminary Alternatives Phase, Chapter 3, Section 3.7 Displacements and Chapter 5 Preferred Alternative
W-21	Brandon Beachy	Homeowner/Resident	W-21-4	3) SAFETY – The route which you are suggesting will be unacceptable due to many safety concerns and hazards that may be inflicted upon my home and family. I have children that play in my backyard.	The preferred alignment (E-Shift Modified) has been placed as far east as possible. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. A right of way fence will separate the roadway from adjacent property minimizing the likelihood of interaction between persons using the adjacent property and those using the roadway.	N/A	Chapter 2, Section 2.2 FEIS Alternatives Description, 2.3 Alternatives Dismissed from Preliminary Alternatives Phase, Chapter 3, Section 3.7 Displacements, Section 3.26 Construction Impacts and Chapter 5 Preferred Alternative
W-21	Brandon Beachy	Homeowner/Resident	W-21-5	4) NOISE/POLLUTION/GARBAGE – The route which you are suggesting will disrupt our daily life, our Health and scenery	An air quality analysis, conducted using state and federal guidelines, found that the Recommended Preferred Alternative E-Shift Modified is not expected to significantly impact air quality in the project area. Refer to DEIS and FEIS Chapters 3.11. While some tree and vegetation	N/A	Chapter 3, Sections 3.11 Air Quality and 3.12 Noise

					<p>removal is required for construction, replanting and revegetation will be maximized to offset impacts. Mitigation measures will also be considered to reduce temporary air quality impacts from construction activities and equipment.</p> <p>Landscaping and other context-sensitive design elements will be looked at in more detail during final design to mitigate any visual and aesthetic impacts resulting from Recommended Preferred Alternative E-Shift Modified.</p> <p>The highway traffic noise impacts analysis was conducted in compliance with PennDOT Project Level Highway Traffic Noise Handbook Publication No. 24 (2019), MDOT Noise Policy (2020), SHA Highway Noise Abatement Planning and Engineering Guidelines (2020) which are based on FHWA regulations at 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. All three documents provide procedures and guidance for the evaluation of highway traffic noise impacts and criteria for consideration of noise abatement measures during the Environmental Clearance Phase in accordance with NEPA. As described in the DEIS, and finalized in the FEIS, the noise analysis presents the predicted loudest hour build traffic levels in order to determine if those noise levels create a traffic noise impact, and if so, to determine where noise barriers are warranted, feasible, and reasonable for the Preferred Alternative. Refer to DEIS and FEIS Chapters 3.12.</p> <p>For Noise Study Area 4 (NSA 4) (includes residences along Old Salisbury Road), there are no impacted noise receptors from Alternative E-Shift Modified build predicted noise levels. Alternative E-Shift Modified build predicted noise levels within NSA 4, did not equal or exceed the noise abatement criteria (66 dB(A) for residential land uses) or substantially exceed existing noise levels by 10 dB(A) or more.</p> <p>Alternative E-Shift Modified in the areas of noise receptors MD-R4-4, MD-R4-5 and MD-R4-6 (in NSA 4 and along Old Salisbury Road) is in a cut section which will provide screening benefits to these residents. The edge of pavement for southbound new U.S. 219 (E-Shift Modified) varies between 275' and 375' from these receptors. Noise levels at these receptors were predicted to increase between 1 and 2 dB(A) for Alternative E-Shift Modified versus 3 dB(A) for Alternative E Modified.</p> <p>Alternative E-Shift Modified in the areas of noise receptors MD-R4-, MD-R4-2, and MD-R4-3 (in NSA 4 and along Old Salisbury Road) are located where the highway would be in a fill section. These receptors vary between 415' to 490' away from the southbound lane pavement edge of new U.S. 219 (E-Shift Modified). Noise levels at these receptors were predicted to increase between 3 and 5 dB(A) Leq at these receptors for Alternative E-Shift Modified versus 11 dB(A) Alternative E Modified. Assume landscaping could be considered in final design to help provide additional visual screening.</p> <p>Additional noise analyses using more detailed engineering data would be conducted during the final design stage of the project and documented in the Final Design Noise Report. The final design noise analysis would refine the noise modeling effort and verify abatement warrants, feasibility, and reasonableness.</p>		
W-21	Brandon Beachy	Homeowner/Resident	W-21-6	5) WATER – Concern of water drainage, flooding and clean water	<p>The environmental document prepared for the project has evaluated impacts associated with stormwater runoff. The project design will include stormwater management facilities that address the collection, treatment, and release of stormwater as well as water quality.</p> <p>Furthermore, impacts to waterways require that PennDOT and SHA receive a Section 404 Permit from the US Army Corps of Engineers, PA DEP, and MDE, and a Section 401 Water Quality Certification from the</p>	N/A	Chapter 3, Sections 3.15 Geology, Hydrology, and Groundwater 3.18 Stormwater Management 3.19 Waterways, Watersheds, Surface

					PA DEP and MDE. The Section 404 Permit and Section 401 Water Quality Certification will address avoidance and impact minimization to waterways, along with a plan to mitigate unavoidable impacts. Additionally, Pennsylvania and Maryland have state regulations governing waterway encroachments and alterations, including Pa. Code Title 25, Chapter 105 in Pennsylvania and Title 5 in Maryland, that require project review by state environmental agencies.		Water Management 3.21 Floodplains
W-21	Brandon Beachy	Homeowner/Resident	W-21-7	1) HISTORIC – The Meadow Mountain which falls into the Historical category will lose much character if the road continues this route	Meadow Mountain is not currently listed on the National Register of Historic Places. The project team was not asked by the Maryland Historical Trust to evaluate Meadow Mountain as a historic property. There is a large boundary for the Tomlinson Inn/Little Meadows; however, the project avoids any impact to that property.	N/A	Chapter 3, Section 3.8 Historic Architectural Resources
W-21	Brandon Beachy	Homeowner/Resident	W-21-8	2) CONSTRUCTION OF ROAD – All types of construction in the surrounding area and close to my home.	The preferred alignment (E-Shift Modified) has been placed as far east as possible. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. Specification GP-7.06 of the Maryland Standard Specifications for Construction and Materials requires the contractor at all times to construct work in a manner as to ensure the least practicable obstruction to all forms of traffic. The use of temporary precast concrete barriers, drums, signs, barricades, and temporary construction fence may be used in areas of concern identified during the design process to ensure public and worker safety during construction. Also, while not specific to restricting access, many erosion and sediment controls are fencing to catch and divert and/or filter runoff from the site, restricting access from outside of the construction site. Permanent access restrictions will also be discussed through the design process with various options available in addition or in place of fencing. There will be meeting(s) held during final design to present details on items such as fencing, landscaping and lighting.	N/A	Chapter 3, Section 3.26 Construction Impacts
W-21	Brandon Beachy	Homeowner/Resident	W-21-9	3) ALTERNATIVE ROUTE – select a more suitable route	The preferred alternative (E-Shift Modified) has been identified as the environmentally preferred alternative. This alternative has been placed as far east as possible without impacting the Tomlinson Inn/Little Meadows historic property boundary. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Chapter 2 and 5 of the DEIS discuss the alternatives considered and the preferred alternative and Chapter 3 includes all of the resources that were considered during the alternative evaluation process.	N/A	Chapter 2: Alternatives Considered Chapter 5: Preferred Alternative
W-21	Brandon Beachy	Homeowner/Resident	W-21-10	4) HABITAT - As an Avid Sportsman, I want to protect and preserve any wetlands, forest area, and the habitat. The Road Route will be such an intrusion for the habitat surrounding this area.	Alternative E-Shift Modified is the least environmentally damaging alternative. The alternative would result in the least amount of wetland and stream impacts over the other alternatives evaluated. Additionally, Maryland requires that forestland impacts be mitigated for by replanting trees at an acre for acre ratio. Trees will be replanted in the Maryland portion of the project.	N/A	Chapter 3, Sections 3.6 Parks and Recreational Facilities 3.19 Waterways, Watersheds, Surface Water Quality 3.20 Wetlands 3.22 Vegetation, Terrestrial Habitat, and Terrestrial Wildlife

W-21	Brandon Beachy	Homeowner/Resident	W-21-11	<p>I would like to meet with one of the Maryland Historical People and speak with them about getting the box (Tomlinson Inn and The Little Meadows Historical District) moved or changed.</p> <p>I am suggesting you reconsider due to the negative impact this will have for not only me but for many of the residents that reside on Old Salisbury Road.</p> <p>If you allow this Route to continue there should be TAX Credits allowance or some kind of compensation provided to offset the inconvenience.</p> <p>We would prefer the route to be changed or an alternate route.</p>	<p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>	N/A	Chapter 3, Section 3.8 Historic Architectural Resources
W-22	Greg Beachy Jr.	Homeowner/Resident	W-22-1	<p>Good evening,</p> <p>I am sending this email in regards to the 219 project that will be affecting the residents of Old Salisbury Rd. Grantsville, MD. This is where my family father, grandfather, aunt, uncles and cousins live at. This road project will be affecting them, they have lived there for over 45+ years. They have been productive citizens to their community and have had significant people to people in their area. They have been dealing with impacts of this road projects for all of my entire life (37 years).</p>	<p>We hear your concerns and understand that this can be an very unsettling time for property owners in the area. Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.</p>	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.
W-22	Greg Beachy Jr.	Homeowner/Resident	W-22-2	<p>We are all aware that the road is a must and will be happening but have a severe misunderstanding the planning and route of this road. We don't understand why the plans are for that road to bisect their property and go that close to the residents home. There is a wide open field just (50 yards) east and we don't understand why the roads can't be reroute into that field. My grandfather has lived and owned property there for over 45 years. He keeps being told about the historic Stone house property and they can't get that close to it. But the rerouting of 219 just slightly east would not even affect to property. It isn't even within sight of the property. And previously when the new 219 extension was built 5 years ago it came directly beside let alone even on parts of the stone house property. Why can't just north of the stone house can't this road be rerouted there? If you move the new 219 road just farther east it won't affect any of these residents.</p> <p>From my understanding the community and state of Maryland should be looking out for the longtime residents of Maryland. If the route is diverted slightly east this will not affect anyone and there will be significantly less work and disturbance to the habitat and timber around this properties if it is moved. Could you please inform me about the benefits to keeping the road on the currently planned route? Thanks I hope that you consider the people in this community and can find a more reasonable alternative.</p> <p>Thanks Greg Beachy Jr.</p>	<p>A number of factors are considered during the development of alternatives. Additionally, there have been several public meetings held to present the alternatives. Alternative E and E-shift were developed and presented during the 2002 to 2007 timeframe at public meetings and have remained under consideration since that time. The factors that were considered during the development of alternatives are identified in Chapter 3. The preferred alignment (E-Shift Modified) has been placed as far east as possible without encroaching into the Tomlinson Inn/Little Meadows historic property boundary and the alternative is considered the Environmentally Preferred Alternative. There are issues with moving the alternative further east. In order to design the alignment within the proper standards, the shift would extend much further north to the state line and south beyond the current tie-in point. This shift would result in additional forestland impacts not already accounted for, it would impact the Mason Dixon Marker at the state line and the southern tie-in point would further impact the Tomlinson Inn and Little Meadows Historic Boundary at the southern tie-in. A shifted southern tie-in point would also impact a wetland (W-3A) that SHA agreed in their permit application for the 1.4-mile section of US 219 that they would avoid due to the quality of the wetland complex (February 16, 2016 CENAB-PRB-MN (US 219: Meyersdale, PA to I-68/Interchange Project) 2005-00415-M15, Condition Pertaining to Avoidance and Minimization Item No. 2.) It can be assumed that SHA would have difficulty in obtaining a waterway permit for the project if that wetland complex is impacted.</p>	N/A	Chapter 2, Section 2.2 FEIS Alternatives Description, 2.3 Alternatives Dismissed from Preliminary Alternatives Phase, Chapter 3, Section 3.7 Displacements and Chapter 5 Preferred Alternative
W-23		Homeowner/Resident	W-23-1	<p>We are commenting on the Draft Environmental Impact Statement (DEIS) pertaining to the U.S. 219 Meyersdale to Old Salisbury Road</p>	<p>The environmental document prepared for the project has evaluated impacts associated with stormwater runoff. The project design will</p>	N/A	

	Bryon and Michelle Baker			<p>project. We feel that the positioning of the road, where it is going in, is going to impact the residents of our road's well system. This is not only going to affect us but all residents residing on Old Salisbury Road mostly during the winter months when we have runoff from salt and chemicals. I understand that our wells being compromised may not seem like a big concern to your department, however, it is very important to us and all our neighbors. There is plenty of room, for the road to be pushed back toward the Stone House without compromising any wells or water systems. The only thing holding that back is that it has been declared a historical site, who controls what can or can't be done within the historical society? We would like to know. Also, we feel like one of the alternative routes would have worked better and had less impact on the houses/wells. We are not happy about the current direction of the road.</p>	<p>include stormwater management facilities that address water quality, among other things. The well and any potential impacts will be taken into consideration. If your well were to be impacted, then SHA would be required to provide you a new well at the state's expense. More soil borings and testing is necessary to determine if the well will be impacted. Testing will need to take place during design and following construction.</p> <p>The preferred alignment (E-Shift Modified) has been placed as far east as existing constraints allow. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>The contact information for the Maryland Historical Trust is:</p> <p>Maryland Historical Trust Project Review and Compliance 100 Community Place Crownsville, MD 21032</p> <p>Jessica French - National Register Administrator jessica.french@maryland.gov 410.697.9623</p>		Chapter 3, Section 3.8 Historic Architectural Resources
W-24	Timothy and Connie Osselburn	Homeowner/Resident	W-24-1	<p>I completely disagree with the historical boundary and it should be pushed back further in the field to make less impact for the residents of Old Salisbury Road. My entire family including my father, brothers, and their families and my son and his family live on Old Salisbury Road. If this route is not changed their lives will be severely affected. We lived there many years in a healthy and clean environment and would like it to stay that way for our children and grandchildren. So please reconsider the route so that my family and all other families that live on Old Salisbury and nearby are not impacted by your decision. Thank you, Tim and Connie Osselburn.</p>	<p>The preferred alignment (E-Shift Modified) has been placed as far east as possible. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. The Tomlinson Inn and Little Meadows was not the only environmental feature considered and avoided. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>	N/A	Chapter 3, Section 3.8 Historic Architectural Resources

W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-1	<p>Deb Hoover, KCI and the U.S. 219 Team</p> <p>RE: Maryland DNR Comments on US 219 DEIS</p> <p>Maryland Department of Natural Resources has completed our review of the Draft Environmental Impact Statement for the U.S. 219 project. We appreciate the fact that, in accordance with NEPA, comparison of a full range of engineering, operational, cost, and environmental factors was considered in the identification of a Preferred Alternative at the conclusion of the DEIS.</p> <p>Comments from our Wildlife and Heritage Service are the following:</p>	Thank you for your comments/feedback. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Section ES-8 of the Executive Summary and Chapter 5, Preferred Alternative.
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-2	It appears that the new LOD of the preferred alternative avoids impacts to previous RT&E concerns we had for Meadow Run and adjacent wetlands, and Casselman River and Piney Run.	The Project Team worked diligently to find the best alternative with the least environmental impacts.	N/A	Chapter 3, Section 3.23.3 Rare, Threatened and Endangered Species
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-3	WHS wants to emphasize the need for maximizing sediment and erosion control with supplemental measures, and maximizing stormwater infiltration to avoid degrading the wetlands that support rare species along Meadow Run. We prefer that all stormwater devices in the Maryland portion of the project be infiltration practices but as a minimum, those practices used in the subwatershed of Meadow Run if possible.	Stormwater management design will be guided by the MD State Highway Administration and MDE guidance under the NPDES Construction Activity Permit. The guidance requires infiltration where possible.	N/A	Chapter 3, Section 3.18 Stormwater Management
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-4	Also of concern is the presence of the state and federally-listed northern long-eared bat (<i>Myotis septentrionalis</i>) in the immediate vicinity of the proposed LOD. Multiple roosts were documented in 2014 in the immediate vicinity of the proposed LOD. MD DNR will defer to USFWS regarding any need for further survey work. Once that determination is made, we will await the findings of additional survey work if requested by USFWS. If additional survey work is not required, we will coordinate with USFWS on the review of potential impacts to NLEB. Please copy WHS/Natural Heritage on correspondence and information exchanged with USFWS on NLEB. Please note that the take of listed state endangered animals is prohibited under Maryland's Nongame and Endangered Species Conservation Act. Since take is prohibited, we do not accept mitigation for any impacts. However, USFWS does coordinate mitigation and will be the point agency on those opportunities.	A Biological Assessment was submitted for the USFWS on August 8, 2024, and an updated BA on October 28, 2024, along with a request to initiate formal Section 7 consultation under the Endangered Species Act. The USFWS issued a BO on March 26, 2025. The USFWS has not requested any additional survey work be completed for this project. The list of avoidance, minimization and conservation measures and reasonable and prudent measures has been added to the FEIS in Table ES-5 in the Executive Summary and in Chapter 3, Section 3.23 Rare, Threatened and Endangered Species. The BO is part of the FEIS, Appendix Z.	N/A	Executive Summary, Table ES-5, Chapter 3, Section 3.23 Rare, Threatened and Endangered Species and Appendix Z, Biological Opinion.
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-5	Comments from our Fishing and Boating Services are the following: The proposed U.S. 219 Transportation Improvement Project (202461407) will realign US 219 in Garrett County with likely impacts to Meadow Run, an unnamed tributary to Meadow Run, and 13 wetlands. The project limit of disturbance will clear 44 acres of forested land and construct two paved lanes of at least 22 feet in width. In addition, the plans propose several stormwater management basins that would discharge to at least seven locations in the Meadow Run and Casselman River drainages.	The U.S. 219 project will not directly impact Meadow Run in Maryland, but will cross the stream in Pennsylvania. Several tributaries to Meadow Run will be crossed in Maryland.	N/A	Chapter 3, Sections Section 3.18 Stormwater Management, 3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota, 3.20 Wetland
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-6	Meadow Run and the unnamed tributary to Meadow Run are designated as Use Class I, warmwater streams by Maryland Department of the Environment (MDE). This designation establishes water quality criteria that prohibit maximum temperatures outside the mixing zone from exceeding 90oF (32oC) or the ambient temperature of surface waters, whichever is greater (COMAR 26.08.03.03-3). In addition, a closure period for instream work occurs from March 1 through June 15, inclusive. It should be noted that brook trout, a cold-water obligate species, was documented during survey activities in Meadow Run in 2022 and 2024 by Maryland Department of Natural Resources, Fishing and Boating Services. These surveys collected	The FEIS text is revised to refer to tributaries to Meadow Run in MD as Use III streams. A mitigation commitment was added to the FEIS as well, indicating that in-stream work will not occur within Use III waters during the period of October 1 to April 30, inclusive, during any year.	Revised FEIS text to refer to tributaries to Meadow Run in MD as Use III streams.	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality, Aquatic Biota

				multiple year classes of brook trout, including young-of-year. This suggests that a wild, self-sustaining population of brook trout occupies the mainstem of Meadow Run. Furthermore, temperature data collected in both the mainstem of Meadow Run and in the unnamed tributary to Meadow Run met MDE's temperature criteria for Use Class III, cold-water streams in 2022. In both streams, temperature data collected during the summer index period of June 1 through August 31 exceeded 68oF (20oC) in less than 10 percent of records. Fishing and Boating Services has submitted the 2022 temperature and biological data collected in Meadow Run to MDE with the recommendation that the stream should be redesignated to a Use Class III cold-water stream. The 2024 temperature and biological data will be submitted in support of the redesignation when the temperature data is available.			
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-7	The protection of brook trout is a conservation and fisheries management priority for Fishing and Boating Services. Brook trout are Maryland's only native trout and are listed by Maryland's State Wildlife Action Plan as a species of greatest conservation need. Brook trout are highly sensitive to elevated stream temperatures and become stressed when temperatures exceed 68oF (20oC). Sustained temperatures greater than 68oF may lead to extirpation. Sedimentation may also limit brook trout success as mobilized sediment and silt may settle in brook trout spawning beds and smother eggs. The documentation of brook trout in Meadow Run and the supporting temperature data suggests that Meadow Run and its tributaries should be considered Use Class III, cold-water for the purposes of project planning and review.	The FEIS text is revised to refer to tributaries to Meadow Run in MD as Use III streams. A mitigation commitment was added to the FEIS as well, indicating that in-stream work will not occur within Use III waters during the period of October 1 to April 30, inclusive, during any year.	Revised FEIS text to refer to tributaries to Meadow Run in MD as Use III streams.	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality, Aquatic Biota
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-8	Fishing and Boating Services Recommends the following: 1. As previously noted, Meadow Run and the unnamed tributary to Meadow Run should be considered as Use Class III, cold-water for the purposes of this project. The closure period for in-stream work is from October 1 to April 30, inclusive. Project activities should not increase stream temperatures above 68F (20C) outside of the mixing zone.	The FEIS text is revised to refer to tributaries to Meadow Run in MD as Use III streams. Therefore, the Use III closure period from October 1 through April 30 will be utilized.	N/A	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality, Aquatic Biota
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-9	Stormwater management features that minimize thermal impacts should be considered for this project. As noted in MDE's small ponds approval guidelines, treatments that use pooling/ponded water are inappropriate in watersheds that support cold-water resources. These methods do not treat elevated stormwater temperatures and may contribute to additional temperature impacts through solar heating. Recommended methods include infiltration and subsurface treatments. A guide for stormwater treatment in coldwater watersheds is available here.	Stormwater management design will be guided by the MD State Highway Administration and MDE guidance under the NPDES Construction Activity Permit. The guidance requires infiltration or other methods to minimize thermal pollution for smaller, frequent storms.	N/A	Chapter 3, Section 3.18 Stormwater Management
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-10	Erosion and sediment control (ESC) best management practices should be in place at all times during project activities and should meet the maximum state, local, and federal requirements and recommendations. ESC practices should be inspected routinely to ensure that they are functioning as designed. Redundant practices should be applied where possible and particularly on slopes and exposed areas that are particularly vulnerable to erosion. Every effort should be made to minimize off-site sediment transport.	Erosion and sediment controls are to be designed with MD State Highway Administration and MDE guidance under the NPDES Construction Activity Permit. The guidance requires multiple sediment barriers on long/steep slopes in addition to expedient surface stabilization. Collection channels may have check dams in addition to receiving sediment basins or traps.	N/A	Chapter 3, Section 3.17 Soils and Erosion
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-11	The removal of mature forest should be minimized to the maximum extent practical. Tree removal within the 100 foot riparian buffer of Meadow Run and the unnamed tributary to Meadow Run should be avoided. Mature trees provide important shade for surface waters. Riparian vegetation also stabilizes soil and reduces sediment transport.	The Meadow Run Valley within Pennsylvania is to be spanned with a bridge. Removal of mature forest will be minimized to the maximum extent practical. Tree removal within 100' of Meadow Run and its tributaries will be avoided however some trees will need to be removed to construct the bridge, bridge piers and foundations as well as the roadway itself. The precise disturbance anticipated within the Meadow	N/A	Chapter 3, Section 3.17 Soils and Erosion

					Run drainage area has not determined at this time but will be as design progresses on the project. Erosion and sedimentation controls will be in place in disturbed areas. Vegetation disturbance is to be minimized under standard MD State Highway Administration and MDE guidance under the NPDES Construction Activity Permit. Protection of riparian buffers is to be addressed under the Maryland Reforestation Law 5-103.		
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-12	All disturbed areas should be stabilized immediately. Any disturbed, undeveloped areas should be replanted with native vegetation.	Stabilization of disturbed areas is to be addressed with standard MD State Highway Administration and MDE guidance under the NPDES Construction Activity Permit. Temporary seeding is required in MD when ground is to be idle more than 3 days. The appropriate Erosion and Sedimentation Control Plans will be developed during final design and submitted for approval before construction can begin. Mitigation commitments are included in Section 3.17.4. Both PA and MD regulations require native seed mixes be used for re-seeding.	N/A	Chapter 3, Section 3.17 Soils and Erosion
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-13	Similar consideration should be made while planning the mitigation project in North Branch Casselman River at Rock Lodge Road. North Branch Casselman River supports brook trout downstream of the proposed mitigation site. Project activities should not elevate stream temperatures or sediment transport.	The proposed mitigation site at Rock Lodge Road is used as a cattle-grazing field with little to no riparian buffer under existing conditions. The intent of the mitigation design is to reconnect the floodplain to the stream channel, exclude cattle from the floodplain via exclusionary fencing, provide designated ford crossing locations for cattle to cross the stream, and plant the floodplain/riparian buffer with woody material. The proposed design elements should result in reduced existing stream temperatures and sediment transport within the mitigation site area, which will subsequently benefit downstream habitat.	N/A	Chapter 3, Sections 3.19 Waterways, Watersheds, Surface Water Quality, Aquatic Biota, 3.17 Soils and Erosion
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-14	The proposed work must be conducted under the most rigorous conformity with state, Federal and County guidelines and regulations for erosion and sediment control - backed by strict monitoring and enforcement.	Erosion and sediment control during construction in MD will be reported and monitored under State Highway Specification 308. It requires contractor training/certifications and requires contractors to meet quality standards with daily and post-storm inspections and maintenance logs. Section 308 also bases contractor payment and liquidated damages on a quality assurance rating for compliance with the E&SC Plan.	N/A	Chapter 3, Section 3.17 Soils and Erosion
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-15	Below are additional comments from Freshwater Fisheries and Hatcheries Division (FFHD) regarding the Environmental Impact Statement for the 6219 Project. These comments are based on the DEIS sections. 3.18 Stormwater Management: Stormwater and sediment and erosion BMPs should be installed in consideration of coldwater resources and avoid added thermal stress during the summer warm period. Pooling of water increases temperature and when discharged into coldwater streams can be lethal to brook trout and other coldwater sensitive taxa. Meadow Run currently has an extant brook trout population. All stormwater should be treated through infiltration BMPs to reduce runoff temperatures.	As indicated in the response to Comment W-25-9, thermal pollution is to be addressed in both the E&SC and post-construction stormwater management design.	Table ES-5 - Stormwater Management These stormwater control features are intended to maximize infiltration to improve water quality, reduce rate of runoff to pre-project conditions and reduce volume of runoff from impervious surfaces. The SCMs/BMPs would also aid in reducing thermal pollution by providing shade, detention time, and infiltration of runoff, in conjunction with vegetated channels where practical.	Chapter 3, Section 3.18 Stormwater Management
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-16	3.19 Waterways, Watersheds, Surface Water, Aquatic Biota: In Maryland, all streams are Use I. In-stream work may not occur within Use I waters during the period of March 1 to June 15, inclusive, during any year (COMAR 26.08.02.11). FFHD recommends treating Meadow Run as existing or Use III and avoid working in the stream during the Use III Closure Period. It should be noted that brook trout, a coldwater obligate species, was documented during survey activities in Meadow Run in 2022 and 2024 by Maryland Department of Natural Resources, Fishing and Boating Services. These surveys collected multiple year classes of brook trout, including young-of-year. This suggests that a wild, self-sustaining	Tributaries to Meadow Run in MD will be called out as Use III streams in the FEIS. A mitigation commitment was added to the FEIS as well, indicating that in-stream work will not occur within Use III waters during the period of October 1 to April 30, inclusive, during any year. The Project team will abide by the current construction restrictions associated with streams at the time of permitting/construction.	The FEIS text is revised to refer to tributaries to Meadow Run in MD as Use III streams.	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality, Aquatic Biota

				population of brook trout occupies the mainstem of Meadow Run. Furthermore, temperature data collected in both the mainstem of Meadow Run and in the unnamed tributary to Meadow Run met MDE's temperature criteria for Use Class III, coldwater streams in 2022. In both streams, temperature data collected during the summer index period of June 1 through August 31 exceeded 68oF (20oC) in less than 10 percent of records. Fishing and Boating Services has submitted the 2022 temperature and biological data collected in Meadow Run to MDE with the recommendation that the stream should be redesignated to a Use Class III coldwater stream. The 2024 temperature and biological data will be submitted in support of the redesignation when the temperature data is available.			
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-17	Table 3-29 Indicates no wild trout are impacted. Brook trout have been documented in Meadow Run and it meets USE III criteria.	Table 3-29 and Table 3-30 from the DEIS were revised in the FEIS to include impacts to wild trout streams.	In Table 3-29, under Wild Trout Streams, Maryland change to 11. In Table 3-30, Add Wild Trout row and length of trout streams for each alt. Amber has a map with the trout stream markup from me.	Chapter 3, Section 3.19.3 Waterways, Watersheds, Surface Water Quality, and Aquatic Biota
W-25	Martha Stauss	Maryland Department of Natural Resources	W-25-18	Section 3.23 RTE Species Brook Trout are not mentioned in MD. Brook trout are Tier IV SGCN species in MD and should be protected in Meadow Run. Thank you for the opportunity to comment on the DEIS for this project. Please let me know if you have any questions.	Language was added to Chapter 3.23.4 of the FEIS identifying the presence of brook trout in Maryland.	Meadow Run also contains brook trout, which is identified as a Species of Greatest Conservation Need in Maryland.	Chapter 3, Section 3.23 Rare, Threatened and Endangered Species
W-26	Andrew and Shawnee Reynolds	Homeowner/Resident	W-26-1	To whom it may concern: I'm writing to share my concerns about the new road project being planned behind my family's property at ---, Grantsville, MD. I understand the project is still being reviewed, and I'd like to make sure my family's voice is heard before final decisions are made. This property has been in the family since 1977. My husband grew up here, and now we're raising our two young kids here. They love playing outside with their cousins and other neighborhood kids, running around safely without us having to worry about traffic. A road so close to our home would change all that, making it less safe and taking away the peaceful environment we've always had. How would you feel knowing your family's land is about to be uprooted? The thought of losing what we've worked so hard to build is heartbreaking. It's not just a house to anyone—it's where memories have been made, where my kids feel safe (without traffic), and where our family comes together.	Thank you for sharing your concerns about the project and how you feel it may impact your property. Highway fencing will be placed at the edge of Maryland State Highway Administration's right-of-way to minimize the likelihood of persons using the adjacent properties interacting with those using the roadway. The design is still in the very early stages and the specific details about the fencing has not been determined at this time. Future public meetings, to be held prior to construction will have details about the location and style of fencing. All right-of-way acquisition will be completed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24) and PennDOT and SHA's Relocation Assistance Programs. All displaced residential and commercial establishments shall be eligible to receive replacement payments.	N/A	Chapter 3, Section 3.7 Displacements
W-26	Andrew and Shawnee Reynolds	Homeowner/Resident	W-26-2	I'm also worried about a few other things: 1. The road would take away our privacy and quiet. 2. The noise and traffic would make it harder to enjoy our home. 3. It might hurt the value of our property, which is a big concern for us.	The highway traffic noise analysis followed state (PennDOT, MDOT, SHA) and federal (FHWA) guidelines to predict future noise levels and determine if noise barriers are needed (see DEIS/FEIS Chapters 3.12 & Appendix P). Recommended Preferred Alternative E-Shift Modified has been placed as far east as possible and is the impact minimization alternative to the homes along Old Salisbury Road in Maryland. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. Shifting the alignment further east of its current location would result in both a Section 106 Adverse Effect and Section 4(f) impact to Little Meadows. For the Old Salisbury Road area (NSA 4), Alternative E-Shift Modified is not expected to cause any noise impacts. Predicted noise levels will not equal or exceed acceptable limits (66 dB(A) for homes) or substantially increase existing noise (by 10 dB(A) or more). Specifically:	N/A	Chapter 3, Section 3.12 Noise

					<ul style="list-style-type: none"> Receptors MD-R4-4, MD-R4-5 and MD-R4-6: The highway would be in a cut section providing screening benefits to these residents. Southbound new U.S. 219 (E-Shift Modified) varies between 275-375 feet away, with a predicted noise increase of 1-2 dB(A) versus 3 dB(A) for Alternative E Modified. Receptors MD-R4-1, MD-R4-2, and MD-R4-3: The highway would be in a fill section. Southbound new U.S. 219 (E-Shift Modified) varies between 415-490 feet away, with a predicted noise increase of 3-5 dB(A) versus 11 dB(A) Alternative E Modified. <p>Additional noise analyses will be conducted during the final design stage of the project to refine the noise modeling effort and verify abatement warrants, feasibility, and reasonableness.</p> <p>Although FHWA does not consider landscaping as a viable noise abatement measure, landscaping and other context sensitive design elements will be looked at in more detail during final design to mitigate any visual and aesthetic impacts resulting from project. The plans are very preliminary at this point and details have not been established on items such as landscaping or fencing. Meeting(s) will be held during final design and will provide more detail on landscaping, fencing and lighting.</p> <p>The purpose of the project is to complete Corridor N of the Appalachian Development Highway to improve the system linkage in the region, provide safe and efficient access for motorists traveling on U.S. 219, and provide transportation infrastructure to support economic opportunities within the Appalachian Region. However, predicting any decline or increase in property values related to the construction of the project for adjacent properties is challenging due to numerous market influences.</p> <p>All right-of-way acquisition will be completed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24) and PennDOT and SHA's Relocation Assistance Programs. All displaced residential and commercial establishments shall be eligible to receive replacement payments. Any property directly impacted by the project and requiring acquisition will be appraised to determine Fair Market Value. This will include any amount by which the price reflects a diminution in value occurring between the effective date of legislative authority for the acquisition of the property and the date of actual taking if the trier of facts finds that the diminution in value was proximately caused by the public project for which the property condemned is needed, or by announcements or acts of the plaintiff or its officials concerning the public project, and was beyond the reasonable control of the property owner.</p>		
W-26	Andrew and Shawnee Reynolds	Homeowner/Resident	W-26-3	<p>Questions:</p> <ol style="list-style-type: none"> 1. Can it be moved back farther? If not, why? 2. Is this necessary to uproot families and their areas? 3. Could the road take a different path or include barriers to block noise and maintain privacy? 4. Does this road really need to be implemented as it affects so many families and kids? 	<p>Recommended Preferred Alternative E-Shift Modified has been placed as far east as possible and is the impact minimization alternative to the homes along Old Salisbury Road in Maryland. The National Register Boundary for the Tomlinson Inn/Little Meadows Property prevents the roadway from being moved further east. Shifting the alignment further east of its current location would result in both a Section 106 Adverse Effect and Section 4(f) impact to Little Meadows.</p> <p>For the Old Salisbury Road area (NSA 4), Alternative E-Shift Modified is not expected to cause any noise impacts. Predicted noise levels will not equal or exceed acceptable limits (66 dB(A) for homes) or substantially increase existing noise (by 10 dB(A) or more). Since NSA 4 does not have impacted noise receptors, mitigation such as construction of noise barriers is not warranted.</p> <p>Although FHWA does not consider landscaping as a viable noise abatement measure, landscaping and other context sensitive design</p>	N/A	Chapter 3, Section 3.12 Noise

					<p>elements will be looked at in more detail during final design to mitigate any visual and aesthetic impacts resulting from project.</p> <p>The purpose of the project is to complete Corridor N of the Appalachian Development Highway to improve the system linkage in the region, provide safe and efficient access for motorists traveling on U.S. 219, and provide transportation infrastructure to support economic opportunities within the Appalachian Region.</p> <p>The project needs include lack of efficient mobility for trucks and numerous roadway and geometric deficiencies along existing U.S. 219 that do not meet current design criteria and contribute to slower travel speeds through the corridor. Additionally, 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. These needs are further documented in Chapters 1.7 and Appendix B of the DEIS and FEIS.</p> <p>There are many factors that are considered when determining the preferred alternative from both an engineering and environmental standpoint. For engineering, factors such as speed, terrain, roadway width, and curves are a few factors. All of the factors considered from an environmental standpoint were discussed in Chapter 3. Also, some of the resources are protected by laws and are more stringent than others. The Team took all of these factors into consideration and developed an alternative that results in the least amount of environmental impact when compared to the other alternatives considered. Chapter 5 explains why it is the preferred alternative. Shifting one of the existing alignments will result in other impacts that are not accounted for.</p>		
W-26	Andrew and Shawnee Reynolds	Homeowner/Resident	W-26-4	<p>I hope you'll consider other options for the road or look into ways to reduce its impact on our home and neighborhood. I would greatly appreciate an in-person meeting with everyone on Old Salisbury Rd. I understand it may be your job, but having the publics review in-person is also as well.</p>	<p>This project has been considered for a long time and over 12 alternatives were considered dating back to 2000. Several meetings have been held since 2000 and the alignments have been shared with the public. The Team has developed an alternative that is considered the least environmentally damaging alternative. Additionally, the highway needs to connect into the 1.4 mile section of roadway that was built and opened to the public in 2021. That was a \$63 million dollar investment of taxpayer money.</p>	N/A	Chapter 4
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-1	<p>Re: Comments on Draft Environmental Impact Statement for U.S. 6219, Section 050 Meyersdale, PA to Old Salisbury Road, MD FHWA-PA-EIS-24-01-D MDE Tracking Numbers: AI180514/24-NT-3200/24-WQC-0043 FMIS No.: GA646B13</p> <p>The Maryland Department of the Environment (MDE) has reviewed the Draft Environmental Impact Statement (DEIS) referenced above and developed the attached comments for your consideration.</p> <p>If you have any questions or if we can assist you in any way, please do not hesitate to contact Emily Dolbin by telephone at 667-219-3279 or by email at Emily.Dolbin@maryland.gov. Please refer to the above referenced AI Number when corresponding with this office.</p>	<p>Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.</p>	N/A	Chapter 3, Section 3.30 Permits, Approvals and Authorizations Required
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-2	<p>1. ES-9 – Question ES-12 “Could the construction be phased?” is not answered.</p>	<p>The construction cannot be phased because the projects cannot function independently and exclusive of each other.</p>	<p>Add the following text in ES-12 at the end of Paragraph 1: "Additionally, the Pennsylvania and Maryland portions of the project cannot function independently. Therefore, the projects must be constructed concurrently and cannot be phased."</p>	Executive Summary, Question ES-12

W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-3	Table ES-5: Impact and Mitigation Summary includes several references to Commitment/Mitigation that are not addressed in the body of the DEIS including use of retaining walls and stream relocation.	It is assumed that this comment is referencing this text, included in Table ES-5 of the DEIS: "Efforts to minimize stream impacts could include crossing streams at right angles and using retaining walls in areas of cut or fill. In-kind stream relocations will be constructed where practicable to reduce the total compensatory stream mitigation required." This same text is also present in Chapter 3.19.4 of the DEIS, on Page 3-81. The Project Team is not aware of any mitigation in Table ES-5 not referenced elsewhere in the EIS.	N/A	Executive Summary, Table ES-5
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-4	Section 3 Environmental Resources, Impacts, and Mitigation 3. Throughout the section "project area" is used inconsistently to reference either the entire area shown on Figure 3-1 or within the study areas (for example Tables 3-29 and 3-31).	Page 3-1 of the DEIS indicates that different project areas may be discussed within Chapter 3, including a larger project area (shown as the black hatched area on Figure 3-1), which was used to define many of the existing conditions within the project area, or a smaller limit of disturbance (LOD) (shown as the black lines outlining the detailed alternatives on Figure 3-1), which is the area used to calculate impacts for build alternatives. The smaller LOD project area was used for Tables 3-29 and Table 3-31.	N/A	Chapter 3 Environmental Resources, Impacts and Mitigation
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-5	4. Page 3-5 – First full sentence is problematic. Consider rewording.	The Project Team appreciates the suggestion and has revised the sentence for clarity.	Additionally, construction of proposed alternatives <u>could</u> result in further <u>commercial, industrial, or residential</u> development along new or existing transportation corridors in the vicinity of the project. <u>However</u> , this type of new development <u>resulting from transportation corridors typically</u> occurs at new access points or interchanges, <u>and</u> there are no new access points or interchanges being proposed as part of this project.	Chapter 3, Section 3.1 Land Use, Zoning, Planning and Development
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-6	5. Page 3-76 – Stormwater Management – This discussion focuses on Pennsylvania requirements – Maryland requirements should be addressed.	Section 3.18.1 cites the regulatory programs and design guidance addressing stormwater management in both states. As indicated in the response to Comment W-8-27, Section 3.18.4 will be amended to address post-construction inspection and maintenance of stormwater facilities in both states.	N/A	Chapter 3, Section 3.18 Stormwater Management
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-7	6. Page 3-79 – The third paragraph states, "Note, those streams identified in the Aquatic Resources Report as both perennial and intermittent are counted here as only perennial." This statement is confusing. Appendix V includes only two stream segments as both perennial and intermittent, S-13 and S-57. However many streams designated as S-# and S-#A,B,etc are both perennial and intermittent. Please clarify.	Two streams, S13 and S57, were delineated as both intermittent and perennial. For simplicity in accounting and reporting, the entire delineated length of these two streams were considered perennial. Streams with a letter following the S# name are tributaries to the S# stream. The difference between the two types is shown in the Aquatic Resources Report, Appendix A - Aquatic Resource Delineation Map.	N/A	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-8	7. Page 3-79 Table 3-30 footnote 1 – Please clarify what is meant by "Only the surface channels of streams are included in the waterways impacts." Are culverted channels not included?	The footnote is included because the PA DEP has asserted jurisdiction over assumed subsurface "channels," which are not regulated by the USACE or the MDE. Where present, culverted channels are included in the waterway impacts.	"Where present, culverted channels are included in the waterway impacts" was added to the footnote.	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-9	8. Page 3-81 references "Specific mitigation would be detailed in the FEIS." Given the large amount of proposed stream impacts, some additional discussion of potential permittee responsible mitigation approaches would be appropriate. Use of the current Maryland Stream Mitigation Framework for the project is ongoing, and should be discussed.	Additional information was included.	Add: The Rock Lodge Road (SSS-110026) PRM site is proposed to meet the Preferred Alternative mitigation requirements in Maryland. The site is located in the same HUC-8 watershed (Youghiogheny) and MDE 8-digit watershed (Casselman River) as the Preferred	Chapter 3, Section 3.19 Waterways, Watersheds, Surface Water Quality & Aquatic Biota

						Alternative impacts. The Rock Lodge Road site has the potential to provide 4,790 functional feet of stream mitigation credit, which exceeds the Preferred Alternative mitigation requirement.	
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-10	9. Page 3-82 mentions the 100-foot buffer for nontidal wetlands of Special State Concern. Please clarify if any exist within the Study Area.	There are no Wetlands of Special State Concern within the project area. The reference to Wetlands of Special State Concern was removed from the FEIS.	N/A	Chapter 3, Section 3.20 Wetlands
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-11	10. Page 3-83 – Additional discussion of potential wetland mitigation within Maryland is appropriate.	Additional information will be included.	The Rock Lodge Road (SSS-110026) PRM site is proposed to meet the Preferred Alternative mitigation requirements in Maryland. The site is located in the same HUC-8 watershed (Youghiogheny) and MDE 8-digit watershed (Casselman River) as the Preferred Alternative impacts. The Rock Lodge Road site has the potential to provide 47,205 square feet (1.09 acres) of wetland mitigation credit, which exceeds the Preferred Alternative mitigation requirement.	Chapter 3, Section 3.20 Wetlands
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-12	11. Page 3-83 – Reference is made to Pennsylvania Floodplain regulations, similar reference to Maryland regulations is appropriate (note that MD regulations may apply to floodplains other than the FEMA designated 100-year floodplain).	Added a reference to COMAR.	Furthermore, 25 PA Code Chapter 106 Floodplain Management and the Code of Maryland Regulations 26.17.04 contain planning and development regulations regarding floodplains. These regulations apply to highways obstructions or other obstructions.	Chapter 3, Section 3.20 Wetlands
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-13	12. Page 3-94 – Impacts discussion does not mention specimen trees.	By Alternative, Alternatives DU Modified and DU-Shift Modified impact 25 specimen trees and Alternatives E Modified and E-Shift Modified impact 24 specimen trees. This information was included in the FEIS.	By Alternative, Alternatives DU Modified and DU-Shift Modified impact 25 specimen trees and Alternatives E Modified and E-Shift Modified impact 24 specimen trees.	Chapter 3, 3.22.3 Vegetation, Terrestrial Habitat, and Terrestrial Wildlife
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-14	13. Page 3-100 – It isn't clear why reforestation is being addressed within the RTE section.	The reforestation commitment under Mitigation within section 3.23.4 was moved under 3.22.4.	The reforestation commitment under Mitigation within section 3.23.4 will be moved under 3.22.4.	Chapter 3, Section 3.23.4 Rare, Threatened and Endangered Species
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-15	14. Page 3-129 – Maryland Wetland and Waterways permitting is not addressed.	The MDE Wetland and Waterways permitting is addressed under the Clean Water Act, Section 404 permit discussion.	N/A	Chapter 3, Section 3.30 Permits, Approvals, and Authorizations Required
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-16	Appendix Q Environmental Features Mapping 15. Flow direction arrows for streams would be helpful.	Directional flow arrows have been added for the streams as suggested.	Appendix Q revised with arrows	FEIS Appendix Q
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-17	16. Bump outs are shown presumably for proposed Stormwater Management (SWM). Impacts to Wetlands and Waters should be avoided when positioning SWM when possible.	Comment acknowledged.	N/A	FEIS Appendix Q
W-27	Danielle Spendiff	Maryland Department of the Environment	W-27-18	17. There are a number of wetland and stream features that extend beyond the proposed study area. Will sufficient hydrology remain following construction to allow them to function as they currently do? If not, they should be considered as impacts.	Post-construction stormwater management design under the NPDES Construction Activity Permit and the MD non-tidal wetland & waterways protection/permitting program are to address hydrology of streams and wetlands during design and construction. Design of storm drainage and management systems is generally intended to maintain existing drainage patterns to the extent possible or practical.	N/A	FEIS Appendix Q

W-28	Richard Yoder		W-28-1	I attended a meeting on Jan. 8, 2025 near Old Salisbury Road, Grantsville, MD for comments on alignment proposal. I am a landowner where the land will go through. I would be interested in knowing how the historical boundaries were established on my property east of Old Salisbury Road and North of Rt. 40. The state reps that were there, they were very professional and considerate.	The National Register Boundary for the Tomlinson Inn/Little Meadows Property was established in 1973 when the property was listed in the National Register of Historic Places (NRHP). The current National Register boundary reflects the property's significance in the areas of architecture, military history, and transportation and contains portions of the National Road and Braddock's Road, the site of an eighteenth-century military camp, and several individually significant archaeological sites that also contribute to the historic property. Maryland Historical Trust would recommend if the boundary for the property should be revised. However, the Keeper of the National Register of Historic Places would make the final decision on any property changes.	N/A	Chapter 3, Section 3.8 Historic Architectural Resources
W-29	Kenneth Beachy		W-29-1	My question is I live at the above address. I understand the interchange across from my house will be eliminated when the road is finished. So I am just wondering how that area will be finished then. I am 59 and I try to keep my property fairly nice and don't need a mess or crop of weeds across from me. Also, I lived here from 1968, I was 3 when the house was built and up to 2020 had no lights now we have street lights .They do help with security now, in the times that we live in, however they will probably be removed, if so what about the things that were put in my yard to make the lights possible, concrete man hole. I mow around two concrete pillars, I mow around two guardrails that were put there for the lights.	The design is in the very early stage and the design of the former interchange will occur during final design. It is not known at this time how lighting, guiderails, or other SHA infrastructure will be affected. There will be meeting(s) held during final design that will present these types of details. Additionally, SHA is required to compensate you for any use of your property. Someone from SHA's right-of-way group will reach out to you if it is determined that your property will be needed, even if temporary, during construction. This coordination with SHA would occur only after environmental clearance is received.	N/A	Chapter 2
W-29	Kenneth Beachy		W-29-2	Also, when the first part of the road was done all the trees across from me was removed, except for one small strip of trees at the top of the bank across from my property. It consist of 2 dozen trees that were left, some of which are now dead and is nothing but an eyesore to look at from the front of my house. Wondering what they possibility is to have them removed when the rest of the interstate is done. being that it will be going through close to that area.	Thank you for your comment and this information has been conveyed to SHA. As design progresses, a detailed landscaping plan, including a tree planting plan will be developed. It is not known at this time whether specific trees will be removed. There will be meeting(s) held during final design that will present these types of details.	N/A	Chapter 2
W-29	Kenneth Beachy		W-29-3	Also some people have mentioned to me what the possibility is to do better cleanup around the church area, now that the state has it. Some trees have already fell over and would make the church look a lot better if cleaned up and smoothed off. Any feedback is appreciated. Hope you can read this wrote in a hurry.	Thank you for your comment and this information has been conveyed to SHA.	N/A	Chapter 5
W-30	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-30-1	STATE CLEARINGHOUSE REVIEW PROCESS State Application Identifier: MD20241106-0830 Reply Due Date: 12/17/2024 Project Description: Draft Environmental Impact Statement (DEIS): U.S. 0219, Section 050 Transportation Improvement Project Project Address: Meyersdale, PA to Old Salisbury Road, Grantsville, MD Project Location: Garrett County and Pennsylvania Clearinghouse Contact: Rita Pritchett Dear Mr. Sacks: Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments. We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of the Environment, Transportation, and Natural Resources; Garrett County; and the Maryland Department of Planning including the Maryland Historical Trust. A composite review and recommendation letter will be sent to you by the reply due date. Your	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Chapter 4

				<p>project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.</p> <p>Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation. If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at rita.pritchett@maryland.gov. Thank you for your cooperation with the MIRC process.</p> <p>Sincerely, Jason Dubow, Director Research, Review and Policy Division</p>			
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-1	<p>STATE CLEARINGHOUSE RECOMMENDATION</p> <p>State Application Identifier: MD20241106-0830 Applicant: KCI Technologies, Inc. Project Description: Draft Environmental Impact Statement (DEIS): U.S. 0219, Section 050 Transportation Improvement Project (U.S. 40 Alt. Park & Ride Plans) Project Address: Meyersdale, PA to Old Salisbury Road, Grantsville, MD Project Location: Garrett County and Pennsylvania Approving Authority: Maryland Department of Transportation MDOT/SHA Recommendation: Consistent with Qualifying Comments</p> <p>Dear Mr. Sacks:</p> <p>In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.</p> <p>Review comments were requested from the Maryland Departments of Natural Resources, Transportation, and the Environment; Garrett County; and the Maryland Department of Planning including the Maryland Historical Trust. The Maryland Department of Natural Resources did not have comments.</p> <p>The Maryland Department of Transportation; Garrett County; and the Maryland Department of Planning (MDP) found this project to be consistent with their plans, programs, and objectives. The Garrett County Planning Office has reviewed the Draft Environmental Impact Statement (DEIS) for the U.S. 219 Transportation Improvement Project extending from Meyersdale, PA, to Old Salisbury Road, MD. Based on our evaluation, the project aligns with the goals and objectives outlined in the Garrett County Comprehensive Plan and other regional and local planning documents.</p> <p>Key considerations include: Support for County Goals: The project promotes improved regional connectivity, economic development, and transportation infrastructure, which are central goals of Garrett County. Land Use and Zoning Compatibility: Right-of-way acquisitions and proposed land use changes are consistent with county zoning regulations and land use plans.</p>	Thank you for your comments. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Chapter 4

				<p>Environmental Stewardship: Environmental impacts, including those on wetlands, forests, and waterways, are addressed with mitigation measures that align with local and state conservation priorities. Stormwater management and erosion controls are robust and meet applicable guidelines.</p> <p>Community Benefits: The project enhances access to essential services, schools, and recreational areas, while preserving community character and ensuring minimal disruption.</p> <p>Economic and Equity Considerations: By completing Corridor N of the Appalachian Development Highway System, the project supports Garrett County's economic objectives and provides equitable infrastructure improvements to underserved areas.</p> <p>Alignment with Regional Plans: The project is compatible with regional transportation strategies and does not conflict with existing or planned developments within Garrett County.</p> <p>In conclusion, the Garrett County Planning Office supports the advancement of the U.S. 219 Transportation Improvement Project and recommends its approval, with continued attention to environmental and community considerations during the final design and construction phases.</p> <p>Should additional information or clarification be required, please do not hesitate to contact our office.</p>			
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-2	The Maryland Department of Planning (MDP) participates in the U.S. 219: Old Salisbury Rd to Meyersdale, PA Study to provide advice on matters pertaining to consistency between the U.S. 219 project and the Maryland Priority Funding Areas (PFA) Law (codified in §5-7B of the State Finance and Procurement Article of the Annotated Code of Maryland) and the Maryland Economic Growth, Resource Protection, and Planning Policy (the State Planning Policy, codified in in §5-7A-01 of the State Finance and Procurement Article of the Annotated Code of Maryland). The PFA Law and the State Planning Policy are intended to encourage state investment in safe, affordable, and efficient multimodal transportation in support of existing communities and growth inside PFAs and protect the environment and resource lands.	N/A	N/A	Chapter 3, Section 3.1 Land Use, Zoning, Planning and Development
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-3	MDP and the Maryland Department of Transportation (MDOT) collaboratively evaluated the project's consistency with the State Planning Policy. MDP and MDOT determined that the Alternative E-Shift Modified, i.e., the Federal Highway Administration Preferred Alternative, is consistent with the State Planning Policy as the Alternative E-Shift Modified would (a) help direct development into the designated growth areas in Maryland, (b) act to connect the Maryland PFA to an existing growth area in Meyersdale, Pennsylvania, (c) support economic growth and investment potential in the Appalachian Region, (d) sufficiently mitigate the project's direct environmental resource impacts, and (d) is not likely to have indirect adverse land use and growth impacts in environmentally sensitive and rural areas. Since the portion of the U.S. 219 project in Maryland is outside a PFA, MDP and MDOT are coordinating to address the exception requirement per the PFA Law in accordance with the established PFA law evaluation process in Maryland.	N/A	N/A	Chapter 3, Section 3.1 Land Use, Zoning, Planning and Development
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-4	Since MDP is a Participating Agency [see Table ES-1 on Page ES-3 of the Draft Environmental Impact Statement (DEIS)] in the project's National Environmental Policy Act (NEPA) process, MDP will provide detailed comments on the DEIS directly to the MDOT State Highway	N/A	N/A	Chapter 3, Section 3.1 Land Use, Zoning, Planning and Development

				Administration. MDP's review focuses on promoting the integration of transportation and land use to support State and local sustainable growth planning goals and policies including commenting on the project's consistencies with the State Planning Policy and the PFA Law as discussed above. The Maryland Department of Environment (MDE) and the Maryland Historical Trust (MHT) found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below.			
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-5	MDE Commented: 1. If the applicant suspects that asbestos is present in any portion of the structure that will be renovated/demolished, then the applicant should contact the Community Environmental Services Program, Air and Radiation Management Administration at (410) 537-3215 to learn about the State's requirements for asbestos handling.	Thank you for your comment and those details will be worked through in Final Design. Necessary special provisions will be developed and included in the bid package for the contractor. Additionally, a mitigation item was added to the FEIS, stating that if contractors suspect that asbestos is present in any portion of a structure that will be renovated/demolished, then the contractor shall contact the MDE Community Environmental Services Program, Air and Radiation Management Administration, or the PA DEP Bureau of Air Quality to learn about the State's requirements for asbestos handling and complete any required asbestos notifications.	N/A	Chapter 3, Section 3.11 Air Quality
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-6	2. Construction, renovation and/or demolition of buildings and roadways must be performed in conformance with State regulations pertaining to "Particulate Matter from Materials Handling and Construction" (COMAR 26.11.06.03D), requiring that during any construction and/or demolition work, reasonable precaution must be taken to prevent particulate matter, such as fugitive dust, from becoming airborne.	Mitigation measures for construction activities will be worked through in Final Design. Necessary special provisions will be developed and included in the bid package for the contractor. Additionally, a mitigation item was added to the FEIS, stating that construction, renovation and/or demolition of buildings and roadways must be performed in conformance with State regulations. This includes regulations relating to "Particulate Matter from Materials Handling and Construction" (COMAR 26.11.06.03D) in Maryland and "Prohibition of Certain Fugitive Emissions" (PA Code Title 25, Chapter 123) in Pennsylvania. These regulations require that during any construction and/or demolition work, reasonable precautions be taken to prevent particulate matter, such as fugitive dust, from becoming airborne.	N/A	Chapter 3, Section 3.11 Air Quality
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-7	3. During the duration of the project, soil excavation/grading/site work will be performed; there is a potential for encountering soil contamination. If soil contamination is present, a permit for soil remediation is required from MDE's Air and Radiation Management Administration. Please contact the New Source Permits Division, Air and Radiation Management Administration at (410) 537-3230 to learn about the State's requirements for these permits.	Mitigation measures for construction activities will be worked through in Final Design. Necessary special provisions will be developed and included in the bid package for the contractor. Additionally, a mitigation item was added to the FEIS, stating that if soil contamination is present in Maryland, a permit for soil remediation is required from MDE's Air and Radiation Management Administration.	N/A	Chapter 3, Section 3.17 Soils and Erosion
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-8	4. If a project receives federal funding, approvals and/or permits, and will be located in a nonattainment area or maintenance area for ozone or carbon monoxide, the applicant needs to determine whether emissions from the project will exceed the thresholds identified in the federal rule on general conformity. If the project emissions will be greater than 25 tons per year, contact the Air Quality Planning Program of the Air and Radiation Administration, at (410) 537-4125 for further information regarding threshold limits.	Somerset County, Pennsylvania and Garrett County, Maryland are in attainment for all transportation-related pollutants. Therefore, regional and project-level conformity determination under the Clean Air Act of 1963 (CAA) is not required.	N/A	Chapter 3, Section 3.11 Air Quality
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-9	5. If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.	Thank you for your comment and those details will be worked through in Final Design. Necessary special provisions will be developed and included in the bid package for the contractor. Additionally, a mitigation item was added to the FEIS, stating that: "Any above ground or underground petroleum storage tanks that may be within the construction area must have contents and tanks along with any contamination removed. The MDE Oil Control Program or PA DEP Division of Storage Tanks should be contacted for additional guidance."	N/A	Chapter 3, Section 3.14 Hazardous or Residual Waste Sites

W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-10	6. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3315 for additional information regarding solid waste activities and contact the Resource Management Program at (410) 537-3314 for additional information regarding recycling activities.	Thank you for your comment and those details will be worked through in Final Design. Necessary special provisions will be developed and included in the bid package for the contractor. Additionally, a mitigation item was added to the FEIS, stating that: "Any solid waste including construction, demolition and land clearing debris, generated from the project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. The MDE Solid Waste Program or PA DEP Residual Waste Program should be contacted for additional information regarding solid waste activities. The MDE Resource Management Program or a PA DEP Recycling Coordinator should be contacted for additional information regarding recycling activities."	N/A	Chapter 3, Section 3.14 Hazardous or Residual Waste Sites
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-11	7. The Solid Waste Program should be contacted directly at (410) 537-3315 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.	Thank you for your comment and those details will be worked through in Final Design. Necessary special provisions will be developed and included in the bid package for the contractor. Additionally, a mitigation item was added to the FEIS, stating that: "The MDE Solid Waste Program or PA DEP Hazardous Waste Program should be contacted directly if construction is anticipated to generate or require handling of hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. These Programs should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes will be conducted in compliance with applicable State and federal laws and regulations."	N/A	Chapter 3, Section 3.14 Hazardous or Residual Waste Sites
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-12	8. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please Land Restoration Program at (410) 537-3437.	N/A	N/A	Chapter 3, Section 3.7 Displacements
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-13	9. Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may require site approval. Contact the Mining Program at (410) 537-3557 for further details.	Thank you for your comment and those details will be worked through in Final Design. Additionally, a mitigation item was added to the FEIS: "Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may require site approval. The MDE Mining Program or PA DEP District Mining Office should be contacted for further guidance."	N/A	Chapter 3, Section 3.16 Mining
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-14	MHT commented: The overall undertaking will have no adverse effects on above ground historic properties in Maryland. A Programmatic Agreement was executed in September 2024 to coordinate ongoing investigations in Maryland to identify and evaluate archaeological resources within the undertaking's Area of Potential Effect (APE) and resolve any outstanding Section 106 responsibilities.	N/A	N/A	Chapter 3, Section 3.8 Historic Architectural Resources
W-31	Jason Dubow	Maryland Department of Planning: State Clearinghouse	W-31-15	Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation. Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions,	The Project Team will keep the State Clearinghouse Informed throughout the project. All comments are included into the Comment Tracker, which is a part of the Project Records.	N/A	Chapter 5

			<p>contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at rita.pritchett@maryland.gov. Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.</p> <p>Thank you for your cooperation with the MIRC process.</p> <p>Sincerely, Jason Dubow, Director Research, Review and Policy Division</p>			
--	--	--	---	--	--	--

**Combined Final Environmental Impact
Statement/Record of Decision**

U.S. 6219, Section 050 Transportation Improvement Project
Meyersdale, PA to Old Salisbury Road, MD

APPENDIX AG: Summer 2024 Project Newsletter



Newsletter No. 1

June, 2024



From the November 2023 Public Meeting

The Pennsylvania Department of Transportation and the Maryland Department of Transportation State Highway Administration project team would like to provide an update on the US 219 Meyersdale, PA to Old Salisbury Road, MD project. This newsletter will cover a few different topics related to the project:

1. Launch of our Project Email Distribution List,
2. Results from the November 2023 Public Meeting,
3. Updates to the detailed alternatives, and
4. Project schedule/What's next.

As the team continues to work on the project, no significant changes have occurred since the November 2023 public meetings. As a result, the team will focus on preparing the Draft Environmental Impact Statement (DEIS) so the project can be advanced as quickly as possible.

Project Email Distribution List

The project team worked with Garrett County, Somerset County, and US 219 organizations to pull together an email distribution list consisting of individuals interested in the US 219 project. The team utilized email addresses provided at the public meetings, and obtained contact information for public officials, emergency service providers, community services, local organizations, project specific support groups, and permitting agencies. If you received this newsletter through email, then you are on the distribution list. If you received this newsletter through the mail, and would like to receive future emails, please send your contact information to us219news@kci.com. The project team will continue to send out project updates to this email distribution list.

Recap from the November, 2023 Public Meeting



Salisbury, PA Volunteer Fire House (11/16/23)
140 Total Attendees



Virtual Public Meeting (11/21/23)
6 Total Attendees



39

Survey Comment Forms Received



6

Filled out the voluntary Information Survey



DU



DU-Shift



E



E-Shift



Attendees were asked to rank alternatives in order of preference. Alternative E-Shift continues to be the alternative most preferred by the public.

● Most Preferred ● 2nd Preferred ● 3rd Preferred ● Least Preferred

Updates to the Detailed Alternatives

The project team has been evaluating modifications to the Detailed Alternatives to avoid and/or minimize potential impacts to environmental, cultural and socioeconomic resources, including wetlands/watercourse, farmlands, historic properties, Section 4(f)/2002 resources, State Game Lands (SGL), and homes. Specific resources, as shown on the map below include: Historic Resources, Section 4(f) and Section 2002 (PA equivalent of federal Section 4(f) resources).

Historic Resources/Section 4(f)/Section 2002

- | | |
|--|---------------------------------|
| 1 Tomlinson Inn and Little Meadows | 5 Lowry Farm |
| 2 Pennsylvania/Maryland Mason-Dixon Marker | 6 Miller Farm |
| 3 Jacob Glotfelty Barn* | 7 S.J. Miller School* |
| 4 Deal Farm | *No Impact with any alternative |

Game Lands/Section 4(f)/Section 2002

- 8 Pennsylvania State Game Land 231

The project team utilized a number of different strategies to avoid these resources. They adjusted the alternatives location by moving them slightly to the east or west within the Limit of Disturbance (LOD), they reduced the median width in some locations and they reduced the width of the buffer between the cut/fill line and LOD. Alternatives E and E-Shift were modified to avoid all of these resources while staying as far away from homes along Salisbury Road as possible. Alternatives DU and DU-Shift would still impact the Deal Farm and the Lowry Farm, both of which are historic resources. Because all four alternatives were modified during this process, the names of the alternatives have also changed.

Alternative DU = Alternative DU Modified

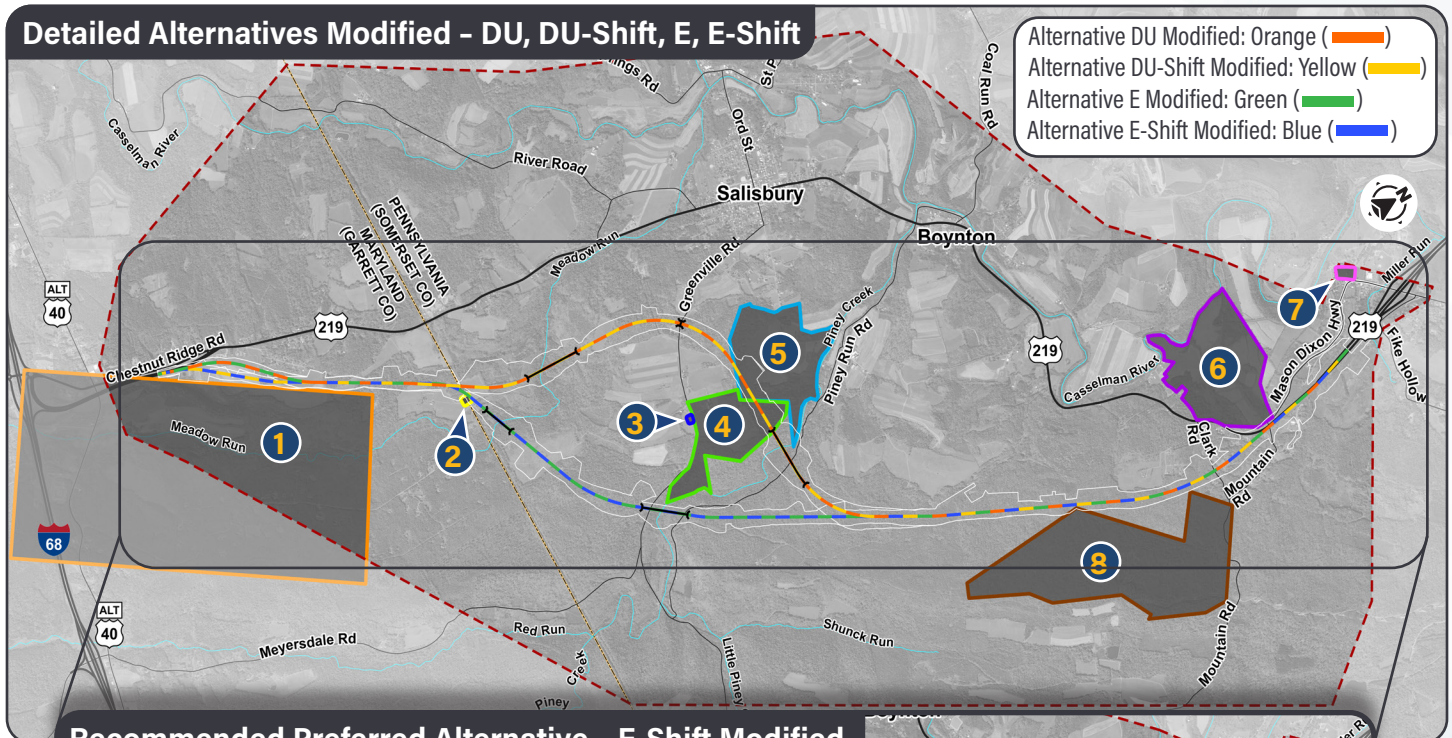
Alternative DU-Shift = Alternative DU-Shift Modified

Alternative E = Alternative E Modified

Alternative E-Shift = Alternative E-Shift Modified

Impact quantities for all resources were recalculated following these modifications and are presented in the tables to the right. Alternatives E Modified and E-Shift Modified continue to have the fewest of environmental impacts.

Detailed Alternatives Modified - DU, DU-Shift, E, E-Shift





Recommended Preferred Alternative - E-Shift Modified



Environmental Resources Impact Table

 Socioeconomic	DU	Modified	DU-Shift	Modified	E	Modified	E-Shift	Modified
Residential Displacements (#)	12	9	12	9	9	8	9	8
Commercial Displacements (#)	2	2	2	2	2	2	2	2
State Game Land (acres)	1	0	1	0	1	0	1	0
 Aboveground Historic Resources	DU	Modified	DU-Shift	Modified	E	Modified	E-Shift	Modified
Mason Dixon Marker (#)	0	0	0	0	1	0	1	0
Tomlinson Inn/Little Meadows (acres)	10.1	0	30.3	0	9.9	0	30.1	0
Lowry Farm (acres)	23.7	23.4	23.7	23.4	0	0	0	0
Miller Farm (acres)	0.7	0.6	0.7	0.6	0.7	0.6	0.7	0.6
Deal Farm (acres)	16.4	16.2	16.4	16.2	1.7	0	1.7	0
 Archaeology	DU	Modified	DU-Shift	Modified	E	Modified	E-Shift	Modified
Prehistoric Probability - High (acres)	133.6	50.0	133.6	50.0	132.2	48.6	132.2	48.6
Prehistoric Probability - Moderate (acres)	76.8	47.6	76.8	47.6	63.7	30.7	63.2	33.0
Prehistoric Probability - Low (acres)	361.3	266.3	376.4	266.2	302.8	192.1	317.1	192.1
Historic Probability - High (acres)	42.8	16.6	42.8	16.6	27.4	13.9	27.4	13.9
Historic Probability - Moderate (PA only) (acres)	22.0	13.2	22.0	13.2	16.7	11.7	16.7	11.7
Historic Probability - Low (PA only) (acres)	282.8	227.1	282.8	227.1	198.3	146.8	198.3	146.8
 Mining & Potential Hazardous Waste	DU	Modified	DU-Shift	Modified	E	Modified	E-Shift	Modified
Surface Mining Boundaries (acres)	341.5	319.7	343.0	319.6	239.9	212.7	241.4	212.7
Deep Mine Boundaries (acres)	25.0	22.9	25.0	22.9	25.0	23.0	25.0	23.0
Area Of Concern Sites (#)	3	3	3	3	3	3	3	3
 Engineering	DU	Modified	DU-Shift	Modified	E	Modified	E-Shift	Modified
Natural Gas Pipeline (linear feet)	487.1	397.7	487.1	397.7	951.6	873.8	951.6	873.8
Length of Alignment (miles)	8.7	8.3	8.7	8.3	8.4	7.9	8.3	7.9
Limit of Disturbance Acreage	725.8	628.7	739.2	626.2	675.8	560.9	689.3	558.7
 Natural Resources	DU	Modified	DU-Shift	Modified	E	Modified	E-Shift	Modified
 Forestland	459.6	431.4	459.6	430.0	438.2	389.8	437.6	388.8
Deciduous Forestland (acres)	200.7	185.6	200.7	184.2	272.6	245.8	270.9	244.8
Evergreen Forestland (acres)	1.9	0	1.9	0	8.4	3.8	9.2	3.8
Mixed Forestland (acres)	257.0	245.8	257.0	245.8	157.2	140.2	157.5	140.2
Forest Interior Dwelling Species Habitat (MD Only)	-	6.7	-	6.7	-	6.5	-	6.5
 Farmland								
Productive Cropland/Pasture (acres)	71.4	53.5	91.5	53.7	53.8	37.8	73.8	38.0
Maple Sugar Production Forest (acres)	23.7	23.1	23.7	23.1	0.1	0.1	0.1	0.1
Productive Farms (#)	11	9	11	9	8	6	8	6
Prime Farmland Soils (acres)	39.0	32.9	39.0	32.9	26.3	19.9	26.3	19.9
Soils of Statewide Importance (acres)	141.6	102.9	149.0	102.9	120.8	82.0	127.6	81.9
Preferential Tax Assessment (acres)	146.7	74.92	170.3	75.18	106.2	36.14	129.7	36.36
 Other								
FEMA 100-Year Flood Zone (acres)	12.3	12.3	12.3	12.3	7.1	4.7	7.1	4.7
Potential Bat Hibernacula (#)	3	3	3	3	0	0	0	0
 Natural Resources	DU	Modified	DU-Shift	Modified	E	Modified	E-Shift	Modified
 Wetland (Acres)	14.35	12.28	14.45	12.14	12.80	10.65	12.68	10.51
Palustrine Emergent PEM	4.29	3.55	4.39	3.41	3.27	2.48	3.16	2.34
Palustrine Emergent/Palustrine Forested PEM/PFO	0.52	0.49	0.52	0.49	0.49	0.49	0.49	0.49
Palustrine Forested PFO	4.99	4.66	4.99	4.66	4.61	4.23	4.61	4.23
Palustrine Forested/Palustrine Scrub Shrub PFO/PSS	2.57	2.25	2.57	2.25	2.57	2.25	2.57	2.25
Palustrine Scrub Shrub PSS	1.65	1.33	1.65	1.33	1.51	1.19	1.51	1.19
Palustrine Scrub Shrub/Palustrine Emergent PSS/PEM	0.34	0	0.34	0	0.34	0	0.34	0
Palustrine Open Water POW	0	0	0	0	0.01	0.01	0.01	0.01
 Streams (Linear Feet)	29,173	26,485	29,549	26,485	29,295	24,276	29,675	24,276
Perennial	17,556	16,772	17,882	16,772	19,936	17,649	20,262	17,649
Intermittent	8,721	7,547	8,771	7,547	6,710	5,648	6,764	5,648
Ephemeral	2,232	2,166	2,232	2,166	1,985	1,429	1,985	1,429

 Lowest Impact per category by alternative
  Highest Impact per category by alternative

Project Schedule/What's Next

The project team is currently preparing the Draft Environmental Impact Statement (DEIS) which is the document that will discuss the four alternatives and their associated impacts. The team will also be proposing mitigation in some cases where resources cannot be avoided. The document will be made available to the public for review and a public hearing will be held to allow the public an opportunity to comment on the alternatives presented. The public hearing will be held in fall 2024. Because the team has continued to receive the same results from the public when asked about the preferred alternative and based on coordination with the permitting agencies and associated environmental impacts, Alternative E-Shift Modified is the Draft Recommended Preferred Alternative. Following the analysis of alternatives that will be documented in the DEIS and Final Environmental Impact Statement (FEIS), an alternative will be selected and advanced into final design and construction.

In addition to the DEIS, the team has been working with the US Army Corps of Engineers, the Pennsylvania Department of Environmental Protection and the Maryland Department of the Environment on the waterway permits that will be required to

construct this project. The federal waterway permit is referred to as a 404 permit and each state will issue a 401 Water Quality Certification (WQC). Both states have their own wetland and waterway permit programs. The Maryland Nontidal Wetlands and Waterways Permit will be obtained during the National Environmental Policy Act process and the Pennsylvania Water Obstruction and Encroachment Permit will be obtained in Final Design. Regulations require that the federal permit be issued 90 days after the Record of Decision (ROD). As a result, the waterway permit is also going to be part of the public hearing. Federal and state regulations require the public have an opportunity to comment on the waterway permits. Additional information about the waterway permit will be made available prior to the public hearing.

A public hearing brochure will be prepared and distributed prior to the public hearing. This brochure will summarize the information in the DEIS and provide information about the alternatives, impacts and mitigation. Information about the public hearing – when, where and what time – will also be included. The brochure will be distributed approximately one-month in advance of the public hearing.

PROJECT SCHEDULE



**WE ARE
HERE**

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**

Conduct Public Hearing - **FALL 2024**

Public Meeting No. 3 to Present Preferred 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**

WE WANT TO HEAR FROM YOU!

Please submit comments via the project website or by sending comments to Michael Stone, P.E. PennDOT project manager at 814.696.7157 or micstone@pa.gov.

For more information on the project including the history of the project, planned work and future meeting dates, please visit the website: penndot.pa.gov/US219meyersdalesouth

