



# Above Ground Historic Properties Maryland Determination of Eligibility Report

January 2023 (Amended Project Description - April 2025)

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**US 6219, Section 050**

**Transportation Improvement Project**

***Meyersdale, PA to Old Salisbury Road, MD***



## 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.

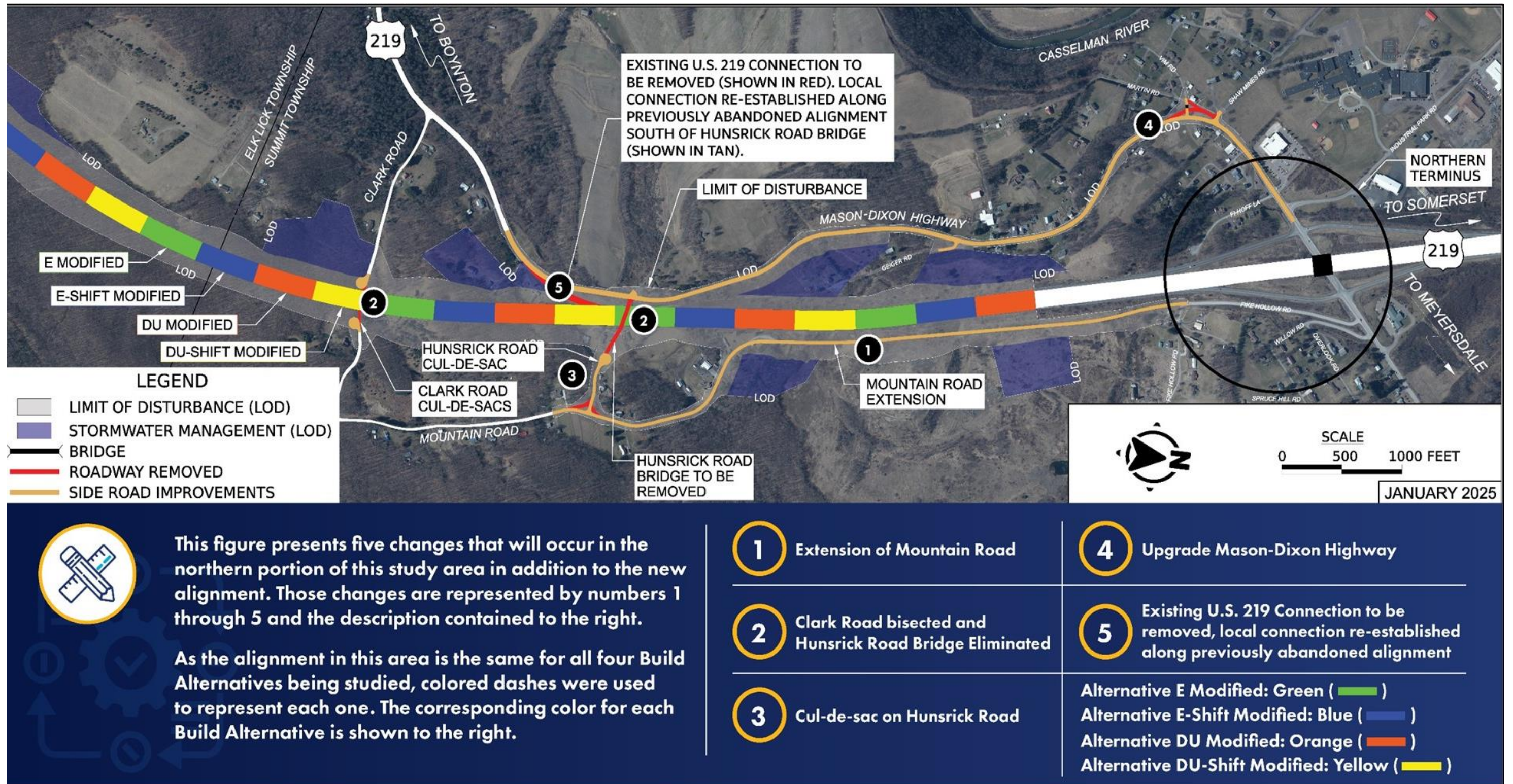
### **2.3.4 Mason-Dixon Highway**

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.







## Abstract

A reconnaissance survey of above ground historic properties within the Garrett County, Maryland portion of the Area of Potential Effects (APE) of the US 6219 Section 050 Transportation Improvement Project was undertaken in October 2022. The proposed project will include the construction of eight miles of new four-lane highway in Garrett County, Maryland, and Somerset County, Pennsylvania.

There are seventeen previously documented resources and fourteen newly identified resources within the Maryland portion of the APE. The newly identified resources, almost all built during the 1970s, include ranch houses, a church, and several commercial properties. All newly identified resources are recommended not eligible for listing on the National Register of Historic Places, and further study of these properties is not recommended at this time.

Resources on the Pennsylvania side of the state line have been documented separately by The Markosky Engineering Group, Inc.

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## 1.0 INTRODUCTION

The US 6219 Section 050 Transportation Improvement Project includes the proposed construction of an 8.0 mile (6 miles in Pennsylvania and 2 miles in Maryland) 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 (Section 8.4, Figure 1). The project (Federal Project #X097-166) is a collaboration between the Maryland State Highway Administration (MSHA), the Pennsylvania Department of Transportation (PennDOT), and the Federal Highway Administration (FHWA).

The Above Ground Historic Properties Area of Potential Effects (APE) for this project encompasses approximately 2,214 acres, including a large portion in Pennsylvania (Section 8.4, Figure 2). In October 2022, the project team undertook a reconnaissance survey of historic properties within the Maryland section of the APE to confirm the existence and integrity of previously surveyed resources and to identify resources that may require documentation and evaluation for National Register of Historic Places (NRHP) eligibility.

This work included field study as well as background research on the history of the area. The goal of the work is for the US 6219 Section 050 Transportation Improvement Project to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the implementing regulations found at 36CFR Part 800, as well as the Maryland Historical Trust Act of 1985 as amended, State Finance and Procurement Article §§ 5A- 325 and 5A-326 of the Annotated Code of Maryland. Land acquisition and audiovisual impacts to properties within the APE are anticipated, however further impacts to specific properties cannot be anticipated at this early stage of the planning process.

The following report will address the research design and historic context of the area, then discuss the results of the field investigations, and conclude with a summary of the studies and recommendations for future work, if any.

## 2.0 RESEARCH DESIGN

The objective of this study was to identify and assess historic structures within the Above Ground Historic Properties APE of the US 6219 Section 050 Transportation Improvement Project in compliance with federal and state law.

The project team identified properties within or adjacent to the proposed APE and conducted a desktop review of properties with existing documentation in the Maryland Historic Trust's Medusa database. Existing documentation of properties that have previous Determination of Eligibility (DOE), Maryland Inventory of Historic Properties (MIHP), or NRHP nomination forms was reviewed, and properties that may have required reassessment were identified.

Seventeen previously documented resources are located within the APE (Section 8.4, Figure 3). Three of the properties are either NRHP-listed or eligible: the Tomlinson Inn and Little Meadows property (G-I-A-012, NRHP-listed), the National Road (G-I-A-227, NRHP-eligible), and the Mason-Dixon Line Marker No. 191 (G-I-A-189, NRHP-eligible). The remaining fourteen were found not eligible, including the Sidney Markowitz Farm/Newman Farm (G-I-A 139).

None of the previously surveyed properties show evidence of significant change since their last documentation. Changes in the NRHP listing status or eligibility status of these properties are not anticipated. In October 2022, it was determined through a phone call with Tim Tamburrino at MHT that there was no need to submit further documentation on the properties surveyed in 2016, nor was it necessary to update information relating to the Tomlinson Inn and Little Meadows, Sidney Markowitz Farm/Newman Farm, the National Road, and Mason-Dixon Line Marker No. 191.

Additional preliminary research actions included investigation of historic aerial photographs, Garrett County tax parcel data, and other secondary sources. Using available aerial photographs and tax parcel information, historians identified fourteen additional properties within and adjacent to the APE that have not been previously surveyed, and which have buildings that are likely to have been built before 1980. The date of 1980 was used in order to account for properties that may become fifty years old or older during the course of the project. The completed forms and photos will be submitted to the MHT for review and inclusion in the Medusa database.

The project team prepared a historic context for the area, which was compiled using resources found through desktop research, as well as community history materials found at the Grantsville Public Library, Garrett County Historical Society website, and in the Medusa database. Major sources of information include *History of Western Maryland* by J. Thomas Scharf, *Grantsville, Garrett County, Maryland: A History of the Town and Vicinity* by Sara Stanton Jarrett, and the Garrett County Historical Society Journal, *The Glades Star*. Historic themes identified for the area included westward-moving European settlement, transportation-based development patterns, agriculture, and suburbanization. The significance of properties within the APE will be assessed considering their relevance to the history of the area.



## 3.0 HISTORIC AND ARCHITECTURAL CONTEXT

The project area for the US 6219 Section 050 Transportation Improvement Project lies within Garrett County, Maryland, and Somerset County, Pennsylvania. This context focuses on the time period from the first European settlement during the mid-eighteenth century to about 1980, as this is the range represented by the current built environment.

The landscape of the project area is defined by Appalachian Mountain ridges running north-south, and valleys between them. The closest town, Grantsville, Maryland is about 3 miles west of the project area and sits at 2,450 feet above sea level. Prior to widespread clearance by European settlers, the land was largely covered by woodlands composed of a wide variety of native trees including species of pine, spruce, hemlock, chestnut, oak, and maple (Stanton Jarrett, 2012). The presence of natural meadows known as glades gave the area the name “The Glades Country” (Glades Star, 1941).

Indigenous Americans who inhabited the area prior to European settlement included the Delaware and the Shawnee. Sources written on the history of the area suggest that it was used as hunting and camping grounds (Stanton Jarrett, 2012). The French and Indian War brought troops and forts to the area, and General Braddock’s Road was built in the 1750s along an established Native American route known as Nemacolin’s Path (Glades Star, 1941). Braddock’s Road was intended to connect military outposts Fort Cumberland in Maryland and Fort Duquesne in Pittsburgh, Pennsylvania. It was the first improved road to cross the Appalachian Mountains. During the several decades after its construction, Braddock’s Road was used by settlers heading west to Ohio and beyond; as a result, Garrett County became a gateway to the western frontier. European settlement of the hilly, wooded terrain had been slow prior to the opening of Braddock’s Road and remained so; however, the road made the area more accessible, and the first 100 acres were claimed in 1761 by Joseph Tomlinson (Stanton Jarrett, 2012).

In the 1760s, Charles Mason and Jeremiah Dixon surveyed what is now known as the Mason-Dixon Line, a demarcation created to settle a border dispute between Maryland and Pennsylvania that had been simmering since the 1730s and occasionally erupted into violence. The survey firmly established part of the borders of Pennsylvania, Maryland, Delaware, and West Virginia (at the time, part of Virginia). The boundary was marked every mile by stones, and every five miles by larger “crownstones” (DeVan 2008). The NRHP-eligible Mason-Dixon Line Marker No. 191 (G-I-A-189) is a replacement stone installed to mark the boundary in the early twentieth century.

In the late eighteenth century, the lands of western Maryland were reserved for settlement by Maryland’s Revolutionary War soldiers, which delayed the arrival of larger numbers of civilian settlers (Glades Star, 1941). Between 1811 and 1837, the National Pike (also called the National Road) was constructed to replace Braddock’s Road and connect Cumberland, Maryland, with points west. It was the first major road in the United States constructed by the federal government.

Inns and wagon stands were constructed along the National Pike to accommodate travelers, and some settlers began to stay and establish farmsteads in the area. The property owned by Joseph Tomlinson and known as the Little Meadows (MHT Inventory G-I-A-012) was adjacent to Braddock’s Road and was one of the earliest settled parcels of Garrett County. There, Tomlinson built an inn known as the Red House, and his son Jesse built a stone inn in about 1818, which still stands as of October 2022. During the late eighteenth and early nineteenth centuries, the Tomlinson family built several more buildings including a mill and store at a site on the Little Youghiogheny (Casselman) River (Scharf, 1882). This site, located about 2.5 miles west of the Little Meadows along the National Pike, was known as the Little Crossings. Although the earliest

mill at the Little Crossings was replaced in the mid-nineteenth century, local historians have written that part of one of the Tomlinson buildings may survive, as part of the building which now houses the Penn Alps restaurant (Stanton Jarrett, 2012).

The town of Grantsville developed just west of the Little Crossings in response to large amounts of through-traffic on the National Pike. The area attracted settlers from varied ethnic backgrounds, including English, German, Swiss, and French. Settlers' religious affiliations included Amish, Mennonite, and Methodist. The introduction of railroads diverted traffic from the National Road, and the Road fell into disrepair during the 1870s. The county then assumed responsibility for its upkeep (Stanton Jarrett, 2012).

Prior to 1850, farms in Somerset County, Pennsylvania, just north of Grantsville, had relatively low financial values of land and livestock, low levels of mechanization, and high proportions of unimproved land due to the heavily forested and mountainous landscape (McMurray, 2013). It is reasonable to assume that farms in northern Garrett County had similar conditions. Despite the challenges of the terrain, the soil in Garrett County was fertile and there were abundant natural resources including sugar maples (Scharf, 1882). Streams provided fish and waterpower for mills. Farms produced rye, buckwheat, and oats, as well as wool and butter (Scharf, 1882).

Timber, coal, and iron companies were also prominent in the area. They owned large amounts of land and employed many local residents. The first small-scale coal mining operation began north of the Little Meadows at the end of the eighteenth century and supplied blacksmiths along the National Road (Stanton Jarrett, 2012). There was also a strong relationship between agriculture and industry, and it became very common in the late-nineteenth and early-twentieth centuries for men to split their working time between their farms and off-farm work. Farms in the area struggled heavily between 1920 and 1960, especially during the Great Depression, and many farming families sold land and focused more on their off-farm sources of income while continuing with small-scale farming for subsistence (McMurray, 2013). The population of Grantsville grew between 1900 and 1940, and then declined during the 1940s and 1950s when residents left to join the armed services or take jobs in defense contracting during the Second World War (Stanton Jarrett, 2012).

As road improvement projects determined settlement patterns during the eighteenth century, they also influenced mid-twentieth-century development. Increases in both traffic and funding for road work led to more development along major roadways in the twentieth century, including those in Garrett County. The section of US 219 within the project area was improved several times during the early twentieth century, and in the 1950s a section of it was relocated west to a new alignment, now known as Chestnut Ridge Road. Interstate 68 was built during the 1960s and 1970s south of the existing junction of Chestnut Ridge Road (US 219) and the National Pike (US 40), making the area an even more important meeting point. Aerial imagery from between 1946 and 1982 shows that many commercial buildings and residences were constructed to serve the needs of motorists near the junction of Chestnut Ridge Road and the National Pike. The population of Garrett County grew from approximately 20,420 in 1960 to a high of about 30,000 in 2010. Today, the county population is approximately 28,800, and the town of Grantsville has a population of about 1,000.

### *Architectural Context*

The area's early architecture was highly utilitarian and primarily constructed from logs as a result of the abundance of local timber. Very few barns and outbuildings from the period before 1850 survive today, due in part to the simple fact that the area was fairly sparsely populated at this time (McMurray, 2013). Sources discussing the agricultural history of neighboring Somerset County,



Pennsylvania suggest that this may be due to fewer agricultural buildings having been built at all (McMurray, 2013). Early farmers built the minimum that they needed to get by, and surviving early barns are small and simple.

The second half of the nineteenth century saw a wider variety of barn types built, reflecting a larger and more diverse population and an expansion of the types of crops and products that were produced (McMurray, 2013). A wide variety of outbuildings were also built on farms during the mid-to-late nineteenth century, including pig and poultry houses, summer kitchens, and springhouses. Frame and brick buildings became more common during the middle of the nineteenth century, but most houses remained modest with minimal ornament into the 20<sup>th</sup> century. Traditional forms of barns were built into the early twentieth century, including the enclosed forebay barn, which provided additional shelter for livestock (McMurray, 2013).

The area remained largely rural and primarily agricultural until the second half of the twentieth century. Following the Second World War, the expansion of the road network and renewed economic prosperity led to increased automobile dependency and new patterns of development across the country. Between 1960 and 1980, traditionally urban activities and building forms began to move to suburban and rural areas as personal automobiles made travel increasingly convenient (Manning et al, 2019). Connection points such as highway interchanges and access roads in non-urban areas saw an uptick in construction of residential and commercial buildings as travelers' demand for convenient access to amenities grew (Manning et al, 2019). In areas of unplanned development, residential, commercial, and industrial building types were often mixed in the same area. Public buildings and amenities then followed residential development as larger populations necessitated more local government management of infrastructure.

During the mid-twentieth century, new forms and styles of housing gained popularity, including ranches and split-levels, as well as minimal-traditional and contemporary dwellings. Ranches in particular had long-lasting popularity nationwide, as they were an affordable, distinctly modern housing type that could be more reserved than other modern forms. Both experimental and mass-produced construction methods were used during this period, and dwellings often incorporated a mix of materials and stylistic elements (McAlester, 2018). The majority of the buildings within the study area fit this description and time period. They are largely classified as twentieth-century residential properties fitting characteristic styles such as ranch houses, Cape Cods, and mobile homes.

## 4.0 RESULTS OF FIELD INVESTIGATIONS

A reconnaissance-level field survey was conducted in October 2022 to document newly identified resources, as well as to confirm the presence and the condition of previously surveyed resources.

The Tomlinson Inn and Little Meadows property (G-I-A-012, NRHP-listed), Sidney Markowitz Farm/Newman Farm (G-I-A-139, not eligible), the National Road (G-I-A-227, NRHP-eligible) and Mason Dixon Line Milestone Marker No. 191 (G-I-A-189, NRHP-eligible) were each located, and photographed. Their condition has not changed since their last documentation. In October 2022, it was determined through a phone call with Tim Tamburrino at MHT that there was no need to submit further documentation on these properties. Thirteen additional resources were documented in the corridor in 2016 during earlier studies of the US 6219 corridor (Section 8.4, Figure 3). It was determined in the same discussion with MHT that no further documentation of these properties was necessary at this time.

**Table 1: Previously Surveyed Resources**

Number on Figure 3	Resource Name	Resource Number	NRHP Status & Year
1	Mason Dixon Line Milestone Marker No. 191	G-I-A-189	Eligible
2	Sidney Markowitz Farm/Newman Farm	G-I-A-139	Not Eligible- 2005
3	3743 Chestnut Ridge Road	DOE-GA-0059	Not Eligible- 2016
4	3707 Chestnut Ridge Road	DOE-GA-0058	Not Eligible- 2016
5	3681 Chestnut Ridge Road	DOE-GA-0057	Not Eligible- 2016
6	3665 Chestnut Ridge Road	DOE-GA-0056	Not Eligible- 2016
7	3641 Chestnut Ridge Road	DOE-GA-0055	Not Eligible- 2016
8	3583 Chestnut Ridge Road	DOE-GA-0054	Not Eligible- 2016
9	3457 Chestnut Ridge Road	DOE-GA-0053	Not Eligible- 2016
10	3441 Chestnut Ridge Road	DOE-GA-0052	Not Eligible- 2016
11	3425 Chestnut Ridge Road	DOE-GA-0051	Not Eligible- 2016
12	3403 Chestnut Ridge Road	DOE-GA-0050	Not Eligible- 2016
13	3359 Chestnut Ridge Road	DOE-GA-0049	Not Eligible- 2016
14	12601 National Pike	DOE-GA-0075	Not Eligible- 2016
15	12629 National Pike	DOE-GA-0076	Not Eligible- 2016
16	National Road	G-I-A-227	Eligible- 2005
17	Tomlinson Inn and Little Meadows	G-I-A-012	Listed- 1973

Fourteen properties were identified that were built prior to 1980 that had not been previously surveyed or otherwise documented by MHT (Section 8.4, Figure 4). Ten of the properties are twentieth century single-family dwellings. The remaining four properties include a church, a shopping center, a commercial distribution warehouse, and a commercial garage/warehouse property.



**Table 2: Newly Identified Properties**

Number on Figure 4	Address	Use	Construction Date (Est.)
1	4686 Chestnut Ridge Road	Residential	c. 1980
2	344 Old Salisbury Road	Residential	c. 1978
3	174 Old Salisbury Road	Residential	c. 1979
4	4075 Chestnut Ridge Road	Residential	c. 1977
5	4037 Chestnut Ridge Road	Residential	c. 1980
6	4017 Chestnut Ridge Road	Residential	c. 1972
7	3992 Chestnut Ridge Road	Religious/Residential	c. 1973
8	3833 Chestnut Ridge Road	Residential	c. 1968
9	3789 Chestnut Ridge Road	Residential	c. 1970
10	3721 Chestnut Ridge Road	Residential	c. 1973
11	3619 Chestnut Ridge Road	Commercial Garage	c. 1975
12	95 HR Lane	Residential	c. 1975
13	3233 Chestnut Ridge Road	Commercial	c. 1973
14	12557 National Pike	Commercial	c. 1973

The majority of the newly identified residential properties consist of one-story ranch houses constructed during the 1970s. Overall, none of the newly identified resources are particularly good examples of a period or style of architecture. They are all common types, and many have been further compromised by additions and other changes. No local or national significance was found through association with people or events; rather, the properties reflect the common national pattern of development in response to the post-Second World War expansion of the road network.

Although the dwellings represent twentieth-century suburbanization and conversion of agricultural land to other uses, they do not form a cohesive neighborhood. Further, the properties as a whole do not exhibit characteristics of a planned neighborhood, as they are not concentrated in one location. Finally, none of the dwellings meet the standards for inclusion under the Maryland SHA's Suburbanization Historic Context. Individually, the properties are not notable examples of their type; better examples of their styles can be found elsewhere. The subject properties were built after 1960, and do not fall within the context of an entire neighborhood or development with an important historic association and excellent integrity (KCI Technologies, Inc., 1999).

## 5.0 HISTORIC PROPERTIES IN MARYLAND AND PENNSYLVANIA

There are three properties that span the Pennsylvania-Maryland border. 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.

The Brown Farm (PA-SHARE #2004RE11422) was determined not eligible in Pennsylvania in 2005. The farmstead is located in Pennsylvania; however, the property also appears to include farmland in Maryland, immediately to the south. The two parcels are separated by the Mason-Dixon Line.

Mason-Dixon Line Milestone Marker No. 191 (G-I-A-189) has been documented in both Pennsylvania and Maryland and is considered eligible by both states. However, the documentation in Maryland refers to the documentation on file with the Pennsylvania SHPO, and vice versa, leaving the details of the determination unclear.

Coordination is ongoing to address the status of these resources in both Pennsylvania and Maryland.

## 6.0 SUMMARY AND RECOMMENDATIONS

Desktop research and field survey identified fourteen resources that have not been previously surveyed. The reconnaissance-level survey documented the majority of the properties from the public right-of-way. The presence and condition of previously documented resources within the APE was confirmed. It was determined through discussion with the MHT that no further investigation of these properties was necessary since there have not been changes to the properties significantly impacting their integrity. Additionally, new information that would change their significance has not come to light.

The fourteen newly identified properties included ten residential properties, one church, and three commercial properties, with buildings constructed between 1968 and 1980. All are undistinguished examples of common forms, with no known strong connection to important people or events. All of the newly identified resources are recommended not eligible for listing in the NRHP. They have been documented on MHT's short DOE form. Further study of these properties is not recommended.



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"Tomlinson Inn and the Little Meadows" National Register of Historic Places Inventory–  
Nomination Form. 1973.

## 8.0 APPENDICES

### 8.1 Photos



Photo 1. The Tomlinson Inn (G-I-A-012) was built c. 1818 and was NRHP listed in 1973. Looking southeast.



Photo 2. The dwelling on the Sidney Markowitz Farm/Newman Farm (G-I-A-139), looking southwest.





Photo 3. The barn on the Sidney Markowitz Farm/Newman Farm (G-I-A-139), looking northeast.



Photo 4. Mason-Dixon Line Milestone No. 191 (G-I-A-189). The current stone was placed in 1902. Looking east.





Photo 5. Dwelling at 3789 Chestnut Ridge Road, a good example of the mid to late twentieth century suburban residential architecture found within the APE. Looking west.



Photo 6. Dwelling and garage at 3833 Chestnut Ridge Road, looking northwest.



Photo 7. Cherry Grove Church, located at 3992 Chestnut Ridge Road. The property also includes two sheds and a ranch-style dwelling with a detached garage. Looking southeast.



Photo 8. Grantsville Plaza Shopping Center, looking northwest.



## 8.2 Scope of Work

The survey of above-ground historic properties in Maryland will be performed for Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Federal Highways Administration (FHWA). The studies will be conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the implementing regulations found at 36CFR Part 800, as well as the Maryland Historical Trust Act of 1985 as amended, State Finance and Procurement Article §§ 5A- 325 and 5A-326 of the Annotated Code of Maryland. Studies also will follow the Maryland Historical Trust (MHT), Maryland's State Historic Preservation Office (SHPO), Standards and Guidelines for Architectural and Historical Investigations in Maryland (revised in 2019) and Standards for Submission of Digital Images to Maryland Inventory of Historic Properties (2019), and "How to Fill Out Compliance-Generated Determinations of Eligibility (DOEs)" as outlined under the Project Review tab on the MHT website.

A reconnaissance survey of the APE will be undertaken to confirm the existence and integrity of previously surveyed resources and to identify resources that may require documentation and evaluation for National Register of Historic Places (NRHP) eligibility. Several NRHP-listed or eligible historic properties are located within the APE, including the NRHP-listed Tomlinson Inn/Little Meadows property (G-I-A-12), which contains both above- and below-ground resources. Further, resources built prior to 1970 were surveyed and evaluated as part of the 2017 PEL study.

Field study will be undertaken to identify resources within the APE built prior to 1980, per MHT's guidelines. It is anticipated that these resources will not meet NRHP eligibility criteria and can be documented and evaluated on Determination of Eligibility (DOE) forms rather than Maryland Inventory of Historic Properties (MIHP) forms. It is assumed that approximately 10 resources will be documented on DOE short forms, to include a brief description of the property, location map, color photographs, and evaluation for NRHP eligibility. The DOE forms will be completed using MHT's Access database. Newly identified resources are expected to include largely twentieth-century residential resources within or adjacent to the APE.

The research design will focus on identification and evaluation of resources within the project study area. Background and archival research will also be conducted to develop a historic and architectural context that will identify themes and areas of significance related to the study area region. Sources of information will include, but not be limited to, historic maps, local and county histories, census and tax records, historic photographs, and newspapers as available. Information from surveys conducted during previous studies of the U.S. 219 corridor and surrounding area will also be consulted; this information will be referenced and incorporated into the context and larger report as appropriate.

A Compliance Report in accordance with MHT guidelines will be prepared. The report will summarize the results of the above ground historic resources studies and will include an abstract, introduction, research design, historic and architectural context, results of the field investigations, summary and recommendations, references, appendices, and illustrations (photos and figures). The DOE and MIHP forms will accompany the report but will be submitted as separate documents per MHT guidelines.

## 8.3 Qualifications of Preparers

**Margaret Parker** is a Senior Architectural Historian and Project Manager who oversees cultural resources investigations in accordance with NHPA Section 106 and NEPA requirements. She meets the Secretary of the Interior's qualifications (36CFR61) for Architectural History. She has expertise in the documentation and analysis of historic properties, including rural, urban, industrial, agricultural and transportation resources, as well as historic and cultural landscapes. She has extensive experience interpreting and applying Section 106 of the National Historic Preservation Act, the National Environmental Policy Act, and Section 4(f) of the Department of Transportation Act, as well as experience with Section 6(f) of the Land and Water Conservation Fund and Pennsylvania's Project 70.

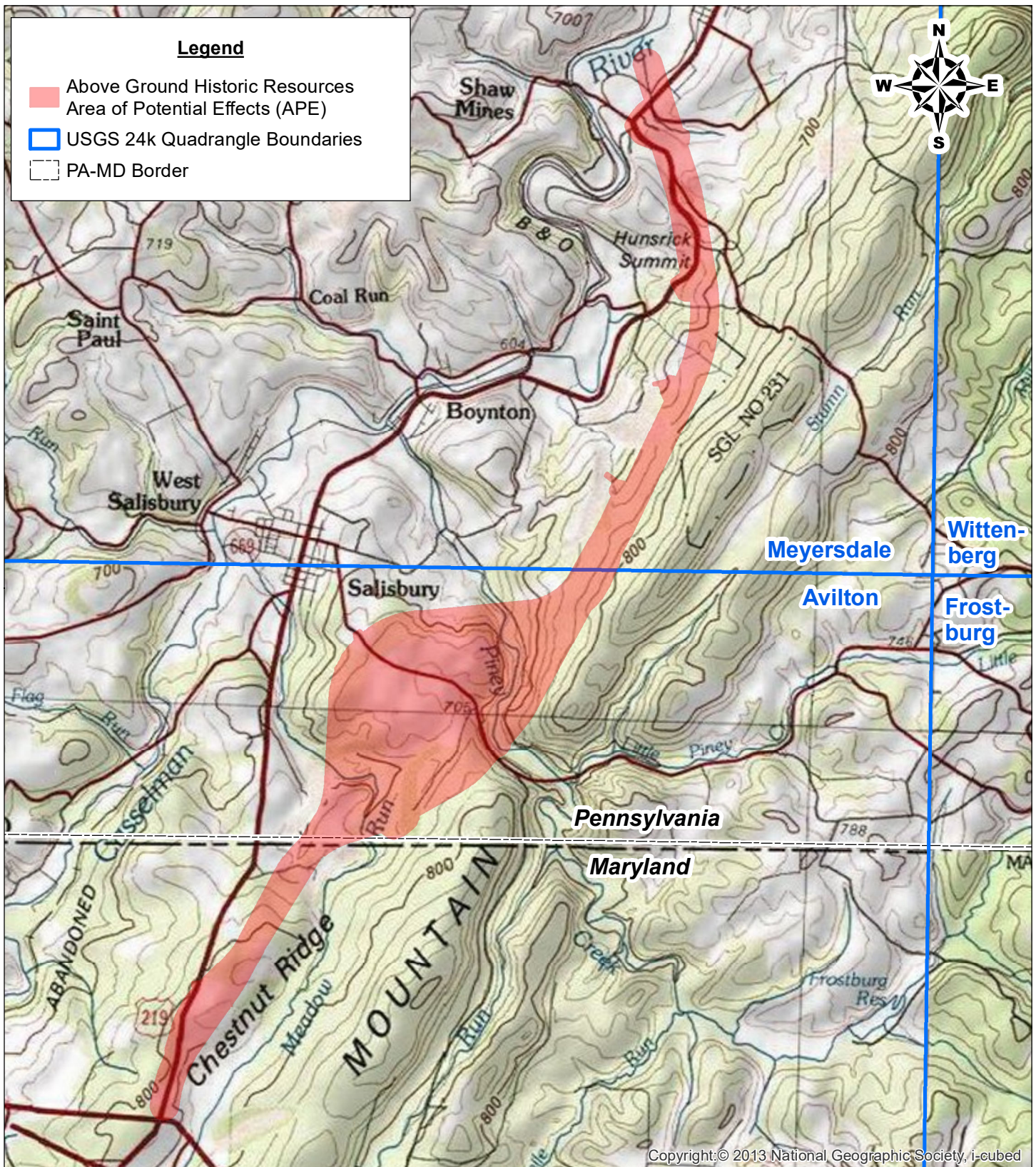
**Gabrielle Vicari** is a Senior Architectural Historian who conducts cultural resources investigations in accordance with NHPA Section 106 and NEPA requirements. Ms. Vicari meets the Secretary of the Interior's qualifications (36CFR61) for Architectural History. She has worked in the documentation and analysis of historic properties, including rural, agricultural, and transportation resources, as well as historic and cultural landscapes. Additional responsibilities include preparation of project reports and environmental documents, as well as compilation of Section 106 consulting parties and detailed background research. Ms. Vicari has additional experience in community planning, scenic and historic byways, and trail projects.

**Elsie Parrot** is an Architectural Historian who conducts cultural resources investigations in accordance with NHPA Section 106 and NEPA requirements. Ms. Parrot meets the Secretary of the Interior's qualifications (36CFR61) for Architectural History. She has worked in the documentation and analysis of historic properties, including rural, urban, agricultural, and industrial resources, as well as historic and cultural landscapes. Additional responsibilities include preparation of project reports and environmental documents, as well as compilation of Section 106 consulting parties and detailed background research. Ms. Parrot has additional experience in the conservation of historic materials.

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## 8.4 Figures

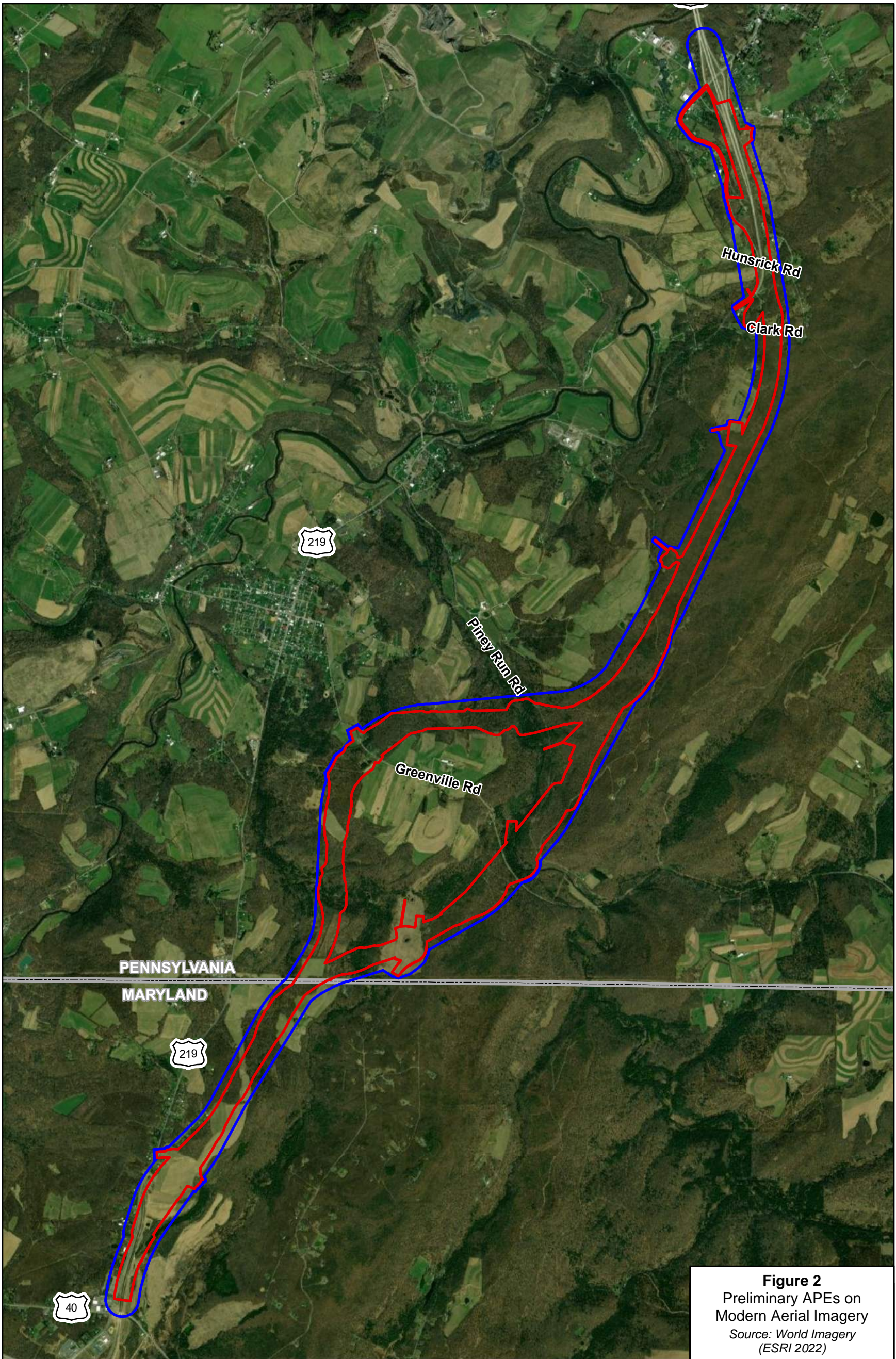

















Basemap Source: Meyersdale, Avilton, Wittenberg, and Frostburg Quadrangles, USGS Copyright:© 2013 National Geographic Society, i-cubed

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SCALE: 1 inch = 5,000 feet			DATE: December 2022
PREPARED BY: NTM Engineering, Inc.			
PREPARED FOR: PennDOT Engineering District 9-0			

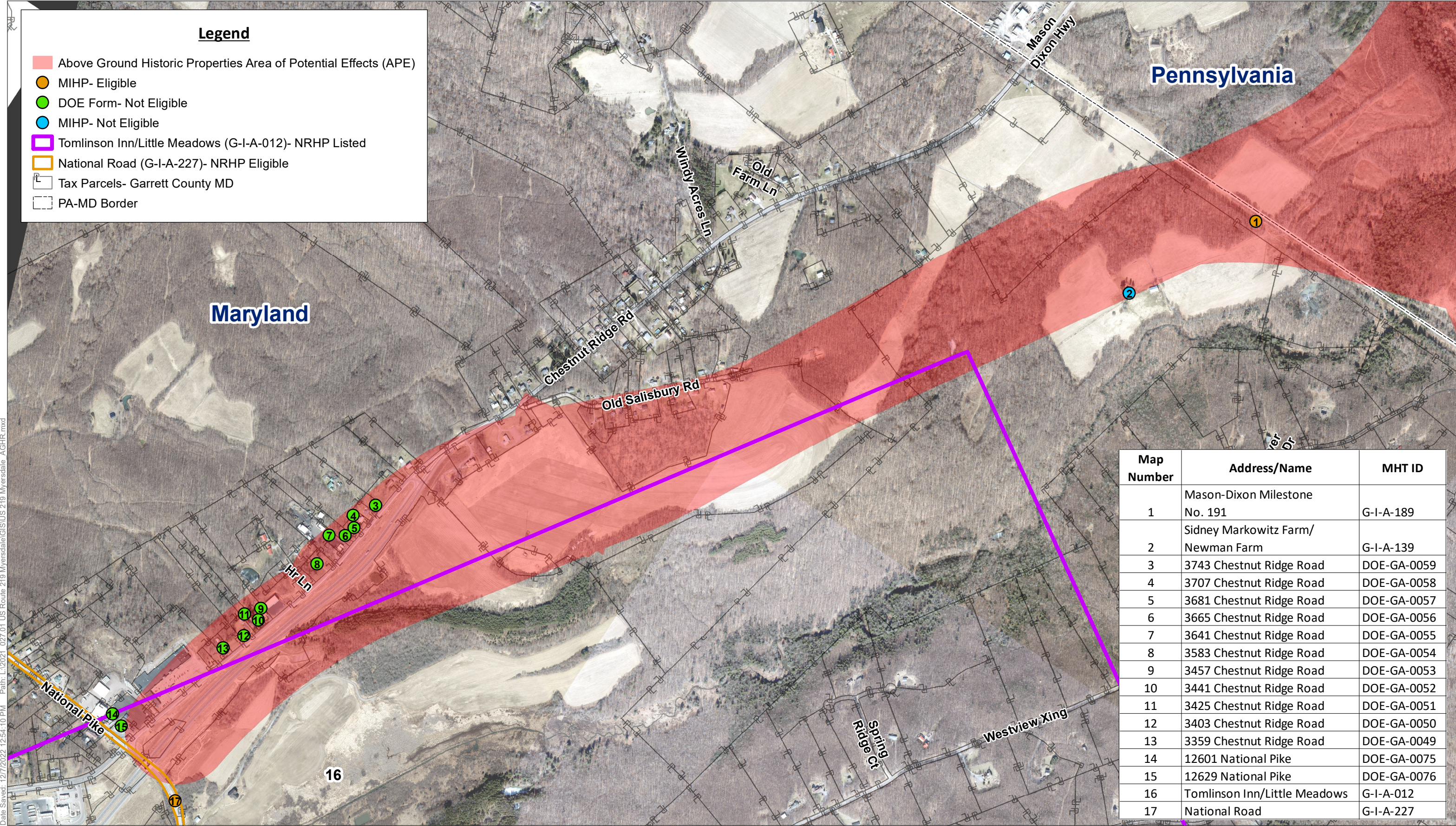




**Figure 2**  
Preliminary APEs on  
Modern Aerial Imagery  
Source: World Imagery  
(ESRI 2022)

 <p><b>TRANSPORTATION IMPROVEMENT PROJECT</b></p>	  <p>Date: 10/4/2022</p>	<table border="0"><tr><td> Direct Effects APE</td></tr><tr><td> Indirect Effects APE</td></tr><tr><td> State Boundary</td></tr></table> <div><div><div>0 1,000 2,000 4,000</div><div>Feet</div></div><div><div>0 300 600 1,200</div><div>Meters</div></div></div>	 Direct Effects APE	 Indirect Effects APE	 State Boundary
 Direct Effects APE					
 Indirect Effects APE					
 State Boundary					

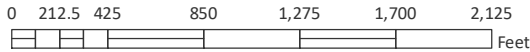




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PLAN PREPARED BY:  
NTM Engineering, Inc.  
487 Devon Park Drive, Suite 203  
Wayne, PA 19087

Coordinate System: NAD 1983 HARN StatePlane Pennsylvania South FIPS 3702 Feet  
Projection: Lambert Conformal Conic

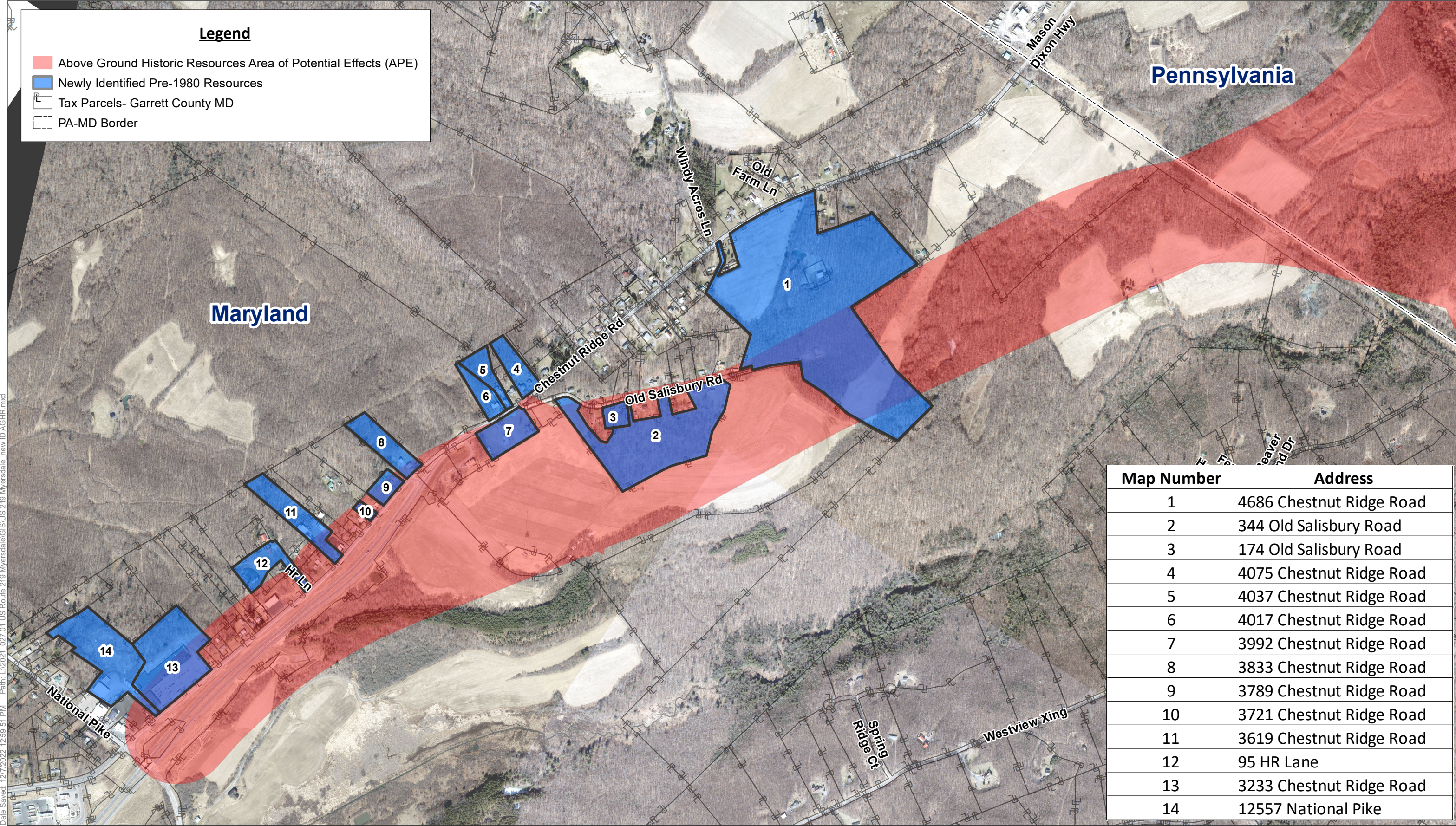


**Figure 3: Previously Identified Resources  
in APE**

US 6219-050 Transportation Improvement Project  
Myersdale, PA to Old Salisbury Road, MD  
Garrett County, Maryland  
Summit and Elk Lick Townships, Somerset County, Pennsylvania

December 2022

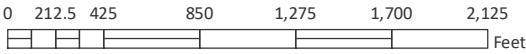




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Coordinate System: NAD 1983 HARN StatePlane Pennsylvania South FIPS 3702 Feet  
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**Figure 4: Newly Identified Pre-1980 Resources**  
US 6219-050 Transportation Improvement Project  
Myersdale, PA to Old Salisbury Road, MD  
Garrett County, Maryland  
Summit and Elk Lick Townships, Somerset County, Pennsylvania

December 2022