



Above Ground Historic Properties Pennsylvania Determination of Eligibility Report

August 2023 (Amended Project Description - April 2025)

US 6219, Section 050
Transportation Improvement Project
Meyersdale, PA to Old Salisbury Road, MD
2021PR06554



AMENDED 2025 PROJECT DESCRIPTION REVISIONS

Based on the design change from the Draft Environmental Impact Statement (2024) to the Final Environmental Impact Statement (2025) at the northern end of the project area, the description of the Common Segment Improvements has been updated and included below.

It has been confirmed that these updates fall within the current study area discussed in this report.

All impact information for this subject Appendix is discussed in Chapter 3 of the Final Environmental Impact Statement.

2 DETAILED ALTERNATIVES

2.3 Common Segment Improvements

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 **amended Figure 1**. 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 **amended Figure 1**.

2.3.1 Mountain Road

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.

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.

2.3.2 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.

2.3.3 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.

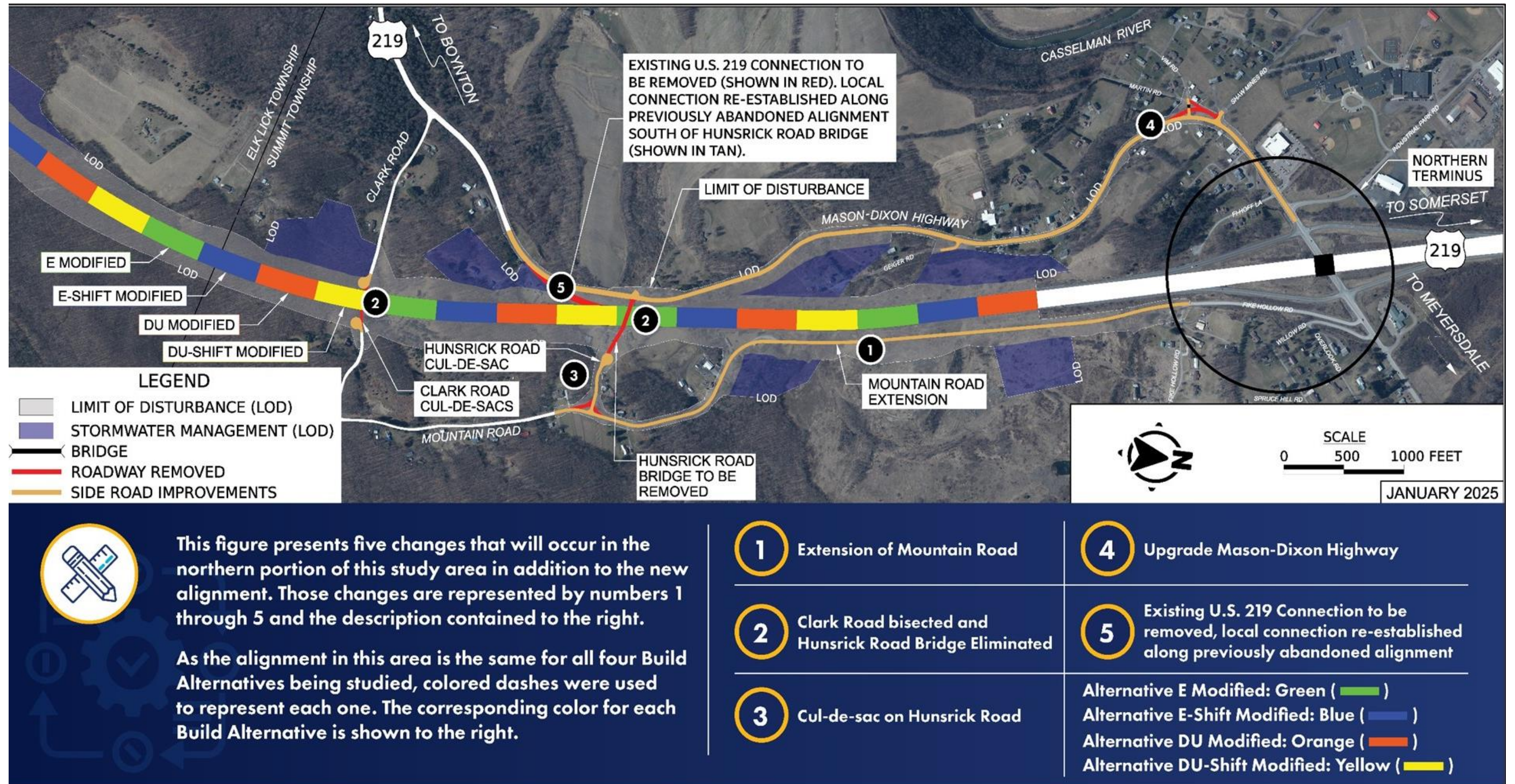
Hunsrick Road currently extends northwest from the intersection with Mountain Road to the Hunsrick Road Bridge. With the removal of the Hunsrick Road Bridge and proposed improvements associated with the Mountain Road Extension, a cul-de-sac would be placed at the northern end of Hunsrick Road. The intersection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

2.3.4 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.

2.3.5 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.



Amended Figure 1: Additional Improvements in Northern Portion of Study Area

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1.0 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.

The 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 (**Figure 1: Project Location**).

1.2 Project Description

The Pennsylvania Department of Transportation (PennDOT), Engineering District 9-0, in coordination with the Maryland Department of Transportation (MDOT) and the Federal Highway Administration (FHWA), propose the US 6219, Section 050 Transportation Improvement Project (herein referred to as, the Project), which includes the construction of a 12.9 km (8.0 mi), four-lane limited access facility from the end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed portion of US 219 in Garrett County, Maryland. Multiple alternatives are being considered (**Figure 2: Alignment Segments**). Section 2.0 discusses the Project alternatives.

Above Ground Historic Properties investigations—including background research, field survey, and evaluation—were completed for the portion of the project that is within Pennsylvania by The Markosky Engineering Group, Inc. (Markosky). The Above Ground Historic Properties investigations and Determination of Eligibility report were designed and conducted to facilitate

project compliance with state and federal legislation regarding cultural resources, including Section 106 of the National Historic Preservation Act (NHPA), as amended, Advisory Council on Historic Preservation guidelines (36CFR§800), and the Pennsylvania State History Code, Title 37. The Determination of Eligibility efforts were conducted in accordance with Above Ground Historic Properties protocols and procedures established by PennDOT *Publication 689: Cultural Resources Handbook* (PennDOT 2021) and by the Pennsylvania State Historic Preservation Office's (PA SHPO) *Guidelines for Projects with Potential Visual Effects* (PA SHPO 2023). All work performed for these Above Ground Historic Properties investigations was performed by Markosky personnel who meet or exceed the professional qualifications as specified for their position in 36CFR§61.

1.3 Above Ground Historic Properties Area of Potential Effects (APE) Description

The Area of Potential Effects (APE) is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist” (36 CFR 800.16(d)). The project does not yet have a preferred alternative. Multiple possible alignments are being considered. Therefore, cultural resources investigations will initially focus on study areas or “preliminary APEs” which are intended to encompass the eventual final APE for the project when a preferred alternative has been selected.

The revised preliminary Above Ground Historic Properties APE for the US 6219, Section 050 Transportation Improvement Project accounts for potential direct and indirect effects of the current proposed design alternatives as part of the preliminary engineering for this project (**Figure 3: Revised Above Ground Historic Properties APEs**). The alternatives include land with existing roadway infrastructure and new alignments for the improved highway through less developed and heavily forested areas.

The direct effects Above Ground Historic Properties APE, which was requested by the PA SHPO, is equivalent to the project's revised preliminary archaeological APE and represents project areas where direct impacts may occur, including the roadway construction, possible temporary construction easements (TCEs), and/or stormwater areas. The revised direct effects Above Ground Historic Properties APE encompasses 464.5 ha (1,147.86 ac). The preliminary archaeological APE was initially based on a 250-foot buffer from the centerline of the alternative alignments and included additional area beyond this buffer based on the anticipated limits of disturbance (LODs) established August 23, 2022, but it has since been revised to include additional areas based on the current design of the alternative alignments as of March 1, 2023. The buffer provides room for adjustments, including for TCEs and conceptual stormwater areas. The revised direct effects Above Ground Historic Properties APE represents these anticipated limits of potential project activities plus additional previously surveyed areas.

The revised indirect effects Above Ground Historic Properties APE accounts for potential visual, audible, and/or atmospheric effects that may extend beyond the direct effects APE; it encompasses a total area of approximately 933 ha (2,304 ac). The development of the indirect effects Above Ground Historic Properties APE began with a standard buffer of 500 feet on both sides of the proposed project alternative centerlines. That buffer was broadened in some areas to capture adjacent road work areas and their limits of disturbance. It was also informed by a preliminary elevational viewshed analysis of the project area that used a GIS program to map the

areas that may be visible to and from points along the proposed roadway. In those areas with expanded potential for viewshed effects, the APE was broadened to 750 feet from the centerline. The indirect effects Above Ground Historic Properties APE limits and the potential for visual effects were then tested using Google Earth elevation data and reconnaissance in the field. For the revised indirect effects Above Ground Historic Properties APE, the PennDOT CRP directed the expansion of the boundary in response to areas that were added to the direct effects Above Ground Historic Properties APE; these areas were buffered by additional distance that allows for the consideration of indirect effects.

The revised direct and indirect effects Above Ground Historic Properties APE was described in a memo posted to PATH on June 2, 2023, and the PA SHPO concurred with the revised APE on June 5, 2023.

The Maryland survey of above ground historic resources has already been completed. The *Above Ground Historic Properties Maryland Determination of Eligibility Report* was posted on PATH and submitted to the Maryland State Historic Preservation Office (MD SHPO) on March 1, 2023 (Parker 2023). The report, which addressed seventeen (17) previously surveyed resources and fourteen (14) newly identified resources, received MD SHPO concurrence on April 3, 2023. No further work is necessary in Maryland as a result of the revised Above Ground Historic Properties APEs, as concurred to by the MD SHPO.

Consulting Parties have been solicited to participate in the Section 106 Process for this project since the posting of the Early Notification on PATH in October 2021. It is anticipated that the first Consulting Party meeting will be held in Summer 2023.

1.4 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.

2.0 DETAILED ALTERNATIVES

The proposed project alternatives have been divided into three segments, Segment 1, Segment 2, and Segment 3. Segment 1 is also known as Segment 1 DU-E. Segment 2 has segment options, Segment 2 DU and Segment 2 E, and Segment 3 has two segment options, Segment 3 DU-E and Segment 3 DU-E Shift. When combined, these segments make up the four alternatives under consideration (see **Figure 2: Alternatives**). The segments and a No Build Alternative are being evaluated within the study area. The alternatives under consideration are the following:

- No Build Alternative
- Segment 1 DU-E + Segment 2 DU + Segment 3 DU-E
- Segment 1 DU-E + Segment 2 DU + Segment 3 DU-E Shift
- Segment 1 DU-E + Segment 2 E + Segment 3 DU-E
- Segment 1 DU-E + Segment 2 E + Segment 3 DU-E Shift

2.1 No Build Alternative

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

2.2 Proposed Roadway Layout

Segment 1 DU-E, Segment 2 DU, Segment 2 E, Segment 3 DU-E, and Segment 3 DU-E Shift are being evaluated with a consistent roadway layout, also known as a typical section. The typical section for each segment provides a four-lane divided limited access highway with 12' wide travel lanes, 8' wide inside shoulders, and 10' wide outside shoulders. The width of the median between the inside edges of northbound and southbound travel lanes is 60'. In cut sections, where excavation will be required for construction, a proposed swale is located 15' outside the edge of the roadway shoulder. The backslope of the swale extends for 5' 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', then continues at a 2:1 slope until intersecting existing ground.

2.3 Segment 1 DU-E

Segment 1 DU-E is a three-mile portion of proposed alternative, beginning at the north end of the study area, at the existing Meyersdale Interchange. The segment includes portions of the existing US 219 roadway and the surrounding area, including along Mountain Road and Hunsrick Road. The segment continues to the south of Hunsrick Road, where it diverges from existing US 219 and crosses Clark Road. The segment then turns slightly west, avoiding the Pennsylvania State Gamelands 231. The segment then traverses along the bottom of Meadow Mountain. Stormwater management facilities have also been incorporated into the design.

Improvements to the existing US 219 roadway (Mason-Dixon Highway), Hunsrick Road Extension, Mountain Road, and Clark Road are proposed as part of the construction of Segment 1 DU-E. These improvements are intended to ensure that local traffic has continued access. The scope of these proposed improvements is outlined below.

2.3.1 Mason-Dixon Highway

The Mason-Dixon Highway (T-355) will be improved between Hunsrick Road and the US 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 improvement corridor is roughly 1.3-miles in length, starting at the south near Hunsrick Road and ending at the US 219 Meyersdale Interchange.

Prior to the opening of the Meyersdale Bypass, Mason-Dixon Highway carried US 219. After the Meyersdale Bypass opened, PennDOT transferred ownership and maintenance of Mason-Dixon Highway to Summit Township. Following completion of the new US 219 alternative, ownership of Mason-Dixon Highway is to be transferred back to PennDOT as part of re-routed traffic patterns in the area.

2.3.2 Hunsrick Road Extension

Improvements made to tie the new US 219 alternative into existing US 219 necessitate 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 not to replace the Hunsrick Road Bridge and terminate Hunsrick Road on the east side of US 219.

As a result of the Hunsrick Road Bridge removal, a new roadway will be constructed: the Hunsrick Road Extension. This new roadway will connect existing Hunsrick Road with Fike Hollow Road (T-363) and will generally run parallel to the new US 219 alternative along the eastern side. This new connector roadway will provide access from Hunsrick Road to US Business Route 219 (SR 2047) near the Meyersdale Interchange.

The proposed typical section for Hunsrick Road Extension includes 2- 10' travel lanes and 4' outside shoulders. The design speed is anticipated to be 25 miles per hour.

2.3.3 Mountain Road

Mountain Road (T-824) currently extends north from the intersection with Hunsrick Road to a cul-de-sac adjacent to existing US 219. With the associated improvements of the Hunsrick Road Extension, the northern end of Mountain Road will be connected to Hunsrick Road Extension and the existing cul-de-sac will be removed. The existing intersection of Mountain Road with Hunsrick Road will 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 will be maintained and cul-de-sacs will be placed where the road will be closed. As noted above, the northern segment of Mountain Road will be accessible from the Hunsrick Road Extension while the southern segment of Mountain Road will be accessible from the existing intersection with Hunsrick Road.

2.3.4 Clark Road

Clark Road (T-353) extends west from Mountain Road (T-824) to existing US 219. Due to topographical and geometric constraints, providing a grade separated crossing of the new US 219 alternative was not practical. It was determined Clark Road should be bisected where it crosses the new alternative of US 219. A cul-de-sac will be placed at each end of the roadway where it intersects the US 219 right-of-way. The eastern side of Clark Road will maintain access

to US Business Route 219 near the Meyersdale Interchange via Mountain Road, Hunsrick Road Extension, and Fike Hollow Road.

2.4 Segment 2 DU

Segment 2 DU turns west from Segment 1 DU-E, towards existing US 219, and is sited between existing US 219 and Segment 2 E for about three miles. Segment 2 DU runs west across Piney Run Road and Piney Creek until it crosses Greenville Road, about 0.5 miles southeast of Salisbury Borough, and turns south. Segment 2 DU rejoins Segment 2 E at the Pennsylvania/Maryland border. From the Pennsylvania/Maryland border, Segment 2 DU and Segment 2 E angle further towards existing US 219. About 0.1 mile north of the Pennsylvania/Maryland border, there are preliminary plans for a PennDOT maintenance facility along Segment 2 DU, on the western side of the proposed US 219 alternative, with access to US 219 from the southbound lanes. Stormwater management facilities have also been incorporated into the design.

2.5 Segment 2 E

After separating from Segment 1 DU-E, Segment 2 E continues southwest for approximately one mile before spanning Piney Run Road. As Segment 2 E crosses Piney Creek and Greenville Road, it angles west towards existing US 219 and Segment 2 DU for 1.3 miles. Subsequently, Segment 2 E rejoins Segment 2 DU at the Pennsylvania/Maryland border. Segment 2 E and Segment 2 DU follow approximately the same path for approximately 0.8 miles, from the Pennsylvania/Maryland border until the beginning of Segment 3. Approximately 0.1 mile north of the Pennsylvania/Maryland border, there are preliminary plans for a PennDOT maintenance facility along Segment 2 E, along the eastern side of the proposed alternative, with access to US 219 from the northbound lanes. Stormwater management facilities have also been incorporated into the design.

2.6 Segment 3 DU-E

Segment 3 DU-E continues the proposed alternative south of the Pennsylvania/ Maryland border and ties back into the newly constructed section of US 219, south of Old Salisbury Road. The Segment 3 DU-E alternative is located approximately 0.05 miles east of Old Salisbury Road.

2.7 Segment 3 DU-E Shift

Segment 3 DU-E Shift is angled southwest, similarly to Segment 3 DU-E, and ties into the newly constructed section of US 219 at the same location. However, Segment 3 DU-E Shift is shifted eastward, farther from Old Salisbury Road, while avoiding impacts to the Little Meadows Historic District, which is listed in the National Register of Historic Places (NRHP) and located on the east side of US 219 in Maryland, to the extent possible.

3.0 SURVEY METHODOLOGY

The survey of above ground historic properties in PA was performed for the Pennsylvania Department of Transportation (PennDOT) Engineering District 9-0 and the Federal Highway Administration (FHWA). All work was designed to comply with the Section 106 of the National Historic Preservation Act (NHPA) and implementing regulation 36 CFR §800. The survey was prepared in accordance with federal and state laws that protect significant historic and cultural resources. This included the NHPA of 1966 (as amended), the Department of Transportation Act of 1966 (as amended in 1968), the National Environmental Policy Act of 1969, Executive Order 11593 (36 FR 8921, 3 CFR 1971 Comp. P. 154), the Archaeological and Historic Preservation Act of 1974, and the Commonwealth of Pennsylvania State Act No. 1978-273. These legislative mandates require that the effect of any federally assisted undertaking on historically significant resources be considered during project planning. Additionally, the survey followed guidelines outlined by the Pennsylvania State Historic Preservation Office (PA SHPO) and PennDOT, including the PA SHPO 2023 *Guidelines for Projects with Potential Visual Effects* and the PennDOT 2021 *Publication 689, The Transportation Project Development Process: Cultural Resources Handbook* among other resources.

On October 7, 2022, a field view was held with representatives of PennDOT, PA SHPO, and the consultant support teams to review the preliminary above ground historic properties APE in PA and to discuss appropriate survey methodology.

The approach for this Project was identified as a survey of above ground historic properties conducted to identify, document, and evaluate above ground resources that are at least 45 years old. For properties located within the project's direct effects APE, the level of effort applied to documenting these resources depended on their type, integrity, and apparent significance. For above ground historic properties that were at least 45 years old that were only located within the indirect effects APE, the need to document and evaluate these properties depended on the type of resource. Only properties where the integrity aspects of setting and/or feeling were of paramount importance to the type of resource (such as a farm) were recorded and evaluated.

As more than ten (10) new resources were surveyed, PA SHPO's PA-SHARE Surveyor application was used to document the new resources. For some resources, a minimum record consisting of a photograph, location information, current and historic function, build date, style, and materials among other basic information was sufficient. For other resources, more extensive evaluation and documentation was needed using the Pennsylvania Historic Resource Survey Form (HRSF).

The Determination of Eligibility report for above ground historic properties in PA includes an introduction with project description, an overview of the direct and indirect APEs, and a description of the methodology. The report presents a brief historic context focusing on the greater project area in PA and a tabulation of the results of the survey. A recommendation of the resource's eligibility for listing in the NRHP was included for each surveyed resource. The Determination of Eligibility report is illustrated with current and historic annotated mapping and photographs as appropriate. Addendum eligibility forms (for instance, for the reconsideration of previously evaluated farms) and new eligibility evaluations beyond the minimum record are referenced in the report and submitted separately through PA-SHARE.

Farms are included among the property types in the survey, as well as late 19th through late 20th century dwellings, orphaned outbuildings, a former school building, and a Mason-Dixon Line

Milestone Marker. When the farmstead and above ground components of the farm were located outside of the indirect effects APE but the farm acreage (current tax parcel or, if known, historic landholdings) extended within the APE, then the farm was included in the survey. Farms were evaluated against the *Allegheny Mountain Part-Time and General Farming, 1840-1960* context and the *Agriculture Resources of Pennsylvania, c1960-1980* update, with additional attention paid to evidence of local maple syrup production and historic woodlots (PHMC 2015 and McMurry 2019). Several farms that were previously surveyed needed to be re-evaluated:

- Amy Oldham Meyers Barn [1993RE01399]
- C. Meyers House [1993RE01432]
- Miller Farm (Earnest and Carrie V. Miller Residence) [1994RE00436]
- Piney Run Farm/Engles Mill [2004RE08053]
- Lowry Farm [2004RE00605]
- Mast Barn [2019RE23966]
- Deal Farm (Ambrose Deal Farm) [2004RE00606]
- Glotfelty Farm [2004RE06587]

A rural historic district was not considered to be present within the APE because historical research did not uncover a strong historical link among farm properties, such as ownership of multiple adjacent farms by one family with surviving elements demonstrating that connection.

The survey methodology further states that for NRHP-eligible or listed above ground historic properties in Maryland and Pennsylvania that are visible from the neighboring state, the neighboring SHPO will be given an opportunity to comment on the Section 106 coordination for the property. To facilitate this shared review, the Determination of Eligibility reports for both PA and MD each include a brief section that highlights borderline properties in PA and MD (see Section 6.0).

The eligible Mason Dixon Line Milestone Marker No. 191 [2006RE00149] that falls within the APE is a historic resource that is shared by PA and MD. Both the PA SHPO and the MD SHPO will be involved in the consultation for the Mason Dixon Line Milestone Marker No. 191. The marker has not been re-evaluated as part of this survey. Both states agree on its eligibility, and it is not subject to a newly available source of contextual information, like the historic agricultural region context, which could help enhance the understanding of the resource.

4.0 BRIEF HISTORIC CONTEXT

The early settlement of the area by Euro-Americans in the second half of the 18th century was marked by the defining, challenging, and redefining of political borders and control. When the first Euro-Americans crossed into what was to become Somerset County, refugee groups of the Haudenosaunee, Lenape, and Shawnee inhabited the area that formed the Colony of Pennsylvania (Means 1998: 5-1). Their Native American trails were used as important routes through the area and contributed to the expansion of a Euro-American presence in the area (Means 1998:5-1).

Conflict over control of the region between British and French imperial powers with Native American allies on both sides manifested in the French and Indian War (1754-1763), which resulted in British control of the area. Pontiac's Rebellion in 1763 presented a Native American challenge to British control that was suppressed. The American Revolutionary War followed from 1775 to 1783, which resulted in the establishment of the United States of America free from British rule. Pennsylvania became one of the first states of the new country, as well as the scene of one of the first armed challenges to new federal authority with the Whiskey Rebellion in 1791. Farmers in the area and across Western Pennsylvania, who grew rye, distilled it to whiskey for ease of transportation and sale, and used it as a valuable currency, strongly resisted the imposition of taxes on the distilled spirits.

In addition to Pennsylvania, the colonies of Connecticut, Maryland, and Virginia had competing claims to land in present-day western Pennsylvania (Means 1998:5-2). From 1763-1767, Charles Mason and Jeremiah Dixon surveyed a demarcation line now known as the Mason-Dixon line to resolve the border disputes among the colonies. The Mason-Dixon Line runs across the southern part of the project area, with milepost marker 191 being located within the direct Above Ground Historic Properties APE. In the late 18th century, the line was marked at one-mile intervals by earthen mounds and cairns of stacked stone, and in 1902 it was resurveyed, and stone milepost markers were added to the western part of the line. Both the originally surveyed spot and the 1902 marker are extant and jointly considered an NRHP-eligible resource (MHT 2013).

The late 18th century also saw the formation of Somerset County from the west half of Bedford County in 1795 (Donnelly et al 2010:386). Somerset County was characterized by a ridge and valley topography, where the wide valleys provided the most productive farmland, as well as a wealth of natural resources, such as timber, coal, iron ore, and limestone. Limited settlement was underway in the late 18th century to take advantage of these natural benefits. Elk Lick Township was organized around 1785 and was settled primarily by German and Irish immigrants (Blackburn and Welfey 1906:547). The town of Salisbury (just to the west of the project area) was laid out in 1794 by early settler Joseph Markley (Blackburn and Welfey 1906:550).

About 1785, Jacob Meyers, a native of Lebanon County, came to the then wild and unsettled region west of the mountains and purchased a tract of land which included the site of Meyersdale. He never settled here, but sent his sons, Christian, Jacob, Henry and John, to look after the interests of his property. All settled on farms in the vicinity of Meyersdale, except Jacob, who located on the land which is now the site of the town [of Meyersdale] (Blackburn and Welfey 1906:487).

Jacob Meyers Jr. proceeded to run a fulling mill, sawmill, distillery, and gristmill as a prime example of the early industries in this portion of Somerset County.

An early 19th century map of Somerset County from 1818 reveals the early road network, settlement patterns, and industries (primarily water powered saw and grist mills) that defined the area (**Figure 4: Project Area in 1818**) (Melish-Whiteside 1818). The town of Salisbury is shown on a public road leading to Cumberland, Maryland that followed the general route of the Native American Turkeyfoot Path (Means 1998:5-3). Flanking the superimposed outline of the direct Above Ground Historic Properties APE, the meandering path of the Casselman River is visible to the west with a few identified mills and a ridge of the Allegheny Mountains is visible to the east.

A map from 12 years later in 1830 reinforces the importance of Salisbury as an important early social and commercial hub for the region, while suggesting that the project area itself was only sparsely developed at this time (**Figure 5: Project Area in 1830**) (Wells 1830).

In 1842, Summit Township was organized from parts of Elk Lick and Brother's Valley Townships (Blackburn and Welfey 1906:484). Summit Township, as described in a county history, had "territory contain[ing] much excellent land for agricultural purposes, besides abounding in minerals and timber" (Blackburn and Welfey 1906:484). It wasn't until the second half of the 19th century that the exploitation of these mineral resources (primarily coal, iron ore, and limestone, but also clays and other raw materials) would become lucrative with the arrival of the railroads. In 1844, the town that would become known as Meyersdale (after first being called Meyer's Mills and Dale City) was first platted with several additions platted in the following years (Blackburn and Welfey 1906:486). A county map from 1860 shows greater development at the northern end of the project area in Summit Township, where property owners like Meyers, Klingaman, Fikes, and Miller are identified as well as a schoolhouse (not extant) (**Figure 6: Project Area in 1860**) (Walker 1860). The southern portion of the project area in Pennsylvania identifies Elk Lick Township landowners Engles, Lowry, and members of the Glotfelty family. The map also identifies a tannery immediately to the southeast of Salisbury and an outcrop of Fossil Limestone along Piney Creek. Plans for the Pittsburgh and Connellsville Railroad to lay track in Somerset County began as early as 1837; however, it would take until 1871 before the railroad would open for service from Cumberland to Pittsburgh, passing through Meyersdale to the north of the project area (Means 1998:5-9 to 5-10). The railroad is illustrated on the 1860 map; however, it was not completed for eleven more years (Walker 1860).

Salisbury was incorporated as a borough in 1862, but its growth was slow until the arrival of the railroads in the 1870s (Blackburn and Welfey 1906:550). The Pittsburgh and Connellsville Railroad, which began operating in 1871 passing through Meyersdale, was leased to the Baltimore & Ohio (B&O) Railroad system in 1876. The presence of the freight-hauling railroad and its advantages for shipping materials to markets spurred the extraction of coal, iron ore, and limestone locally, and soon, there was a network of rail spurs serving coal mines, kilns, and coke ovens in the area. A map of Elk Lick Township in 1876 suggests the changes prompted by the railroad that was constructed through the region just five years earlier (**Figure 7: Project Area in 1876**) (Beers & Co. 1876). The map shows a branch of the railroad running along the Casselman River with spurs to at least two coal mines and several other coal mines located nearby. The area's bituminous coal had been reserved for small scale mining and local use before 1871, but

after the arrival of the Pittsburgh and Connellsville Railroad in 1871, small coal patches with modest worker housing were built by coal companies in the area (Donnelly et al 2010:387). For instance, the Baltimore and Cumberland Coal Company organized in 1876 and operated two mines including a drift mine operation in Elk Lick Township. Another venture, the Cumberland and Elk Lick Coal Company, reported “the coal underlies about seven farms of excellent limestone land. The vein is ten feet in thickness and is worked by drift mining” (Blackburn and Welfey 1906:491). The Summit Township map from the same 1876 atlas shows more of these coal interests including the patch town of Romania on the west side of the Casselman River (**Figure 8: Project Area in 1876**) (Beers & Co. 1876). It also notes a cider mill, woolen mill, saw mill, blacksmith shop, and carpentry shop just outside the project area.

Meyersdale was incorporated in 1872 and grew rapidly. By the turn of the 20th century, the borough was described as

Meyersdale is a prosperous and rapidly-growing town. Its population is greater by several hundreds than that of any other borough in Somerset County; its industries, which are extensive and varied, are constantly increasing, while in enterprise, public spirit and thrift, no town in Southern Pennsylvania surpasses it (Blackburn and Welfey 1906:486).

Meyersdale’s success somewhat eclipsed nearby Salisbury, which though larger than it had been in the 19th century, could not compete in size or services. In 1906, Salisbury had “five general stores, one drug store, one hardware-store, one shoestore, two harness-shops, one tinshop, one foundry, one gunsmith, two blacksmith-shops, one carriageshop, one planing-mill, two livery-stables, three hotels” as well as a grade school, three churches, and two physicians (Blackburn and Welfey 1906:550).

Topographic maps from the early 20th century show additional railroad tracks and spurs and a few more local roads (**Figure 9: Project Area in the Early 1900s**) (USGS 1904 and 1921). Pockets of residential development are located at the northern end of the project area on the southwest outskirts of Meyersdale. Coal mining activities are echoed in place names like Shaw Mines and Coal Run, though strikes in 1903, 1906, and 1922 demonstrated the difficult working conditions in the mines (Means 1998:5-18). The deprivations of the Great Depression and wartime mobilization also impacted residents of Somerset County.

During World War II underground coal mining in the region essentially ended as most of the coal seams had been exhausted (Means 1998:5-18). “As a result, coal companies in the vicinity of Meyersdale turned to strip mining to recover coal, [but, despite this strategy,] coal production continued to decline in the 1950s and 1960s” (Means 1998:5-18). A comparison of topographic maps from the mid-1940s and the early 1970s dramatically illustrates the impact of strip mining practices on the greater project area, where the mottled purple areas on the map indicate the places where strip mining was used (**Figure 10: Project Area in the Mid-1940s** and **Figure 11: Project Area in the Early 1970s**) (USGS 1944, 1947, 1973, and 1974). Notably, it was during this era when the 429 acres of the Pennsylvania State Game Land (SGL) 231 located in Summit, Elk Lick, and Greenville Townships in Somerset County were established to protect the land and natural resources of the area.

Agriculture remains a key livelihood in the region. Somerset County continues to be dominated by the dairy industry with a local specialty in maple sugar and syrup production (Means 1998:5-18). The Pennsylvania Maple Festival was organized in 1947 and continues to be an annual draw for tourists (Means 1998:5-18).

At the end of the 20th century, the unexpected occurrence of the Salisbury and Pocahontas tornado on May 31, 1998 and two more tornados in Elk Lick Township on June 2, 1998 impacted some local farms and the town of Salisbury (Lepley 2020).

The approximate path of the Mason Dixon Highway appears on early 19th century maps (see for instance **Figure 4**) (Melish-Whiteside 1818). In 1964, the President's Appalachian Regional Commission (PARC) highlighted that a lack of transportation infrastructure through the region's mountainous terrain contributed to Appalachia's isolated economy. The resulting Appalachian Regional Development Act, passed in 1965, created the Appalachian Regional Commission (ARC) and designated portions of 13 states, including Pennsylvania and Maryland, to receive federal funds to create the Appalachian Development Highway System (ADHS). The ADHS connected population centers throughout the region to attract industries and diversify the local economies of previously isolated areas. Construction on the originally-planned 23 corridors, designated alphabetically from A to W, began in the 1970s (Melling 2023; Jaworski and Kitchens 2016:5-8). Corridor N was incorporated as a portion of US 219. Beginning in the 1990s, PennDOT considered ways to improve the corridor south of Somerset.

These studies identified a 5-mile section of U.S. 219 through Meyersdale, Pennsylvania, as the area's most immediate transportation problem. The Meyersdale Bypass project was constructed in 1998 as a four-lane, limited-access highway located to the west of existing U.S. 219 in Meyersdale Borough and Summit Township, Somerset County, Pennsylvania. The next project completed was an 11-mile, four-lane limited-access facility in 2018 from Somerset to Meyersdale. Then, in 2021, Maryland Department of Transportation State Highway Administration (MDOT SHA) completed the construction of an approximately 1.4-mile section from Interstate 68 (I-68) in Maryland to Old Salisbury Road, just south of the state line (PennDOT 2023).

The construction of the Meyersdale Bypass changed the landscape in the project area. Local road patterns were changed, and part of the Mason Dixon Highway (now Old 219) was rerouted. New development, like the Food Lion grocery store from ca. 2000, was also encouraged (Google Earth 2023).

5.0 RESULTS OF FIELD SURVEY

Markosky conducted field survey of the project beginning in September 2022 with intensive survey in May 2023. Ten (10) previously surveyed resources and twenty-five (25) newly identified resources were documented as part of the survey. Five (5) above ground historic properties are recommended as eligible for listing in the NRHP.

5.1 Previously Surveyed Resources

For previously surveyed resources, the survey was designed to confirm the presence and condition of the resource and, in the case of farm resources, to consider the previously surveyed property in relation to the *Allegheny Mountain Part-Time and General Farming, 1840-1960* historic agricultural region (**Table 1**). The resources are generally listed from north to south and west to east and can be found mapped on **Figures 12 and 13: Previously Surveyed Above Ground Historic Properties**. Resources with Addendum HRSF eligibility forms are further discussed in this section and submitted separately through PA-SHARE.

Table 1. Previously Surveyed Resources in the APE

| Name [Resource No.] | Build Date | Original NRHP Status | New NRHP Recommendation |
|--|------------|----------------------|------------------------------------|
| Amy Oldham Meyers Barn [1993RE01399] | ca. 1900 | Eligible | Not extant: change to not eligible |
| C. Meyers House [1993RE01432] | ca. 1940 | Not Eligible | Not extant; remain not eligible |
| Miller Farm (Earnest and Carrie V. Miller Residence) [1994RE00436] | ca. 1883 | Eligible | Eligible |
| Piney Run Farm/Engles Mill [2004RE08053] | ca. 1905 | Not Eligible | Not Eligible |
| Lowry Farm [2004RE00605] | ca. 1852 | Eligible | Eligible |
| Mast Barn [2019RE23966] | ca. 1910 | Undetermined | Not Eligible |
| Deal Farm (Ambrose Deal Farm) [2004RE00606] | ca. 1884 | Not Eligible | Change to Eligible |
| Glottelty Farm [2004RE06587] | 1827 | Not Eligible | Not Eligible |
| Piney Creek Lime Kiln [2004RE09766] | ca. 1876 | Not Eligible | Not Eligible |
| Mason Dixon Line Milestone Marker No. 191 [2006RE00149] | 1767/1902 | Eligible | Eligible |

5.1.1 Amy Oldham Meyers Barn [1993RE01399]

Address: 7280 Mason Dixon Highway (not extant)

Parcel: N/A

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1900

Summary: The ca. 1900 bank barn formerly stood along the north edge of the Mason Dixon Highway (Old 219), but it was removed from the site ca. 2000 and the area now functions as a parking lot for the Food Lion grocery store.

NRHP recommendation: The Amy Oldham Meyers Barn was previously determined to be eligible for NRHP listing in 1993. It is no longer eligible because the resource is no longer extant.



5.1.2 C. Meyers House [1993RE01432]

Address: Fike Hollow Road (not extant)

Parcel: S46-010-095-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1940

Summary: The former C. Meyers House, a two-story frame and log house from ca. 1860, was removed from the site ca. 2000 (Google Earth 2023). Additionally, the larger of two barns, which was sited at the edge of Fike Hollow Road, was also removed from the site. Currently, the parcel comprises approximately 119.6 acres of land, an abandoned ca. 1940 gambrel roof barn, a frame coal shed, and some foundation ruins.

NRHP recommendation: The C. Meyers House was determined to be not eligible for NRHP listing in 1993. Since that time, the property has lost both its farmhouse and its primary barn. The remaining resources and altered landscape lack the integrity to be eligible. It fails to meet the registration requirements for an eligible Allegheny Mountain Part-Time and General Farming historic agricultural region farm. Additionally, the surviving barn and coal shed are located outside of the direct effects APE and, therefore, were not evaluated for individual architectural significance.



5.1.3 Miller Farm (Earnest and Carrie V. Miller Residence) [1994RE00436]

Address: 671 Ernest Miller Road

Parcel: S46-012-002-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1883

Summary: Five sheds have been added to the farmstead of the 293.6-acre Miller Farm since it was evaluated in 2003, but they do not detract from the farm's setting or feeling. Farm Census data from 1927 confirms the strength of the farm's agricultural production in the first half of the 20th century during its conversion to a large dairy farming operation.

NRHP recommendation: The Miller Farm was determined to be NRHP eligible in 1993 and reconfirmed in 2004 under Criterion A for Agriculture and Criterion C for Architecture. The resource retains its integrity and significance and continues to be eligible.



5.1.4 Piney Run Farm/Engles Mill [2004RE08053]

Address: 448-50 Piney Run Road

Parcel: S14-009-035-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1905

Summary: Though the farm was active in the historic era, most of the earlier built environment has been lost (bank barn, mill complex) or altered (ca. 1905 farmhouse) and the majority of buildings associated with the farm are less than fifty years old. The large dairy farm lacks the integrity to meet the registration requirements for an eligible farm in the Allegheny Mountains Part-time and General Farming historic agricultural region.

NRHP recommendation: The Piney Run/Engles Mill Farm was determined to be not eligible for NRHP listing in 2005. Due to a lack of integrity, it remains not eligible.



5.1.5 Lowry Farm [2004RE00605]

Address: 761 Engles Mill Road

Parcel: S14-012-020-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1852

Summary: The farmstead with the ca. 1852 brick farmhouse, a ca. 1869 bank barn, and outbuildings from ca. 1900 through 1960 is sited at the northwest corner of the 166.3-acre property. The farm has been occupied since the late 18th century and after a mid-19th century building campaign it began a transition to primarily dairy farming.

NRHP recommendation: The Lowry Farm was determined to be NRHP eligible in 2005 under Criterion A for Agriculture and Criterion C for Architecture. The resource retains its integrity and

significance and continues to be eligible. Its NRHP boundary should be expanded to include the associated farmland.



5.1.6 Mast Barn [2019RE23966]

Address: Greenville Road (west of 630)

Parcel: S14-012-022-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1910

Summary: The ca. 1910 bank barn with prominent cross gable roof and ca. 1940 silo are the only surviving historic-era components of this 216.5-acre farm.

NRHP recommendation: The Mast Barn was recorded as a minimum record in PA-SHARE in 2019, but its NRHP eligibility status was undetermined. It fails to meet the registration requirements for an eligible Allegheny Mountain Part-Time and General Farming historic agricultural region farm. The surviving barn is located outside of the direct effects APE and, therefore, was not evaluated for individual architectural significance.



5.1.7 Deal Farm (Ambrose Deal Farm) [2004RE00606]

Address: 630 Greenville Road

Parcel: S14-012-021-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1884

Summary: The farm centers on an expanded bank barn from the 1880s and an American Foursquare farmhouse with stone facing from ca. 1935. The 125-acre farm was active in the late 19th century and remains active today.

NRHP recommendation: The Deal Farm was determined to be not eligible for NRHP listing in 2005. After a re-evaluation that considers its integrity and new information about its significance under the Allegheny Mountain Part-Time and General Farming historic agricultural region context, it is recommended to be eligible for NRHP listing.



5.1.8 Glotfelty Farm [2004RE06587]

Address: 629 Greenville Road

Parcel: S14-012-076-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: 1827

Summary: The Glotfelty Farm centers on an 1827 log and frame bank barn and a ca. 1868 farmhouse. Both buildings are vacant, and the condition of the farmhouse has suffered with the partial removal of its west elevation porch. Other structures associated with the farm are reported to be in ruin including a ca. 1936 privy (collapsed), foundation ruins from a tenant house, and two inaccessible outbuildings in the woods.

NRHP recommendation: The Glotfelty Farm was determined to be not eligible for NRHP listing in 2005. Due to a lack of integrity, it remains not eligible. Because the barn and other surviving buildings are not located in the direct effects APE, they were not evaluated for their architectural significance.



5.1.9 Piney Creek Lime Kiln [2004RE09766]

Address: Piney Run Road

Parcel: S14-013-012-00

Resource Classification: Structure

Historic Function: Industry/Processing/Extraction

Year Built: ca. 1876

Summary: The former ca. 1876 sandstone Piney Creek Lime Kiln stands in ruins on a hillside between Piney Run Road and Piney Creek. The structure had two kiln chambers and an associated platform at the water's edge.

NRHP recommendation: The Piney Creek Lime Kiln was determined to be not eligible for NRHP listing in 2005. Since that time, the ruins of the lime kiln and associated platform have remained intact, but no new information was uncovered to elevate the resource to eligible for the NRHP.



5.1.10 Mason Dixon Line Milestone Marker No. 191 [2006RE00149/ G-I-A-189]

Address: Pennsylvania-Maryland State Line

Parcel: Mile 191

Resource Classification: Object

Historic Function: Government

Year Built: 1767/1902

Summary: The small rectangular stone marker set atop a low earthen mound, which represents one of the survey points established during the initial 1767 survey and confirmed during the 1902 resurvey of the Stateline.

NRHP recommendation: Mason Dixon Line Milestone Marker No. 191 is recorded in PA-SHARE as an NRHP-eligible resource. The resource retains its integrity and significance and continues to be eligible.



5.2 Newly Identified Resources

Newly Identified resources fall into two categories: properties that are at least 45 years old that are located within the direct Above Ground Historic Properties APE and properties that are at least 45 years old that are located within the indirect Above Ground Historic Properties APE, which count their setting among their primary character defining features, such as a farm. The survey documented 25 newly identified resources. One of these resources—the S.J. Miller School—is recommended as eligible for listing in the NRHP. The resources are mapped on **Figures 14 and 15: Newly Identified Above Ground Historic Properties**. The resources selected to have completed HRSF eligibility forms are identified in **Table 2** below and in **Figures 14 and 15**. Brief descriptions and evaluations from the HRSF eligibility forms are included in this section, and the HRSFs have been submitted separately through PA-SHARE.

Table 2. Newly Identified Resources in the APE

| ID No. | Name/Address | Build Date | HRSF? | NRHP Eligible? |
|--------|---------------------------------------|------------|-------|----------------|
| NI-001 | Dwelling at 7295 Mason Dixon Highway | ca. 1965 | No | No |
| NI-002 | Dwelling at 7335 Mason Dixon Highway | ca. 1905 | No | No |
| NI-003 | Farm at 7347 Mason Dixon Highway | ca. 1906 | Yes | No |
| NI-004 | S.J. Miller School | 1924 | Yes | Yes |
| NI-005 | Dwelling at 107 Martin Road | ca. 1950 | No | No |
| NI-006 | Dwelling at 7374 Mason Dixon Highway | ca. 1930 | No | No |
| NI-007 | Farm at 7379 Mason Dixon Highway | ca. 1905 | Yes | No |
| NI-008 | Dwelling at 7426 Mason Dixon Highway | ca. 1890 | No | No |
| NI-009 | Dwelling at 7464 Mason Dixon Highway | ca. 1895 | No | No |
| NI-010 | Dwelling at 7480 Mason Dixon Highway | ca. 1905 | No | No |
| NI-011 | Dwelling at 7490 Mason Dixon Highway | ca. 1960 | No | No |
| NI-012 | Dwelling at 7502 Mason Dixon Highway | ca. 1950 | No | No |
| NI-013 | Dwelling at 7506 Mason Dixon Highway | ca. 1905 | No | No |
| NI-014 | Dwellings at 7519 Mason Dixon Highway | ca. 1935 | No | No |
| NI-015 | Farm at 7520 Mason Dixon Highway | ca. 1890 | Yes | No |
| NI-016 | Farm at 183 Geiger Road | ca. 1890 | Yes | No |
| NI-017 | Dwelling at 118 Chipmunk Lane | ca. 1960 | No | No |
| NI-018 | Dwelling at 162 Hunsrick Road | ca. 1920 | No | No |
| NI-019 | Farm at 1537 Mountain Road | ca. 1905 | Yes | No |
| NI-020 | Outbuilding at 1547 Mountain Road | ca. 1900 | No | No |
| NI-021 | Dwelling at 207 Fike Hollow Road | ca. 1955 | No | No |
| NI-022 | Farm at 142 Clark Road | ca. 1925 | Yes | No |
| NI-023 | Dwelling at 392 Greenville Road | ca. 1970 | No | No |
| NI-024 | Dwelling at 432 Greenville Road | ca. 1970 | No | No |
| NI-025 | Dwelling at 442 Greenville Road | ca. 1970 | No | No |

5.2.1 NI-001 Dwelling at 7295 Mason Dixon Highway

Name/address: Dwelling at 7295 Mason Dixon Hwy

Parcel: S46-040-020-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1965

Summary: This one-story frame house with integral garage has replacement standing seam metal roofing on its hipped roof, replacement wood paneling on its walls, and replacement one-over-one windows. Its design roughly corresponds to a Modern Ranch type.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.2 NI-002 Dwelling at 7335 Mason Dixon Highway

Name/address: Dwelling at 7335 Mason Dixon Hwy

Parcel: S46-040-023-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1905

Summary: This 2.5-story frame house with cut stone foundation has a cubic volume like a standard American Foursquare house with an uncharacteristic standing seam metal cross gable roof. The house has replacement vinyl siding, faux shutters, and replacement one-over-one windows. It has altered fenestration patterns, as well as an altered full width front porch with half-hipped asphalt shingle roof, unturned wood posts, a rebuilt foundation clad in faux stone, and a faux stone wall cladding.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.3 NI-003 Farm at 7347 Mason Dixon Highway

Name/address: Farm at 7347 Mason Dixon Hwy

Parcel: S46-040-024-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1906

Summary: This 4.0-acre farm has a two-story frame farmhouse with a frame summer kitchen from ca. 1906, a small barn from ca. 1920, a shed from ca. 1930, and a pole barn/garage from ca. 2000.

NRHP recommendation: Not eligible due to lack of integrity and significance.



An **HRSF** eligibility form was prepared for this resource and submitted separately through PA-SHARE.

5.2.4 NI-004 S.J. Miller School

Name/address: S.J. Miller School / 1464 Shaw Mines Road

Parcel: S46-040-011-00

Resource Classification: Building

Historic Function: Education/School

Year Built: 1924

Summary: This one-story schoolhouse was constructed in 1924 with Colonial Revival style elements. The institutional building features a central pedimented entry, asphalt shingle hipped roof, brick walls, and a rock-faced concrete block basement with few exterior alterations. The building is currently used for storage by the school district.

NRHP recommendation: Recommended NRHP-eligible under Criterion C for its architectural merit.



An **HRSF** eligibility form was prepared for this resource and submitted separately through PA-SHARE .

5.2.5 NI-005 Dwelling at 107 Martin Road

Name/address: Dwelling at 107 Martin Road

Parcel: S46-040-009-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1950

Summary: This Minimal Traditional one-story frame house with a concrete block foundation has a replacement corrugated metal side gable roof with gable returns, wide aluminum siding, and an enclosed partial width front porch with half-hipped asphalt shingle roof.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.6 NI-006 Dwelling at 7374 Mason Dixon Highway

Name/address: Dwelling at 7374 Mason Dixon Hwy

Parcel: S46-040-029-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1930

Summary: This two-story frame house with an asphalt shingle side gable roof and parged concrete block foundation measures three bays wide by three rooms deep. It is clad with replacement aluminum siding and its replacement one-over-one windows are flanked by louvered shutters. The house has a single bay front porch with a half-hipped roof supported by unturned wood posts. A detached two-story garage building is built into the hillside to the southeast of the house with a concrete block foundation and a frame upper story clad in asbestos shingles. The garage has a corrugated metal side gable roof.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.7 NI-007 Farm at 7379 Mason Dixon Highway

Name/address: Farm at 7379 Mason Dixon Hwy

Parcel: S46-044-012-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1905

Summary: Sited on a bluff above the Mason Dixon Highway, this small farm features a two-story frame farmhouse from ca. 1905 with two contemporary frame outbuildings and a shed. Two barns formerly stood on the property.

NRHP recommendation: The small farm has lost its barns and does not meet the registration requirements for an eligible farm of the Allegheny Mountain Part-Time and General Farming historic agricultural region. It is not eligible for NRHP listing due to a lack of integrity.



An **HRSF** eligibility form was prepared for this resource and submitted separately through PA-SHARE.

5.2.8 NI-008 Dwelling at 7426 Mason Dixon Highway

Name/address: Dwelling at 7426 Mason Dixon Hwy

Parcel: S46-044-011-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1890

Summary: This two-story frame house features a gabled ell plan with an asphalt shingle roof and a cut stone foundation. The heavily altered house has replacement vinyl siding and brick veneer wall cladding, replacement windows, and an altered full width front porch with half-hipped asphalt shingle roof, poured concrete foundation, and wood support posts. The house has a rear 1.5-story addition and an added side porch.

NRHP recommendation: Not eligible due to lack of integrity.



5.2.9 NI-009 Dwelling at 7464 Mason Dixon Highway

Name/address: Dwelling at 7464 Mason Dixon Hwy

Parcel: S46-044-009-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1895

Summary: This two-story frame house with a cut stone foundation has characteristic Late Classic Queen Anne irregular massing with an asymmetrical cross gable on the front and side planes of its hipped roof. There is decorative spindlework ornamentation under the front gable. Its walls feature rough-faced coursed and dressed stone facing, and its full width front porch with half-hipped roof is supported by wood Doric columns atop a stone half wall. The house has replacement roofing, an attached garage addition on the rear (southwest) elevation, and a shed roof porch addition on the southeast elevation.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.10 NI-010 Dwelling at 7480 Mason Dixon Highway

Name/address: Dwelling at 7480 Mason Dixon Hwy

Parcel: S46-044-006-01

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1905

Summary: This 2.5-story frame front gable house stands on coursed stone foundation. The heavily altered house has replacement vinyl siding, replacement windows, and an altered full width front porch with an asphalt shingle shed roof. The roof has cross gables on the side elevations, and the rear of the house features a one-story enclosed porch. A large, detached garage with two oversized vehicle bays was constructed ca. 2022 to the south of the house.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.11 NI-011 Dwelling at 7490 Mason Dixon Highway

Name/address: Dwelling at 7490 Mason Dixon Hwy

Parcel: S46-044-005-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1960

Summary: This one-story frame Ranch with red brick facing and an asphalt shingle hipped roof sits farther back from the Mason Dixon Highway than its neighbors. The house has a projecting front porch with replacement wood post supports at the far left of the front (northeast) elevation and replacement windows throughout.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.12 NI-012 Dwelling at 7502 Mason Dixon Highway

Name/address: Dwelling at 7502 Mason Dixon Hwy

Parcel: S46-044-007-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1950

Summary: This 1.5-story frame Minimal Traditional house with red brick wall cladding and a standing seam metal side gable roof sits on a concrete block foundation. Its design features a small cross gable at the left of the front elevation and a projecting room (possibly an enclosed porch) at the right. The house has two rear additions as well as an attached garage and an added side deck/porch.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.13 NI-013 Dwelling at 7506 Mason Dixon Highway

Name/address: Dwelling at 7506 Mason Dixon Hwy

Parcel: S46-044-004-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1905

Summary: This heavily altered two-story frame house features replacement standing seam metal roofing, replacement one-over-one windows, and replacement siding. The full width shed porch is supported by fluted posts and the wall of the porch has brick veneer. The house has a rear two-story addition and a one-story attached garage.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.14 NI-014 Dwellings at 7519 Mason Dixon Highway

Name/address: Dwellings at 7519 Mason Dixon Hwy

Parcel: S46-044-015-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1935

Summary: This triangular parcel contains two dwellings. To the north, a one-story frame building with a rectangular plan and wide aluminum siding features a side gable asphalt shingle roof that extends over the central of three bays to form a small porch supported by wood Doric columns. The distinctive chimney that is centered at the ridgeline has a battered profile with metal cladding. Paired six-over-six windows flank the central entrance. To the south, a one-story frame building with faux brick cladding and an L-shaped plan features a hipped asphalt shingle roof. The heavily altered building has altered fenestration patterns and indicates that the position of the integral garage within the building was changed.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.15 NI-015 Farm at 7520 Mason Dixon Highway

Name/address: Farm at 7520 Mason Dixon Hwy

Parcel: S46-010-048-00 and S46-010-046-01

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1890

Summary: While the farm retains a historic era farmhouse from ca. 1890, it lacks a historic era barn, and features significant non-historic additions to the farmstead.

NRHP recommendation: Not eligible due to lack of integrity.



An **HRSF** eligibility form was prepared for this resource and submitted separately through PA-SHARE.

5.2.16 NI-016 Farm at 183 Geiger Road

Name/address: Farm at 183 Geiger Road

Parcel: S46-010-046-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1890

Summary: The heavily altered two-story stone farmhouse has been covered with replacement siding. The full width front porch with half-hipped asphalt shingle roof has been enclosed. The house has replacement windows with decorative shutters, rear ell, and both open and enclosed rear portions. The property also contains a detached garage, and a machine shed, but it has lost its historic barn, spring cellar, chicken coop, and other agricultural outbuildings.

NRHP recommendation: Not eligible due to lack of integrity.



An HRSF eligibility form was prepared for this resource and submitted separately through PA-SHARE.

5.2.17 NI-017 Dwelling at 118 Chipmunk Lane

Name/address: Dwelling at 118 Chipmunk Lane

Parcel: S46-012-024-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1960

Summary: This one-story frame Ranch house with partially exposed basement has an L-shaped plan with an asphalt shingle hipped roof and a stone-faced foundation. The house has vinyl siding and stone veneer wall cladding, replacement windows, and a side patio. The landscaping is marked by stone retaining walls.

NRHP recommendation: Not eligible due to lack of significance.



5.2.18 NI-018 Dwelling at 162 Hunsrick Road

Name/address: Dwelling at 162 Hunsrick Road

Parcel: S46-012-009-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1920

Summary: This heavily altered 1.5-story frame house appears to have a parged stone foundation and features additions on the southwest (front), northwest, and northeast elevations. It has replacement asphalt shingle roofing on its modified front gable roof, replacement aluminum siding on its exterior walls, and replacement windows. The property also includes a frame outbuilding with a stone foundation.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.19 NI-019 Farm at 1537 Mountain Road

Name/address: Farm at 1537 Mountain Road

Parcel: S46-012-008-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1905

Summary: This 6.6-acre farm has a 2.5-story frame farmhouse from ca. 1906 that has been heavily altered with replacement materials. It has a hillside complex with a ca. 1905 bank barn and machine shed that has recently been expanded with a ca. 2021 addition. And it has an industrial size machine shed/commercial truck garage from ca. 1990 that sits in the valley behind the farmhouse.

NRHP recommendation: Not eligible due to lack of integrity and significance.



An **HRSF** eligibility form was prepared for this resource and submitted separately through PA-SHARE.

5.2.20 NI-020 Outbuilding at 1547 Mountain Road

Name/address: Outbuilding at 1547 Mountain Road

Parcel: S46-012-006-00

Resource Classification: Building

Historic Function: Domestic/Secondary Structure

Year Built: ca. 1900

Summary: Approaching the cul-de-sac at the north end of Mountain Road is a two-story frame outbuilding with weatherboard siding that was likely orphaned by the construction of the limited access US 219 expressway in 1998. At that time the former through road was terminated in the cul-de-sac, and several buildings were removed. The outbuilding may have functioned as a carriage house.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.21 NI-021 Dwelling at 207 Fike Hollow Road

Name/address: Dwelling at 207 Fike Hollow Road

Parcel: S46-041-042-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1955

Summary: This 1.5-story frame Minimal Traditional house has a concrete block foundation, an asphalt shingle side gable roof, and a small rear addition. Single bay front and side porches and a nine-part picture window are features of the vinyl-sided house.

NRHP recommendation: Not eligible due to lack of integrity and significance.



5.2.22 NI-022 Farm at 142 Clark Road

Name/address: Farm at 142 Clark Road

Parcel: S46-012-034-00

Resource Classification: Building

Historic Function: Agriculture/Subsistence

Year Built: ca. 1925

Summary: This 5.2-acre farm has a ca. 1925 heavily altered farmhouse, a ca. 1950 small barn, some sheds from the mid-1960s, and a ca. 2000 detached garage.

NRHP recommendation: Not eligible due to lack of integrity and significance.



An **HRSF** eligibility form was prepared for this resource and submitted separately through PA-SHARE.

5.2.23 NI-023 Dwelling at 392 Greenville Road

Name/address: Dwelling at 392 Greenville Road

Parcel: S14-012-018-03

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1970

Summary: The sprawling late Tudor Revival House has a long rectangular plan with projecting cross gabled sections at either end. The three-gable roof is covered with asphalt shingle, and the first story is clad with brick veneer. Faux half-timbering detail under the cross gables is repeated on the complementary detached garage.

NRHP recommendation: Not eligible due to lack of significance.



5.2.24 NI-024 Dwelling at 432 Greenville Road

Name/address: Dwelling at 432 Greenville Road

Parcel: S14-012-015-00

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1970

Summary: This 1.5-story Modern frame house features overlapping cross gable roofs. The walls are clad with stone veneer, and the main gable features rafter tails and vinyl siding. An integral two-car garage is built into the east side of the house.

NRHP recommendation: Not eligible due to lack of significance.



5.2.25 NI-025 Dwelling at 442 Greenville Road

Name/address: Dwelling at 442 Greenville Road

Parcel: S14-012-021-01

Resource Classification: Building

Historic Function: Domestic/Single Dwelling

Year Built: ca. 1970

Summary: This one-story frame Ranch house features stone veneer and an attached two-car garage. The house's L-shaped plan accommodates a projecting front pavilion and a covered entry. A small frame shed shares the property with the house.

NRHP recommendation: Not eligible due to lack of significance.



6.0 HISTORIC PROPERTIES IN PENNSYLVANIA AND MARYLAND

The 2023 *Above Ground Historic Properties Maryland Determination of Eligibility Report* identified three properties that span the Pennsylvania-Maryland border (**Figure 16: Above Ground Historic Properties Shared between PA and MD**) (Regrid 2023).

- The Sidney Markowitz Farm/Newman Farm [G-I-A-139] was determined not eligible in Maryland in 2005. The parcel containing the buildings is located in Maryland, but the property also includes a parcel of farmland in Pennsylvania. The two parcels are separated by the Mason-Dixon Line. No further coordination is anticipated to be needed for this property.
- The Brown Farm [2004RE11422] was determined not eligible in Pennsylvania in 2005. The farmstead is located in Pennsylvania, but the property also appears to include farmland in Maryland immediately to the south. The two parcels are separated by the Mason-Dixon Line. This property and its parcel were preliminarily investigated as part of the Above Ground Historic Properties survey in Pennsylvania, and it was determined that the resource, the historic era farmstead, and the associated property in PA are located outside of the APE. No further coordination is anticipated to be needed for this property.
- Mason-Dixon Line Milestone Marker No. 191 [2006RE00149 and G-I-A-189] has been documented in both Pennsylvania and Maryland and is considered eligible by both states. Coordination for the Mason-Dixon Line Milestone Marker No. 191 is anticipated to be ongoing with both SHPOs.

As part of the project's ongoing Section 106 investigations and forthcoming Determination of Effects coordination, both SHPOs will be provided relevant information and will be invited to consult about these resources.

7.0 SUMMARY AND RECOMMENDATIONS

This Determination of Eligibility Report identified ten (10) previously surveyed resources that are located within the Above Ground Historic Properties APE. Nine (9) of them—the agricultural and industrial resources—were re-evaluated with HRSF eligibility forms. The Mason Dixon Milestone Marker No. 191 was not re-evaluated because its eligibility has been confirmed by both the PA and MD SHPOs and no new contextual information was uncovered to support reconsideration. Of those ten (10) resources, four are now recommended to be eligible. Three of them were already recommended eligible, and one was elevated based on the re-evaluation with the *Allegheny Mountain Part-Time and General Farming, 1840-1960* historic agricultural region (**Table 3**). One formerly eligible resource, The Amy Oldham Meyers Barn, was demoted to Not Eligible because it is no longer extant.

Table 3. Previously Surveyed Resources Updated

| Name [Resource No.] | Original NRHP Status | New NRHP Recommendation |
|--|----------------------|------------------------------------|
| Amy Oldham Meyers Barn [1993RE01399] | Eligible | Not extant: change to not eligible |
| C. Meyers House [1993RE01432] | Not Eligible | Not extant; not eligible |
| Miller Farm (Earnest and Carrie V. Miller Residence) [1994RE00436] | Eligible | Eligible |
| Piney Run Farm/Engles Mill [2004RE08053] | Not Eligible | Not Eligible |
| Lowry Farm [2004RE00605] | Eligible | Eligible (with expanded boundary) |
| Mast Barn [2019RE23966] | Undetermined | Not Eligible |
| Deal Farm (Ambrose Deal Farm) [2004RE00606] | Not Eligible | Change to Eligible |
| Glottelty Farm [2004RE06587] | Not Eligible | Not Eligible |
| Piney Creek Lime Kiln [2004RE09766] | Not Eligible | Not Eligible |
| Mason Dixon Line Milestone Marker No. 191 [2006RE00149] | Eligible | Eligible |

In addition, twenty-five (25) newly identified resources were included in the survey. All but one of the newly identified resources are recommended not eligible for NRHP listing. According to the methodology developed for this report, eighteen (18) resources were surveyed as minimum records. Six farm resources and one school were evaluated for NRHP eligibility with HRSFs (**Table 4**).

Table 4. Newly Identified Resources Level of Effort

| ID No. | Name/Address | Minimum Record | HRSF |
|--------|---------------------------------------|----------------|------|
| NI-001 | Dwelling at 7295 Mason Dixon Highway | Yes | No |
| NI-002 | Dwelling at 7335 Mason Dixon Highway | Yes | No |
| NI-003 | Farm at 7347 Mason Dixon Highway | No | Yes |
| NI-004 | S.J. Miller School | No | Yes |
| NI-005 | Dwelling at 107 Martin Road | Yes | No |
| NI-006 | Dwelling at 7374 Mason Dixon Highway | Yes | No |
| NI-007 | Farm at 7379 Mason Dixon Highway | No | Yes |
| NI-008 | Dwelling at 7426 Mason Dixon Highway | Yes | No |
| NI-009 | Dwelling at 7464 Mason Dixon Highway | Yes | No |
| NI-010 | Dwelling at 7480 Mason Dixon Highway | Yes | No |
| NI-011 | Dwelling at 7490 Mason Dixon Highway | Yes | No |
| NI-012 | Dwelling at 7502 Mason Dixon Highway | Yes | No |
| NI-013 | Dwelling at 7506 Mason Dixon Highway | Yes | No |
| NI-014 | Dwellings at 7519 Mason Dixon Highway | Yes | No |
| NI-015 | Farm at 7520 Mason Dixon Highway | No | Yes |
| NI-016 | Farm at 183 Geiger Road | No | Yes |
| NI-017 | Dwelling at 118 Chipmunk Lane | Yes | No |
| NI-018 | Dwelling at 162 Hunsrick Road | Yes | No |
| NI-019 | Farm at 1537 Mountain Road | No | Yes |
| NI-020 | Outbuilding at 1547 Mountain Road | Yes | No |
| NI-021 | Dwelling at 207 Fike Hollow Road | Yes | No |
| NI-022 | Farm at 142 Clark Road | No | Yes |
| NI-023 | Dwelling at 392 Greenville Road | Yes | No |
| NI-024 | Dwelling at 432 Greenville Road | Yes | No |
| NI-025 | Dwelling at 442 Greenville Road | Yes | No |

The PennDOT Cultural Resources Professional (CRP) for Historic Structures will continue to lead the Section 106 coordination for this project with consulting party engagement and consideration of potential project effects on the five (5) NRHP eligible resources.

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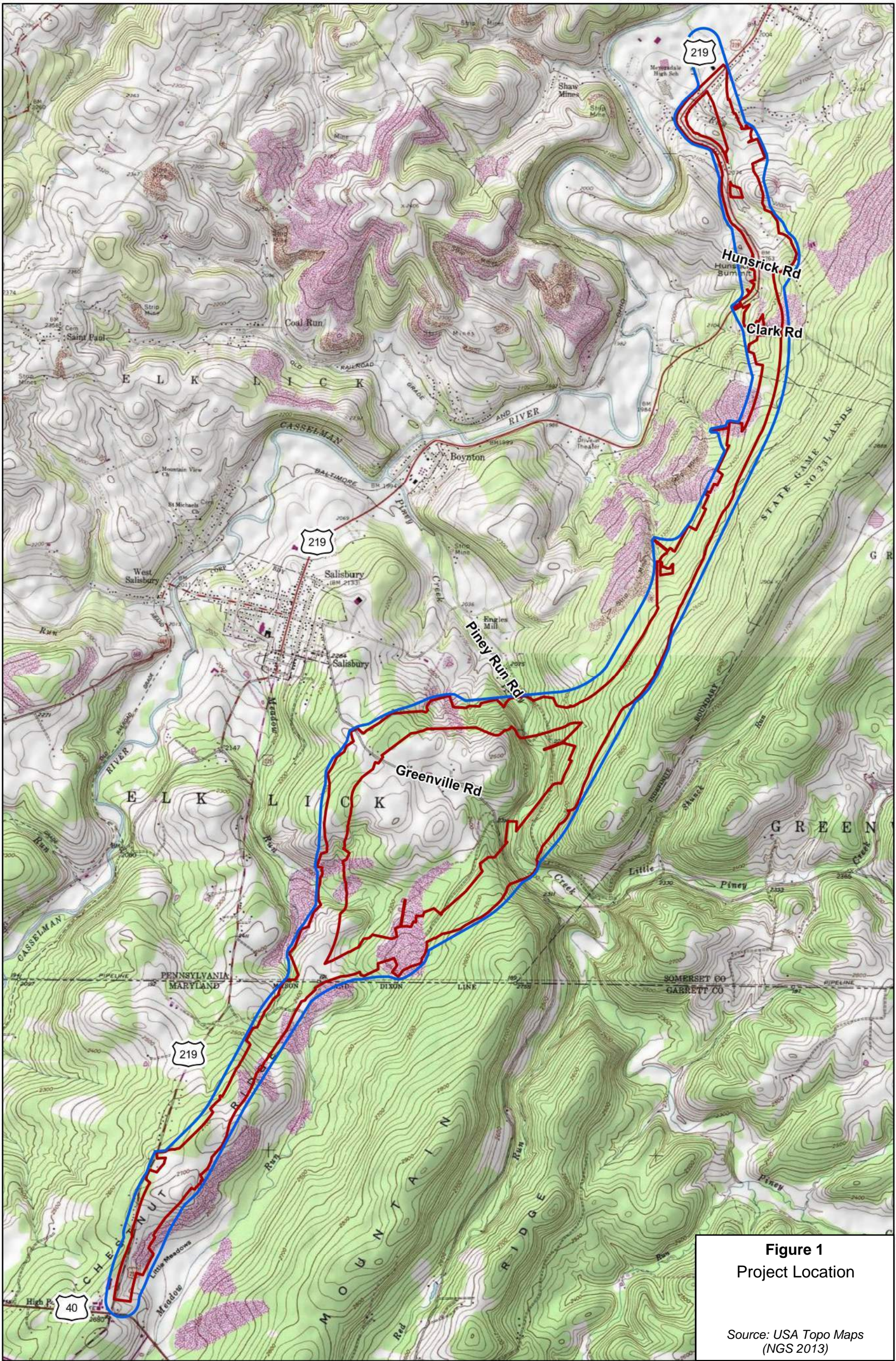
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APPENDIX A

FIGURES

- Figure 1. Project Location
- Figure 2. Alignment Segments
- Figure 3. Revised Above Ground Properties APEs
- Figure 4. Project Area in 1818
- Figure 5. Project Area in 1830
- Figure 6. Project Area in 1860
- Figure 7. Project Area in 1876
- Figure 8. Project Area in 1876
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- Figure 10. Project Area in the Mid-1940s
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- Figure 13. Previously Surveyed Above Ground Historic Properties
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- Figure 15. Newly Identified Above Ground Historic Properties
- Figure 16. Above Ground Historic Properties Shared between PA and MD





Meyersdale to
Old Salisbury Rd

**TRANSPORTATION
IMPROVEMENT PROJECT**





pennsylvania
DEPARTMENT OF TRANSPORTATION




MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

Date: 4/27/2023

 Direct Impact APE (03-01-2023)

 Indirect Impact APE (03-01-2023)

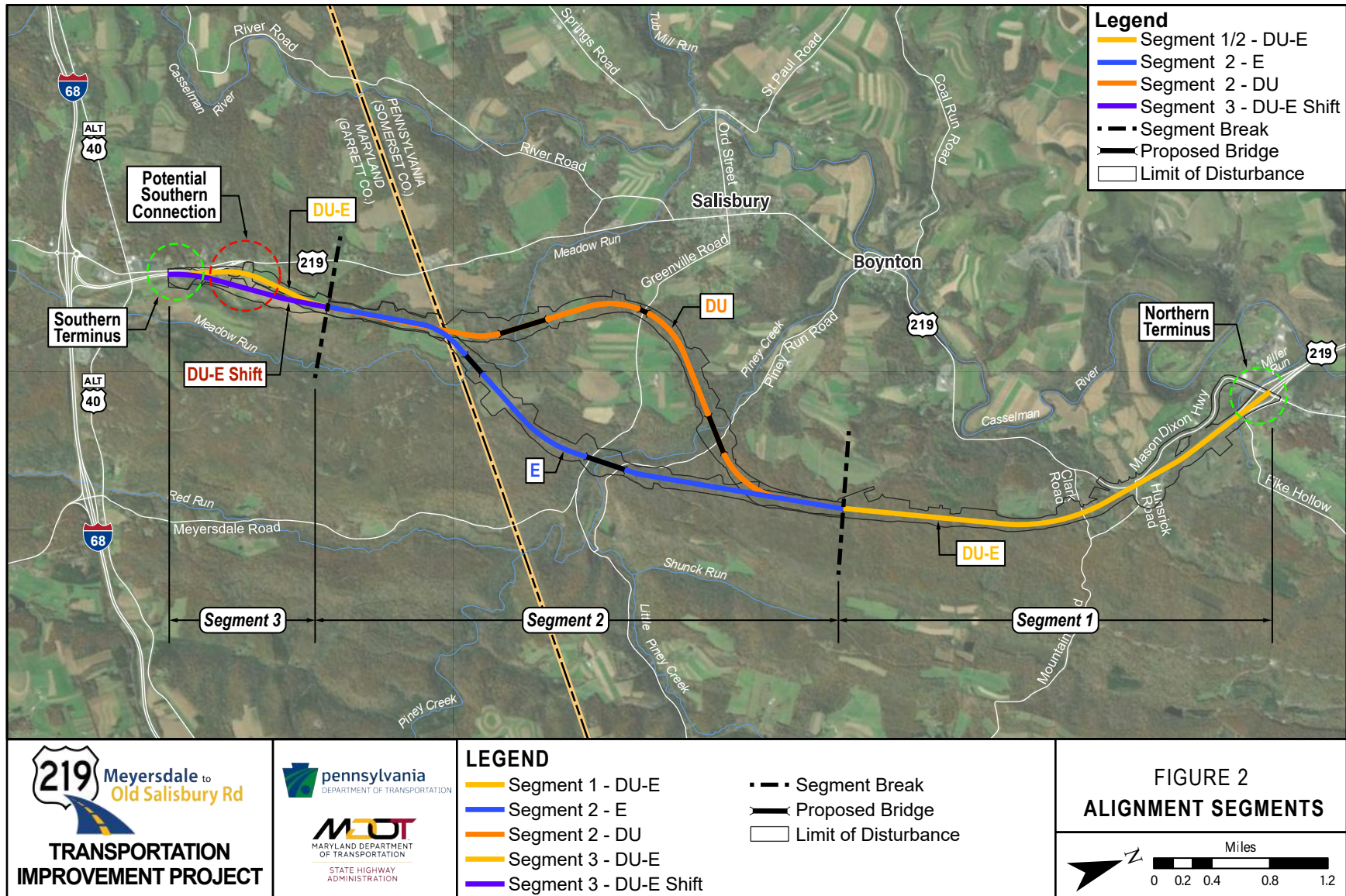


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Feet

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Meters



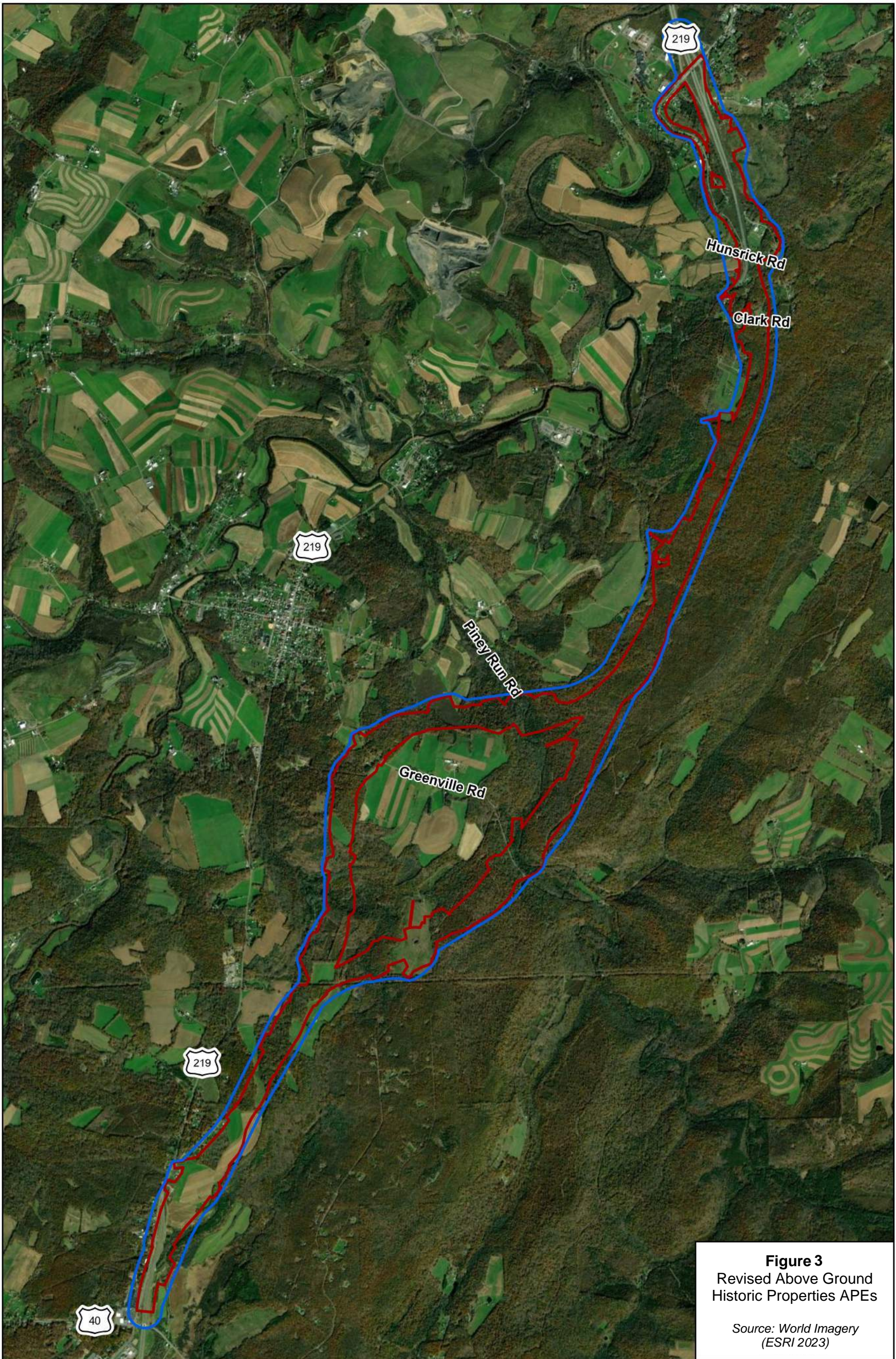
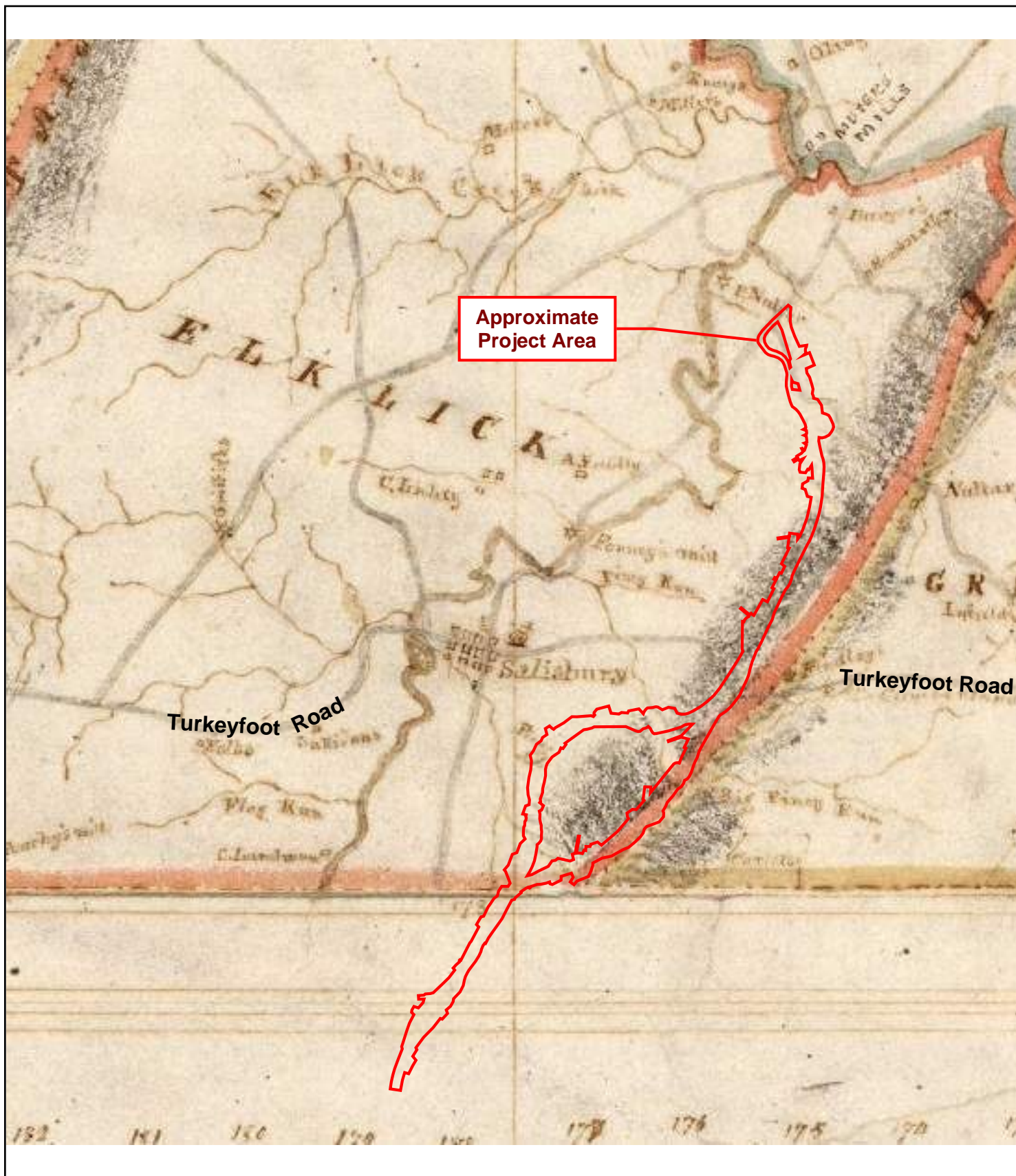


Figure 3
Revised Above Ground
Historic Properties APEs

Source: World Imagery
(ESRI 2023)



Direct Impact Above Ground
Historic Properties APE

*Not to Scale



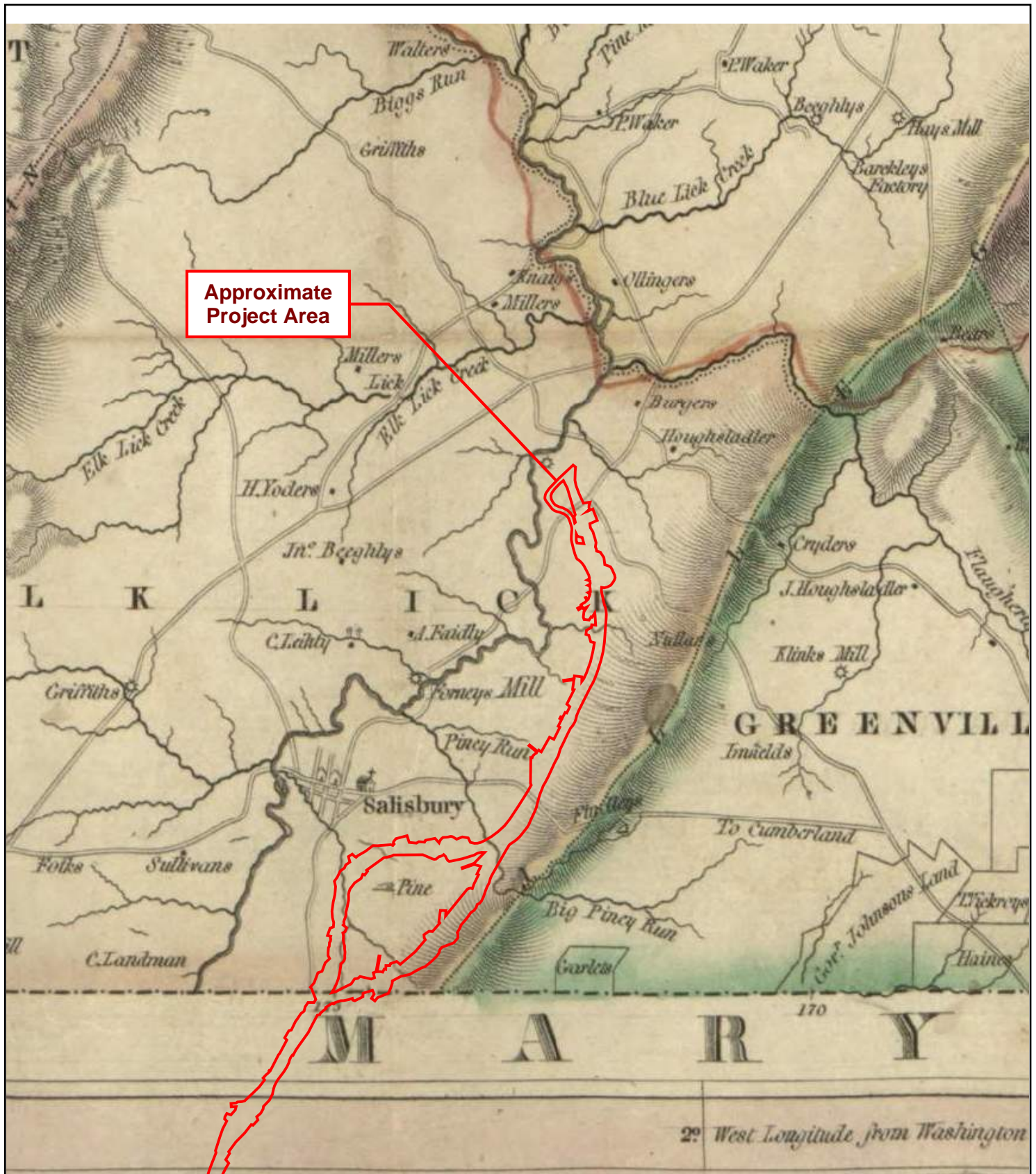
TRANSPORTATION
IMPROVEMENT PROJECT

Figure 4
Project Area in 1818

Source: Melish-Whiteside 1818



Date: 06/16/2023



N



Direct Impact Above Ground
Historic Properties APE

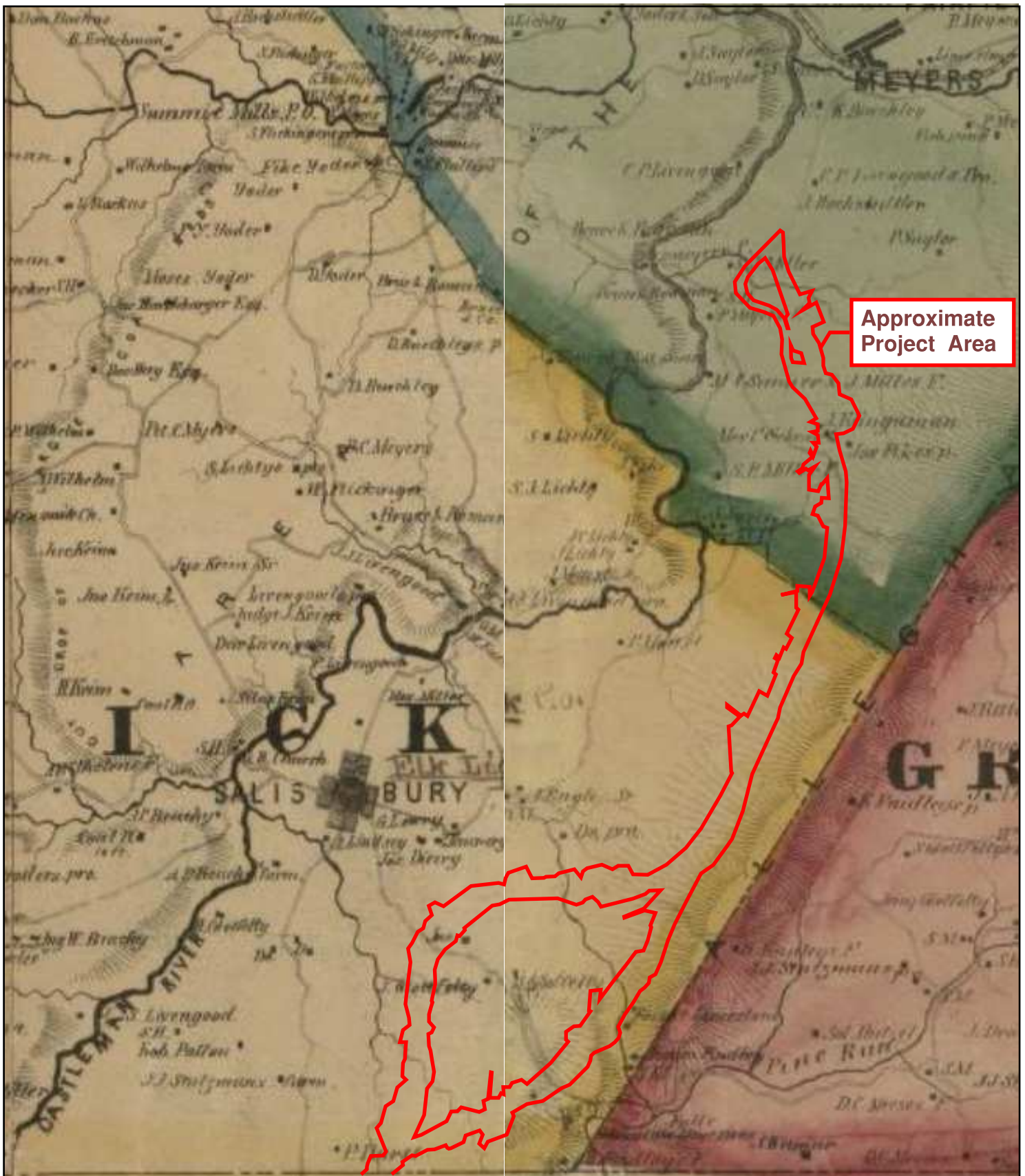
*Not to Scale



TRANSPORTATION
IMPROVEMENT PROJECT

Figure 5
Project Area in 1830

Source: Wells 1830



Direct Impact Above Ground
Historic Properties APE

*Not to Scale



TRANSPORTATION
IMPROVEMENT PROJECT

Figure 6
Project Area in 1860

Source: Walker 1860



Direct Impact Above Ground
Historic Properties APE

*Not to Scale



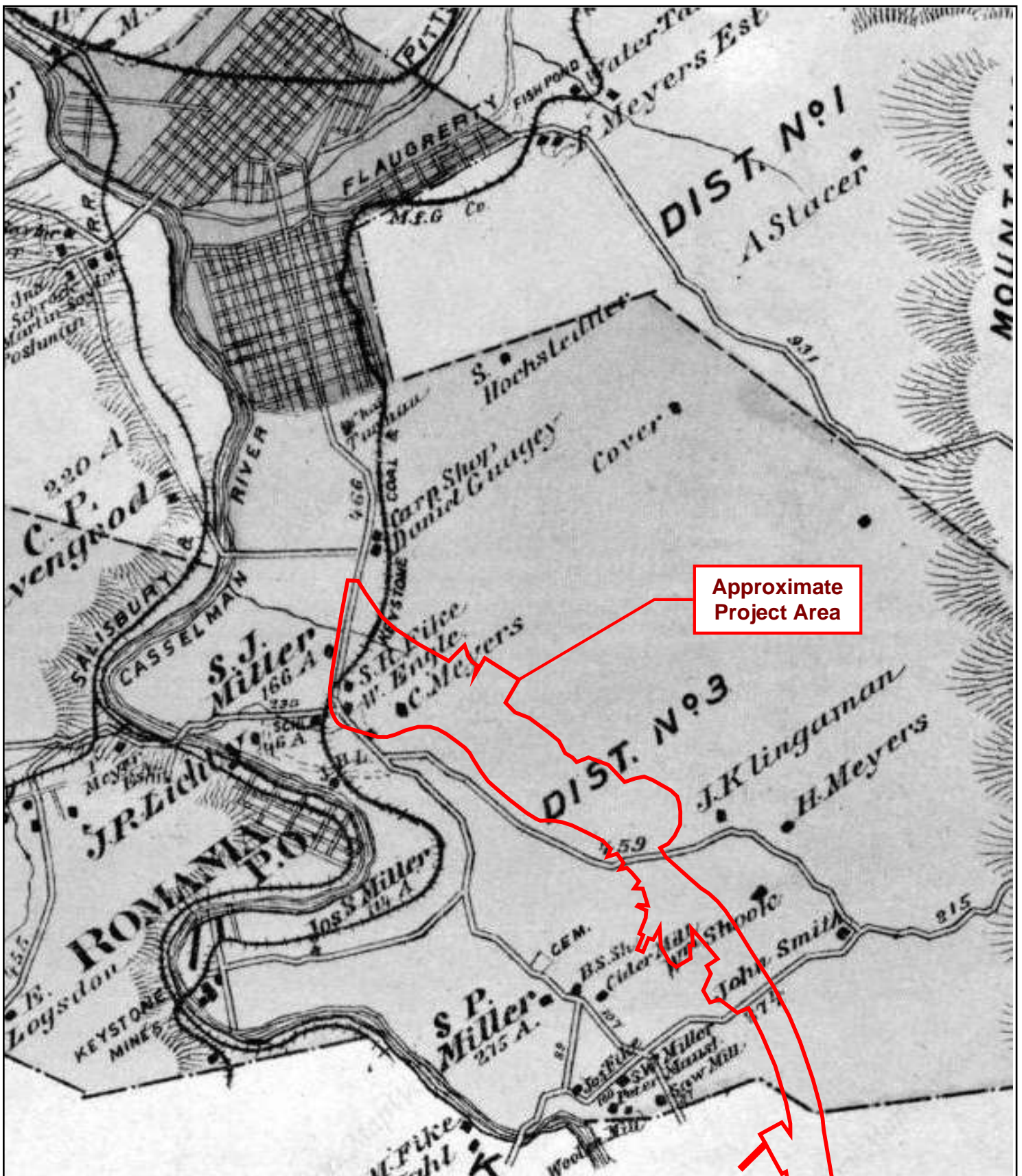
TRANSPORTATION
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Figure 7
Project Area in 1876

Source: Beers & Co. 1876
(Elk Lick Township)



Date: 06/16/2023



Direct Impact Above Ground
Historic Properties APE

*Not to Scale



TRANSPORTATION
IMPROVEMENT PROJECT

Figure 8
Project Area in 1876

Source: Beers & Co. 1876
(Summit Township)



Date: 06/16/2023



Approximate Boundary of the
Direct Above Ground Historic
Properties APE



TRANSPORTATION
IMPROVEMENT PROJECT

Figure 9
Project Area in the Early 1900s

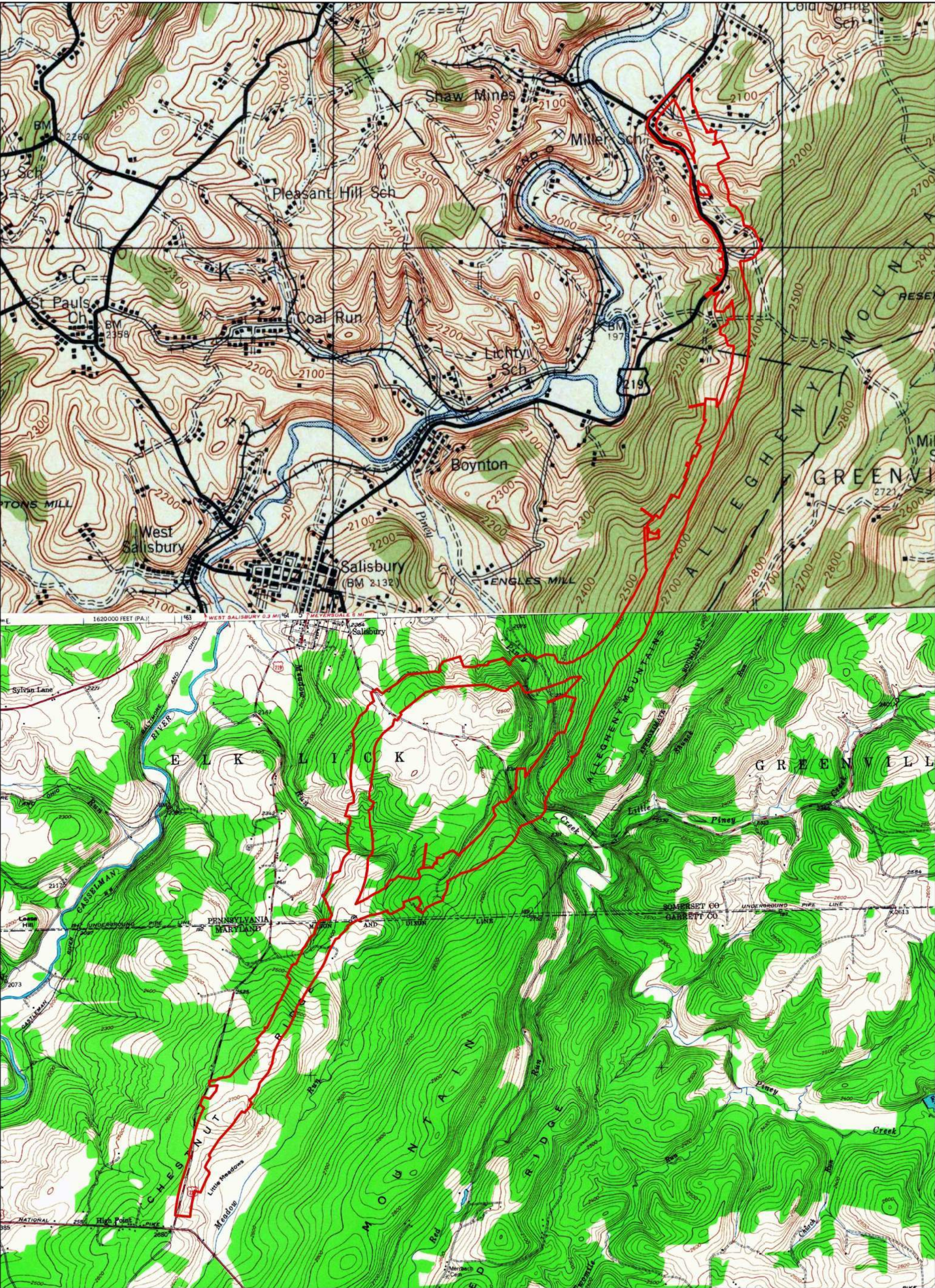
Source: USGS 1904(Grantsville, MD)
and USGS 1921(Meyersdale, PA)



0 Feet 2,000 4,000 0 Meters 600 1,200



Date: 5/30/2023



Approximate Boundary of the
Direct Above Ground Historic
Properties APE



TRANSPORTATION
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Figure 10

Project Area in the Mid-1940s

Source: USGS 1947(Avilton, MD)
and USGS 1944(Meyersdale, PA)

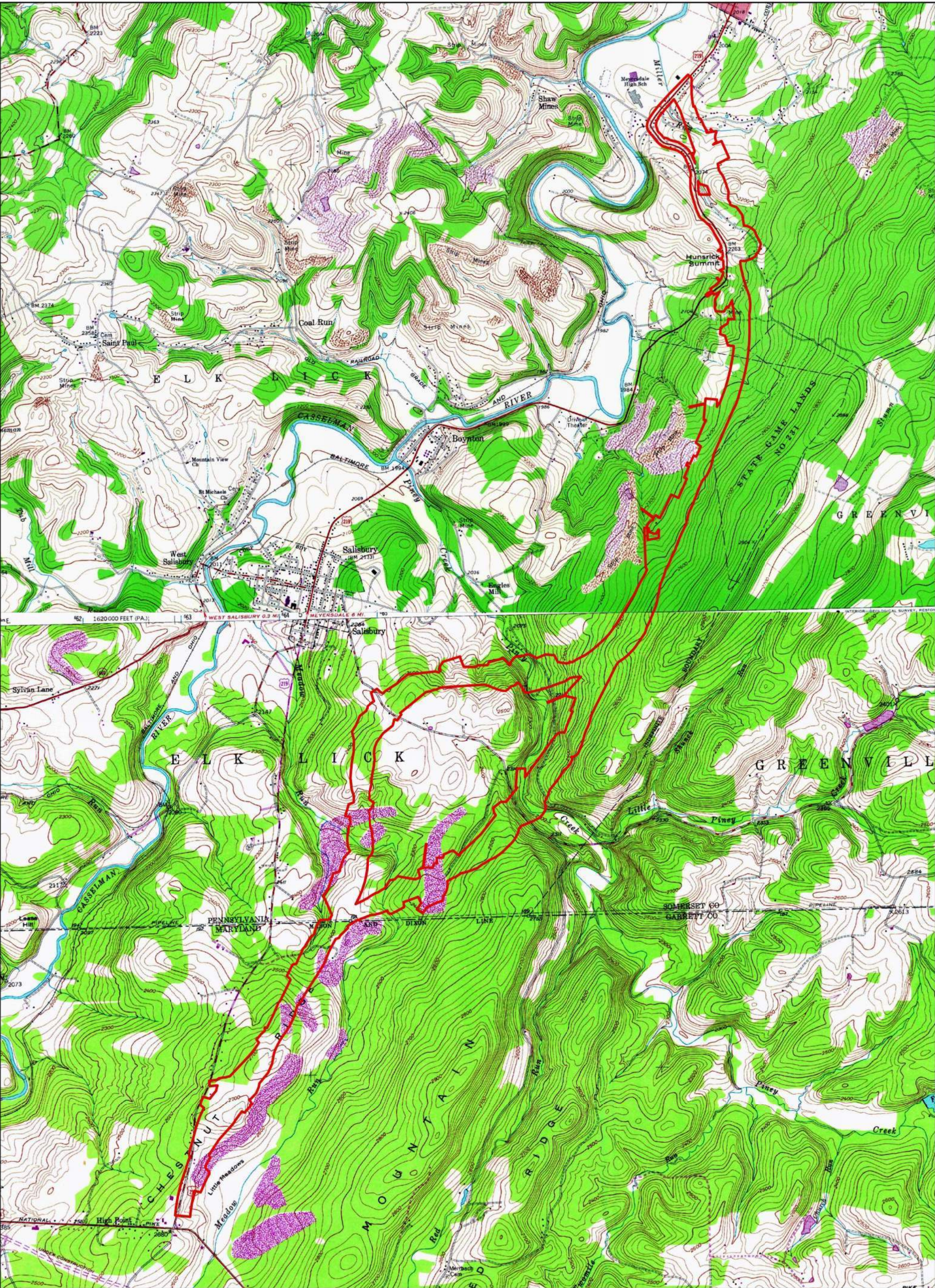


0 Feet 2,000 4,000

0 Meters 600 1,200



Date: 5/31/2023



Approximate Boundary of the
Direct Above Ground Historic
Properties APE



TRANSPORTATION
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Figure 11

Project Area in the Early 1970s

Source: USGS 1974(Avilton, MD)
and USGS 1973(Meyersdale, PA)

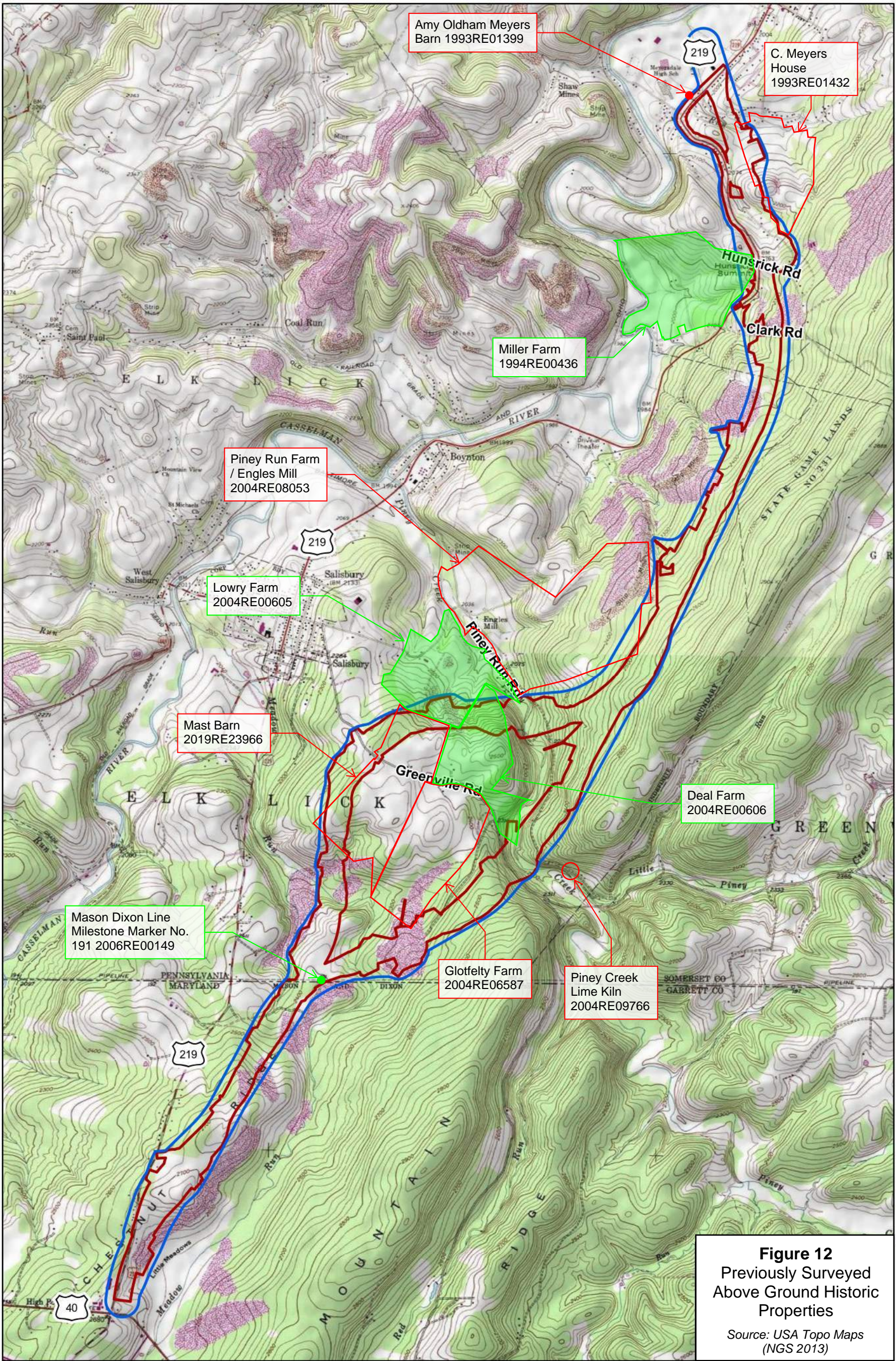


Feet
0 2,000 4,000

Meters
0 600 1,200



Date: 5/31/2023



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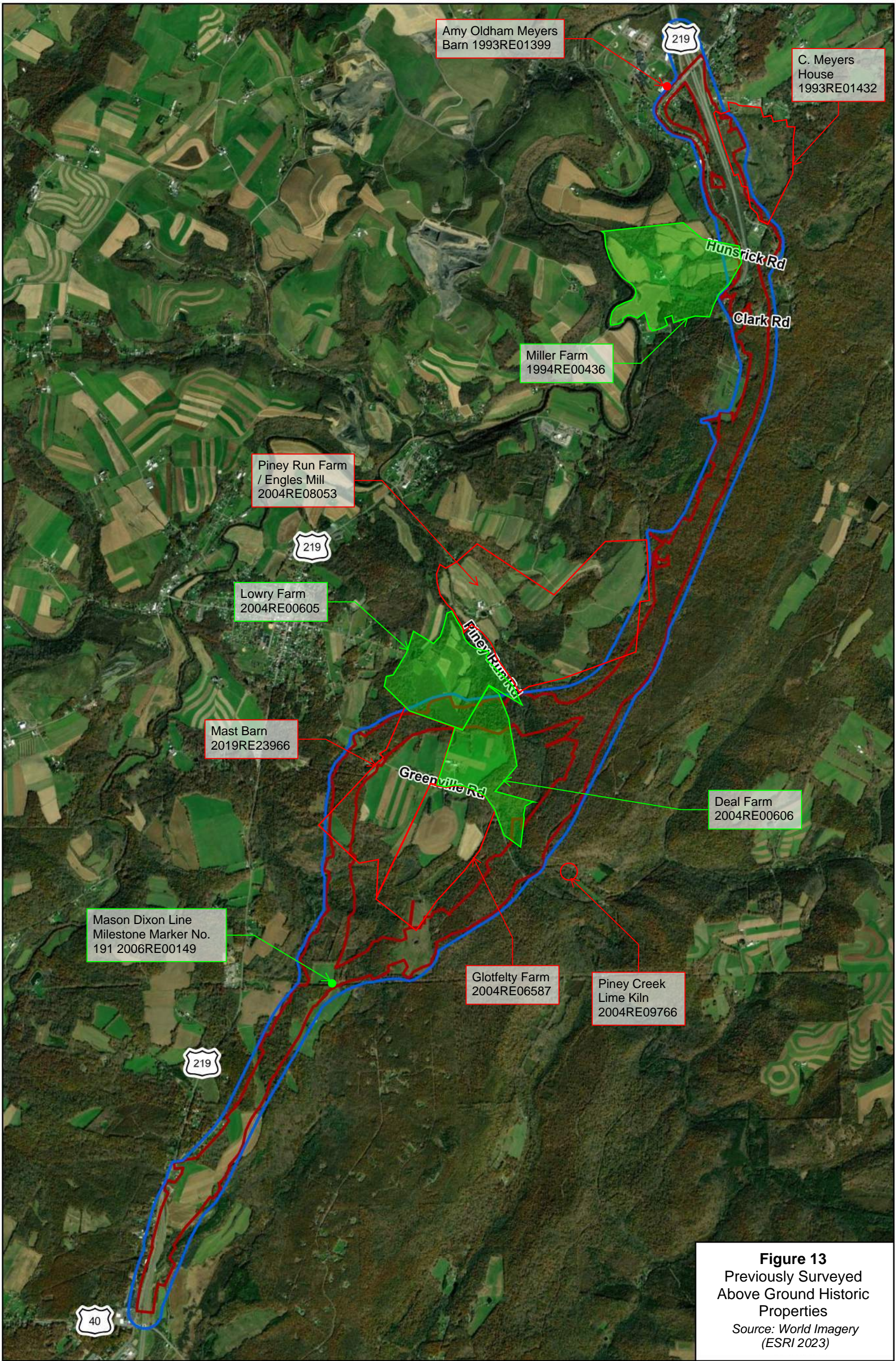
MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

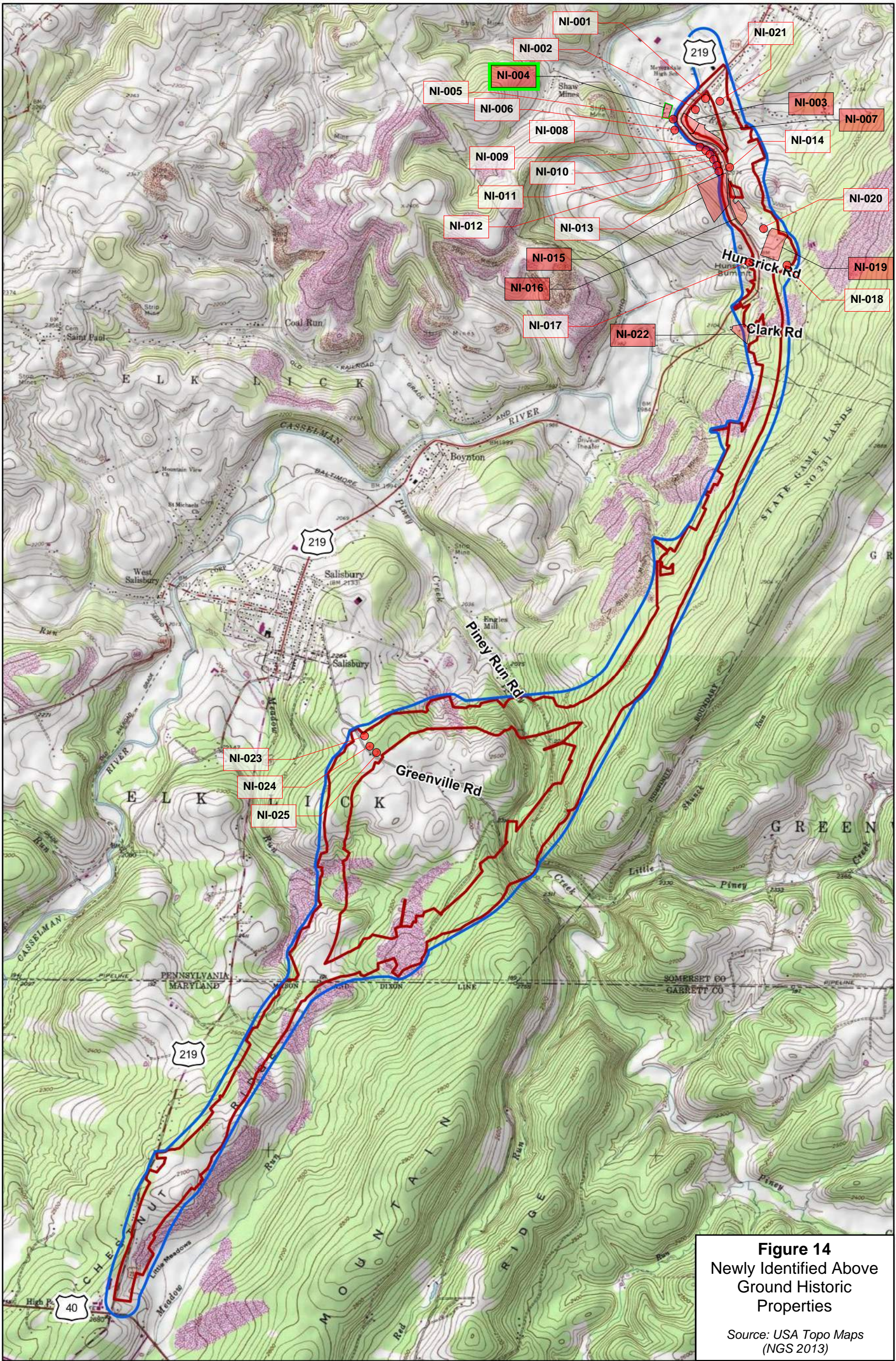
Date: 4/27/2023


| | |
|----------------------------------|---------------|
| Direct Impact APE (03-01-2023) | NRHP Eligible |
| Indirect Impact APE (03-01-2023) | Not Eligible |

0 1,000 2,000 4,000 Feet

0 300 600 1,200 Meters









Meyersdale to
Old Salisbury Rd

**TRANSPORTATION
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


pennsylvania
DEPARTMENT OF TRANSPORTATION




MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

STATE HIGHWAY
ADMINISTRATION

Date: 4/27/2023

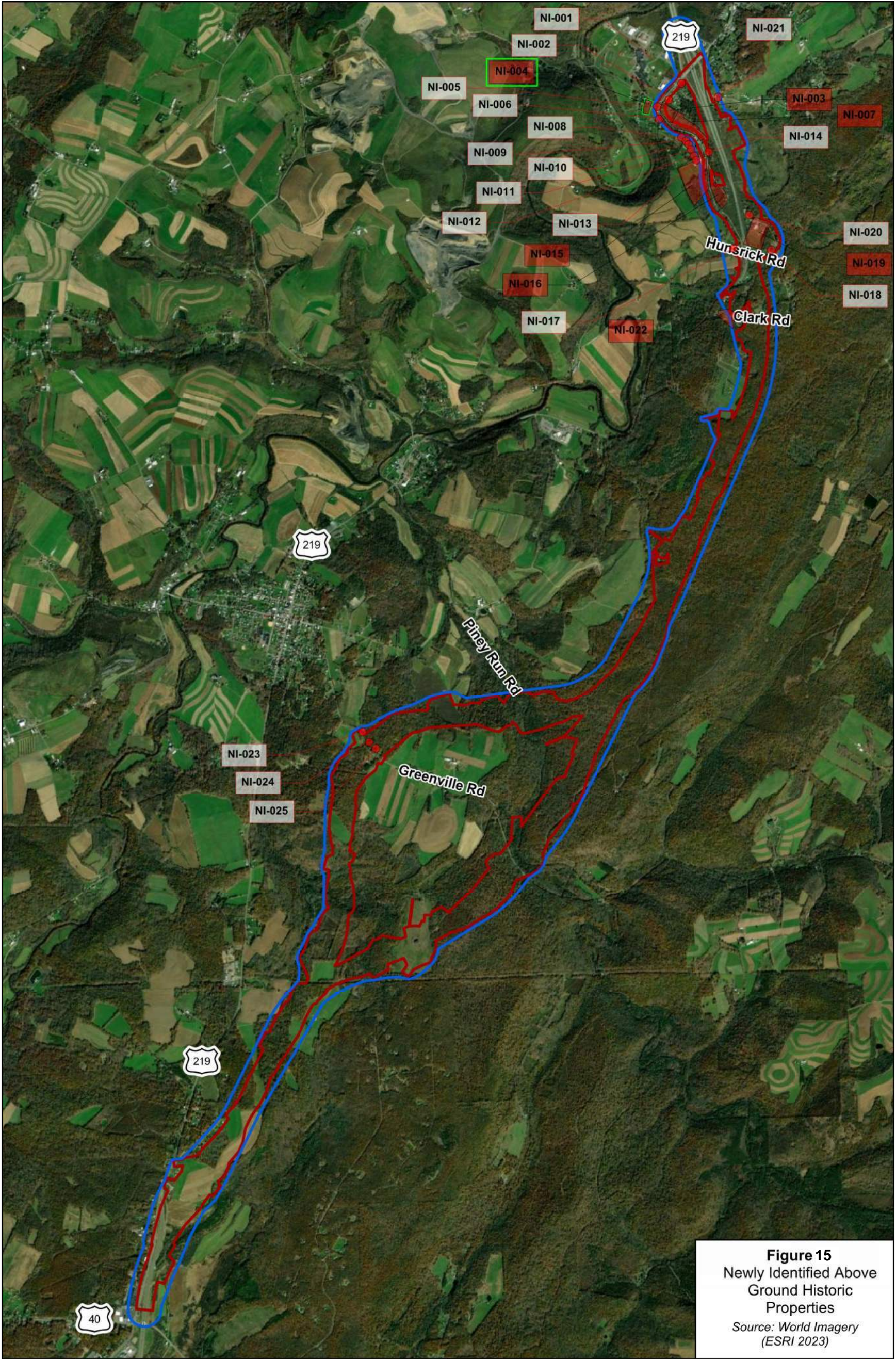
| | | |
|---|--|---|
|  Direct Impact APE |  Minimum Record |  NRHP eligible |
|  Indirect Impact APE |  HRSF Form | |

N



0 1,000 2,000 4,000 Feet

0 300 600 1,200 Meters



TRANSPORTATION IMPROVEMENT PROJECT

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

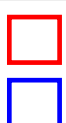
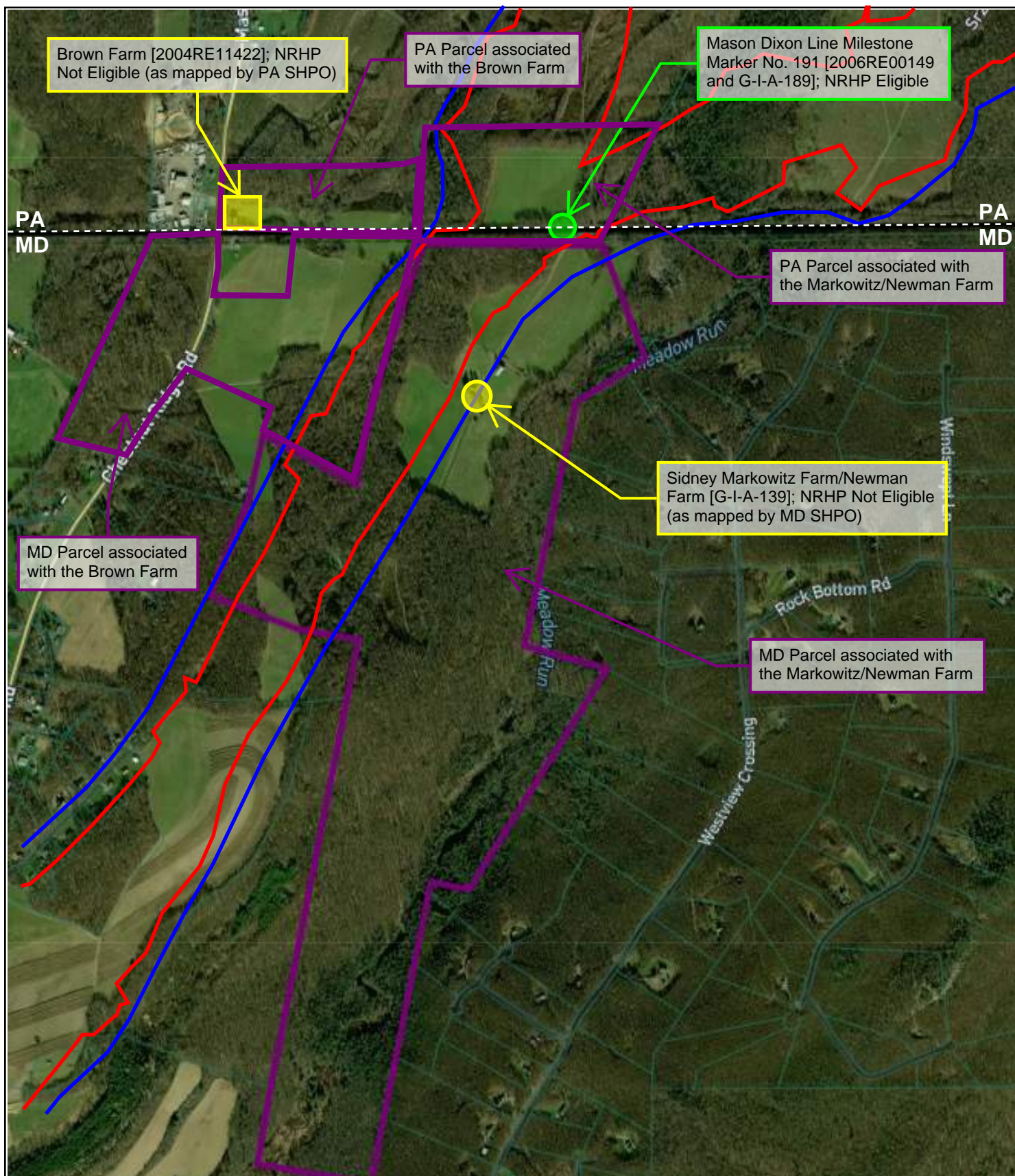
Date: 4/27/2023

| | | |
|---------------------|----------------|---------------|
| Direct Impact APE | Minimum Record | NRHP Eligible |
| Indirect Impact APE | HRSF form | |

N

0 1,000 2,000 4,000 Feet

0 300 600 1,200 Meters



Direct Impact Above Ground
Historic Properties APE

Indirect Impact Above Ground
Historic Properties APE

*Not to Scale



TRANSPORTATION
IMPROVEMENT PROJECT

Figure 16

Above Ground Historic Properties
Shared between PA and MD

Source: Regrid 2023



Date: 06/16/2023