WELCOME

U.S. ROUTE 220 TIER ONE EIS
PUBLIC INFORMATIONAL WORKSHOP

STATE OF WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

SHA State Highway Administration
Maryland Department of Transportation

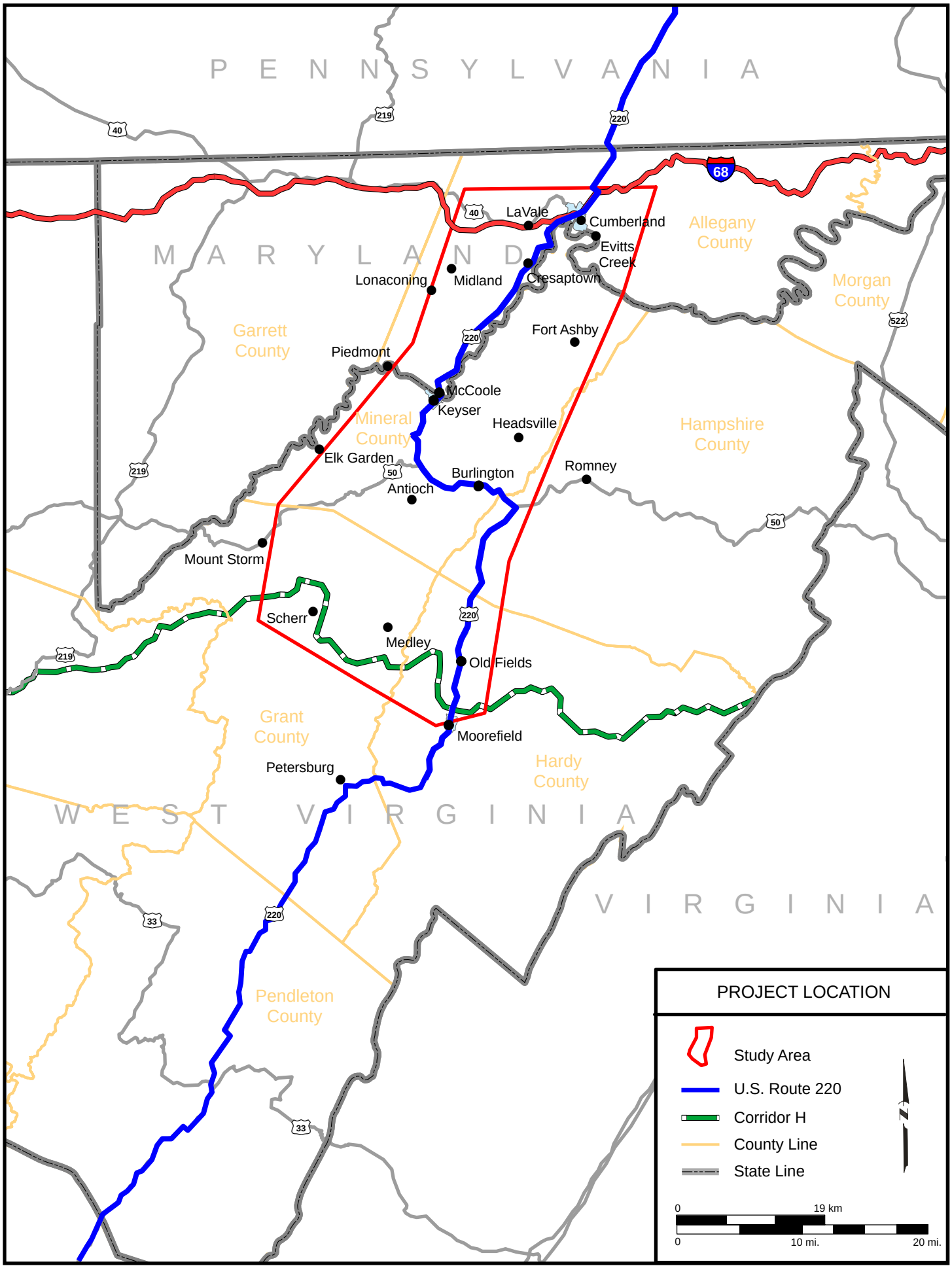
U.S. ROUTE 220 TIER ONE ENVIRONMENTAL IMPACT STATEMENT

- The project is a joint endeavor of the Maryland State Highway Administration (MDSHA) and the West Virginia Division of Highways (WVDOH), in conjunction with the Federal Highway Administration (FHWA).

- The purpose of today's meeting is to present information on the project's purpose and need, and the corridors recommended to be retained for further analysis, and gather comments from the public on the corridors to be studied in more detail at the next phase of the project.

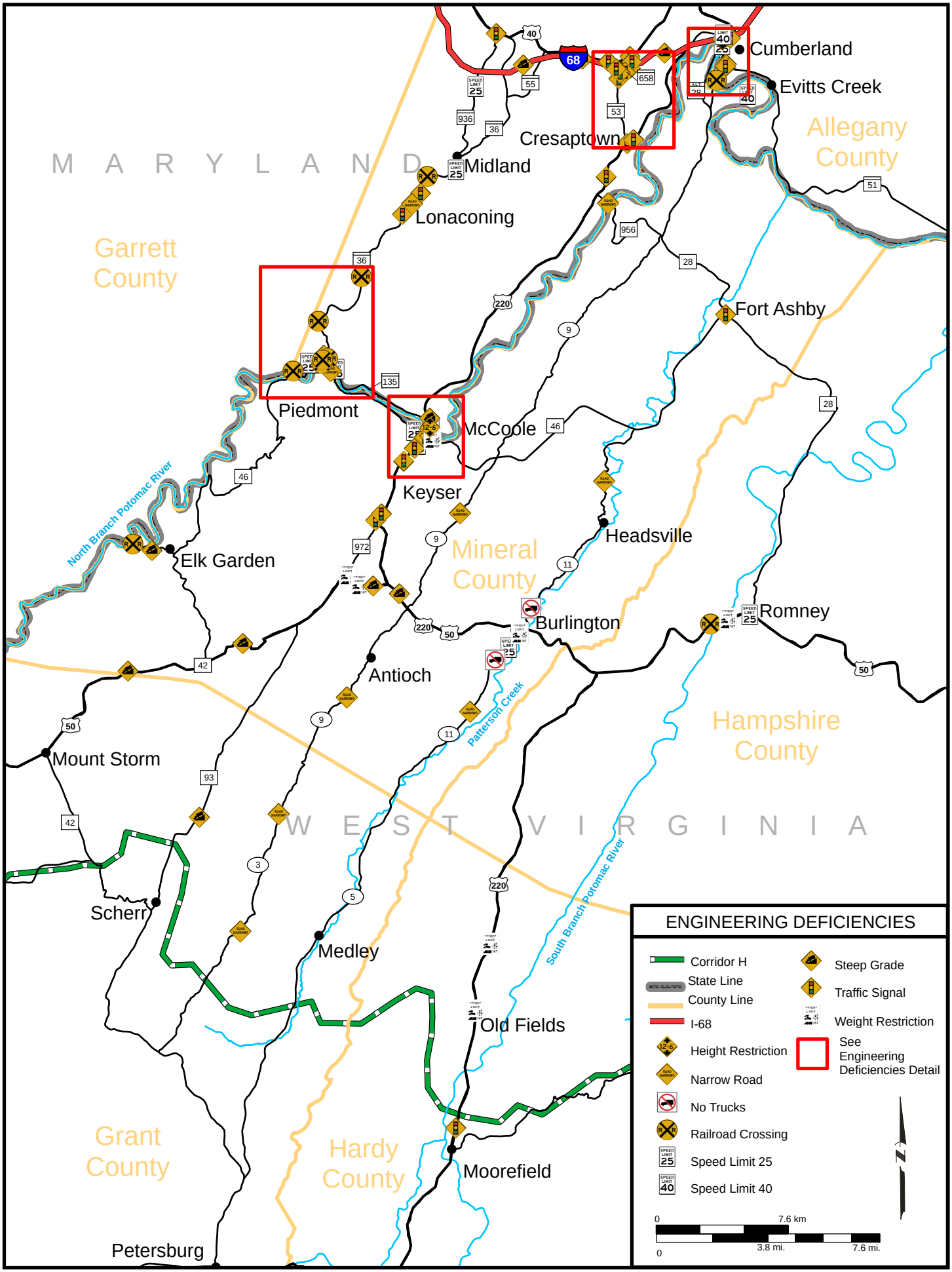
- Today's meeting will be held in an open-house/workshop format. Displays will provide background information on the project.

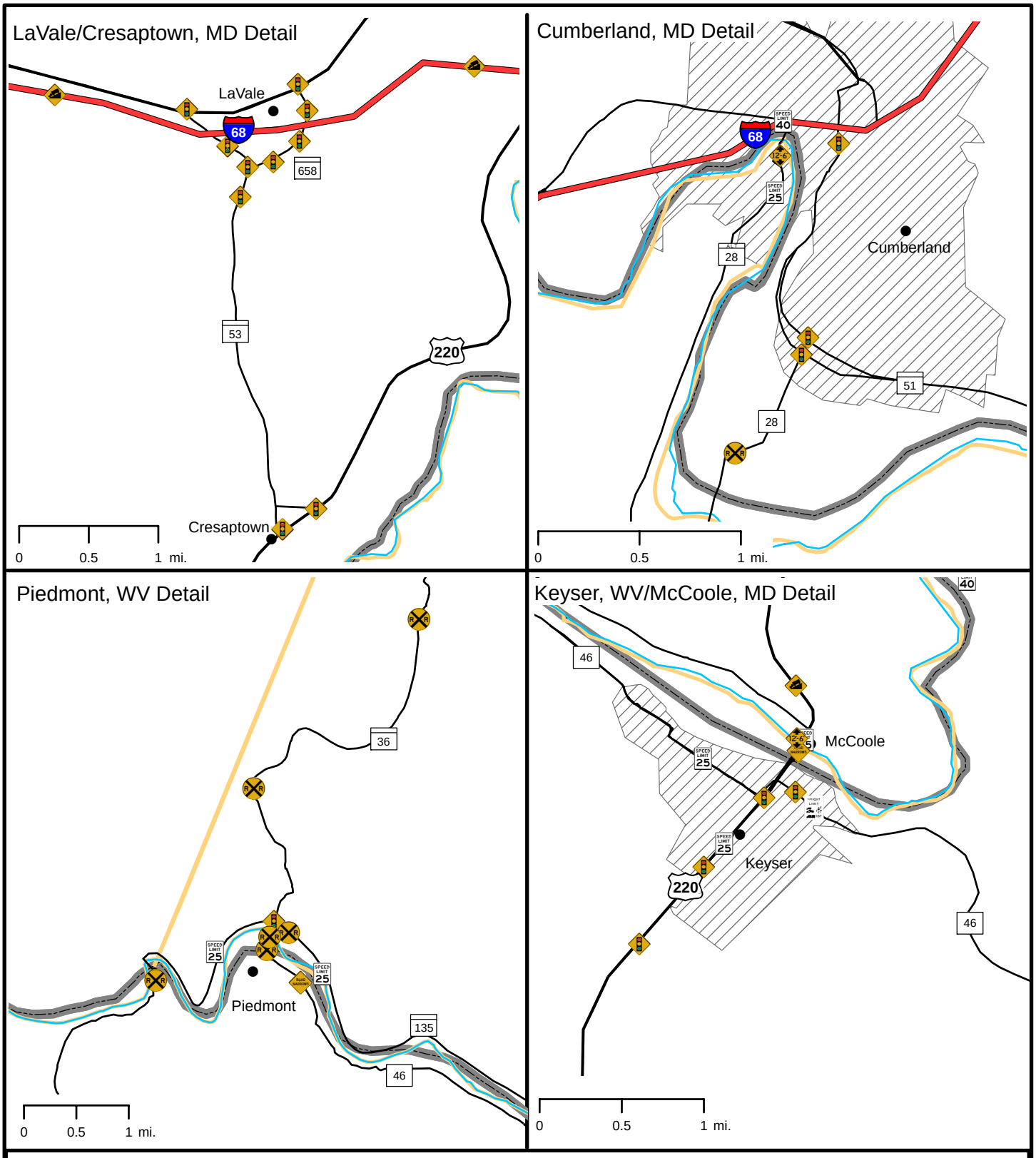
- There will be no formal presentations, but staff members of the MDSHA and WVDOH are on-hand to answer your questions and hear your concerns.


PENNSYLVANIA
MARYLAND
WEST VIRGINIA
VIRGINIA
Allegany County
Morgan County
Garrett County
Mineral County
Hampshire County
Grant County
Hardy County
Pendleton County
LaVale
Cumberland
Evitts Creek
Cresaptown
Midland
Lonaconing
Fort Ashby
Piedmont
McCoole
Keyser
Headsville
Elk Garden
Burlington
Romney
Antioch
Mount Storm
Scherr
Medley
Old Fields
Moorefield
Petersburg
68
40
219
220
50
522
33
PROJECT LOCATION
Study Area
U.S. Route 220
Corridor H
County Line
State Line
0
19 km
0
10 mi.
20 mi.

PURPOSE AND NEED FOR THE PROJECT

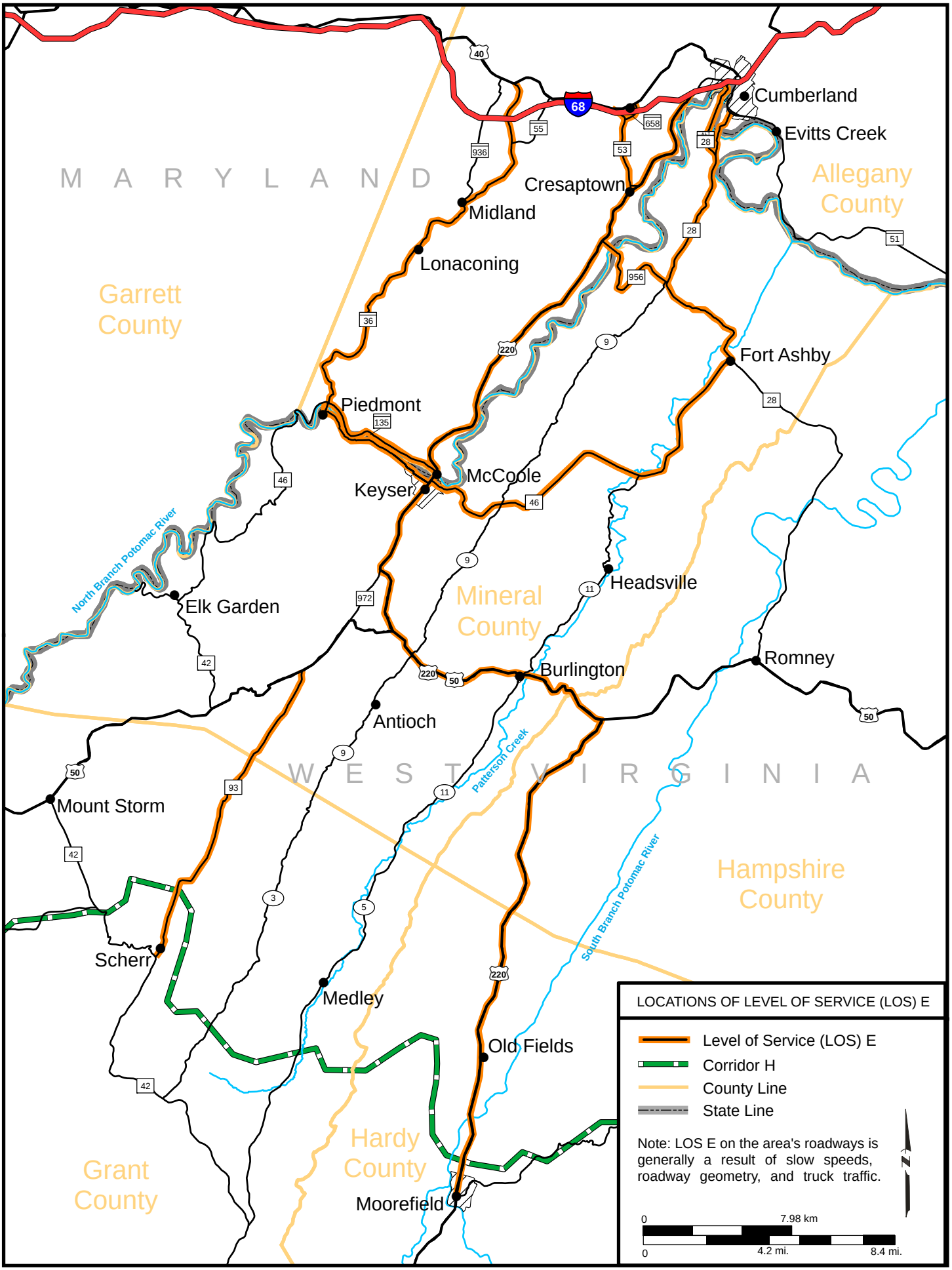
- Current transportation deficiencies limit regional mobility.
- The project area has inadequate roadway capacity.
- There are safety deficiencies on some of the area's roadways.
- There is a need to support economic development efforts in the area.
- Additional system linkage is needed to complete the regional road network.

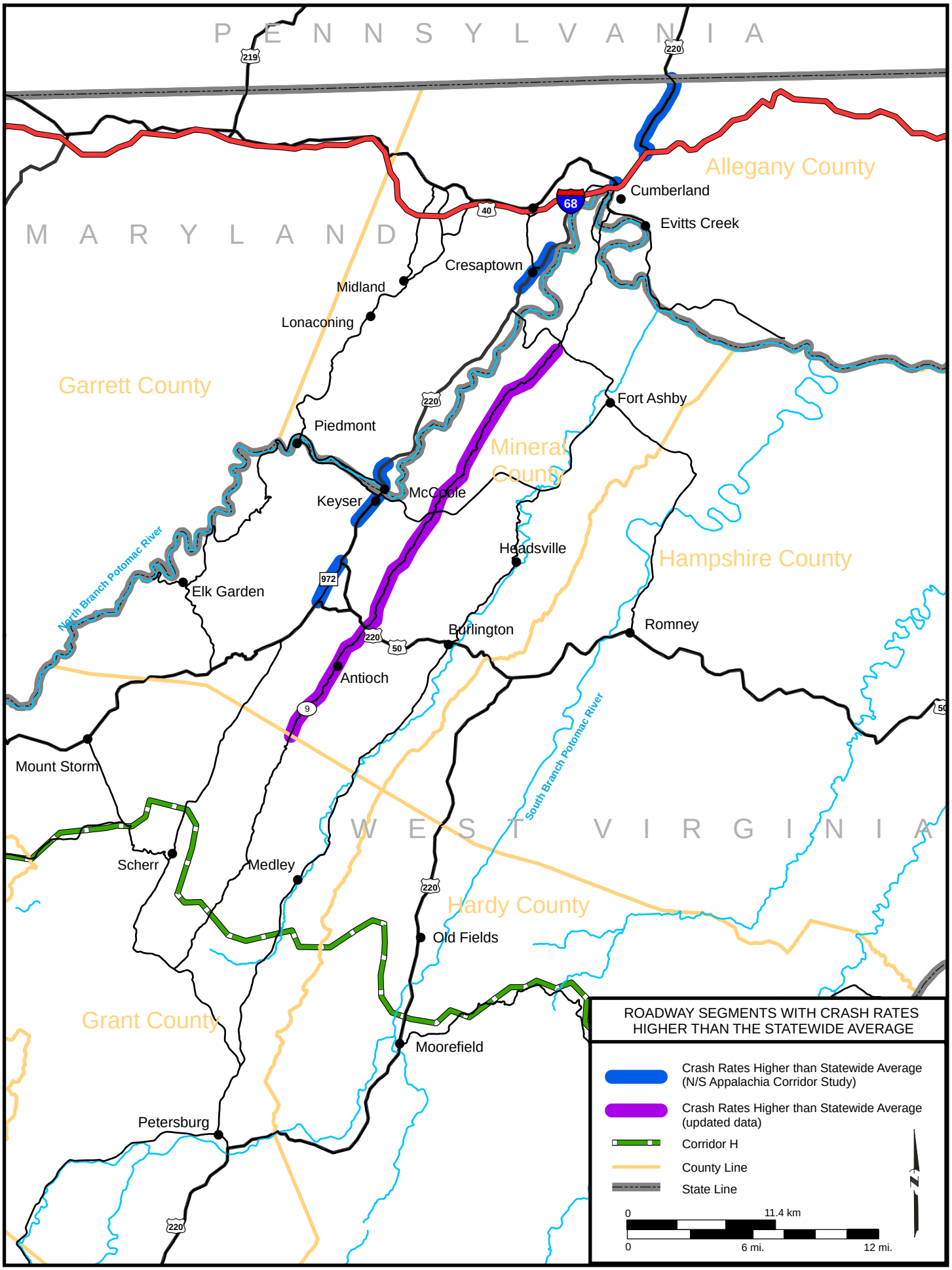

Cumberland
Evitts Creek
Allegany County
Cresaptown
Midland
Lonaconing
M A R Y L A N D
Garrett County
Fort Ashby
Piedmont
McCoole
Keyser
North Branch Potomac River
Elk Garden
Mineral County
Headsville
Burlington
Romney
Antioch
Patterson Creek
Hampshire County
Mount Storm
W E S T V I R G I N A
Scherr
Medley
South Branch Potomac River
Old Fields
Grant County
Hardy County
Moorefield
Petersburg
ENGINEERING DEFICIENCIES
Corridor H
State Line
County Line
I-68
Height Restriction
Narrow Road
No Trucks
Railroad Crossing
Speed Limit 25
Speed Limit 40
Steep Grade
Traffic Signal
Weight Restriction
See Engineering Deficiencies Detail
0
7.6 km
3.8 mi.
7.6 mi.

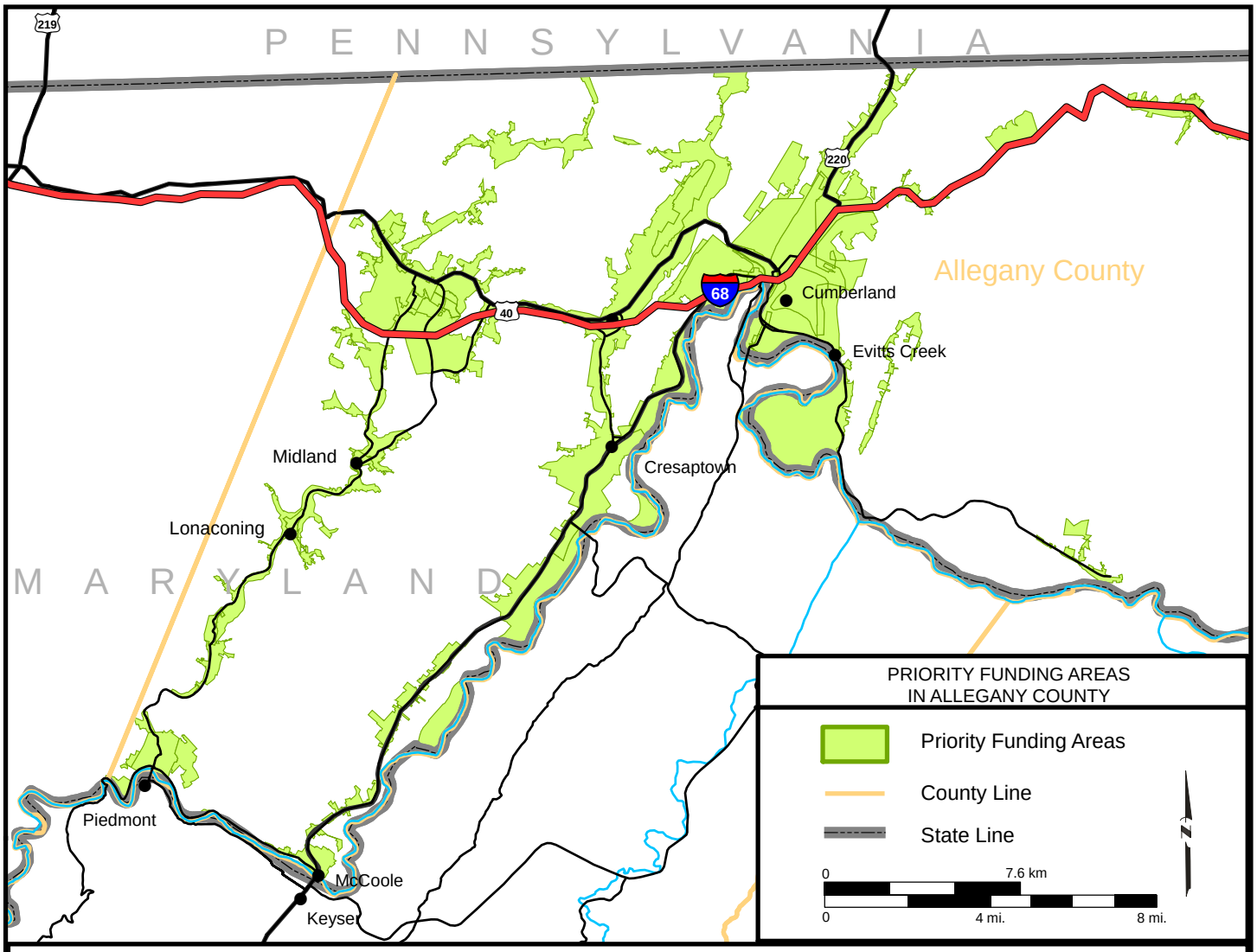


ENGINEERING DEFICIENCIES DETAIL

- Height Restriction
- Narrow Road
- No Trucks
- Railroad Crossing
- Speed Limit 25
- Speed Limit 40
- Steep Grade
- Traffic Signal
- Weight Restriction
- City Limits
- County Line
- State Line


MARYLAND
WEST VIRGINIA
Cumberland
Evitts Creek
Allegany County
Cresaptown
Midland
Lonaconing
Garrett County
Fort Ashby
Piedmont
McCoole
Keyser
North Branch Potomac River
Elk Garden
Mineral County
Headsville
Romney
Burlington
Antioch
Patterson Creek
Mount Storm
South Branch Potomac River
Hampshire County
Scherr
Medley
Old Fields
Hardy County
Grant County
Moorefield
LOCATIONS OF LEVEL OF SERVICE (LOS) E
Level of Service (LOS) E
Corridor H
County Line
State Line
Note: LOS E on the area's roadways is generally a result of slow speeds, roadway geometry, and truck traffic.
0
7.98 km
0
4.2 mi.
8.4 mi.


PENNSYLVANIA
MARYLAND
WEST VIRGINIA
Allegany County
Garrett County
Mineral County
Hampshire County
Hardy County
Grant County
Cumberland
Evitts Creek
Cresaptown
Midland
Lonaconing
Fort Ashby
Piedmont
Keyser
McCoole
Headsville
Elk Garden
Burlington
Romney
Antioch
Mount Storm
Scherr
Medley
Old Fields
Moorefield
Petersburg
North Branch Potomac River
South Branch Potomac River
219
220
40
68
972
50
9
ROADWAY SEGMENTS WITH CRASH RATES HIGHER THAN THE STATEWIDE AVERAGE
Crash Rates Higher than Statewide Average (N/S Appalachia Corridor Study)
Crash Rates Higher than Statewide Average (updated data)
Corridor H
County Line
State Line
0
11.4 km
0
6 mi.
12 mi.
N



PRIORITY FUNDING AREAS AND SMART GROWTH

- Smart Growth supports established communities and locally designated growth areas while protecting rural areas and limiting sprawl.
- Priority Funding Areas are Smart Growth communities and areas identified by Maryland's *Priority Funding Areas Act* and local governments.
- Priority Funding Areas provide a geographic focus for growth-related infrastructure, encourage state investment, and support economic development and future growth.

TRAFFIC AND LEVEL OF SERVICE INFORMATION FOR THE HIGHWAY NETWORK

Route	Segment	Current AADT	20-year Growth	2025 AADT	2025 LOS
US 220	Moorefield to Junction	3,800	1.4844	5,600	E
	Junction to New Creek	4,700	1.4844	7,000	E
	New Creek to MD/WV	4,400	1.4844	6,500	E
	MD/WV to MD 53	10,125	2.0	12,400	F
	MD 53 to I-68	14,125	2.0	20,200	F
MD 36	Westernport to Frostburg	8,150	2.0	11,650	F
MD 135	Westernport to Keyser	6,975	2.0	9,950	E
WV 46	Westernport to Keyser	2,000	1.6447	3,300	E
WV 93	Scherr to New Creek	2,200	1.5405	3,400	E
WV 28	Ft. Ashby to WV 956	9,300	1.5813	14,700	E
WV 956	WV 28 to US 220	5,200	1.5405	8,000	E
WV 28	WV 956 to Cumberland	9,900	1.5813	15,700	E
WV 46	Ft. Ashby to Keyser	3,200	1.6447	5,300	E
MD 53	US 220 to I-68	14,575	2.0	20,800	E

PROJECTED RESIDUAL TRAFFIC
ON
U.S. ROUTE 220

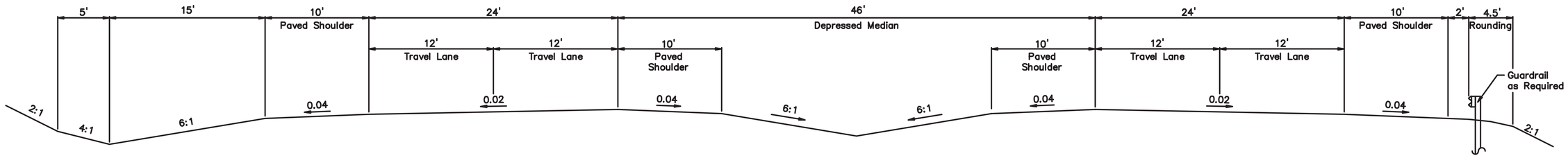
Transportation Scenario	Traffic Projection for Each Scenario		Residual Traffic on U.S. Route 220	
	Year 2005	Year 2025	Year 2005	Year 2025
A	6,100-9,000	9,100-12,900	3,600-7,000	6,100-8,500
B	8,000-15,500	11,900-21,100	Primarily Local	Primarily Local
C	5,600-12,000	8,300-18,500	2,400-4,500	6,100-6,100
D	9,200-15,500	13,700-21,100	Primarily Local	Primarily Local
E	5,200-11,200	7,700-17,600	3,900-5,200	6,100-6,300

EXPECTED JOB GROWTH
BY
INDUSTRIAL SECTOR

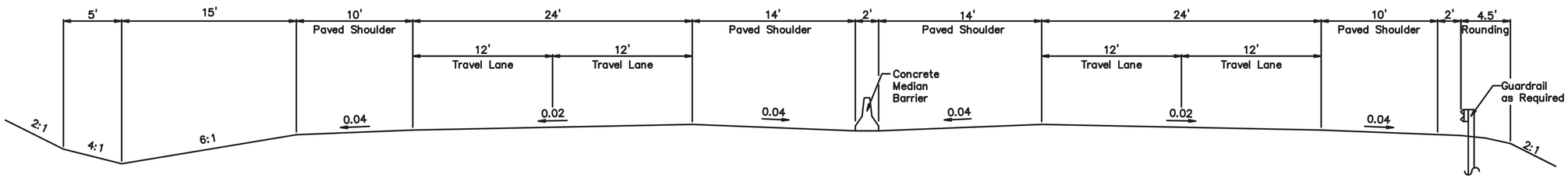
Industrial Sector	Expected New Jobs	Percentage of Total New Growth
Agriculture	90	1.1
Construction	660	8.1
Manufacturing	690	8.4
Transportation & Utilities	580	7.0
Trade, Wholesale & Retail	1,880	22.8
FIRE (fire, insurance, and real estate) & Service	4,330	52.6
Total:	**8,230**	**100**

Source: North South Appalachia Corridor Feasibility Study/July 2001

MARYLAND STATE HIGHWAY ADMINISTRATION TYPICAL SECTION

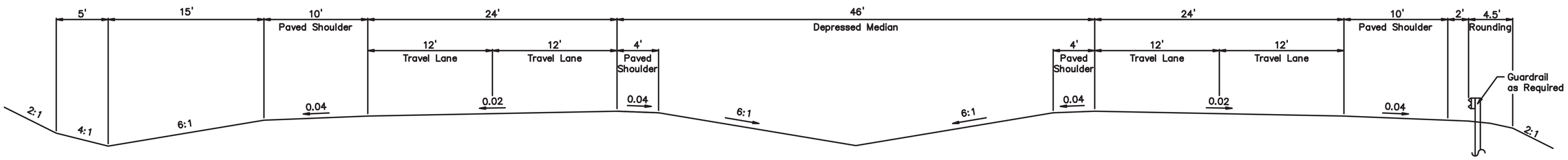


NORMAL SECTION

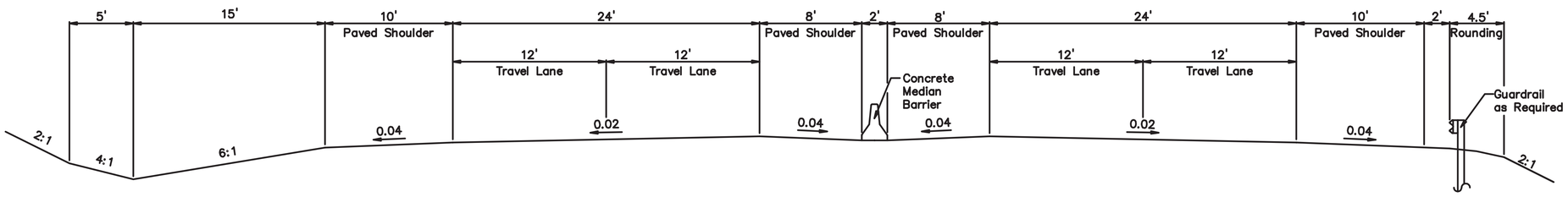


ALTERNATE SECTION

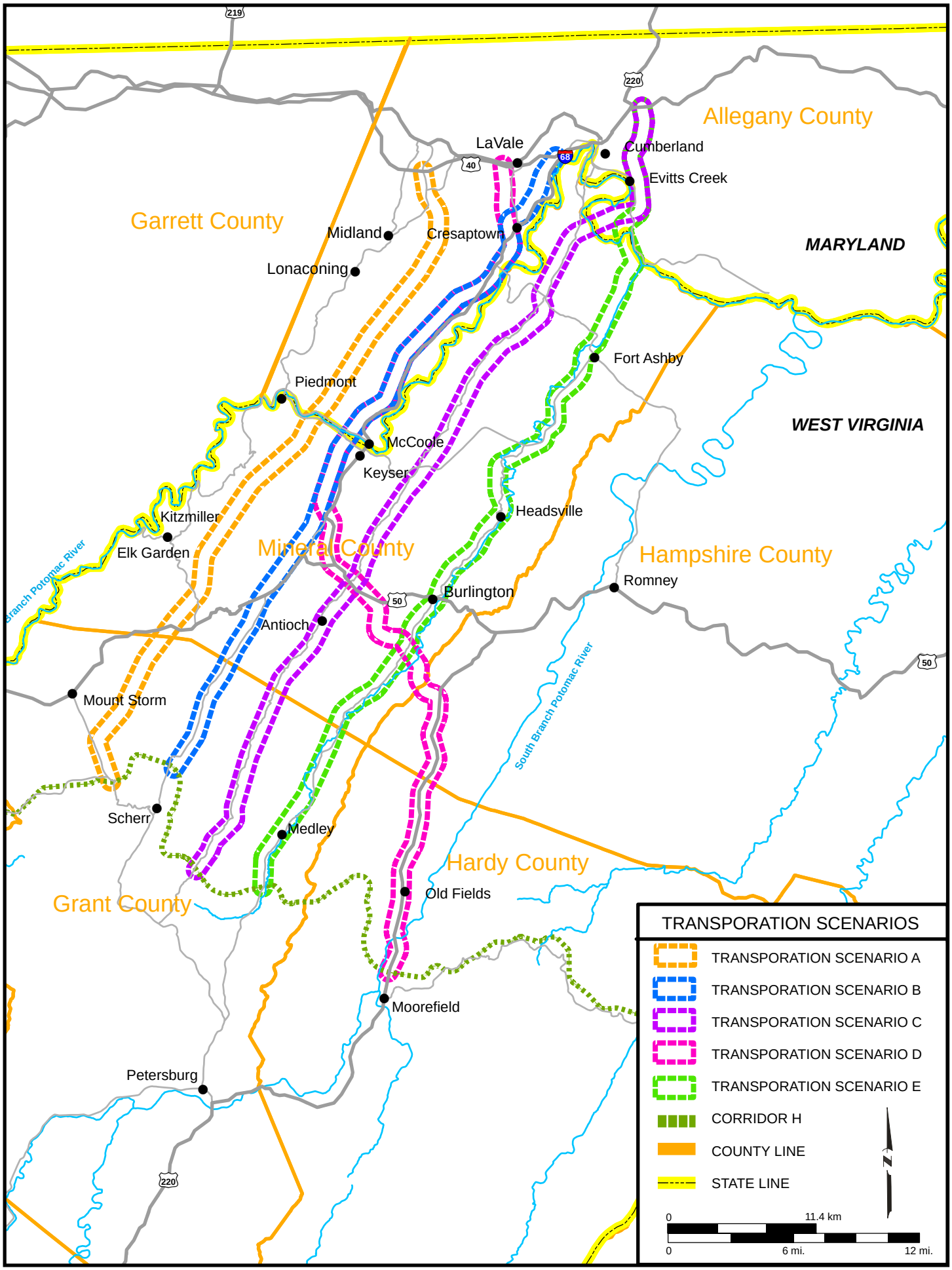
WEST VIRGINIA DIVISION OF HIGHWAYS TYPICAL SECTION

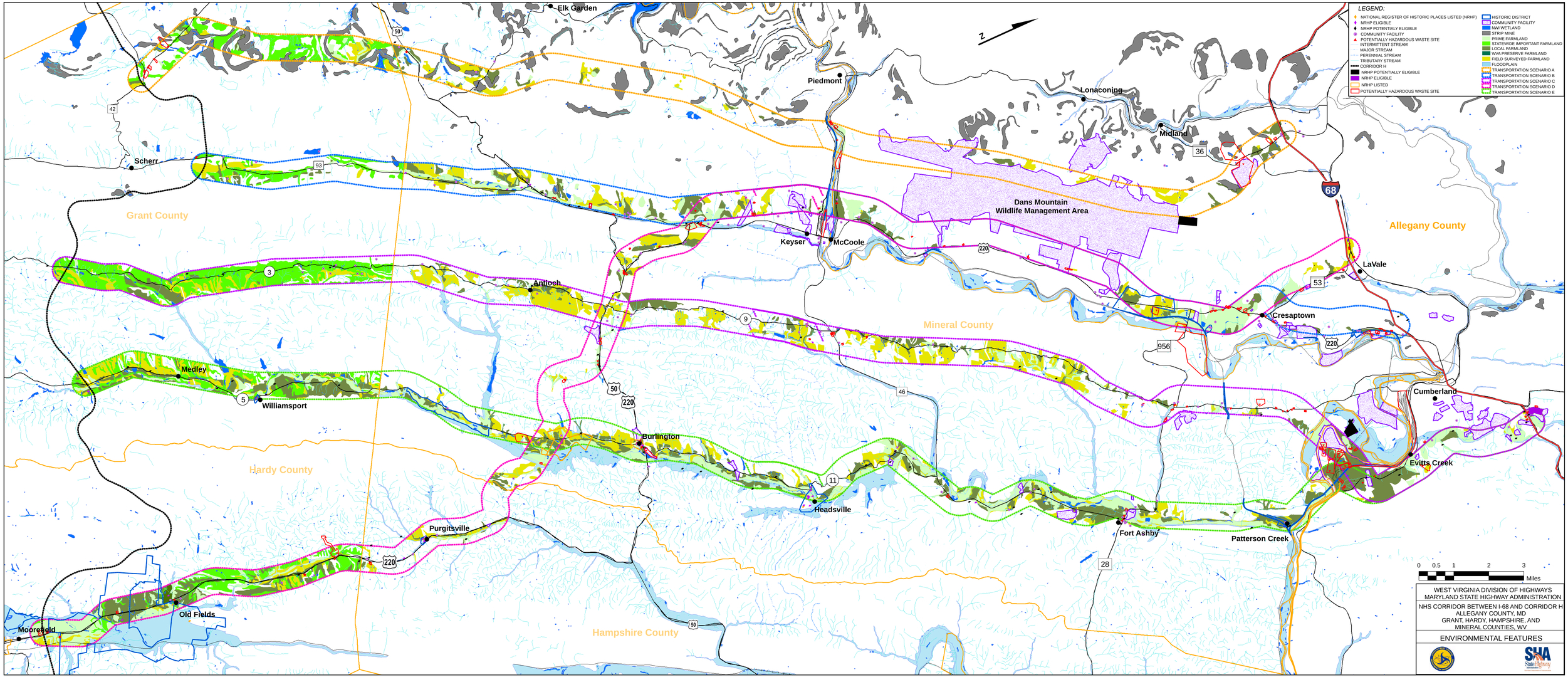


NORMAL SECTION



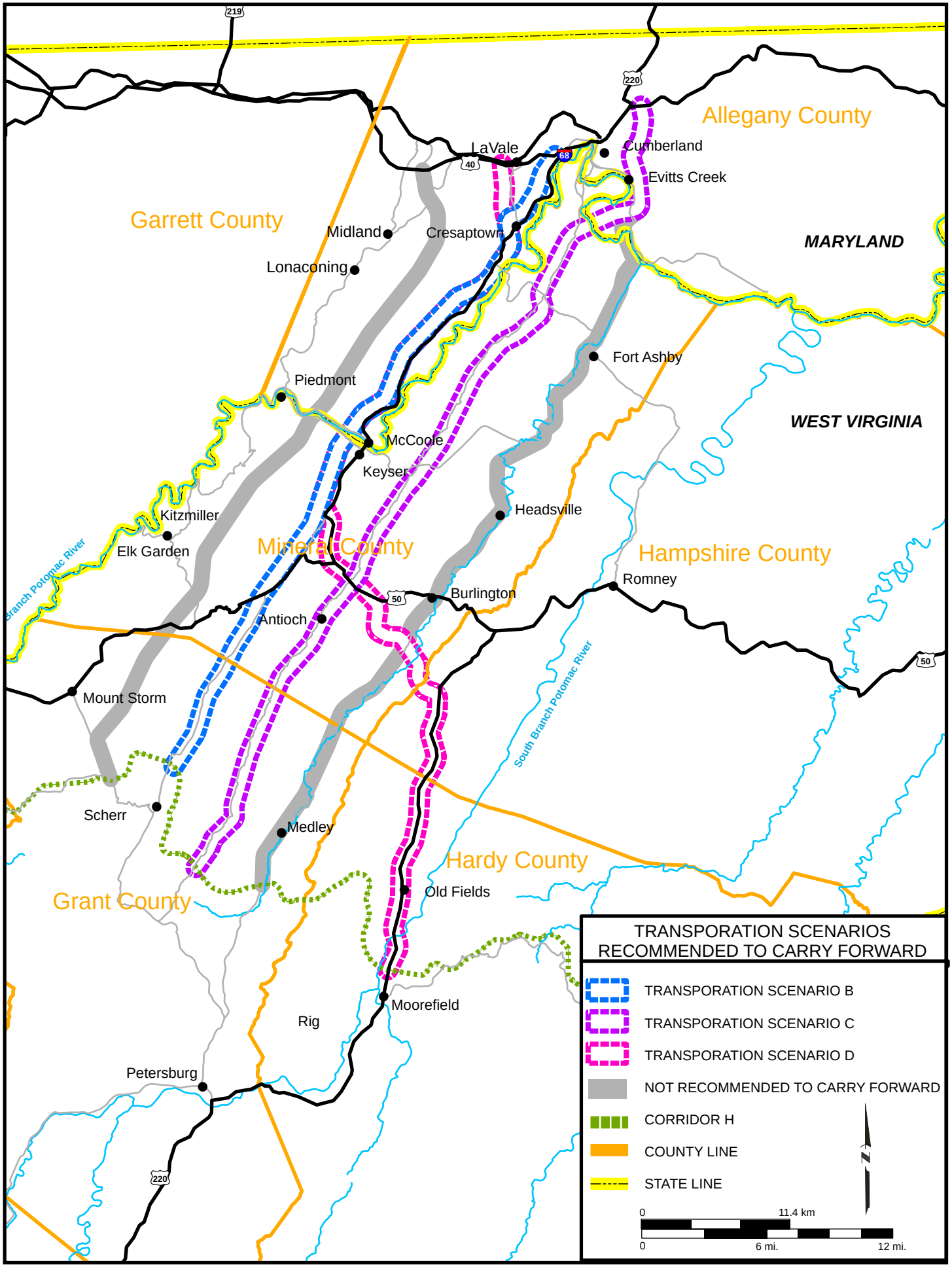
ALTERNATE SECTION


Allegany County
Garrett County
Mineral County
Hampshire County
Hardy County
Grant County
MARYLAND
WEST VIRGINIA
LaVale
Cumberland
Evitts Creek
Midland
Cresaptown
Lonaconing
Fort Ashby
Piedmont
McCoole
Keyser
Headsville
Kitzmiller
Elk Garden
Romney
Burlington
Antioch
Mount Storm
Scherr
Medley
Old Fields
Moorefield
Petersburg
South Branch Potomac River
Branch Potomac River
219
220
40
68
50
TRANSPORATION SCENARIOS
TRANSPORATION SCENARIO A
TRANSPORATION SCENARIO B
TRANSPORATION SCENARIO C
TRANSPORATION SCENARIO D
TRANSPORATION SCENARIO E
CORRIDOR H
COUNTY LINE
STATE LINE
N
0
11.4 km
0
6 mi.
12 mi.


LEGEND:
NATIONAL REGISTER OF HISTORIC PLACES LISTED (NRHP)
NRHP ELIGIBLE
NRHP POTENTIALY ELIGIBLE
COMMUNITY FACILITY
POTENTIALLY HAZARDOUS WASTE SITE
INTERMITTENT STREAM
MAJOR STREAM
PERENNIAL STREAM
TRIBUTARY STREAM
CORRIDOR H
NRHP POTENTIALLY ELIGIBLE
NRHP ELIGIBLE
NRHP LISTED
POTENTIALLY HAZARDOUS WASTE SITE
HISTORIC DISTRICT
COMMUNITY FACILITY
NWI WETLAND
STRIP MINE
PRIME FARMLAND
STATEWIDE IMPORTANT FARMLAND
LOCAL FARMLAND
WVA PRESERVE FARMLAND
FIELD SURVEYED FARMLAND
FLOODPLAIN
TRANSPORTATION SCENARIO A
TRANSPORTATION SCENARIO B
TRANSPORTATION SCENARIO C
TRANSPORTATION SCENARIO D
TRANSPORTATION SCENARIO E
N
Elk Garden
Piedmont
Lonaconing
Midland
Scherr
Grant County
Dans Mountain
Wildlife Management Area
Allegany County
Keyser
McCoole
Antioch
LaVale
Cresaptown
Mineral County
Medley
Williamsport
Cumberland
Burlington
Hardy County
Evitts Creek
Headsville
Purgitsville
Fort Ashby
Patterson Creek
Old Fields
Moorefield
Hampshire County
0 0.5 1 2 3
Miles
WEST VIRGINIA DIVISION OF HIGHWAYS
MARYLAND STATE HIGHWAY ADMINISTRATION
NHS CORRIDOR BETWEEN I-68 AND CORRIDOR H
ALLEGANY COUNTY, MD
GRANT, HARDY, HAMPSHIRE, AND
MINERAL COUNTIES, WV
ENVIRONMENTAL FEATURES

PRELIMINARY ENVIRONMENTAL IMPACTS

Environmental Feature	Transportation Scenario				
	A	B	C	D	E
Aquatic Resources					
Wetlands					
Acreage	147	118	152	143	306
Number	123	117	255	211	277
Streams					
Perennial					
--linear feet	198292	246322	269902	326380	564359
--number	74	150	199	198	362
Intermittent					
--linear feet	24065	53917	60932	122423	70793
--number	19	33	55	84	55
Floodplains					
Acreage	44	775	719	2244	5395
Potential Transverse Encroachments	1	3	3	9	9
Land Cover *(Acreage)*					
Built-Up Land	823	4427	3483	4439	2082
Agricultural Lands	1403	2953	6489	5487	8667
Forests	13016	9890	11130	11409	9921
Rangeland	1291	127	644	720	586
Mixed Forests and Rangeland	193	0	53	91	154
Potentially Hazardous Waste *(Sites)*	17	43	42	55	28
Community Facilities *(Sites)*					
Parks & Recreation *(Public Ownership)*	2	6	7	4	11
Government Buildings	1	3	3	4	3
Cemeteries	1	9	18	14	12
Schools	0	8	2	7	4
Churches	2	18	19	20	13
Emergency Management/Major Health Care Facility	0	4	3	0	3
Other Public Facilities	2	6	4	1	8
Agricultural Resources					
Farmlands *(Acreage)*	1403	2953	6489	5486	8667
Agricultural Preservation Districts	0	0	1	0	0
Agricultural Preservation Easements	0	0	0	67	0
Cultural Resources					
Historic Resources					
NRHP Sites	0	0	5	9	10
NRHP Eligible Sites	0	4	5	14	16
Potential NRHP Eligible Sites	4	29	29	31	51
Archaeological Resources *(Acreage)*					
Post-Contact Features					
- -Low Potential	2033	3812	4791	5443	5609
- -Moderate Potential	1018	679	1114	1029	1080
- - High Potential	19	213	441	618	582
Prehistoric Features					
- - Low Potential	12834	8368	13961	13895	12820
- - Moderate Potential	3118	3968	1353	1229	417
- - High Potential	1139	5125	6533	7091	8594
Potential Section 4(f) Resources *(Sites)*					
Parks & Recreation	2	2	3	2	7
NRHP Sites	0	0	5	9	10
NRHP Eligible Sites	0	4	5	14	16
Socioeconomic Resources					
Residential *(Acreage)*	253	2591	2369	2623	1002
Mixed Built-up Land *(Acreage)*	243	1253	86	858	115
Commercial/Industrial *(Acreage)*	58	172	456	343	440
Industrial Parks *(Sites)*	0	1	0	0	1
Business Locations *(Sites)*	4	153	101	163	42
Employees (Based on Dun & Bradstreet Data)	25	1215	1258	1813	355


Allegany County
Garrett County
Mineral County
Hampshire County
Hardy County
Grant County
MARYLAND
WEST VIRGINIA
LaVale
Cumberland
Evitts Creek
Midland
Cresaptown
Lonaconing
Fort Ashby
Piedmont
McCoole
Keyser
Headsville
Kitzmiller
Elk Garden
Romney
Burlington
Antioch
Mount Storm
Scherr
Medley
Old Fields
Moorefield
Rig
Petersburg
South Branch Potomac River
219
220
40
68
50
TRANSPORATION SCENARIOS RECOMMENDED TO CARRY FORWARD
TRANSPORATION SCENARIO B
TRANSPORATION SCENARIO C
TRANSPORATION SCENARIO D
NOT RECOMMENDED TO CARRY FORWARD
CORRIDOR H
COUNTY LINE
STATE LINE
N
0
11.4 km
0
6 mi.
12 mi.

THE TIERED DEIS PROCESS

- Allows the National Environmental Policy Act (NEPA) and transportation planning processes to be combined with a consolidated approach.

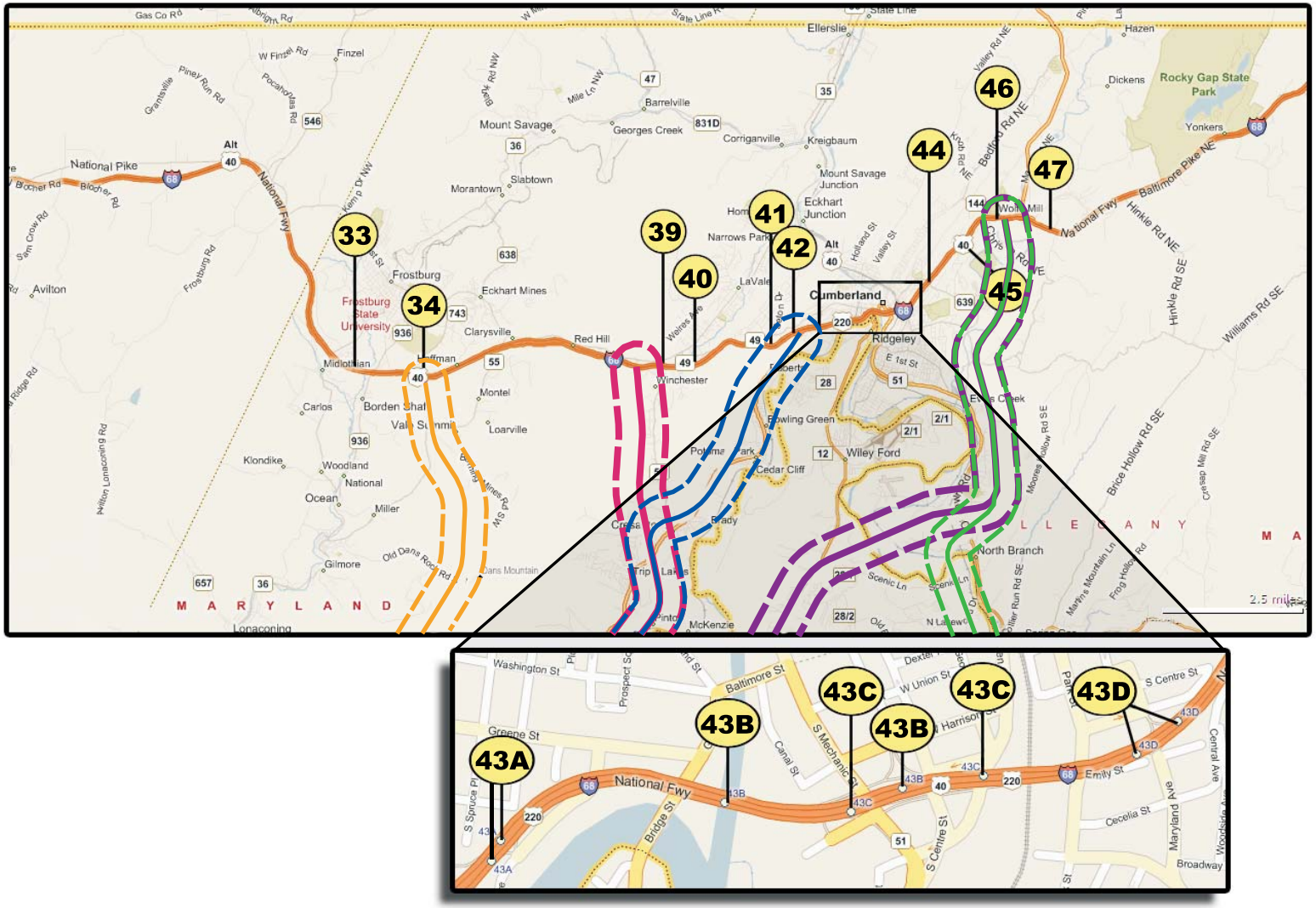
- Evaluates generalized corridors at a planning level of detail.

- Allows the purpose and need for the project and the proposed corridors to be refined as the project progresses.

- Incorporates the consideration of major environmental factors into the planning process at a very early stage.

- Leads to the identification of one corridor with the potential to have the fewest environmental impacts.

- More detailed alternatives of candidate transportation improvements will be developed within the selected corridor during the next tier (Tier Two).



INTERCHANGE LOCATIONS ON I-68

- TRANSPORTATION SCENARIO A
- TRANSPORTATION SCENARIO B
- TRANSPORTATION SCENARIO C
- TRANSPORTATION SCENARIO D
- TRANSPORTATION SCENARIO E
- 33 INTERCHANGE NUMBER