

FOR MORE INFORMATION, VISIT OUR WEBSITE AT
www.us219.com



FOR MORE INFORMATION, VISIT OUR WEBSITE AT
www.us219.com



US 219 REVIEW

Meyersdale to I-68



CAC and Resource Agency Meetings Held

An update on the status of the project was presented to the Community Advisory Committee (CAC) and Resource Agency representatives this summer. The CAC meeting was held on June 2, 2004. Two resource agency meetings were held, one for the Maryland representatives on July 21, 2004 and the other on July 28, 2004 for the Pennsylvania representatives. The purpose of the meetings was to present and receive input on the refinements of Alternatives A, D and E and to introduce Alternative AE.

During these meetings, it was discussed that Alternative A may be dismissed. If that were to occur, Alternatives D, E and AE will be included in the Draft Environmental Impact Statement (DEIS). These alternatives will continue to be refined in order to reduce impacts to the extent possible. Additional coordination with these groups will continue throughout the remainder of the project.

Project Schedule

We are here

Public Meeting No. 1	June 2002
Mapping Features/Data Collection	Spring/Summer 2002
Traffic Forecast Update	Summer 2002
Website and Newsletter	Summer 2002
Preliminary Corridors Identified	Fall 2002
Public Meeting No.2	February 2003
Public Meeting No.3	November 2003
Ongoing Preliminary Alternatives Refinement	Fall 2003/Summer 2004

Detailed Studies of EIS Alternatives Summer 2004 - Early 2005

Draft *EIS/Public Hearing	Spring 2005
Final *EIS	Late 2005 / Early 2006
Environmental Approval	2006
Final Design	TBD
Right-of-Way Acquisition	TBD
Construction	TBD

*Environmental Impact Statement
 NOTE: Completed items are colored gray, while items that are yet to be completed are colored blue.

Contact Us

Stay involved in the US 219 Meyersdale to I-68 project. To learn more, visit us online at www.us219.com or contact:

McCormick Taylor
 75 Shannon Road
 Harrisburg, PA 17112
 Telephone: (717) 540-6040
 Fax: (717) 540-6049
 Deborah Hoover, Project Coordinator

PENNDOT, Engineering District 9-0
 1620 North Juniata Street
 Hollidaysburg, PA 16648
 Telephone: (814) 696-7170
 Fax: (814) 696-7173
 David Sherman, P.E., Senior Project Manager

Maryland State Highway Administration
 Project Planning Division
 707 North Calvert Street
 Baltimore, MD 21202
 Telephone: (410) 545-8514
 Toll free within Maryland: (800) 548-5026
 Fax: (410) 209-5004
 R. Suseela Rajan, Project Manager
 E-mail: srajan@sha.state.md.us

Update on the Alternatives

Since the last public meeting held in November 2003, the project team has been working on collecting detailed field data on resources such as wetlands, historic properties, streams, and mining. As a result of that information, the team has refined alternatives to avoid as many of the resources as possible while still meeting the needs of the project. In addition, another alternative (Alternative AE) has been proposed as a result of the project's public and agency outreach efforts and one alternative (Alternative A) may no longer being considered.

Here is a recap of the alternatives:

Alternative A:
 Alternative A begins at Hunsrick Summit and parallels existing U.S. 219 to the east. The northern portion of Alternative A stays close to and parallels U.S. 219 until just south of Salisbury. At that point, Alternative A crosses over existing U.S. 219 and continues to parallel U.S. 219 to the west side. This alternative ties into I-68 just west of the existing Exit 22 interchange.

Alternative A was shifted to avoid the Alverno Friary property and attempts were made to minimize impacts to farming operations. However, this alternative was not favored at the last public meeting and there were concerns over the projects impacts to farming operations, homes, and historic resources. As a result, the project team may decide not to carry this alternative forward into the Draft Environmental Impact Statement (DEIS).

The DEIS is required by the Federal Highway Administration in order to approve an alternative for construction. This document details all of the alternatives under consideration and their impacts. Impacts for Alternative A and the other alternatives under consideration are presented in the Impact Matrix. Additionally, the Pro/Con Table details the reasons why Alternative A may no longer be studied.
(continued on page 2)

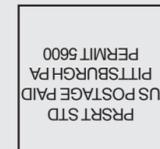
Where Will the Interchanges be Located?

The local access interchange locations with existing U.S. 219 for the alternatives are being refined at this time. The interchange for Alternative A or D with existing U.S. 219 would be located at Alternative A or D's crossing with existing U.S. 219, halfway between Salisbury and the Pennsylvania/Maryland border. The Alternative E interchange would be located just south of the Pennsylvania/Maryland border and just east of existing U.S. 219 where the alternative turns to head south to I-68. This interchange would be approximately two miles from the I-68 interchange and would require an approximate 1,500 foot long, two-lane access road to existing U.S. 219. The interchange for Alternative AE would be located just south of the Pennsylvania/Maryland state line at Alternative AE's crossing with existing U.S. 219.

Two different interchanges are proposed for connection with I-68 at the southern project terminus. Alternative E would connect with I-68 via a new interchange located slightly east of the existing I-68/U.S. 219 interchange. This interchange would provide full directional access between I-68 and the proposed highway. A modified version of the existing I-68/U.S. 219 interchange would be incorporated into the interchange scheme to provide local access to existing U.S. 219. Alternatives A, D and AE would converge with I-68 just west of the existing I-68/U.S. 219 interchange. The western interchange location would also provide full directional access between I-68 and the proposed highway. The existing I-68/U.S. 219 interchange would be incorporated into the proposed western interchange to provide local access to existing U.S. 219.

Need More Information?

If you are a member of an organization, special interest group, or community group and would like to have the project team provide you with an update of the project, please call Ken Rich at (814) 471-2870 to schedule a date and time.



US 219 Meyersdale to I-68
 c/o McCormick Taylor Inc.
 3133 New Germany Road, Suite 64
 Ebensburg, PA 15931

Alternatives (continued)

Alternative D:
Alternative D begins at Hunsrick Summit and follows along the western foot of Meadow Mountain until Engles Mills. At that point, Alternative D travels in a southwesterly direction across the Piney Creek Valley and crosses over U.S. 219 in about the same place as Alternative A. Once it crosses over U.S. 219, it follows the same alignment as Alternative A south to I-68.

Alternative D has been shifted since it was presented at the November 2003 public meeting in order to reduce or eliminate impacts where possible. Shifts to reduce impacts to farming operations and historic resources were accomplished.

Alternative E:
Alternative E starts at Hunsrick Summit and follows along the western foot of Meadow Mountain in Pennsylvania. At the Pennsylvania/Maryland border, Alternative E travels in a southwesterly direction east of existing U.S. 219. Alternative E ties into I-68 just east of the existing interchange.

Since the public meeting, the location of Alternative E has shifted slightly west toward existing U.S. 219 in the Maryland section to reduce impacts to the Little Meadows Historic Site. Alternative E was also shifted slightly north near its crossing of the state line to avoid a wetland complex and beaver pond.

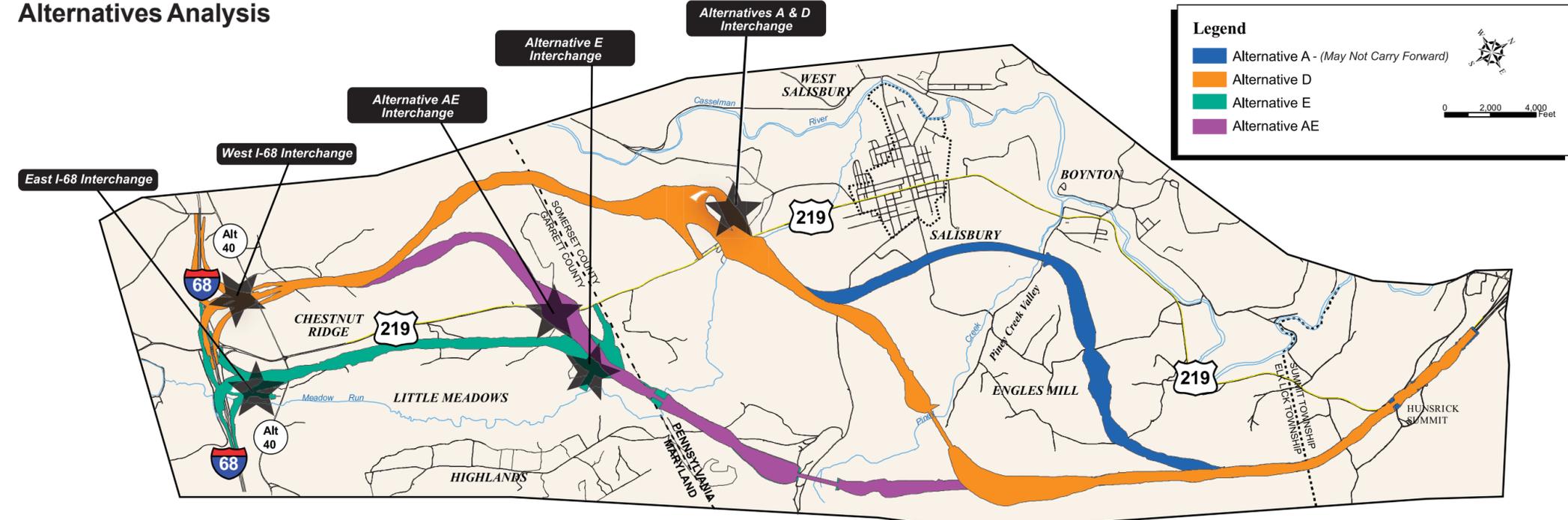
Alternative AE:
Alternative AE was developed during the detailed studies in an attempt to minimize the impact of Alternative E on the Little Meadows Historic Site, a resource listed on the National Register of Historic Places. Section 4(f) of the U.S. Department of Transportation Act of 1966 requires that alternatives to avoid use of historic resources be developed and analyzed. Alternative AE is a combination of the northern section of Alternative E from Hunsrick Summit to approximately the state line. This section of Alternative E was favored by the public at the November 2003 public meeting and avoids all Section 4(f) resources in Pennsylvania. At the state line, Alternative AE diverges from Alternative E and heads westward, crossing existing U.S. 219 just south of the state line. The alignment then follows Alternative D south to I-68.

The following tables provide a comparison of the impacts for Alternatives A, D, E and AE. The Pro/Con Table displays the positive and negative aspects of each alternative.

Impacts

	Alternative A May Not Carry Forward	Alternative D	Alternative E	Alternative AE
Socioeconomic Resources				
Residential Displacements (#)	12	10	10	9
Commercial Displacements (#)	0	0	0	0
Recreational Section 4(f) (#)	0	0	0	0
Agricultural Resources				
Cropland/Pasture (ac.)	138	83	57	41
Maple Sugar Production Forest (ac.)	46	44	0	0
Prime Farmland Soils (ac.)	26	9	1	1
Statewide Important Soils (ac.)	131	96	76	39
Productive Farms	6	6	3	1
Water Resources				
Delineated Wetlands (ac.)	7	5	4	6
Intermittent Streams (# crossings / linear feet)	19 / 9,853	16 / 6,852	15 / 3,457	21 / 7,830
Perennial Streams (# crossings / linear feet)	23 / 7,171	19 / 8,299	16 / 7,143	22 / 7,848
Wildlife and Habitat				
Rangeland (ac.) (311, 312, 321, 322, 331, 332)	101	130	111	107
Mature Forest (ac.) (415, 416, 425, 426, 435, 436)	74	66	11	24
Pole Stage Forest (ac.) (413, 414, 423, 424, 433, 434)	227	275	226	275
Sapling Stage Forest (ac.) (411, 412, 421, 422, 431, 432)	25	22	16	14
Non-habitat areas (ac.) (111-117, 120-170, 720-770)	39	35	36	36
Historic Resources				
Potentially Eligible Properties				
Miller Farm (Criteria A & C)	No Impact	No Impact	No Impact	No Impact
H. Gletfely Jr. Property (Criterion C)	No Impact	No Impact	No Impact	No Impact
Lowry Farm (Criteria A & C)	No Impact	Impact	No Impact	No Impact
P. Maust Farm (Criteria A & C)	Impact	No Impact	No Impact	No Impact
Alverno Friary (Criteria A & C)	No Impact	Impact	No Impact	No Impact
Braddock's Road (Criteria A & D)	Impact	Impact	Impact	Impact
Listed Properties				
Little Meadows Historic Site	No Impact	No Impact	Impact	No Impact
Little Meadows Area of High Visual Integrity	Impact	Impact	No Impact	No Impact
Archaeological Resources				
Pre-Historic Potential - High (ac.)	39	34	21	25
Pre-Historic Potential - Moderate (ac.)	355	374	255	278
Pre-Historic Potential - Low (ac.)	161	174	129	128
Historic Potential (ac.)	2	1	0.5	0
Engineering Considerations				
Potential Limit of Disturbance Area (ac.)	536	552	388	473
Length of Main Line Construction (mi.)	9.5	8.8	7.5	7.7
Excavation (cut/fill)	13,763,199/ 20,614,586	19,415,016/ 9,236,849	7,260,403/ 7,438,201	7,103,478/ 5,284,954
Construction Cost (2004 dollars in millions)	\$290	\$280	\$200	\$200

Alternatives Analysis



PROS

Alternative A May Not Carry Forward	Alternative D	Alternative E	Alternative AE
Least impact to Little Meadows Historic Site (2 acres) - tied with Alts. D and AE	Least impact to Little Meadows Historic Site (2 acres) - tied with Alts. A and AE	Lowest total forestland impact (mature, pole, sapling stages)	Least number of residential displacements
Effectively facilitates future development in Pennsylvania	Provides interchange nearest Salisbury in PA	Least impact to maple sugar production forest	Lowest impact to cropland/pasture
Effectively facilitates future development in Maryland	Removes most local traffic from US 219	Least number of perennial and intermittent stream crossings	Least impact to maple sugar production forest
	Effectively facilitates future development in Pennsylvania	Least linear feet of perennial and intermittent stream crossings	Least impact to prime and statewide important farmland soils
	Effectively facilitates future development in Maryland	Least impact to mature forest	Least impact to productive farming operations
		Least potential for impact to archaeological resources based on predictive model	Least impact to Little Meadows Historic Site (2 acres) - tied with Alts. A and D
		Does not impact Alverno Friary	Does not impact Alverno Friary
			Effectively facilitates future development in Maryland

CONS

Alternative A May Not Carry Forward	Alternative D	Alternative E	Alternative AE
Second greatest impact to forested areas (mature, pole, sapling stages)	Most impact to forested areas (mature, pole, sapling stages)	Greatest impact to the Little Meadows Historic Site	Greatest total number of streams crossings (perennial and intermittent)
Highest cropland/pasture impact	Impacts most productive farming operations (tied with Alt. A)	Closest to the Highlands residential development	
Highest impact to maple sugar production forest	Highest impact to resources potentially eligible for the National Register of Historic Places (tied with Alt. A)		
Highest impact to prime and statewide important farmland soils	Highest potential for impact to archaeological resources based on the predictive model		
Impacts most productive farming operations (tied with Alt. D)	Cuts access to Sunset Hill, and hiking trail to Casselman River from the Alverno Friary		
Most perennial stream crossings	Adverse Effect on the Lowry Farm Historic Resource		
Most linear feet of intermittent and perennial stream crossings			
Most impact to mature forest			
Highest impact to resources potentially eligible for the National Register of Historic Places (tied with Alt. D)			
Most residential displacements			
Longest alternative			
Cuts access to Sunset Hill, and hiking trail to Casselman River from the Alverno Friary			