



# Socioeconomic Existing Conditions Report

April 2025

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**US 6219, Section 050**  
**Transportation Improvement Project**  
*Meyersdale, PA to Old Salisbury Road, MD*



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**Attachment 1** – Memo regarding Meeting with Bishop Paul S. Yoder

# 1 INTRODUCTION

## 1.1 Project History

The “US 219, I-68 (Maryland) to Somerset, Pennsylvania Needs Analysis”, prepared by the Pennsylvania Department of Transportation (PennDOT) in 1999, identified two projects with independent utility and logical termini on US 219. These projects were: US 219, Section 019 (currently Section 050) (from I-68 in Maryland to the southern terminus of the Meyersdale Bypass in Pennsylvania) and US 219, Section 020 (from the northern terminus of the Meyersdale Bypass to Somerset, Pennsylvania).

Preliminary engineering and work towards a Draft Environmental Impact Statement (DEIS) for US 219, Section 019, originally began in 2001 by PennDOT and the Maryland Department of Transportation/ Maryland State Highway Administration (MDOT/SHA) but was put on hold in 2007 due to funding constraints. Since that time, PennDOT has completed construction of US 219, Section 020, Meyersdale to Somerset, which opened to traffic in 2018.

The US 219, Section 020 project involved construction of a new 11-mile, four-lane, limited access roadway extending from the northern end of the Meyersdale Bypass of US 219 (a four-lane limited access roadway) to the southern end of the existing four-lane limited access US 219, south of Somerset.

The US 219 Section 050 project was re-started in 2014 as a Planning and Environmental Linkage (PEL) study. The study was completed in July 2016 and recommended two alignments that could move forward into the National Environmental Policy Act (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 advanced, and construction was completed in 2021.

## 1.2 Study Area Description and Location

This project was re-started in 2020 and includes the proposed construction of an 8.0 mile (6 miles in Pennsylvania and 2 miles in Maryland) four-lane limited access facility on new alignment from the end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed portion of US 219 in Garrett County, Maryland.

The study area extends from the southern end of the Meyersdale Bypass in Somerset County, Pennsylvania south to US 40 in Garrett County, Maryland. The study area encompasses portions of Elk Lick and Summit Townships in Somerset County, Pennsylvania, and the northeastern corner of Garrett County, Maryland. The Borough of Salisbury, Pennsylvania is also located within the central portion of the project study area, as shown in **Figure 1**. The study area is mostly rural, with residential and small commercial facilities, as well as larger amounts of forested areas and farmland.

## **1.3 Project Purpose & Need**

The purpose of the US 6219 Section 050 Meyersdale to Old Salisbury Road 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.

The project needs identified for this project are that existing US 219 does not provide efficient mobility for trucks and freight, there are numerous roadway and geometric deficiencies present along the existing US 219 alignment, and the existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region.



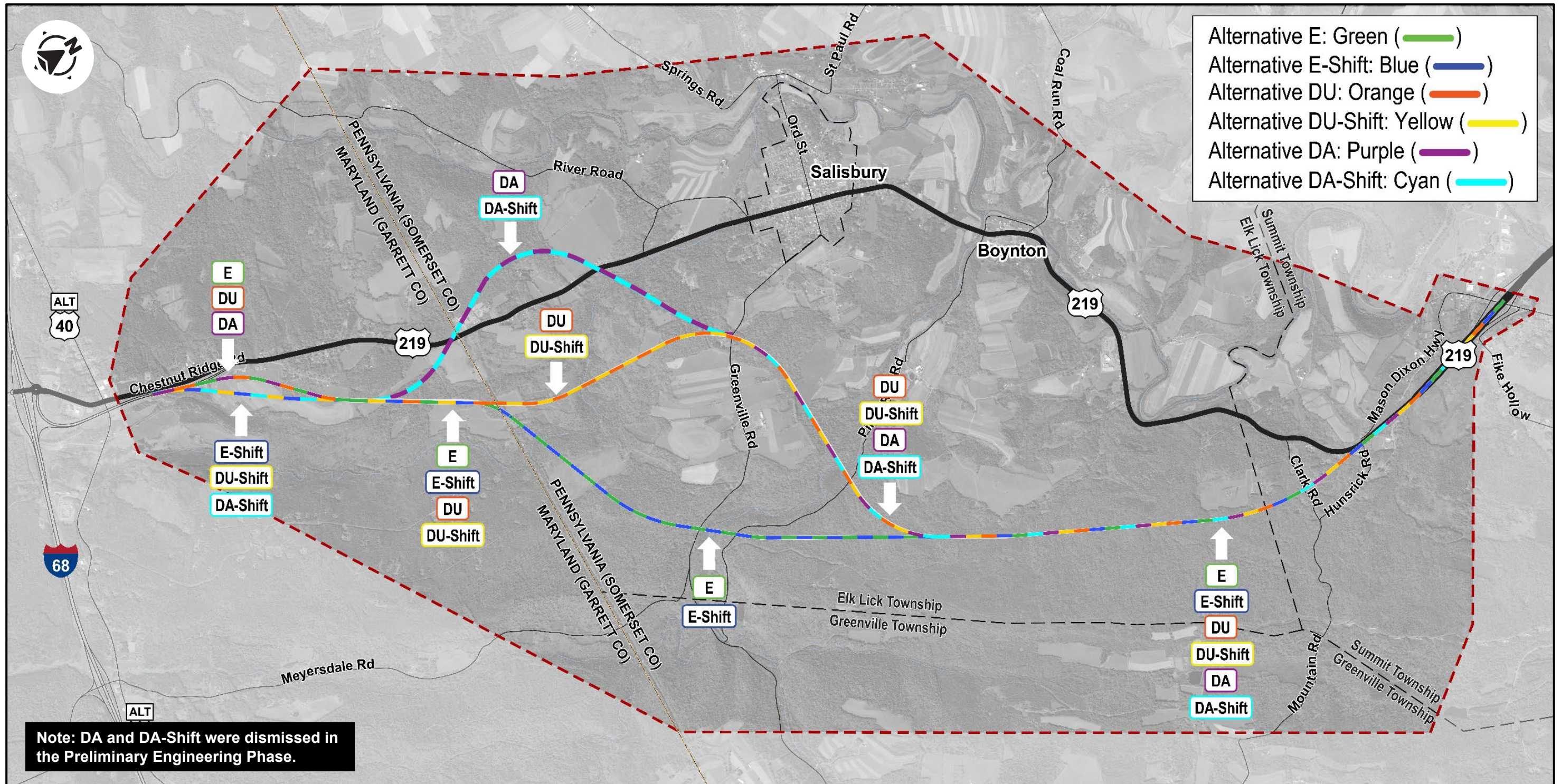


Figure 1: Project Study Area and Build Alternatives



## 2 DETAILED ALTERNATIVES

The proposed Build alternatives include the following:

- Alternative DU Modified
- Alternative DU-Shift Modified
- Alternative E Modified
- Alternative E-Shift Modified

Descriptions of the four Build alternatives including the No-Build alternative are presented below. The location of the four Build alternatives is presented in **Figure 1**.

### 2.1 No Build 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.

### 2.2 Proposed Roadway Layout

Each of the proposed build alternatives DU Modified, DU-Shift Modified, E Modified, and E-Shift Modified, were evaluated with a consistent roadway layout, also known as a typical section. The typical section 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 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. In cut sections, where excavation would be required for construction, a proposed swale is located 15 feet outside the edge of the roadway shoulder.

### 2.3 Common Segment Improvements

Segment 1 DU-E is a three-mile portion of proposed alternative, beginning at the north e The northern three miles in Pennsylvania all follow the same alignment, starting from the existing Meyersdale interchange. In addition to the three miles being on the same alignment, other improvements described below are being proposed. These improvements include upgrades to portions of Mason-Dixon Highway, an extension of Mountain Road from its northern terminus to Fike Hollow Road on the east side of U.S. 219, in addition a cul-de-sac of Hunsrick Road, and cul-de-sacs on the bisected Clark Road are proposed. 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 and depicted in **Figure 2**. The numbers below correspond to the number on the figure, illustrating the location of the improvement. Stormwater management facilities, which would result in the need for additional right-of-way and environmental impacts have also been incorporated into the design, as shown on **Figure 2**.

## **1. Mountain Road Extension**

As a result of the Hunsrick Road Bridge removal, a new roadway would be constructed: the Mountain Road Extension. This new roadway would connect existing Mountain Road (T-824) with Fike Hollow Road (T-363) and would parallel the new U.S. 219 alternative along the eastern side. This new connector roadway would provide access from Mountain Road to U.S. Business Route 219 (SR 2047) near the Meyersdale Interchange. The proposed typical section for the Mountain Road Extension includes two 9-foot travel lanes and 2-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. Business 219 near the Meyersdale interchange via Mountain Road, the Mountain Road Extension, and Fike Hollow Road.

## **3. Hunsrick Road**

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.

Hunsrick Road currently extends northwest from the intersection with Mountain Road to the Hunsrick Road Bridge. With the removal of the Hunsrick Road Bridge and proposed improvements associated with the Mountain Road Extension, a cul-de-sac would be placed at the northern end of Hunsrick Road. The intersection of Mountain Road with Hunsrick Road would be realigned and maintained. Access to property along Chipmonk Lane would be maintained from Mason-Dixon Highway.

## **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

Existing U.S. 219 would be severed, and a local connection would be re-established immediately south of the existing Hunsrick Road bridge along the previously abandoned roadway alignment. This new roadway would become Business U.S. 219.

### 2.4 Alternative DU

The Alternative DU alignment was developed by combining suggestions from the U.S. Fish and Wildlife Service (USFWS) with an alternative identified during former 2001 NEPA efforts. USFWS suggested an alternative to avoid the mountain slope/ridge in Pennsylvania and reduce potential impacts to terrestrial wildlife. Alternative DU begins at the southern end of the Meyersdale Bypass, proceeding in a southerly direction to just south of the Mast Farm, where it heads westward toward existing U.S. 219. The alternative crosses between the Deal and Mast Farms, then turns south, crossing Greenville Road, just south of Salisbury, Pennsylvania, and continuing south towards the Mason-Dixon Line. As it crosses the Mason-Dixon Line, it proceeds southwest and ties into the newly constructed section of U.S. 219 in Maryland.

### 2.5 Alternative DU-Shift

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

### 2.6 Alternative E

The Alternative E alignment was suggested during former 2001 NEPA efforts to avoid farmland in Pennsylvania and avoid residential areas along existing U.S. 219. Alternative E 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 would extend in a southwesterly direction, east of the existing U.S. 219.

### 2.7 Alternative E Shift

The alignment for Alternative E-Shift was suggested by residents along Old Salisbury Road during former 2001 NEPA efforts and involves shifting Alternative E further away from the residences on Old Salisbury Road. Alternative E-Shift follows Alternative E, with the exception of a small shift in Maryland, slightly eastward, away from the homes along Old Salisbury Road. Alternative E 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 bisects a farm field that is only slightly impacted by Alternative E. This shifted section is the same as the shifted section of Alternative DU-Shift.



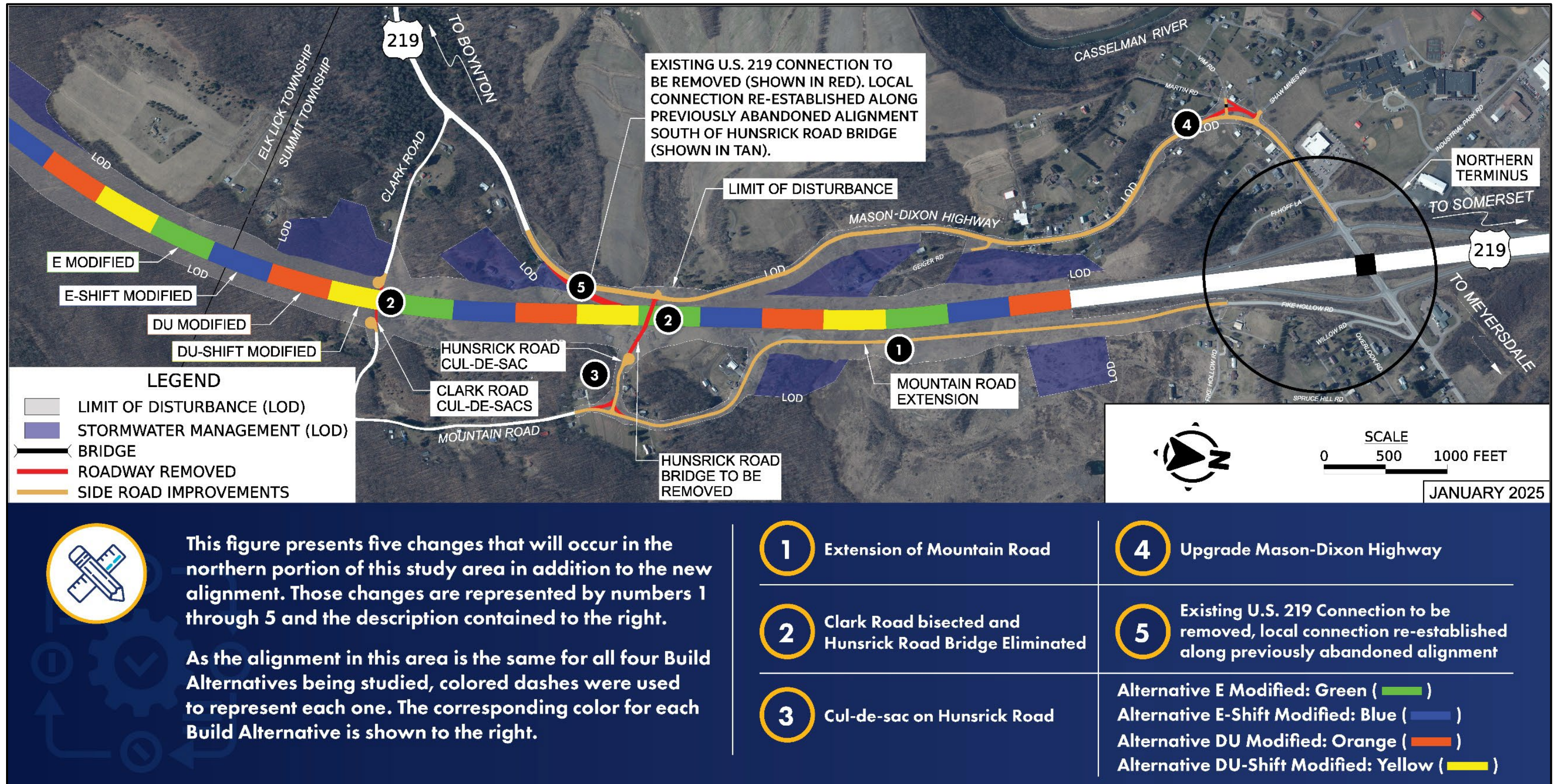


Figure 2: Additional Improvements in Northern Portion of Study Area



### 3 EXISTING CONDITIONS

#### 3.1 Land Use, Zoning, and Development

Within the study area, Somerset County and Garrett County are characterized by vast areas of forested and agricultural land. According to land cover data from the 2021 National Land Cover Database (NLCD), forestland is the predominant land use in the region, covering approximately 67.7% of the study area. This is followed by agricultural land, consisting of pasture and cropland, which comprises approximately 21.5% of the study area. Developed land encompasses approximately 7.7% of the study area. Landcover data from the NLCD for the study area is included in **Table 1** and **Figure 3**.

**Table 1: Study Area Landcover<sup>1</sup>**

Landcover Type	Percentage of Study Area
Forested	67.7%
Agricultural	21.5%
Developed	7.7%
Shrubland and Grassland	1.8%
Waterways and Wetlands	1.0%
Barren	0.3%
<sup>1</sup> According to 2021 NLCD	

Concentrated areas of development within the Somerset County portion of the study area include the area outside Meyersdale Borough, which includes residential neighborhoods of medium density and multiple commercial properties, such as a Food Lion grocery store (7280 Mason Dixon Hwy, Meyersdale, PA), Conemaugh Meyersdale Outpatient Center (7160 Mason Dixon Hwy, Meyersdale, PA), Fike Hollow Enterprises automobile sales and service (210 Fike Hollow Rd, Meyersdale, PA), Schafer's Floral (157 Schardt Rd, Meyersdale, PA), and Cindy's Gym (105 Schardt Rd, Meyersdale, PA). The area between Meyersdale and the unincorporated community of Boynton includes low density residential development and a small commercial development at the intersection of US 219 and Engles Mill Road, which includes ITI Trailers & Truck Bodies manufacturing facility (8535 Mason Dixon Hwy, Meyersdale, PA), Elk Lick Service Center automobile repair facility (8505 Mason Dixon Hwy, Meyersdale, PA), and Traditions Restaurant & Catering (8557 Mason Dixon Hwy, Meyersdale, PA). Boynton is a concentrated area of development that includes a small number of medium density neighborhoods and Boynton Woodyard (9015 Mason Dixon Hwy). The area between Boynton and Salisbury Borough also includes Newman Funeral Home (9168 Mason Dixon Hwy, Salisbury, PA), Dollar General (9178 Mason Dixon Hwy, Salisbury, PA), and Tall Pines Distillery (9224 Mason Dixon Hwy, Salisbury, PA).

Salisbury is fully within the study area, and the municipality includes medium density neighborhoods and a population of approximately 706 residents. There are various businesses within Salisbury as well, including Rock Solid Self Storage (100 Sherman Alley), Salisbury Hometown Pizza (56 Grant St), Mama T's Tavern (65 Grant St), Kline's Auto Sales (71 Grant St), Amy's Sweet Treats (96 Grant St Ste 1), Snow Machines, Inc. (190 Ord St), Salisbury Laundromat (198 Ord St), Mini Dental Implants (95 Grant St), On Fleek Permanent Make Up Studio (100 Grant St), Highpoint TV & Appliance (102 Grant St), Kim Yoder's Building Block Daycare (104 Grant St # A), and Devine Inn (120 Grant St). There is a low density of residences between Salisbury and the Pennsylvania-Maryland border and several commercial facilities, such as Salisbury Builders Supply store (9740 Mason Dixon Hwy, Salisbury, PA), Friend Blinds N Designs window treatment store (9818 Mason Dixon Hwy, Salisbury, PA), Mason Dixon Speedway go kart track (10192 Mason Dixon Hwy, Salisbury, PA), South Side Salvage towing (10268 Mason Dixon Hwy, Salisbury, PA), and Oester Trucking (10268 Mason Dixon Hwy, Salisbury, PA).

In Garrett County, the area surrounding US 219 includes low to medium density residential development. The density of development increases as US 219 travels south and approaches the I-68 interchange and the south end of the study area. Additionally, the south end of the study area includes commercial development, such as Grantsville Shopping Plaza (3241 Chestnut Ridge Rd, Grantsville, MD), which contains Casselman Market, Somerset Trust Company, NAPA Auto Parts, Quest for Hope Counseling, Walgreens, Dollar General, Chestnut Ridge Home & Hardware, Discount Vape Connection, and Big Dog's Deli. Just south of the study area, at the interchange, there are multiple gasoline fueling stations, convenience stores, restaurants, and a hotel.

Moreover, agricultural land is prevalent throughout the study area and is fundamental to the character and economy of both counties, as evidenced by the NLCD data in **Table 1**. The US Department of Agriculture's 2022 Census of Agriculture quantifies this importance to the region's economy. Somerset County contains approximately 998 farms totaling close to 200,000 acres. These farms account for over one-quarter of the land within Somerset County. The average farm size is roughly 198 acres. The annual market value of agricultural products sold by county farms totaled approximately \$150,893,000 in 2022. In Garrett County, there are about 680 farms totaling approximately 95,500 acres. This represents about 23% of the county's land. The average farm size in Garrett County is about 141 acres. The market value of the agricultural products sold by Garrett County farms totaled \$31,976,000 in 2022. In both counties, the most significant products sold by farmers in 2022 were milk, grains, and cattle.

The purpose of this project involves encouraging economic development in the Appalachian Region, which includes Garrett and Somerset Counties. Local, state, and the federal government have existing initiatives in place to encourage this economic growth, especially in Maryland. The southwest end of the study area was designated as a Potential Employment Area by Garrett County, known as the Chestnut Ridge Site, due to its potential for commercial development. Census Tract 2 in Garrett County was also



designated as a Federal Opportunity Zone<sup>1</sup> by federal agencies, which includes the western half of the study area within Maryland. The south end of the study area, around existing US 219 and the proposed alignments, is designated as a Maryland Priority Funding Area<sup>2</sup>. These areas are shown on **Figure 4**.

Garrett County and Somerset County do not have countywide zoning, and none of the municipalities within the study area have zoning that covers the study area. Garrett County has a countywide comprehensive plan that was adopted in November 2022. This comprehensive plan places an emphasis on conserving farmland and natural resources. However, it also indicates the County's desire to develop infrastructure that meets the future needs of residents and businesses, create employment opportunities, and encourage tourism. Consequently, the plan encourages growth in designated growth locations, while maintaining forested and agricultural land in more sensitive locations. The study area for the project is considered one of these designated growth locations, as indicated by the comprehensive plan and the study area's status as a Priority Funding Area. The plan also states that the extension of US 219 to Pennsylvania is a top transportation priority for the County, necessary to improve access, reduce travel time, and promote economic development in the area. Furthermore, the plan proposes future land uses for the study area within Maryland, including agricultural resource, suburban residential, town residential, and general commercial uses.

Somerset County does not have a countywide comprehensive plan. However, the *Comprehensive Plan for the Southern Alleghenies Region* was adopted by Somerset County in 2018. Within this plan, county priorities include business and workforce development. Additionally, the plan identified municipalities within the study area as having weak or at-risk levels of economic demand and investment, including Salisbury Borough (weak), Elk Lick Township (at-risk), and Summit Township (at-risk). The importance of completing US 219 between Meyersdale and Maryland was outlined within the plan as well, with the goal of encouraging new development along the future alignment and developing local infrastructure that businesses require.

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<sup>1</sup> According to the White House Opportunity and Revitalization Council, a Federal Opportunity Zone is an economically distressed community, defined by an individual census tract, nominated by the governor, and certified by the US Secretary of the Treasury via his delegation of that authority to the Internal Revenue Service. Under certain conditions, new investments in Opportunity Zones may be eligible for preferential tax treatment.

<sup>2</sup> According to the Maryland Department of Planning, a Priority Funding Area is a designation by local governments for existing communities which indicates that area receives increased priority for state spending, including funding for highways, sewer and water construction, economic development assistance, and state facility construction.

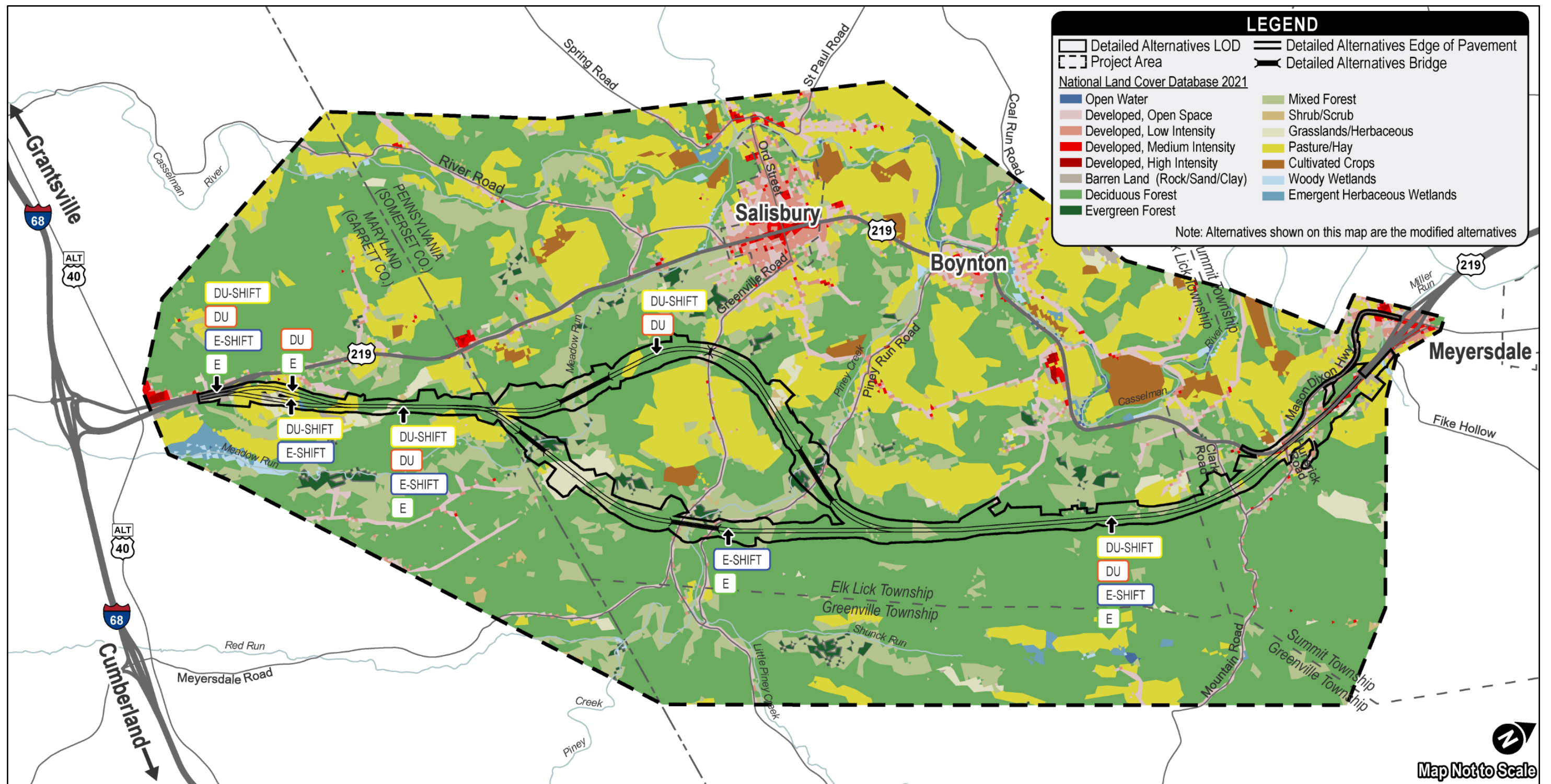


Figure 3: National Land Cover Database within Project Area



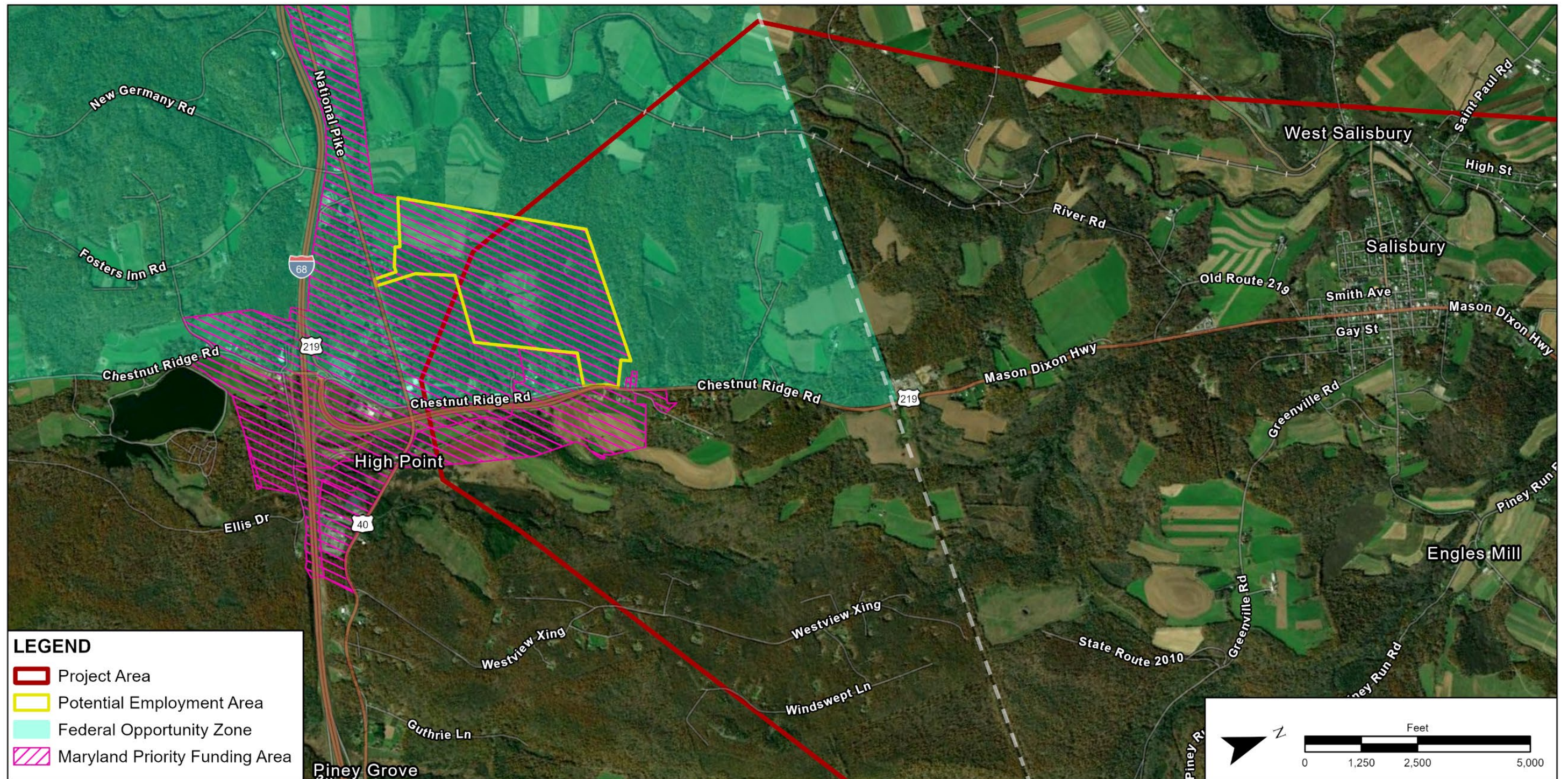


Figure 4: Economic Development Areas



## 3.2 Economic Characteristics

The current economic conditions in the study area were analyzed using data from the 2000-2020 US Decennial Censuses and the 2016-2020 and 2018-2022 5-Year American Community Survey (ACS). Demographic and economic data was gathered at the state and county level. Data from the Appalachian Regional Commission (ARC) was also used to compare Garrett and Somerset County to other counties within the Appalachian Region. ARC regularly evaluates the economic status of counties in the Appalachian Region to determine which counties are in greater need of ARC funding. ARC classifies counties according to four criteria: distressed, transitional, competitive, and attainment. For the fiscal years 2023 and 2024, Garrett County and Somerset County are rated as transitional counties. Transitional counties are classified as those transitioning between strong and weak economies, and rank between the worst 25% and the best 25% of the nation's counties (ARC, 2024).

Garrett County and Somerset County both have demographic and economic concerns related to decreasing and aging populations. According to the US Census data in **Table 2**, the total population within Somerset and Garrett Counties has declined approximately 5% and 4%, respectively, between 2010 and 2020. Conversely, Pennsylvania and Maryland population has increased by approximately 2% and 7%, respectively. Furthermore, 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. Pennsylvania's median age has increased by 2.8 years and Maryland by 3.1 years since 2000. Comparatively, 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.

Both county unemployment rates are slightly lower than their respective states, as shown in **Table 2**. This may be partially attributed to the lower labor force participation rates in each county as compared to statewide levels. The poverty rate in Somerset County is lower than Pennsylvania's poverty rate as well. Garrett County's poverty rate however is higher than the Maryland's overall poverty rate. Additionally, median household income, home price, and rent are all significantly lower in Somerset and Garrett Counties as compared to statewide medians.

The population holding a bachelor's degree within Somerset County is 17.2%, and 24.6% in Garrett County. This is approximately half the respective statewide percentages in Pennsylvania (33.8%) and in Maryland (42.2%). The largest industry in both counties is educational services, health care, and social assistance. The next largest industry is manufacturing in Somerset County and construction in Garrett County, followed by retail in both counties. Employment in agriculture, forestry, fishing, hunting, and mining is also

significant to the region, with a percentage multiple times larger in each county than the percentage in Maryland or Pennsylvania, as shown in **Table 3**.

**Table 2: Demographic Census Data<sup>1</sup>**

Demographic Data		Garrett County	Somerset County	MD	PA
2000 Total Population <sup>1</sup>		29,846	80,023	5,296,486	12,281,054
2010 Total Population <sup>1</sup>		30,097	77,742	5,773,552	12,702,379
2020 Total Population <sup>1</sup>		28,806	74,129	6,177,224	13,002,700
Race <sup>2</sup>	White Alone	95.13%	93.14%	47.17%	73.47%
	Black/African American	0.83%	2.51%	29.06%	10.53%
	American Indian & Alaska Native	0.11%	0.07%	0.20%	0.12%
	Asian	0.28%	0.26%	6.77%	3.90%
	Native Hawaiian & Other Pacific Islander	0.01%	0.01%	0.04%	0.02%
	Hispanic or Latino	1.11%	1.40%	11.81%	8.07%
	Some Other Race	0.19%	0.17%	0.57%	0.42%
	Two or More Races	2.34%	2.44%	4.38%	3.47%
Poverty Rate <sup>3</sup>		11.1%	10.8%	9.3%	11.8%
Unemployment Rate <sup>3</sup>		4.6%	5.2%	5.1%	5.4%
Not in Labor Force <sup>3</sup>		41.2%	44.3%	32.8%	37.1%
Median Age <sup>3</sup>		47.6	46.7	39.1	40.8
Median Age, 2000 <sup>1</sup>		38.3	40.2	36.0	38.0
Over 65 Years of Age <sup>3</sup>		23.0%	23.1%	16.0%	18.7%
High School Graduate or Higher <sup>3</sup>		90.5%	90.0%	91.0%	91.7%
Bachelor's degree or Higher <sup>3</sup>		24.6%	17.2%	42.2%	33.8%
Total Households <sup>3</sup>		12,448	28,956	2,318,124	5,193,727
Median Household Income <sup>3</sup>		\$64,447	\$57,357	\$98,461	\$73,170
Avg. Household Size <sup>3</sup>		2.27	2.40	2.60	2.42
Median Home Price <sup>3</sup>		\$220,100	\$124,500	\$380,500	\$226,00
Median Rent <sup>3</sup>		\$681	\$704	\$1,598	\$1,110
Home Ownership Rate <sup>3</sup>		80.1%	80.7%	67.5%	69.2%
<sup>1</sup> Data is from the U.S. Census Bureau Decennial Census of the specified year. <sup>2</sup> Data is from the 2020 Decennial Census. <sup>3</sup> Data is from the 2018-2022 5-Year American Community Survey (ACS) Note: Hispanic is an ethnicity and may be included in any of the races. Total percentages are rounded.					

**Table 3: Employment Rate by Industry Census Data<sup>1</sup>**

Employment Rate by Industry <sup>1</sup>	Garrett County, MD	Somerset County, PA	Maryland	Pennsylvania
<b>Agriculture, Forestry, Fishing, Hunting, Mining</b>	3.0%	4.7%	0.6%	1.2%
<b>Construction</b>	11.8%	7.3%	7.4%	6.0%
<b>Manufacturing</b>	8.4%	13.4%	4.7%	11.6%
<b>Wholesale Trade</b>	2.0%	2.6%	1.7%	2.5%
<b>Retail Trade</b>	9.8%	11.9%	9.2%	11.0%
<b>Transportation &amp; Warehousing, Utilities</b>	4.9%	6.3%	5.0%	5.9%
<b>Information</b>	1.1%	1.0%	1.8%	1.5%
<b>Finance &amp; Insurance, Real Estate &amp; Rental &amp; Leasing</b>	4.8%	4.9%	6.0%	6.6%
<b>Professional, Scientific, Management, Administrative, Waste Management Services</b>	9.5%	7.9%	16.1%	10.9%
<b>Educational Services, Health Care, Social Assistance</b>	21.6%	21.3%	23.6%	26.4%
<b>Arts, Entertainment, Recreation, Accommodation, Food Services</b>	9.3%	8.1%	7.8%	7.7%
<b>Other Services, except Public Administration</b>	5.7%	5.4%	5.3%	4.7%
<b>Public Administration</b>	8.0%	5.1%	11.0%	4.0%

<sup>1</sup>Data is from the 2016-2020 5-Year American Community Survey (ACS)



### 3.3 Plain Sect Communities

FHWA, PennDOT, and MDOT SHA seek to involve the public through the NEPA process. This includes consideration of Plain Sect communities, including Amish and conservative Mennonites, who typically have unique transportation needs. During former NEPA efforts, a meeting was held with Bishop Bennie A. Yoder of the Amish Community in West Salisbury on September 10, 2002. Two Amish communities were identified within the project vicinity - one in West Salisbury within Elk Lick Township and one in Pocahontas within Greenville Township. According to Bishop Bennie A. Yoder, the Amish occasionally travel between the two communities. From West Salisbury, they tend to travel east through Salisbury, crossing US 219 within the Borough. Just outside of Salisbury, they likely travel along Greenville Road, which would take them directly to Pocahontas. The length of the trip is approximately nine miles. According to Bishop Bennie A. Yoder, Amish communities in the area speak and read the English language, as state laws mandate Amish schools teach English. Bishop Paul S. Yoder was contacted on October 25, 2023, and a meeting was held on July 5, 2024, and he concurred with the statements made by Bishop Bennie A. Yoder. Bishop Paul S. Yoder did not have any concerns related to the proposed project. A meeting memorandum summarizing the July 5, 2024 meeting is included as **Attachment 1**.

Current aerial analysis and site reconnaissance identified existing Plain Sect or Amish businesses and churches or places of worship in these locations that confirm an Amish presence west of Salisbury, west of Meyersdale, and in Pocahontas. Amish places of worship are known to be located at 250 Niverton Road, southwest of Salisbury; at 6726 Mt. Davis Road, west of Meyersdale; and along Oak Dale Road, near the community of Saint Paul and northwest of Salisbury.

PA Department of Education records identified Amish schools in these regions as well (PA Department of Education Educational Names and Addresses (EdNA), 2022). Specific school locations include:

- Cross Road School, 115 Niverton Road, Salisbury
- Greenville School, 3084 Greenville Road, Meyersdale
- Hickory Hollow School, 1627 Savage Road, Salisbury
- Hidden Valley School, 227 Hidden Valley Drive, Meyersdale
- High Point Parochial School, 5510 Mt Davis Road, Meyersdale
- Maple Ridge Parochial School, 582 Kinsinger Rd, Meyersdale
- Meadowbrook Parochial School, 3045 Rockdale Road, Meyersdale
- Niverton School, 550 Niverton Rd, Salisbury
- Oak Grove School, 1289 Murray Road, Meyersdale
- Spring Valley School, 717 Coal Run Road, Meyersdale
- Sugar Grove Parochial School, 249 Oak Dale Road, Salisbury
- Summit Mills Parochial School, 423 Cemetary Road, Meyersdale
- Summit Mills Vocational School, 3050 Rockdale Road, Meyersdale
- Upper Mountain View School, 3457 Springs Hill Road, Salisbury

Additionally, columns in the Daily American newspaper have profiled a number of Amish businesses in these areas (Lepley, 2021). Amish businesses profiled by the Daily American, and other Amish businesses identified using local mapping, include:

- Ada's Greenhouse, 905 Kinsinger Road, Meyersdale
- Summy's Greenhouse, 274 Yoder Road, Meyersdale
- Rosy Dawn Greenhouse, 6748 Mount Davis Road, Meyersdale
- Hidden Valley Store and Greenhouse, 169 Hidden Valley Drive, Meyersdale
- Country Seeds and Supplies, 5944 Mount Davis Road, Meyersdale
- Peter's Pond Greenhouse, 106 Coal Run Road, Meyersdale
- Wengerd's Greenhouse, 312 Coal Run Road, Meyersdale
- Peachey's Country Store, 3319 Rockdale Rd, Meyersdale
- Greenville Meadow Floral, 3118 Greenville Road, Meyersdale
- Kinsinger Greenhouse, 332 Oak Dale Road, Salisbury
- Katie's Greenhouse, 332 Niverton Road, Salisbury
- Fisher's Hillside Greenhouse, 1407 Savage Road, Salisbury
- Mark's Harness Shop, 1089 Springs Rd, Springs
- Yoder's, 286 Sugar Jersey Lane, Meyersdale

Identified Amish places of worship, schools, and business within the vicinity of the study area are mapped in **Figure 5**. It is evident that Amish populations are present within the project vicinity, and that they are responsible for a significant amount of commercial activity.

Observations by the project team and residents have noted Amish travel along Piney Run Road. The presence of Plain Sect populations within the project vicinity was discussed with officials from Elk Lick Township on September 12, 2022. The Township identified an Amish population living along Mountain Road and Clark Road. The Township indicated that because the project will maintain the existing local road network, no issues pertaining to the travel of Plain Sect populations were anticipated. Potential Amish travel routes in these areas are depicted on **Figure 5**. The existing US 219 roadway will no longer be accessible directly from Clark Road or Mountain Road as a result of the project, as shown in **Figure 2**. However, the proposed Mountain Road Extension will allow Amish travelling along these roads to use Mountain Road to reach Mason Dixon Highway and maintain similar east-west travel routes.

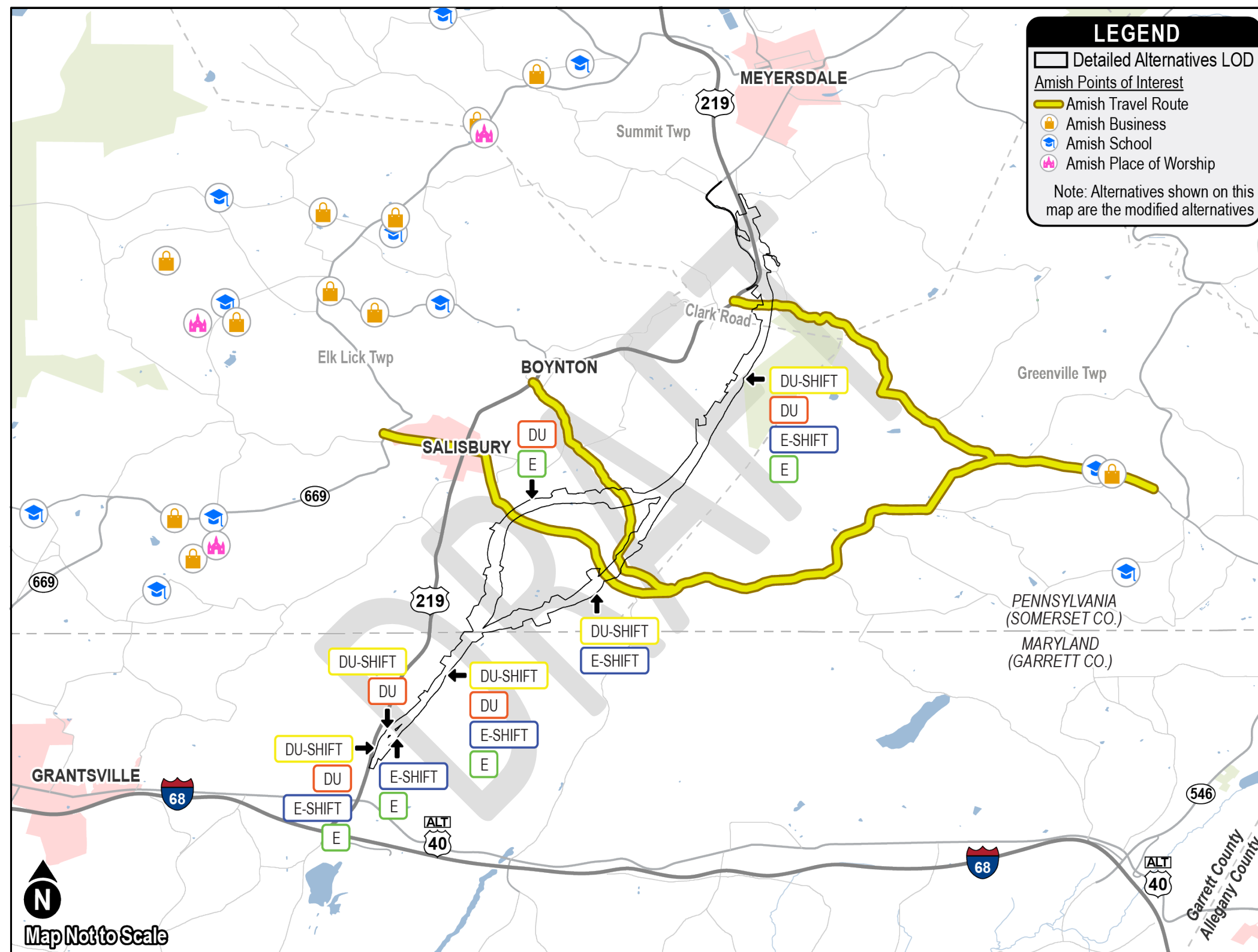


Figure 5: Plain Sect Community Resources



### 3.4 Community Facilities, Services, and Recreation

Community facilities and services in the study area include water and wastewater utilities, fire stations, EMS, schools, places of worship, and cemeteries. Public water supply and wastewater facilities in or near the study area include:

- The Salisbury Borough public water supply, under the authority of the Salisbury Borough Water Works Commission, utilizes Findley Spring. Findley Spring is located on Meadow Mountain, about 2.5 miles southeast of Salisbury, and supplies approximately 130,000 gallons per day (DCNR PA Geology, 2017). The water transmission line extends northwest from the springheads to the northeastern corner of Salisbury, where it empties into the Borough's reservoir. The Salisbury Borough Water Works Commission currently services properties within the Borough only.
- Meyersdale Area Municipal Authority owns water lines in and south of the Borough of Meyersdale. The Authority's service area is adjacent to the north end of the study area.
- Garrett County operates the Chestnut Ridge Collection System for wastewater at the south end of the study area. The Chestnut Ridge area, serviced by the System, is located north and south of the I-68/US 219 interchange and is a designated growth area and Priority Funding Area. The System conveys wastewater to the Grantsville Wastewater Treatment Plant, and the Garrett County Sanitary District pays the Town of Grantsville for treatment based on flow. No water service is currently available in the Chestnut Ridge area (Garrett County, 2014).
- Various private groundwater wells and septic systems are located within the study area, serving rural residents and businesses.

Other major public utilities and facilities currently in or proposed for the study area include:

- Columbia Gas owns a 20" to 24" natural gas transmission line, about 1.5 miles north of and parallel to the Pennsylvania/Maryland State Line.
- A wind farm is located at the northeast end of the study area, east of the proposed alternatives. Six wind turbines have been constructed within the study area, including on the Van and Ardith Murray, Barbera and Barbera, and Meyersdale Municipal Authority properties.

Due to the rural nature of the study area, many residents are served by emergency service providers located outside of their local area. Therefore, of the providers listed below, only Salisbury Volunteer Fire Company is located within the study area. Emergency service providers serving the study area include:

- Meyersdale Area Ambulance Association (615 Salisbury Street, Meyersdale, PA)
- Northern Garrett County Rescue Squad (127 Miller Street, Grantsville, MD)
- Salisbury Volunteer Fire Company (385 Ord Street, Salisbury, PA)
- Eastern Garrett County Volunteer Fire Company (401 Finzel Road, Frostburg, MD)

- Grantsville Volunteer Fire Department (178 Springs Road Grantsville, MD)
- Meyersdale Borough Police Department (215 Main Street, Meyersdale, PA)
- Pennsylvania State Police Troop A - Somerset Station (142 Sagamore Street, Somerset, PA)
- Maryland State Police Barrack W - Mc Henry (67 Friendsville Road, McHenry, MD)
- UPMC Somerset Hospital (25 South Center Avenue, Somerset, PA)
- Conemaugh Meyersdale Medical Center (200 Hospital Drive, Meyersdale, PA)
- UPMC Western Maryland (12500 Willowbrook Road, Cumberland, MD)

Public educational facilities serving the study area include:

- Salisbury-Elk Lick School District (196 Smith Street, Salisbury, PA)
  - Located within the study area in Salisbury
  - Serves both Salisbury Borough and Elk Lick Township
- Meyersdale Area School District (1345-1353 Shaw Mines Road, Meyersdale, PA)
  - Located about 0.3 miles northwest of the study area
  - Serves both Meyersdale Borough and Summit Township
- Garrett County Public Schools (serves entire County), with three facilities servicing the study area:
  - Northern Garrett County High School (86 Pride Parkway, Accident, MD)
  - Northern Garrett County Middle School (371 Pride Parkway, Accident, MD)
  - Grantsville Elementary School (120 Grant Street, Grantsville, MD)
  - All three facilities are located outside of the study area

Government offices within the study area include:

- Elk Lick Township Municipal Building (1507 St Paul Road, West Salisbury, PA)
- Salisbury Borough Office (171 Smith Avenue, Salisbury, PA)
- Boynton Post Office (102 Post Office Street, Boynton, PA)
- Salisbury Post Office (96 Grant Street, Salisbury, PA)

Recreational facilities within the study area include:

- Salisbury-Elk Lick High School Playing Fields (196 Smith Avenue, Salisbury, PA)
  - The fields are located on the west side of Smith Avenue in the Borough of Salisbury, and include baseball and softball fields, restrooms, a concession stand, a basketball court, a large wooden play area, swings, climbing apparatus, and tennis courts.
- Pennsylvania State Game Lands No. 231 (Meyersdale, PA)
  - The State Game Lands are located in the northeastern side of the study area, south of Mountain Road, within Summit, Elk Lick, and Greenville Townships. The Game Land totals 429 acres. The State Game Lands aims to provide wildlife habitat and recreational

opportunities for hunters, hikers, wildlife photographers, and birdwatchers (PGC, 2011).

Places of worship within the study area include:

- Meyersdale Church of Christ (114 Schardt Rd, Meyersdale, PA)
- Cornerstone Assembly of God Church (8978 Mason Dixon Highway, Boynton, PA)
- Saint Michaels Roman Catholic Church (1316 St Paul Road, Salisbury, PA)
- Salisbury Church of the Brethren (146 Union Street, Salisbury, PA)
- St John's Lutheran Church (104 Union Street, Salisbury, PA)
- Oak Dale Church (9201 Mason Dixon Highway, Salisbury, PA)
- St John United Church of Christ (153 Ord St, Salisbury, PA)
- Alverno (10074 Mason Dixon Hwy, Salisbury, PA)
  - A religious retreat operated by the Capuchin Friars, Province of St. Augustine
- Cherry Grove Church of the Brethren (3992 Chestnut Ridge Rd, Grantsville, MD)

Cemeteries and memorials within the study area include:

- Salisbury War Memorial (existing US 219 & Broadlane Street in Salisbury Borough)
- Salisbury Union Cemetery (Engles Mill Road & Greenville Road in Salisbury Borough)
- Salisbury Independent Order of Odd Fellows Cemetery (Cemetery Lane & Smith Avenue in Salisbury Borough)
- Maust Farm Cemetery (263 Grove Rd in Elk Lick Township)
- Saint Michael's Roman Catholic Cemetery (1316 St Paul Road in Elk Lick Township)
- Old Peter Beachy Cemetery (Springs Road in Elk Lick Township)
- Lowry-Engle Cemetery (Engle Mills Road in Elk Lick Township)

See **Figure 6** for a general overview of community resources within the study area.



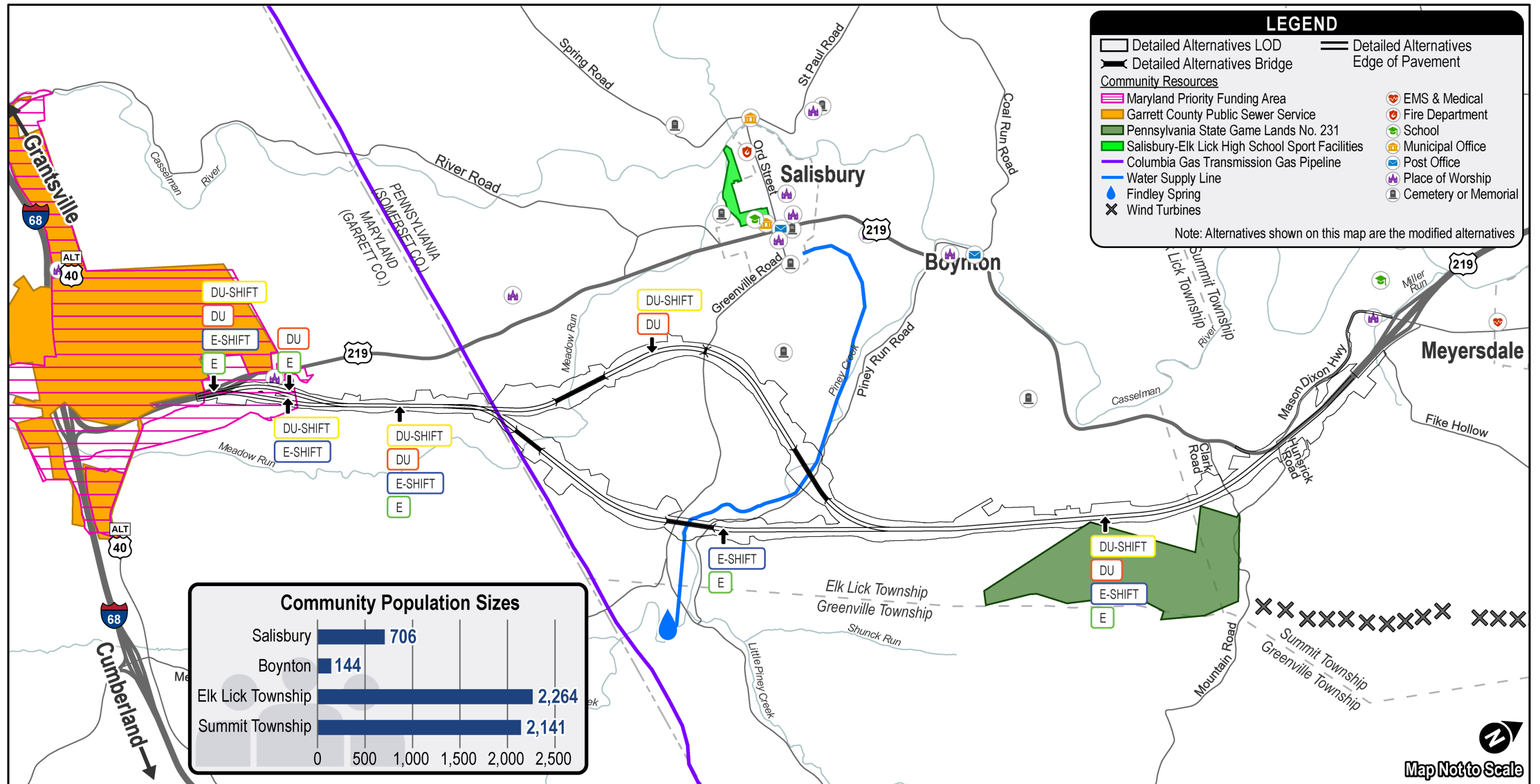


Figure 6: Community Resources and Public Facilities

## 4 CONCLUSIONS

The study area largely consists of forested and agricultural land, with concentrated areas of low to medium density development outside Meyersdale Borough, within Salisbury Borough, within the unincorporated community of Boynton, and in northern Garrett County along the existing US 219. Community and public facilities within the study area are primarily located in Salisbury and Boynton. The largest industries in Somerset and Garrett County include educational services, health care, and social assistance; construction; manufacturing; retail; and arts, entertainment, recreation, accommodation, and food services. Garrett County and Somerset County both have demographic and economic concerns related to decreasing and aging populations.

Alternatives will be designed to avoid and minimize impacts to public facilities and services as well as any initiative to encourage economic development in this area.

Plain Sect communities are known to be present within the vicinity of the study area, with Amish communities identified in West Salisbury within Elk Lick Township and in Pocahontas within Greenville Township. Elk Lick Township identified an Amish population living along Mountain Road and Clark Road, and residents noted Amish travel along Piney Run Road.

Impacts and mitigation are discussed in the Environmental Impact Statement prepared for this project.

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## **6 LIST OF PREPARERS**

Deborah Hoover, Practice Leader, KCI Technologies

Joseph Passmore, Senior Planner, KCI Technologies

## **Attachment 1**

Memo regarding Meeting with Bishop Paul S. Yoder



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ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

5001 Louise Drive, Suite 201 • Mechanicsburg, PA 17055 • Phone 717-691-1340 • Fax 717-691-3470

Meeting Memorandum  
US 219 Meyersdale to Old Salisbury Road

Bishop Paul S. Yoder  
349 Shoemaker Hill Road  
Salisbury, PA 15558  
814-662-4200

Visited Bishop Paul Yoder on Friday July 5, 2024  
In attendance were Bishop Paul Yoder  
Mike Stone – PennDOT District 9-0  
Steve Moore – Stantec  
Deb Hoover – KCI Technologies

Steve Moore presented the project to Bishop Yoder, explaining the four project alternatives and noting that Alternative E-Shift Modified is the preferred alternative. Steve also presented the changes at the northern end of the project with Mason Dixon Highway, the Fike Hollow Road extension, removal of Hunsrick Road Bridge and turning Clark Road into a cul de sac on either side. Deb Hoover asked Bishop Yoder if any of those changes would impact the travel patterns of the people in his community. Bishop Yoder responded that he did not have any concerns at this time. He felt the project should remove large trucks from the center of Salisbury, which he felt was a positive.

He said the main roads used by the two communities are Piney Run Road and Greenville Road. Steve explained there may be a short term (15-20-minute) closures on those roads from time to time during construction for safety reasons.

Bishop Yoder said members of the communities utilize these roads on a weekly basis.

Steve Moore left the plans for the project (Map of alternatives and the improvements at the northern end), noting they are preliminary at this point and subject to change as final design activities occur. Steve left his phone number for Bishop Yoder and said to call with any questions.

Deb Hoover offered to add Bishop Yoder to the project mailing list. Deb explained that the project is recommending Alternative E-Shift Modified as the Preferred Alternative but there will be a public hearing for the project in early December at which time the public will be able to provide testimony about the project and voice any concerns or issues they may have with the project.

Bishop Yoder asked about the project schedule. Steve noted that the earliest date for construction will be 2029.