

PUBLIC HEARING TRANSCRIPT

US 220

TIER ONE PLANNING STUDY

PRESENTATION & PUBLIC TESTIMONY

TUESDAY, SEPTMEBER 14, 2011

ALLEGANY COUNTY

1 MARYLAND DEPARTMENT OF TRANSPORTATION
2
3 STATE HIGHWAY ADMINISTRATION
4

5
6
7 US 220
8

9 TIER ONE PLANNING STUDY
10

11 PUBLIC HEARING
12

13 WEDNESDAY, SEPTEMBER 14, 2011
14

15 7:00 p.m.
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19 Bel Air Elementary School - Cafeteria and Gymnasium
20

21 14401 Barton Boulevard
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23 Cumberland, MD 21502

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1 MR. ANTHONY CRAWFORD:
 2 Good evening, ladies and gentlemen. I
 3 am Mr. Anthony Crawford, the District Engineer
 4 for the Maryland State Highway Administration
 5 for District 6, which includes Allegany,
 6 Garrett and Washington Counties. I consider
 7 the best part of Maryland... Did I hear a
 8 clap?
 9 I will be the Hearing Officer for this
 10 evening. Tonight's hearing is being held
 11 jointly by the Maryland State Highway
 12 Administration, the West Virginia Division of
 13 Highways and the Federal Highway
 14 Administration.
 15 On behalf of these agencies, I would
 16 like to welcome you to this public hearing for
 17 the Tier One Planning Study for the US 220
 18 Corridor from I-68 in Maryland south to
 19 Corridor H in West Virginia.
 20 The purpose of this hearing is to
 21 acquaint you with the project and provide you
 22 an opportunity for all interested persons to
 23 present their views on the preliminary

1 a District 6 Real Property Manager for State
 2 Highway Administration. We've got Troy Parham,
 3 the Equal Opportunity Officer for State
 4 Highway. And we've got Ben Hark, the
 5 Environmental Section of the Engineering
 6 Division for the West Virginia Division of
 7 Highways.
 8 To contact members of the Project
 9 Team, please refer to the brochure. The
 10 project team is available tonight, to answer
 11 questions or provide information to individuals
 12 or groups which will occur once we're done with
 13 this hearing process.
 14 At this time I would like to take time
 15 to invite all the elected officials that are
 16 here to stand and announce who you are and be
 17 recognized. So the mayor can start off first,
 18 please.
 19 (ACKNOWLEDGMENT OF ELECTED OFFICIALS)
 20 MAYOR BRIAN GRIM:
 21 Mayor Brian Grim, City of Cumberland.
 22 COMMISSIONER MICHAEL McKAY:
 23 Commissioner Michael McKay, President

1 engineering and environmental studies that have
 2 been completed for the Corridors currently
 3 under consideration.
 4 Please direct your attention to the
 5 project brochure that have been prepared for
 6 your information. If you have not yet
 7 received a brochure, copies are available from
 8 the receptionist.
 9 The brochure summarizes information
 10 related to this project and includes
 11 descriptions of the proposed Corridors and an
 12 Environmental Summary. Please review the
 13 brochure to aid your understanding for
 14 tonight's presentation.
 15 I will now introduce representatives
 16 from the Maryland State Highway Administration
 17 and West Virginia Division of Highways who will
 18 participate in this evening's hearing.
 19 We've got William Carver, the
 20 Assistant Project Manager from State Highway
 21 Administration. We've got Anne Elrays, the
 22 Environmental Manager from State Highway
 23 Administration. We've got Roxy Harden. She's

1 of the Allegany County Commissioners.
 2 COMMISSIONER WILLIAM VALENTINE:
 3 Commissioner William Valentine,
 4 Allegany County Commissioner.
 5 COMMISSIONER CREADE BRODIE:
 6 Creade Brodie, Allegany County
 7 Commissioner.
 8 (The remaining Elected Officials that
 9 stood were not able to be heard on the
 10 recording).
 11 MR. ANTHONY CRAWFORD:
 12 Is that everybody? I don't believe we
 13 have anybody from Delegate Kelly or Senator
 14 Edwards. Thank you.
 15 To notify individuals of tonight's
 16 hearing and encourage their participation, the
 17 Maryland State Highway Administration and the
 18 West Virginia Division of Highways published a
 19 formal notice in the newspaper listed in the
 20 brochure and distributed the brochures to
 21 persons on the project mailing list.
 22 Interested groups and individuals who
 23 are not already on the mailing list are

1 encouraged to submit their names to our
2 receptionist.
3 This list will be used to notify you
4 of any subsequent public involvement and to
5 distribute project information.
6 This evening's proceedings will be
7 recorded. The official transcript of the
8 public hearing will become part of the project
9 record. Written comments and materials for
10 inclusion in the transcript will be accepted
11 until October 14th of 2011.
12 However, comments may still be
13 submitted after this date for consideration in
14 the decision-making process. Within
15 approximately 8 weeks of the hearing, from now,
16 the transcripts will be made available at the
17 government offices and libraries listed for
18 public review and copying.
19 To confirm the availability of the
20 transcript, please contact Mr. Carver or Mr.
21 Hark as listed in the project brochure.
22 The state's overall project
23 development process consists of four distinct

1 This process leads to the
2 identification of a corridor with the potential
3 to have a fewest environmental and community
4 impacts. Again, once funding for Tier Two is
5 programmed, a more detailed analysis of
6 alternatives and their impacts within the
7 selected corridor will be conducted.
8 This project is consistent with the
9 planning goals and objectives at the federal,
10 state and local government levels. At the
11 federal level this project is consistent with
12 the Appalachian Development Highway System and
13 the National Highway System.
14 At the state level, improvements to US
15 220 are included in the West Virginia Statewide
16 Transportation Improvement Plan and the
17 Maryland Highway Needs Inventory. This project
18 is also included in the regional plans prepared
19 by the Region 8 Planning and Development
20 Council in West Virginia.
21 In Maryland the US 220 Tier One
22 Planning Study is consistent with the
23 Cumberland Area Metropolitan Planning

1 phases: Project Planning, Engineering or Final
2 Design, Right-of-Way Acquisition, and then
3 Construction.
4 Project planning for this project is
5 being conducted in two stages: Tier One and
6 Tier Two. This is a Tier One Study which looks
7 at a number of four-thousand-foot wide
8 corridors to see which would provide the best
9 general location for a new or improved roadway.
10 The next stage -- Tier Two -- goes
11 into more detail and selects a specific roadway
12 alignment within the corridor selected during
13 this Tier One process.
14 It is important to note that we are
15 funded only for Tier One and that is our focus
16 tonight. No decision has been made on when --
17 or if -- Tier Two might start.
18 During Tier One Project Planning, the
19 general location, general design features and
20 potential environmental impacts within each
21 corridor are identified. The findings are
22 coordinated with other state and federal
23 agencies and presented to the public.

1 Organization. Locally, major transportation
2 improvements are recommended in the
3 Comprehensive Plans for Hardy, Hampshire and
4 Mineral Counties in West Virginia and in
5 Allegany County in Maryland.
6 William Carver and Ben Hark will now
7 describe the US 220 Tier One Planning Study and
8 the corridors that are being considered. Bill?
9 MR. WILLIAM CARVER:
10 Thank you, Tony. The purpose of the
11 US 220 Tier One Project Planning Study is to
12 develop an improved transportation corridor
13 connecting I-68 and Corridor H. Improvements
14 within the US 220 Corridor will provide an
15 upgraded north/south transportation system.
16 The new corridor will support efforts
17 to increase mobility and regional commerce for
18 residents, businesses and visitors. It will
19 also serve north-south interstate travel
20 movements and support economic development
21 throughout the Appalachian Region in Maryland,
22 West Virginia, Pennsylvania and Virginia.
23 US 220 is functionally classified in

1 both states as a principal arterial. Except
 2 for small sections of four-lane roadway on US
 3 220 and on Maryland 53 near Cumberland,
 4 existing US 220 is primarily a two-lane
 5 facility with 12-foot travel lanes with
 6 variable shorter widths. Turn lanes are
 7 provided at many, but not all, of the major
 8 intersections.
 9 Preliminary engineering analysis was
 10 completed to determine that a four-lane divided
 11 roadway can feasibly fit within each of the
 12 4,000-foot-wide study corridors.
 13 Ben Hark will now describe the
 14 corridors that are being considered. Ben?
 15 MR. BEN HARK:
 16 Thank you, Bill. The Project Team has
 17 identified Study Corridors that address the
 18 project need while minimizing impacts to the
 19 social, cultural and natural environment.
 20 There are four Study Corridors currently under
 21 consideration.
 22 They include the No-Build and Study
 23 Corridors B, C and D. After evaluating the

1 the state line.
 2 Entering Mineral County, West
 3 Virginia, Corridor B is west of Keyser and
 4 continues to parallel the west side of US 220.
 5 Corridor B then crosses the north branch of the
 6 Potomac River and WV 46.
 7 At the junction with WV 972, this
 8 corridor continues southwest along US 50, near
 9 Claysville. Corridor B begins to parallel WV
 10 93, entering Grant County and extends to
 11 Corridor H. The southern part of Corridor B
 12 serves low-density rural areas.
 13 Corridor C begins with an interchange
 14 along I-68 in Allegany County, Maryland east of
 15 Cumberland and ends with a connection to
 16 Corridor H in Grant County, West Virginia north
 17 of Maysville.
 18 Most of Corridor C's northern limits
 19 fall within congested areas, especially in the
 20 vicinity of Cumberland. Corridor C originates
 21 near Nave's Crossroads and extends south near
 22 the Allegany College of Maryland. Corridor C
 23 then turns west crossing MD 51 at Mexico Farms.

1 project's impacts and considering comments from
 2 the public and Environmental Review and
 3 regulatory agencies, the West Virginia Division
 4 of Highways and the Maryland State Highway
 5 Administration will choose a preferred
 6 corridor.
 7 The No-Build Alternate does not result
 8 in a new National Highway System Corridor
 9 between I-68 and Corridor H and does not meet
 10 the Project's purpose and need. The No-Build
 11 will be carried forward as a baseline of
 12 comparison with other Study Corridors.
 13 Corridor B begins with an interchange along
 14 I-68 in Allegany County, Maryland between
 15 LaVale and Cumberland and ends with a
 16 connection to Corridor H in Grant County, West
 17 Virginia, north of Scheer.
 18 Most of Corridor B's northern limits
 19 fall within congested areas, especially in the
 20 vicinity of Cresaptown, Maryland where it
 21 crosses MD 53. From this point, Corridor B
 22 parallels US 220 to the west and Dans Mountain
 23 to the east, and crosses MD 135 just prior to

1 Corridor C then crosses the north
 2 branch of the Potomac River into Mineral
 3 County, West Virginia where it parallels WV 28.
 4 Continuing southwest, Corridor C parallels
 5 Mineral County Route 9 -- or Knobley Road --
 6 west of Short Gap and east of Keyser. Crossing
 7 US 50/US 220 at Ridgeville and continuing
 8 southwest, Corridor C enters Grant County, West
 9 Virginia, paralleling Grant County Route 3 --
 10 also Knobley Road. It connects with Corridor H
 11 just north of Maysville. The southern part of
 12 Corridor C also serves low-density rural areas.
 13 Corridor D begins with an interchange
 14 near LaVale in Allegany County Maryland and
 15 ends with a connection to Corridor H in Hardy
 16 County, West Virginia, north of Moorefield.
 17 Most of the Corridors northern limits
 18 fall within congested areas, especially in the
 19 vicinity of LaVale. In the south, Corridor D
 20 serves low-density rural areas. Corridor D
 21 originates at I-68 and extends south for a
 22 short distance on the west side of MD 53. The
 23 Corridor then closely follows Corridor B

1 between Cresaptown and the US 50/US 220
2 Junction.
3 Entering Mineral County, West
4 Virginia, Corridor D runs west of Keyser and
5 continues to parallel US 220 on the western
6 side.
7 At the junction with WV 972, Corridor
8 D turns southeast following US 220. Corridor D
9 then turns south and crosses into Hardy County,
10 West Virginia, paralleling US 220 until it
11 connects with Corridor H north of Moorefield.
12 Two other corridors were studied but
13 were dropped from further consideration.
14 Corridors A and E were eliminated either
15 because it did not meet the Corridor's
16 transportation needs or it resulted in
17 extensive environmental impacts.
18 **NEXT STEPS**
19 Following this public hearing, the
20 Project Team will perform further analyses on
21 the Corridors to address comments received from
22 the agencies, local officials, and the public.
23 As a result of these analyses and comments

1 received, the Project Team will recommend a
2 preferred corridor to senior management of the
3 Maryland State Highway Administration and the
4 West Virginia Division of Highways.
5 These decisions will be documented in
6 the Tier One Final Environmental Impact
7 Statement approval and the Final Environmental
8 Impact Statement will be requested from the
9 Federal Highway Administration.
10 The Project Team will then request a
11 record decision approval from the Federal
12 Highway Administration. Anne Elrays will now
13 provide an environmental overview. Anne?
14 **ENVIRONMENTAL OVERVIEW**
15 **MS. ANNE ELRAYS:**
16 Thank you, Ben. Good evening, ladies
17 and gentlemen. An analysis of the corridors
18 retained for further study was performed to
19 identify the extent of environmental resources
20 within the study area. A quantitative
21 comparison of the resources located within each
22 corridor is included in the brochure.
23 I will highlight some of these

1 features. Priority funding areas -- or P-F-A's
2 -- are locations in which Maryland and local
3 governments target efforts to encourage and
4 support economic development and new growth
5 in accordance with Maryland's 1997 Smart Growth
6 and Priority Funding Area Act.
7 The area around the I-68/US 220
8 Interchange falls within a P-F-A. Maryland
9 locations partially within a P-F-A include US
10 220 -- south to Rawlings, and the MD 51 and
11 MD 53 corridors.
12 Land use controls are currently not in
13 effect in West Virginia, but with the
14 increasing awareness of the value of land use
15 planning in Hardy County and the anticipated
16 adoption of a new Comprehensive Plan in Mineral
17 County, land use controls are likely to be
18 instituted as development pressures grow.
19 If a Build Alternative is selected
20 during Tier Two, up to 2,000 acres of right-of-
21 way will be required resulting in property
22 displacements. The number of actual property
23 displacements for each Alternative will be

1 determined as part of the Tier Two analysis.
2 Up to 55 properties with the potential
3 for hazardous materials may be impacted within
4 the corridors. Depending on the area required
5 for acquisition, further investigations during
6 Tier Two of some or all of these sites may be
7 required.
8 Emergency response times in the study
9 area are expected to improve as a result of the
10 greater accessibility anticipated as a result
11 of any Tier Two Build Alternative.
12 Consistent with Executive Order 12898,
13 "Federal Actions to Address Environmental
14 Justice for Minority and Low-income
15 Populations", steps are being taken to avoid
16 disproportionately high or adverse effects on
17 minority or low-income populations throughout
18 the study area.
19 Additional analysis will be conducted
20 in Tier Two to determine the extent of impacts
21 as Alternatives are developed. Outreach
22 efforts will continue throughout the Project to
23 assess and avoid disproportionate impacts on

1 Environmental Justice populations.
2 As many as 10 publicly-owned public
3 parks, recreational areas may be impacted
4 within the study corridor. Some of these parks
5 or recreational areas include Dan's Mountain
6 Wildlife Management Area, located in Corridors
7 B and D, and the Potomac Heritage National
8 Scenic Trail. A portion of this trail, known
9 as the Chesapeake and Ohio Canal Tow Path is
10 part of the Chesapeake and Ohio Canal National
11 Historic Park, which is located within Corridor
12 C, as is the related Western Maryland Railroad
13 Trail.
14 A section 4 (F) evaluation will be
15 completed during Tier Two studies to address
16 any impacts to these resources and will include
17 an evaluation of avoidance, minimization and
18 mitigation measures. Coordination with those,
19 with jurisdiction over these resources will
20 continue through the US 220 Project Development
21 Process regarding potential impacts.
22 All these corridors have the potential
23 to impact historic properties, including

1 standing structures and archeological sites.
2 Tier One Cultural Resource Investigations have
3 included a preliminary standing structure
4 survey and development of a geographic
5 information system-based model for locating
6 archeological resources.
7 Further investigation will be
8 completed during Tier Two to determine whether
9 as many as 64 significant historic sites and
10 numerous previously recorded archeological
11 sites are potentially impacted.
12 Near the end of Tier One, a
13 programmatic agreement or procedural outline
14 will be developed to detail next steps, to
15 identifying significant resources. In
16 accordance with the Section 106 procedures of
17 the National Historic Preservation Act, these
18 meetings provide citizens the opportunity for
19 input regarding the impacts to historic
20 properties.
21 The Federal Emergency Management
22 Agency, or FEMA, has identified 100-year
23 floodplains associated with three major streams

1 within the study area. These streams are North
2 Branch of the Potomac River, South Branch of
3 the Potomac River, and Patterson Creek.
4 FEMA has delineated regulatory
5 floodways in West Virginia associated with New
6 Creek, Cabin Run, Sections of the North Branch
7 of the Potomac River and Patterson Creek. No
8 regulatory floodways have been defined within
9 the study area in Maryland. Additional
10 floodplains studies will be completed during
11 Tier Two to determine whether the project will
12 adversely impact the beneficial values of the
13 floodplains.
14 The number of floodplain and stream
15 crossings and wetland acreage can be found in
16 Table 4 of your brochure. These numbers
17 signify the amount of resources located in each
18 of the four-thousand-foot corridors. Impacts
19 will be determined during Tier Two.
20 Coordination with U.S. Army Corps of
21 Engineers indicates the brook trout populations
22 may be present in Mill Run in the vicinity of
23 Rawlings and in other streams on the eastern

1 slope of Dans Mountain.
2 Pinto Marsh, a wetland of special
3 state concern, is located in the vicinity of
4 Cresaptown within Corridors B and D. Permits
5 will be required from the U.S. Army Corps of
6 Engineers, the Maryland Department of the
7 Environment and the West Virginia Department of
8 Environmental Protection for wetland and stream
9 impacts. Stormwater management and sediment
10 and erosion control plans will be developed to
11 minimize water quality and any brook trout
12 impacts.
13 Coordination with the U.S. Fish and
14 Wildlife Service indicates that the federally
15 endangered Indiana Bat, the Virginia Big-Eared
16 Bat, sensitive mussels fauna, shale barrens
17 rock cress and the federally protected bald
18 eagle may be present in the study area.
19 Coordination with the Maryland
20 Department of Natural Resources, indicates that
21 the state-listed endangered Allegheny Woodrat,
22 Franz' Cave Isopod, Cliff Stonecrop and the
23 State Rare Harbel and Sora, as well as other

1 state-listed rare, threatened, or endangered
2 plant and animal species may occur within the
3 study area.

4 Further coordination and consultation
5 with the U.S. Fish and Wildlife Service and
6 other agencies to identify and avoid or
7 minimize impacts on federal or state rare,
8 threatened or endangered plant or wildlife
9 species will occur throughout the Project
10 Development Process. Detailed air quality and
11 noise analyses will be conducted for this
12 project during Tier Two.

13 This concludes the Environmental
14 Overview. Please refer to the brochure for
15 additional information.

16 Roxy Harden, the District 6 Real
17 Property Manager, will now describe the
18 procedures by which right-of-way is acquired
19 for highway projects. Roxy?

20 RIGHT-OF-WAY AND RELOCATION ASSISTANCE

21 MS. ROXIE HARDEN:

22 Thank you, Anne. Before we continue
23 with the script of information tonight, I would

1 Your Rights and Benefits" are available from
2 the receptionist.

3 These brochures address the procedures
4 used by SHA to acquire rights-of-way and
5 explain the rights and benefits provided
6 through the Relocation Assistance Program. The
7 brochure should answer many of your questions
8 regarding the acquisition process and the
9 relocation assistance Program.

10 For residents of West Virginia, the
11 Right-of-Way Acquisition Procedures followed by
12 the West Virginia Division of Highways is very
13 similar to Maryland's. Maryland State Highway
14 Administration and West Virginia Division of
15 Highways, representatives are available at the
16 map displays to answer any project-related
17 questions.

18 I will be available after the meeting
19 to answer questions about the Maryland State
20 Highway Administration's Right-of-Way
21 Acquisition Program.

22 If at a later date questions arise,
23 please contact me at the District 6 Right-of-

1 like to announce that there are some vacant
2 seats here in the front. So if you happen to
3 be sitting by a vacant seat, could you please
4 raise your hand so that if any in the back
5 would like to come forward and find a seat, we
6 would appreciate that.

7 As you can see, there are several here
8 in the front, so please come forward if you
9 would like to find a seat. We'll give you a
10 moment to do that. Okay. Thank you very much.

11 Good evening, ladies and gentlemen.
12 Although this project is not at the point where
13 individual property impacts have been
14 identified, I would like to bring to your
15 attention the Maryland State Highway
16 Administration's Right-of-way and Relocation
17 Assistance Program.

18 The acquisition of right-of-way and
19 relocation assistance cannot be undertaken
20 until right-of-way funds are programmed and
21 included in the Maryland Consolidated
22 Transportation Program. Brochures entitled
23 "Your Land and Your Highways" and "Relocation:

1 Way Office in LaVale, Maryland, using the
2 contact information listed in the project
3 brochure.

4 Troy Parham from the SHA Office of
5 Equal Opportunity, will now explain SHA's Title
6 VI Program as it relates to this project.
7 Troy?

8 TITLE VI PROGRAM

9 MR. TROY PARHAM:

10 Thank you, Roxy. Good evening. I am
11 the Title VI Officer for tonight's public
12 hearing. I will explain the significance of
13 Title VI and Executive Order 12898 on
14 Environmental Justice.

15 Title VI is an amendment to the Civil
16 Rights Act of 1964 which prohibits
17 discrimination on the grounds of race, color or
18 national origin in any program receiving
19 federal financial assistance. Supplemental
20 legislation also prohibits discrimination on
21 the basis of sex, age or physical or mental
22 disability.

23 To ensure compliance with this

1 important mandate, each state established a
2 Title VI Unit. It is the Title VI Unit's
3 responsibility to make sure that all phases of
4 the US 220 Tier One Planning Study are
5 completed in a non-discriminatory manner from
6 the initial Tier One Planning Study through the
7 actual construction of the project.

8 The purpose of Environmental Justice
9 Executive Order 12898 is to identify and
10 address disproportionately high or adverse
11 human health or environmental effects on
12 minority or low-income populations.

13 An important objective of this Order
14 is to encourage these groups to participate in
15 the planning process. I am requesting your
16 assistance with our compliance efforts to
17 ensure that all phases of the transportation
18 process are carried out successfully. For more
19 specific information concerning your civil
20 rights, Title VI legislation and Environmental
21 Justice, I'll refer you to the "Information on
22 Your Civil Rights" pamphlet on the
23 receptionist's table.

1 microphone when your name is called.
2 For those who would rather not speak
3 publicly, a court reporter can record your
4 comments privately. In addition, for those of
5 you who prefer to submit written comments,
6 forms for this purpose are available in the
7 back of the brochure. So it's very, very
8 important that you get one of those brochures
9 before you leave this evening.

10 We are interested in hearing comments
11 about the project from individuals or
12 representatives of organizations or community
13 associations.

14 Please remember that we are recording
15 the hearings. When offering testimony, please
16 speak directly into the microphone and provide
17 your full name, address, and the organization
18 you may represent.

19 At this time we would like to welcome
20 any elected officials who would like to speak.

21 Commissioner Brodie.
22 COMMISSIONER CREADE BRODIE:
23 Yes. Creade Brodie, 12807 Sandspring

1 However, if you believe that you have
2 been the recipient of any type of
3 discriminatory treatment, you may address your
4 concerns in writing to the Deputy Director of
5 the SHA Office of Equal Opportunity or the EEO
6 Division of the WVDOD using the contact
7 information in the brochure.

8 I will now turn the hearing back to
9 Mr. Crawford. Tony?

10 MR. ANTHONY CRAWFORD:

11 Thank you, Troy. This concludes our
12 formal presentation. We will now be accepting
13 public testimony. Our purpose tonight is to
14 listen to your comments and concerns.

15 At this time we will not address
16 questions from the floor. However, staff
17 members will be available at the displays to
18 address your questions individually.

19 If you have not already notified us
20 that you wish to speak this evening, please
21 register your name with the receptionist. We
22 will call people to testify in the order in
23 which they have signed up. Please come to the

1 Road, Frostburg, Maryland, 21532, Allegany
2 County Commissioner.

3 First of all, I'd like to thank you
4 all this evening for coming up and putting this
5 on. I am going to keep my comments brief. I'm
6 very much in support of this project. We need
7 it very bad.

8 As a young man I watched them build
9 Interstate 68, then State Route 48. It was
10 crucial to our area. This is also just as
11 crucial. This is our lifeline and we need it.

12 And I urge all the citizens here
13 tonight to speak with everyone they can in
14 support of this. We've got some
15 representatives from two Senators' offices
16 here. Take advantage of that. Thank you, Mr.
17 Crawford.

18 MR. ANTHONY CRAWFORD:

19 Thank you. Thank you, Commissioner.

20 COMMISSIONER WILLIAM R. VALENTINE:

21 Commissioner William R. Valentine,
22 13613 Orleans NE, Little Orleans, Maryland,
23 21766. Like Creade, I would like to thank you

1 for spending your time here to explain this
2 project to us.
3 As I've looked through your brochures,
4 your maps and all outside, there's one bit of
5 information that I think is missing that most
6 people would need to see to make a wise
7 decision on this. That would be the number of
8 homes and businesses that would be removed
9 and/or negatively impacted by each of these
10 routes.

11 We're a very small county. We've got
12 a very sparse population. We hope to grow it,
13 but in the past few years there has been
14 negative growth, and I'd hate to see something
15 as a highway project which is meant to help us
16 actually take us downhill even further.

17 So if you get that kind of information
18 to the public, I think it would really help.

19 MR. ANTHONY CRAWFORD:

20 Thank you.

21 COMMISSIONER MICHAEL MCKAY:

22 Welcome everyone. My name is Mike
23 McKay. I'm president of the Allegany County

1 So good evening, ladies and gentlemen
2 and the Department of Transportation. Tonight
3 I want to express the need for better roads and
4 highways in this area and across the state. We
5 need good highways which run north, south, east
6 and west to connect from Location A to Location
7 B. We are in need of a new Route 220 for the
8 growth and development of our area.

9 All goods and produce that we purchase
10 in our shopping malls must be moved over our
11 highways. We use these highways to get to and
12 from work daily. We also use the same highways
13 to take us to a needed vacation.

14 I want to express and introduce the
15 words what, where, when, why and how. What is
16 the need? The need is a new highway which will
17 be constructed for tomorrow's use. To build a
18 new modern highway, it is better to leave the
19 existing roadway than move above and away from
20 all dwellings and businesses, as this will not
21 interfere with the normal flow of daily
22 traffic.

23 All construction can work without

1 Commissioners. I think Commissioner Brodie and
2 Commissioner Valentine said it best. I am
3 definitely in support of this project for our
4 economic survival. We need to see this go, but
5 we really would take into consideration the
6 property owners and businesses affected.

7 Thank you very much for spending your
8 time with us. Thank you.

9 MR. ANTHONY CRAWFORD:

10 We will now begin with those who have
11 registered to speak. We ask in the matter of
12 saving time that if you would please keep your
13 comments to five minutes. I believe we have at
14 least 15 people registered. So the first name
15 I'm going to call is Mr. Jackson Lawson. Is
16 Mr. Jackson Lawson here?

17 MR. JACKSON LAWSON:

18 I'm Jackson P. Lawson and my address
19 is 1049 National Highway, LaVale, Maryland,
20 21502. I grew up in Preston County, West
21 Virginia for half of my lifetime, and the
22 second part of my lifetime in Allegany County,
23 State of Maryland.

1 daily interventions into a where is the need?
2 The need is in our area, in this state, to
3 upgrade our highways. When is the need? The
4 need is now for future growth. Why is the
5 need? There is a need for future growth for
6 transportation. How? How do we accomplish a
7 new highway? By planning with each state,
8 community workers working together, to better
9 and improve our area. To improve our
10 livelihood and way of life.

11 Let's build together a new Route 220
12 for growth in our state and development.

13 And I have 21 years of schooling with
14 a positive attitude. I was able to bring in
15 2,000 jobs in Allegany County in the early 80's
16 by getting AES to build a new power plant here.

17 I met with their president and CEO and
18 informed him of the ability to build a new
19 power plant here. And he came in, they were
20 here for two and a half years. Now they have
21 61 full-time employees, and they brought a lot
22 of wealth into Allegany County.

23 Thank you and have a good evening.

1 MR. ANTHONY CRAWFORD:
 2 Thank you. The next gentleman we have
 3 is Mr. Kenneth Hout.
 4 MR. KENNETH HOUT:
 5 I am Kenneth Hout, I live at 18113
 6 McMullen Highway, Rawlings, Maryland, 21557. I
 7 am concerned not only about my property, but
 8 all those that are living around me. If you
 9 choose Corridor D, this would cause the
 10 driveways from 18107 through 18113. This would
 11 effectively eliminate our ability to gain
 12 access or exit from our homes, because of our
 13 already steep driveways.
 14 You will also take the front of
 15 several homes in this area according to the
 16 surveyor's tape placed on our property. I
 17 would like to know what will happen to our
 18 homes and how will we exit them? How will
 19 those living along this route be able to cross
 20 the four-lane divided highway if we are somehow
 21 able to exit our driveways?
 22 I am opposed to Corridor D as a
 23 possible route. I have been living here for

1 corridor linking the Pennsylvania Turnpike in
 2 Somerset, I-68 in Maryland, and Corridor H in
 3 West Virginia.
 4 Our goal is to create an energetic
 5 grassroots campaign culminating in a powerful
 6 voice of advocacy with a singular purpose to
 7 complete the North/South Appalachian Highway.
 8 The North/South Appalachian Highway concept
 9 began in 1998 with a successful \$500,000 multi-
 10 state federal grant application involving
 11 Maryland, Pennsylvania, West Virginia and
 12 Virginia that was used to conduct an in-depth
 13 coordinated feasibility study of major
 14 north/south routes in those states.
 15 Specifically, the study analyzed U.S.
 16 Routes 219, 220, 522, and I-81 and the
 17 geographic region within them "Recommend a well
 18 thought out coordinated and justifiable highway
 19 system of national significance which will
 20 promote economic growth and provide for
 21 international and interregional trade."
 22 The study was completed in 2001 and
 23 substantiated the fact that growth and economic

1 several years and have not seen that much of an
 2 increase in traffic. The four-lane would only
 3 increase accidents and fatalities along this
 4 route and will also slow down response times by
 5 EMS and for our departments to do traffic using
 6 all four lanes. Thank you.
 7 MR. ANTHONY CRAWFORD:
 8 Thank you. Mrs. Colleen Peterson.
 9 MS. COLLEEN PETERSON:
 10 My name is Colleen Peterson, 131 West
 11 Main Street, Frostburg, Maryland, 21532. I'm
 12 providing this testimony on behalf of the
 13 North/South Appalachian Highway Coalition
 14 representing over 150 businesses and civic
 15 organizations from the surrounding contiguous
 16 counties in Maryland, Pennsylvania and West
 17 Virginia.
 18 The Mission of the North/South
 19 Appalachian Highway Coalition is to advance
 20 economic development in the Laurel Highlands of
 21 Southwestern Pennsylvania, Mountain, Maryland
 22 and the Potomac Highlands of West Virginia, by
 23 leading efforts to complete the transportation

1 development had been seriously hindered by the
 2 region's inadequate transportation system. It
 3 recommended developing a north/south corridor
 4 utilizing a relocated US 219 North from I-68 in
 5 Maryland to the Pennsylvania Turnpike, and US
 6 220 South from I-68 to Corridor H in West
 7 Virginia.
 8 Once built, this north/south corridor
 9 is projected to provide 30,000 permanent and
 10 construction-related jobs in the region. It
 11 will also provide an intermodal connection with
 12 Virginia's inland port in Front Royal near the
 13 intersection of Corridor H, I-66 and I-81.
 14 This key transportation corridor will
 15 increase multi-state interregional and
 16 international trade to the Appalachian Region
 17 of Maryland, Pennsylvania, Virginia and West
 18 Virginia, providing significant opportunities
 19 for economic development and our
 20 sustainability.
 21 We are appreciative of the support of
 22 Governor O'Malley who in 2009 championed the
 23 effort to identify the necessary funds to

1 complete Maryland's share of this initial
 2 Environmental Impact Study. Since then,
 3 Maryland's Secretary, Beverley Swaim-Staley and
 4 her staff have met with members of our
 5 coalition to keep abreast of the project, and
 6 we thank them for their ongoing interest.
 7 And while we are pleased to be here
 8 this evening, which represents a significant
 9 milestone in the Draft Environmental Impact
 10 Study process, we respectfully request that the
 11 final elements stay on track and that the next
 12 phase of the project, Tier Two, be advanced
 13 more expeditiously, given the fact that the
 14 Memorandum of Understanding to initiate the
 15 Tier One DEIS between Maryland and West
 16 Virginia was ratified in May of 2004 and that
 17 this initial process is anticipated to conclude
 18 in 2013.
 19 We are concerned that the initial
 20 review process will have taken nearly a decade
 21 to complete. This is simply too long to
 22 respond to a multi-state call for action to
 23 identify and develop a north/south

1 it just got restarted a few years ago.
 2 Let's hope we start this project as
 3 soon as it's approved because it will bring
 4 lots of jobs, it will relieve congestion on
 5 220, and it will be a less time travel to key
 6 points of Keyser to the south from those in
 7 West Virginia up to Cumberland. And down to
 8 Corridor H, which I hope someday is given the
 9 name of I-66. Thank you.
 10 MR. ANTHONY CRAWFORD:
 11 Thank you. Mr. Bob Fisher?
 12 MR. BOB FISHER:
 13 Good evening, ladies and gentlemen. I
 14 never had Tony call me Mister before. My name
 15 is Bob Fisher, 910 Dry Run Road, Burlington,
 16 West Virginia, 26710. Some of you may know,
 17 particularly this group here does know, I'm a
 18 retired District Engineer for District 6. I
 19 have sort of a vested interest as Project
 20 Planning started years ago when I was District
 21 Engineer.
 22 There's some thoughts I want to put
 23 forward to support particularly the upper part

1 transportation corridor designed to enhance the
 2 opportunity for economic development in the
 3 region.
 4 Our coalition represent the end users,
 5 those current and anticipated businesses, and
 6 their thousands of employees and clients. We
 7 look forward to working with you to complete
 8 one of the region's most significant economic
 9 prosperity tools, the North/South Appalachian
 10 Highway. Thank you.
 11 MR. ANTHONY CRAWFORD:
 12 Mr. John Davis.
 13 MR. JOHN DAVIS:
 14 My name is John Davis, 445 Bond
 15 Street, Cumberland, 21502, and I fully support
 16 building Corridor B. I would recommend that in
 17 this brochure I just read, the top part of the
 18 Corridor B, they want to improve upon the air
 19 as to the section being approved. I hope the
 20 construction starts within less than a year.
 21 And do you want to know why? Because we heard
 22 the story about Corridor H where they did
 23 start, but it got stopped by lawsuits, and then

1 of Corridor C there because right now with the
 2 Viaduct, the Crosstown Bridge as we refer to
 3 it, there's no access for the people on the
 4 western side to the new hospital. If there's a
 5 major incident on the Crosstown Bridge, traffic
 6 has to detoured through downtown Cumberland.
 7 I know when I was District Engineer we
 8 did that twice with some success, but the large
 9 trucks can't go through downtown Cumberland and
 10 it creates a real traffic hazard with not being
 11 able to detour that traffic.
 12 On the Expedia route, right now if you
 13 are on the west side and for instance, for me
 14 coming out of Burlington, if there's an
 15 incident on the Crosstown Bridge, your
 16 emergency access to the hospital is almost nil.
 17 Because getting through downtown Cumberland, as
 18 many of you have experienced, during an
 19 incident on Interstate 68 it's almost
 20 gridlocked.
 21 So certainly with Corridor C and not
 22 perhaps supporting, because the corridors can
 23 be modified. As you see they criss-cross each

1 other and become congruent at different
2 locations, but particularly that section which
3 would give Cumberland that southeastern bypass,
4 I support that. It's needed. It's needed for
5 emergency services, and I thank you all for a
6 great presentation. Thank you.
7 MR. ANTHONY CRAWFORD:
8 Thank you. Mr. David Umbling.
9 MR. DAVID UMBLING:
10 Good evening. My name is David
11 Umbling, 57 North Liberty Street, Cumberland,
12 Maryland, 21502. I'm the City Planner for the
13 City of Cumberland. I want to thank the State
14 Highway District 6 Office and the West Virginia
15 Division of Highways for their cooperative
16 Administration of this project.
17 The City of Cumberland is strongly
18 supportive of the need to improve this highway
19 corridor and we hope to see the project move
20 forward rather expeditiously.
21 More specifically to the project, we
22 want to stress the need for this highway to
23 provide direct service to the City of

1 study that two highway projects are
2 specifically and potentially independent of one
3 another in terms of the benefits that they
4 would provide.
5 We feel this is an important point
6 that needs to be carried over instead of just
7 left in the main body of the study into the
8 Executive Summary as it may influence the
9 decision about what specific alignments are
10 selected. Thank you.
11 MR. ANTHONY CRAWFORD:
12 Thank you. Mayor Grim?
13 MAYOR BRIAN GRIM:
14 Brian Grim, Mayor of the City of
15 Cumberland, 57 North Liberty Street,
16 Cumberland, Maryland, 21502. I appreciate the
17 opportunity to provide public comments on the
18 new upgrades to the US 220, the north/south
19 corridor, that will have potentially great and
20 positive impacts on the City of Cumberland.
21 As Mayor of Cumberland I have followed
22 the process very closely. I'm excited about
23 the opportunity of a new corridor. As two of

1 Cumberland instead of bypassing it, for the
2 simple reason that we want consistency of the
3 project with our Comprehensive Plan, with
4 Maryland's Smart Growth principles and goals,
5 and also to make sure that our efforts for
6 revitalization and redevelopment are supported
7 by the economic development opportunities that
8 will come from this particular highway.
9 We also want to stress the need for
10 traffic safety improvements on the McMullen
11 Highway Corridor from Cresaptown to Cumberland.
12 And the need to provide better improved truck
13 access to the Upper Potomac Industrial Park
14 which is on that segment of highway. More
15 specifically to the actual study that you have
16 in draft form, we would like to request that
17 the Study's Executive Summary be updated and
18 amended.
19 Right now it talks about the US 219
20 and US 220 Corridor as though it's part of just
21 one single highway improvement project, but
22 does not mention the independent utility
23 determination that was made as part of this

1 the three route options, Corridors B and C
2 currently make a connection with I-68 at
3 Cumberland. It appears that much consideration
4 has already gone into routing traffic into the
5 city. Cumberland welcomes a north/south
6 connection.
7 In fact, as this is likely the last
8 major highway improvement that we will see in
9 our area for some time, it is imperative that
10 this route be chosen to make a connection at
11 Cumberland, at the Green Street exit as
12 currently proposed in Corridor B, or the Wilbur
13 Corridor as proposed in Corridor C.
14 A connection to the City of Cumberland
15 is an effort to boost economic development in
16 Cumberland, drive opportunities into the city,
17 and boost the population in Cumberland.
18 Cumberland wants and needs a direct connection
19 to this route.
20 The economic viability and
21 sustainability of the City of Cumberland, once
22 this route is built, will hinge upon where it
23 connects. If it is at Cumberland, we will see

1 the growth of the city once again. If it is
 2 elsewhere it will have negative impacts. And
 3 the limited environmental impact of Corridor B
 4 coupled with the financial savings made makes
 5 that the best perhaps prospect.
 6 The health of Allegany County depends
 7 largely on the viability and vibrancy of
 8 Cumberland. The only way to really make the
 9 biggest bang for our community is a connection
 10 in the city.
 11 The Maryland Department of Planning
 12 has repeatedly stressed the need for major
 13 infrastructure improvements, to reinforce and
 14 support and establish growth centers and
 15 municipalities.
 16 Any route other than that connecting
 17 to Cumberland, would be in contrast to these
 18 established goals. Encouraging growth in areas
 19 of the county that are currently unpopulated or
 20 have limited population, would counter every
 21 effort for Smart Growth that has been
 22 undertaken in Maryland.
 23 Connecting the new corridor at

1 Cumberland would serve to reduce the potential
 2 for additional suburban sprawl in the
 3 unincorporated areas of the county. Directing
 4 highway traffic into Cumberland would be a
 5 boost to the city, as it would help to spur
 6 revitalization, new development opportunities,
 7 and ensured consistency and development
 8 patterns with Maryland Smart Growth initiatives
 9 in the City of Cumberland's Comprehensive Plan.
 10 It would serve to alleviate traffic and safety
 11 concerns that currently exist along US 220
 12 between Cresaptown and Cumberland. And it
 13 would provide additional opportunities for a
 14 possible future connection to I-99 along the
 15 220 North Corridor.
 16 While I recognize that this step, the
 17 final selection of the route has yet to be
 18 determined, I believe it is imperative for
 19 Cumberland to be on the record at every stage
 20 of the process. And I ask at the very least,
 21 since the route selection will occur later,
 22 that the Executive Summary and the Draft
 23 Agreement, at the very least more specifically

1 embrace the finding of the proposed corridor
 2 improvements to have been determined as
 3 independent utility. Meaning the
 4 transportation and traffic benefits obtained
 5 from the upgrades to US 220 North or even US
 6 219 do not depend upon completion of this
 7 portion of the roadway.
 8 I appreciate your willingness to take
 9 public input into your consideration the impact
 10 that this route will have. Again, thank you.
 11 MR. ANTHONY CRAWFORD:
 12 Thank you, Mayor. Marian McIntyre.
 13 MS. MARIAN McINTYRE:
 14 Hi. My name is Marian McIntyre and I
 15 live at 15800 Winchester Road, Cumberland,
 16 Maryland, 21502. Unlike some of the people who
 17 previously testified, I actually live in the
 18 corridor that's proposed for Options B and D
 19 south of 220 near Cresaptown and Pinto and I
 20 received in the mail the brochure, the blue and
 21 white brochure. The states paid to mail it to
 22 19,000 homes.
 23 When we were trying to figure out

1 where this road would go, on page 6 there are
 2 two major errors that concern me. On the
 3 second paragraph of Corridor B, the road that
 4 we'd be coming down from somewhere on Haystack
 5 Mountain through Cresaptown, it says at this
 6 point it runs parallel to the US 220. They're
 7 discussing when it goes south of 220.
 8 To the US 220 to the west and Dans
 9 Mountain to the east. Dans Mountain is always
 10 west of 220. I don't understand how you can
 11 mail out something that's that incorrect.
 12 And also for Corridor B, the same
 13 incorrect statement. And there are the only
 14 two paragraphs that describe each option and
 15 they're wrong. And this is one of the few
 16 verifiable facts I could read in the pamphlet
 17 and I'm concerned and as a resident of
 18 Cresaptown, I want to point out that the area
 19 has already absorbed three state prisons and
 20 one county prison in the name of economic
 21 development. And they propose to go right
 22 through a heavily congested area.
 23 I like when they built 220 northeast

1 of the city to the state line. They went
2 through rural areas. But now they expect
3 Cresaptown to sacrifice again in the name of
4 economic development, and if they take out
5 enough homes, which they really haven't
6 discussed yet, there won't be enough people to
7 ride on the road. We won't have as much
8 congestion as they're worried about. Thank you
9 very much.

10 MR. ANTHONY CRAWFORD:

11 Thank you. Harry Crites.

12 MR. HARRY CRITES:

13 Good evening. My name is Harry
14 Crites, P.O. Box 32, 16416 Hansel, Rawlings,
15 Maryland, 21557. I don't need that mic really.
16 I live in Rawlings, Maryland. I appreciate the
17 idea of having a new highway. We need it. It
18 is very, very treacherous on 220.

19 I live in Old Rawlings where the post
20 office is and where the old store used to
21 stand. There are places in here where you say
22 that 220 changes the speed limit here and
23 there. I've been driving a tractor-trailer and

1 there and touch that. And we can't build a
2 barrier. We can't build a dam because
3 Environmental won't let us. And we've lost
4 probably all, three to four foot flatland about
5 three foot deep from the water. So we can't do
6 a thing about it.

7 If we go out there and build a rock
8 wall the way that somebody has done elsewhere
9 we'd be fine, because that's supposed to be
10 trout stream, which it's also part of Rawlings'
11 water. If they go up there between 220 now and
12 Dans Mountain anywhere, they're interfering
13 with Rawlings' water. That's where it comes
14 from, down that stream out of Dans Mountain
15 there in Rawlings, that whole valley is one of
16 those little streams. That's where they get
17 their water. Where are they going to get their
18 water if they go up there along Dans Mountain
19 somewhere. And they're in the middle of it
20 now.

21 As a truck driver, like the gentleman
22 was talking about, being connected, we got the
23 new factory there, the cabinet factory. It was

1 trucks ever since I was 15, 16 years old. I
2 helped build 68 hauling stuff for it.

3 I drove these mountains when there
4 wasn't no Interstate. I went through major
5 cities where there was no interstates where to
6 had to go down through town like D.C.,
7 Columbus, Ohio, Toledo, Philadelphia, all those
8 towns you didn't have no interstates.

9 So you've got to learn to appreciate
10 having an interstate, but you got to hope the
11 people that are engineering like that lady just
12 said about the homes being gone. And the way I
13 look at it and the way I've heard everything
14 I've heard here, for B and D both, come up 220,
15 and I've been told while I was here that it's
16 going to be part of Dans Mountain up on top.
17 If it is, what's going to protect the valley
18 when it rains?

19 Right now we live in Rawlings, like I
20 said, right beside the little old stream that
21 comes down by, but when the water gets high, we
22 are losing land; every time it rains we are
23 losing part of our land because we can't go out

1 needed. We needed the business there. And we
2 do have all those prisons there. They do need
3 it.

4 If you look right down, if you put
5 this Corridor C, if they use that, that's over
6 across the mountain. I would say 90 percent of
7 it is almost flat farm land, which I hate to
8 see the farmers lose their land. But it is
9 less concern, less money of putting that there
10 than it is taking it off the mountain where
11 you're going to lose millions of land washed
12 away.

13 If they do the interstate on C, you
14 won't be losing Cresaptown, you won't be losing
15 Rawlings. They can very easily detour it
16 around down there where 220 comes out there at
17 Cumberland, where it can go around everything.
18 They will not lose the old things that's been
19 there for centuries, buildings and such that
20 are there for decades, they're part of this
21 area. We don't want to destroy what has been
22 there for hundreds of years where George
23 Washington was and so forth.

1 And I'm trying to tell you short, but
2 if they go with Corridor C, the truckers won't
3 have that far. They can eliminate Cumberland
4 and cross the mountain there at the ballistics.
5 That's not that much mountain. I know. I
6 drove trucks for years, like I said. And I
7 know what it's like to drive trucks. I know
8 what it's like to drive on that highway now.
9 I've done it in the past few years. And I'll
10 probably be doing it again if the Lord willing
11 and he don't track me down.

12 But I thank you all for everything
13 you're trying to do, and if there's anything
14 that I could do to help, I'd be glad to do it,
15 but I'm not that educated and I could run any
16 type equipment just about if it's got tracker
17 wheels on it.

18 But you know, I just hope you guys
19 make the right decision and don't do like they
20 did up there in Moorefield, make a big
21 horseshoe around the mountain and then go up
22 the same mountain anyway. I mean it will save
23 gas. It will save money. It will save

1 of Cresaptown United Methodist Church, 14805
2 McMullen Highway in Cresaptown, 21502. But I
3 also live in Cumberland because my wife is the
4 pastor at Center Street in Cumberland.

5 So I have special concerns for the
6 City of Cumberland and how this project affects
7 Cumberland, but also my main concern which I've
8 expressed to you personally and appreciated
9 your statement about Environmental Justice.
10 I'm concerned about the low-income housing
11 population and how it would be affected by this
12 project, especially in the Cresaptown and Bel
13 Air area. Thank you.

14 MR. ANTHONY CRAWFORD:

15 Thank you very much. Scott Booth. I
16 hope I have that correct. 12514 Bowling
17 Street, Cumberland, Maryland, 21502. Scott
18 Booth. Dixie Rownail, Route 2, Box 532,
19 Ridgely, West Virginia. These are out at the
20 end. These are no-shows.

21 Does anybody else wish to make a
22 comment at this time? Please state your name
23 and your full address, please.

1 concrete. So I hope they make the correct, and
2 the way the map looks, C is the straightest no-
3 hills, no great streams, nothing.

4 MR. ANTHONY CRAWFORD:

5 Thank you. Michael Mudge.

6 MR. MUDGE:

7 Michael Allen Mudge, 101 Oak Street
8 South, Cumberland, Maryland 21502. The exact
9 point of juncture of this new interstate with
10 existing Interstate 68 will be the area that
11 sees growth for the next 50 to 75 years. I
12 believe that the point of juncture along
13 Interstate 68 that is in the most need of
14 future growth, is also the area where there's
15 the most space for future growth and that is on
16 the east side of Cumberland in the vicinity of
17 the college and the new hospital. And that's
18 also where the new 220 North begins. So I
19 speak in favor of Corridor C. Thank you.

20 MR. ANTHONY CRAWFORD:

21 Reverend Hal Atkins.

22 REV. HAL ATKINS:

23 Thank you. Yes. Hal Atkins, pastor

1 MALE VOICE:

2 I need to put my name on the list to
3 speak.

4 MR. ANTHONY CRAWFORD:

5 We'll do that after you're done.

6 MALE VOICE:

7 Ladies and gentlemen of Maryland DOT.
8 I was here for your meeting about two years ago
9 and I see when I got my mail, a very joyful
10 change, sort of a look at what this road should
11 really do when it hooks up to I-68. I happen
12 to have been elected to the Legislature when
13 the Maryland community up here was very upset
14 about being taken off the Interstate in Defense
15 along with Uniontown. I always said it was
16 Shell Oil, but of course, it could have been
17 anybody, it could have been a faux pas on our
18 part, but that was when Cumberland began to
19 dwindle.

20 It took a while, but not being on the
21 Interstate for that long period really resulted
22 in an economic downturn. I'm not talking here
23 for the audience because I think you people

1 know all this, but I want to put it on the
2 record.
3 Tonight I strongly recommend that you
4 do something with the concept of Corridor D.
5 Because how you get in and out of Cumberland is
6 an art, not a science. I don't envy anybody in
7 your professions. You'll do it, of course.
8 But it's complicated. I'm not worried about
9 how you get in and out of Cumberland. There
10 are a lot of nice things about it.
11 You could figure this out like a new
12 bridge like Keyser, but I'm not worried too
13 much about that, because this is going to
14 happen in the year 2040, 2050 based on the
15 usual way the money comes in. So lately, look
16 at the Interstate Corridor, the ICC. It took a
17 long time and the E-Z Pass. So maybe it'll be
18 done by E-Z Pass.
19 But whatever happens, I think the
20 concept of tying Corridor D into Corridor H or
21 whatever they call it and you gentlemen must be
22 got a number on it, US 48, whatever it is, it's
23 far better to tie this network in the middle of

1 Corridor H. So that in the event of any real
2 serious emergency or any real big increase in
3 truck traffic, or any big increase in
4 population, that's number three and last,
5 however, whatever happens, it's a lot better to
6 give a person who's operating a business
7 somewhere and who needs to get south and he's
8 naturally going to be along 99, that's the new
9 obviously well-built corridor. And if he wants
10 to go south he can come through Cumberland,
11 that couldn't hurt a bit. And then he could
12 continue on to Corridor H and go east or west
13 rather than putting him up at the top of a
14 mountain somewhere where he has to think where
15 am I.
16 So thank you for your attention and
17 for the extremely professional operation here
18 tonight. It's even better than the last one.
19 Thank you.
20 MR. ANTHONY CRAWFORD:
21 Thank you.
22 MR. DAVE URBAS:
23 Hi. My name is Dave Urbas. I'm a

1 resident of Parkersburg Road, 10115 Parkersburg
2 Road, Frostburg, Maryland, 21532. I'm in the
3 unique position of being a resident of both
4 Mineral and Allegany County at this point. I'm
5 here also as the president of Pinnacle
6 Homeowner's Association. I've contacted
7 several homeowners and 20 percent of those are
8 against Corridor C. It would affect our way of
9 life, and our peace and what we have over
10 there.
11 I sympathize with people in the other
12 corridors and would hope there would be a way
13 you could mitigate the impact on these people's
14 homes and lives. There's a lot of land on Dans
15 Mountain. I was very surprised to see in the
16 corridors there was nothing that would take
17 advantage of the land up in that area.
18 It would reduce the impact on the
19 residents. It would increase the impact on the
20 environment but it seems like it would be the
21 most logical choice. So thank you for your
22 time. I appreciate it.
23 MR. ANTHONY CRAWFORD:

1 Thank you. Does anyone else wish to
2 speak? Come forward.
3 MR. JEFF ROSBOROUGH:
4 My name is Jeff Rosborough, 11647
5 Bierman Drive, SE in Cumberland. To be quite
6 frank, I'm not even 100 percent sure I agree
7 with any of the routes. And it does affect
8 everybody, good and bad.
9 In regards to Route C, and really
10 that's the only one I looked at to be quite
11 honest with you and I'm sure it's the same with
12 the other two, I think your 4,000 foot boundary
13 area is very deceptive. I think it's very
14 deceptive at the northern part where we have
15 the most congestion.
16 What really concerns me about Corridor
17 C and again, I'm definitely against that one,
18 but as everybody is against the one that
19 affects their place, I understand that. But
20 when you show your 4,000 foot boundary, you
21 show it coming right through the industrial
22 park, the federal prison, the 100-year
23 floodplain. We know, you also show it going

1 through the Cumberland Country Club, the
 2 hospital, the college, places like that.
 3 We know you're not going to touch the
 4 hospital. We know you're not going to touch
 5 the college. We know you're not going to touch
 6 the federal prison. We know you're not going
 7 to touch AES.
 8 So if you look at Corridor C, the only
 9 place you have to go is right through Mexico
 10 Farms. There's no other alternative of what
 11 you're showing.
 12 As the people of Cresaptown, who
 13 supported the three state prisons, a county
 14 prison, Mexico Farms supported AES and also the
 15 federal prison with promises that have since
 16 been broken.
 17 My concern is if that is the desired
 18 route, then why wouldn't you come down 51 where
 19 the four-lane is already down to the Mexico
 20 Farms Road, continue on past the industrial
 21 park and as it starts bending to the left, then
 22 cut across West Virginia through farmland,
 23 rural area and not bother the communities that

1 last call for public comment.
 2 MR. DAVID MOE:
 3 Thank you. My name is David Moe. I'm
 4 a member of the Greater Cumberland Committee,
 5 the Garrett County Economic Development
 6 Corporation, and I've been familiar with this
 7 project since 1998. And to my Maryland cohorts
 8 and employees of the Maryland Department of
 9 Transportation, I'd like to point out that
 10 that's when Neil Pedersen was the Director of
 11 Planning and Neil has just retired as a State
 12 Highway Administrator.
 13 I want to just address that point,
 14 that expediency in continuing this is extremely
 15 needed. During this whole review process, I
 16 have seen the Intercounty Connector Project in
 17 Maryland be developed, go through the
 18 Environmental Review process, Historical Review
 19 process and succeed, be funded and start
 20 construction. This has all taken place since
 21 this project began its initial Environmental
 22 Review process.
 23 The ability to continue this process

1 you're basically laying your path over.
 2 Like I said, you're not going to touch
 3 AES. You're not going to touch the federal
 4 prison. So the only choice you have where you
 5 have your 4,000 foot area is to slide it to the
 6 north which is going to go right down through
 7 Mexico Farms, and you're going to affect
 8 probably close to 100 and some homes.
 9 Now I understand we're only looking at
 10 a 300-foot, maybe even a 200-foot area, but the
 11 way you have your 4,000-foot zones and I don't
 12 know how you ever come up with that figure. I
 13 think it's deceptive to everybody here, and I
 14 just hope that before you make a choice of
 15 whatever area you're going to pick, that
 16 somehow you redefine those three areas down to
 17 a smaller area, so that then everybody can see
 18 how they're going to be affected, how the
 19 businesses are going to be affected. Thank
 20 you.
 21 MR. ANTHONY CRAWFORD:
 22 Thank you. All right. This is the
 23 last call for public comment. This is not the

1 is extremely needed. I mean the second phase
 2 of the Tier Two is critically important and we
 3 need to expedite that process.
 4 In closing to point that out, I can
 5 remember WVDOT on their website after this
 6 project was announced in 2003 or '04,
 7 estimating that it would take two years to get
 8 to this point where we are tonight.
 9 So please expedite this project. Pick
 10 a route and Get 'er Done. Thank you.
 11 MR. ANTHONY CRAWFORD:
 12 Thank you. We still have the floor
 13 open for comment. Please remember to state
 14 your name and the address.
 15 MR. ED FRIEND:
 16 My name is Ed Friend. I live at 11401
 17 Oaktree Ridge Rd. S. Cumberland, Maryland,
 18 21502. It's just right across the hill from
 19 the new hospital. Corridor C, I hear what the
 20 man's saying about it and all, I think it's the
 21 best way to put the road, not because I own
 22 ground there. I don't want you to take my
 23 home. I've been there 35 years. It don't

1 bother me. There's plenty of ground behind me.
 2 Take it. Play to go.
 3 As far as going across Mexico Farms, I
 4 ain't for that. I've been out there all my
 5 life hunting those mountains, running those
 6 mountains. It's no problem to keep on the
 7 ridge there and right on down. Like the man
 8 says, they end down below Mexico Farms. Go
 9 across the river there. Get her over in West
 10 Virginia, Get 'er Done. No problem with that.
 11 I've got one question, you know. Are
 12 we fighting a dead horse by building this
 13 highway? The reason I say that, is
 14 Pennsylvania ever going to finish it from
 15 Bedford down? If we get a super highway from
 16 Cumberland south, and we can't get Pennsylvania
 17 to bring 99 on down out of Bedford down and get
 18 us a nice highway where people can run it, why
 19 are we going to build a big beautiful highway
 20 when you got nowhere for it to come or go?
 21 We got to think about that. Is
 22 Pennsylvania going to go with us and help us
 23 come on down with and make this highway go from

1 the north to the south? I wonder about that.
 2 And another thing I'm going to say. I
 3 run 68 on a weekend. Come on up and run from
 4 220 up to LaVale when the highway is packed.
 5 Please don't run 220 on Interstate 68. I don't
 6 care where you run it, how you run it. But
 7 man, we don't need that on 68 going over across
 8 Cumberland and going up the mountain there
 9 somewhere to put it somewhere down the mountain
 10 because 68 right now is a deathtrap.
 11 On the weekend there's no way you can
 12 get on and off of there. Traffic coming out
 13 of Baltimore, coming all over the country. All
 14 we got to do is bring some more to 220 and put
 15 it on 68 and send it west to get it down south.
 16 I don't see where it's going to help us. With
 17 68 it's a deathtrap anyway. We need a bypass
 18 around Cumberland.
 19 I'm hoping someday this 220 will put a
 20 spark down in D.C. or down somewhere that said
 21 hey, Cumberland up there is got a deathtrap.
 22 Come down there on the weekend, brother. On
 23 Sunday. After about 1 o'clock, when

1 everybody's leaving the lake and everybody's
 2 coming west and going east. Come on down. Try
 3 to get on 220 there. Try to get on 220 to get
 4 on down 68. Whoo-ha! You've got a, well
 5 anything. I said what I wanted to say. Please
 6 work on 'er. Get 'er Done. Thank you.
 7 MR. ANTHONY CRAWFORD:
 8 If nobody has any more comments.
 9 MR. WARREN PORTMESS:
 10 Warren Portmess, 10713 Mexico Farms
 11 Road, SE, Cumberland, Maryland, 21502. I'll
 12 probably be the only one wanting to support a
 13 No-Build on this. Because I just come back
 14 from vacation coming through Frederick and
 15 everybody's talking about the economic
 16 development and congestion of roads and all the
 17 highways we have down around Frederick and
 18 Baltimore.
 19 You pray to God you can come back to
 20 Cumberland and just travel our roads. There's
 21 no congestion up here compared to down there.
 22 And my wife and I just bought 86 acres in
 23 Mexico Farms and the Corridor C or the proposed

1 C land, it takes either our back door or our
 2 front door, so we're affected either way. And
 3 it's in the floodplain.
 4 And 86 acres is pretty much all in the
 5 floodplain and we can't do anything, develop it
 6 or anything. So if the highway comes down
 7 through there, the state can put a highway in,
 8 I hope everybody that's in economic development
 9 will support me whenever I can put a business
 10 the right side of the highway so I can grow
 11 with the highway. Thank you.
 12 MR. ANTHONY CRAWFORD:
 13 Thank you. Please remember to state
 14 your full name and address. Thank you.
 15 MS. ALISHA WARRENBRENNER:
 16 My name is Alisha Warrenbrenner. I no
 17 longer live in any of these areas.
 18 MR. ANTHONY CRAWFORD:
 19 Address, please.
 20 MS. ALISHA WARRENBRENNER:
 21 It is 17917 McMullen Highway,
 22 Rawlings, Maryland, 21557, my parents' address.
 23 They have already left. I only really have one

1 comment. People move here for a certain reason
2 and this defeats the whole reason.
3 You connect Cumberland to a large
4 Interstate that provides people access. It's
5 going to increase population which everybody's
6 thinking is good. It's going to increase jobs,
7 correct.
8 However, it's also going to increase
9 the crime rate. It will increase the drugs,
10 and it will pretty much turn Cumberland into
11 Baltimore. And that's the reason people move
12 here and commute to work there, because this is
13 a nice area.
14 It has a small population. However,
15 the crime rate is down. When they built the
16 prisons, the drugs came in. The population
17 increased. It defeats the whole purpose of
18 wanting to live in this area. Thank you.
19 MR. ANTHONY CRAWFORD:
20 Thank you. Does anybody else wish to
21 comment? Okay.
22 Let the record show that no further
23 verbal comments -- last call.

1 further verbal comments were offered. As
2 mentioned earlier, and as stipulated in the
3 public notice, we will hold the formal record
4 open until October 14th of 2011 for your
5 written comments.
6 Thank you for attending tonight's
7 public hearing. I think it's very important,
8 if you don't have a brochure get a brochure.
9 We appreciate the interest you have
10 shown in this project. This hearing is
11 adjourned and good night and thank you for
12 attending.
13 (Whereupon, the evening public hearing
14 held on Wednesday, September 14, 2011, was
15 concluded.)

1 Say your name and address.
2 MS. MARIAN McINTYRE:
3 I'm Marian McIntyre from 15800
4 Winchester Road, Cumberland, Maryland, 21502,
5 again. And when I was looking into the
6 endangered species that live around Pinto Swamp
7 which will be impacted by B and D, I was
8 talking to one of the environmental people who
9 worked with the state roads on it and he said
10 at one time you were looking at bringing the
11 road down west of Winchester Road and bypassing
12 Cresaptown and Bel Air and then going along
13 Dans Mountain.
14 I don't know why you would have gotten
15 that option from consideration because that
16 wouldn't impact all the homes and businesses in
17 Cresaptown and Bel Air, and you wouldn't have
18 to cross 220 twice with the bridge. Whatever
19 happened to that option? I don't understand
20 why it wouldn't be presented to us. Thank you.
21 MR. ANTHONY CRAWFORD:
22 Thank you. This is the final, final
23 last call. Okay. Let the record show that no

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