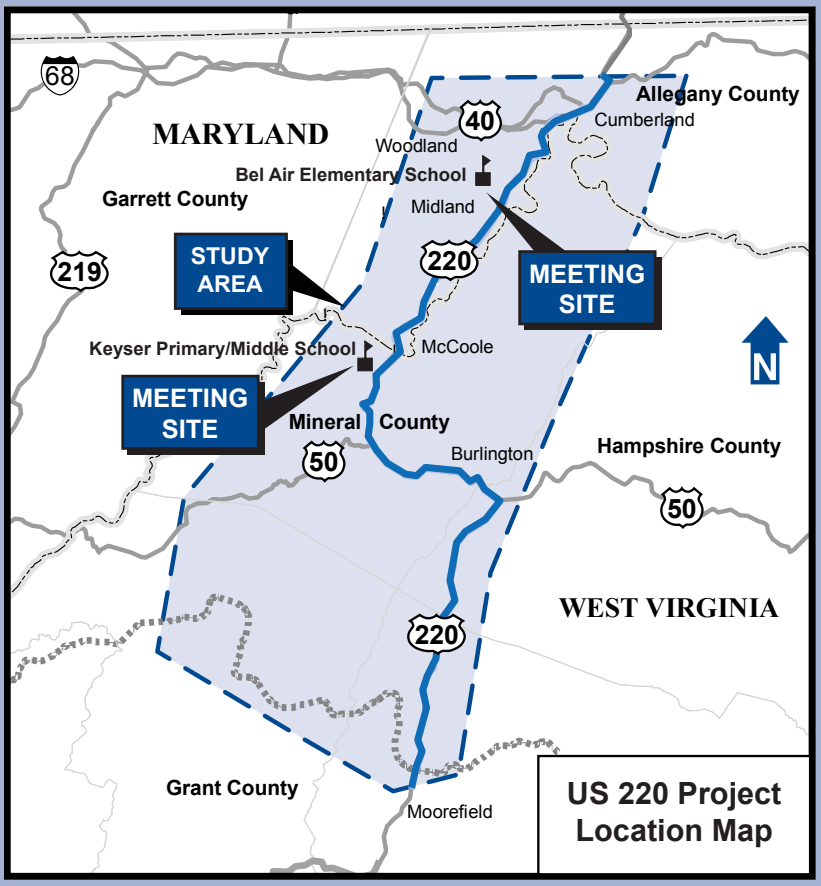
US 220 Tier One Planning Study
I-68 to Corridor H

PUBLIC MEETINGS



Tuesday, September 13, 2011
4:00 PM - 7:00 PM
Keyser Primary/Middle School
700 Harley O. Staggers, Sr. Drive
Keyser, West Virginia 26726

Wednesday, September 14, 2011
6:00 PM - 9:00 PM
Bel Air Elementary School
14401 Barton Boulevard
Cumberland, Maryland 21502

Project No. AL613B11

Maryland Department of Transportation
State Highway Administration

US Department of Transportation
Federal Highway Administration

State of West Virginia
Department of Transportation

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Introduction

The Maryland State Highway Administration (MDSHA), the West Virginia Division of Highways (WVDOH), and the Federal Highway Administration (FHWA) have prepared a Tier One Draft Environmental Impact Statement (DEIS) for US 220 from I-68 in Cumberland, Maryland to Corridor H in Grant County, West Virginia (approximately 40 miles).

Purpose of the Project

The purpose of this project is to develop an improved US 220 transportation corridor connecting I-68 and the Corridor H improvements to provide an upgraded north-south transportation system. The new corridor will support efforts to increase mobility and regional commerce for residents, businesses, and visitors. It will also serve north-south interstate travel and support economic development throughout the Appalachian region in Maryland, West Virginia, Pennsylvania, and Virginia. The following needs for the development of a Tier One DEIS have been identified:

- Current transportation deficiencies limit regional mobility.
- The project area has inadequate roadway capacity.
- Some area roadways are unsafe.
- Economic development efforts in the area need support.
- Additional system linkage is needed to complete the regional roadway network.

Purpose of the Public Workshop and Public Hearing

Maryland and West Virginia will each hold a public meeting to present the results of the project's detailed engineering and environmental studies and receive public comment. A Public Workshop will be held on September 13, 2011, from 4:00 PM to 7:00 PM, at Keyser Primary/ Middle School – 700 Harley O. Staggers, Sr. Drive, in Keyser, West Virginia, to meet policy requirements of the WVDOH. Maps and other project exhibits will be on display throughout the workshop, and staff from the WVDOH, MDSHA, and FHWA will be available to answer questions and take comments.

Maryland's Location/Design Public Hearing will be held on September 14, 2011, from 6:00 PM to 9:00 PM, at Bel Air Elementary School – 14401 Barton Boulevard, in Cumberland, Maryland. The formal hearing will allow individuals, associations, citizen groups, and government agencies to offer spoken or written comments for the project record before an alternative is selected. Maps and exhibits depicting the studied alternatives and other information will be on display beginning at 6:00 PM. Representatives from the MDSHA, WVDOH, and FHWA will be available to answer project-related questions. A formal presentation lasting approximately 30 minutes will begin at 7:00 PM and will be followed by public testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will

be available for public review approximately eight weeks after the hearing, at the locations listed on page 14 of this brochure.

The same information will be presented at West Virginia's workshop and at Maryland's public hearing.

The Tiered EIS Process

The goal of the US 220 project is to complete a Tier One National Environmental Policy Act (NEPA) analysis and DEIS for a corridor-level planning study only. Through the preparation of a tiered EIS, both the NEPA and transportation planning processes were consolidated. During Tier One, the project team evaluated generalized travel corridors at a planning level of detail within a bandwidth of 4,000 feet for each corridor. Tier One provides a broad-brush analysis that considers major environmental factors at an early stage. More detailed analyses on the selected corridors can then be undertaken during a Tier Two process. By following a tiered approach, the team has addressed the requirements for early project scoping and public involvement, developed the project purpose and need, and identified major environmental considerations as a factor for future decisions. The tiered process also provides a systematic approach to advance transportation improvements in a cost-effective manner and leads to the identification of corridors likely to have the fewest environmental impacts. As a result, the project's purpose and need will be refined, and corridor(s) will be selected for the further development of detailed alternative alignments during Tier Two of the process.

An earlier study (the North-South Appalachia Corridor Study, July 2001) identified several preliminary needs for the region. The Corridor Study (a multi-state transportation planning and economic-development effort among the WVDOH, the MDSHA, the Pennsylvania Department of Transportation, and the Virginia Department of Transportation) analyzed potential highway improvements for economic development in four north-south corridors in the Appalachian region in Maryland, Pennsylvania, Virginia, and West Virginia. The study also evaluated potential environmental impacts associated with a major transportation improvement action in the region.

The report concluded that the proposed National Highway System Corridor, which generally runs parallel to US 220, should receive high priority for future highway upgrades and other transportation improvements. Following the completion of the Corridor Study, the WVDOH and the MDSHA entered into a Memorandum of Understanding (May 21, 2004) to develop additional alternatives and a Tier One DEIS for the US 220 corridor study area.

Using the process established for the Tier One DEIS project, the team developed a full range of preliminary alternatives and began environmental and engineering studies. Tier One includes a needs analysis and an environmental overview and alternatives analysis of the preliminary study corridors. After the Tier One studies

are completed, documented, and provided to the public and state and federal resource agencies, a recommendation will be made for the next phase of the project.

Once the FHWA issues a Record of Decision at the conclusion of Tier One, one or more study-area corridors will be analyzed in greater detail during Tier Two. Additionally, specific alignments will be developed within the selected corridors during Tier Two. This systematic approach allows the team to (1) analyze the preliminary alternatives while developing the project's purpose and need and (2) develop, analyze, and advance or dismiss the alternative corridors at key project milestones. The team will conduct a more detailed evaluation of corridors retained for further analysis during later studies.

Project Need

Existing Conditions

The project is located in Allegany County in Maryland and Grant, Hardy, Hampshire, and Mineral counties in West Virginia. The major routes in the area are I-68, US 220, US 50, MD 51, MD 53, MD 135, WV 972, WV 46, and WV 93.

US 220 is functionally classified as a principal arterial. Speed limits within the study area vary from 25 to 55 miles per hour. Except for small sections of four-lane roadway on US 220 and MD 53 near Cumberland, the roadway is primarily two lanes with 12-foot-wide travel lanes and shoulders that vary from zero to 12-feet wide. Many of the major intersections include turn lanes, but several important intersections are too narrow for additional lanes. The capacity of the existing roadway network cannot accommodate future economic development and commerce, and in many areas unrestricted access creates traffic conflicts. Heavy truck traffic on these two-lane roads and limited passing zones create conflicts with automobiles.

The major routes in the area connect most of the population with employment in Cresaptown, Cumberland, McCoole, Keyser, Romney, Moorefield, and Petersburg. In addition to being among the seven largest residential communities and employment centers, five of these locations are also county seats (Cumberland, Keyser, Romney, Moorefield, Petersburg).

Traffic Operations

Recent data collected by the WVDOH and the MDSHA show that traffic has remained consistent in some parts of the study area and increased in others. Traffic volume on US 220, south of Cumberland, is 14,125 Annual Average Daily Traffic (AADT). At the state line, traffic volume has remained consistent at 10,000 AADT. Traffic on more rural roads has increased slightly: from 2,200 to 3,400 AADT on WV 93, and from 3,200 to 5,300 on WV 46. Heavy truck traffic is found throughout the study area and generally ranges from 5 to 10 percent. Existing and future Level of Service (LOS) projected for roadway segments along (1) US 220; (2) MD 36, 53, and 135; and (3) WV 28, 46, 93, and 956 are shown in **Table 1**.

Current and Future Traffic and Levels of Service					
Route	Segment	Current AADT	Current LOS	Year 2025 AADT	Year 2025 LOS
US 220	Moorefield to Junction	3,800	E	5,600	E
	Junction to New Creek	4,700	E	7,000	E
	New Creek to State Line	4,400	E	6,500	E
	State Line to MD 53	10,125	E	12,400	F
	MD 53 to I-68	14,125	E	20,200	F
MD 36	Westernport to Frostburg	8,150	E	11,650	F
MD 53	US 220 to I-68	14,575	E	20,800	E
MD 135	Westernport to Keyser	6,975	E	9,950	E
WV 28	Ft. Ashby to WV 956	9,300	E	14,700	E
	WV 956 to Cumberland	9,900	E	15,700	E
WV 46	Westernport to Keyser	2,000	E	3,300	E
	Keyser to Ft. Ashby	3,200	E	5,300	E
WV 93	Scherr to New Creek	2,200	E	3,400	E
WV 956	WV 28 to US 220	5,200	E	8,000	E

Table 1

LOS is a measure of the congestion experienced by drivers and ranges from LOS A (free flow, with little or no congestion) to LOS F (failure, with stop-and-go conditions). LOS is normally computed for the peak periods of a typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at the capacity of the highway. LOS F represents conditions in which drivers experience operational breakdowns, with stop-and-go traffic and extremely long delays at signalized intersections. **Table 1** summarizes LOS for study-area intersections.

Safety

Updated crash rates for major roadways in the project area are shown in **Table 2**. Maryland and West Virginia have different reporting procedures, so crash rates were analyzed for different lengths of time. For Maryland roadways, crash rates were analyzed from January 2001 through December 2005. For West Virginia roadways, they were analyzed from July 2002 through June 2005. Only one of the segments, Mineral County Route 9, had a crash rate per million vehicle miles traveled (VMT) higher than the statewide average for similar highways.

Crash Rates for Study Area Roadways				
Route	Segment	State	Crash Rate per Million VMT	Statewide Average
I-68	Exit 34 to Exit 47	MD	0.23	0.54
MD 135	Westernport to Keyser	MD	0.60	1.49
MD 36	Westernport to Frostburg	MD	0.63	1.32
US 220	MD/WV State Line to I-68	MD	0.66	1.59
MD 53	US 220 to I-68	MD	1.15	1.99
WV 28A	WV 28 to MD/WV State Line	WV	0.62	3.06
WV 42	Mt. Storm to WV 93	WV	1.01	3.06
Grant CR 5	County Line to Lahmansville	WV	1.14	3.80
WV 42	US 50 to MD/WV State Line	WV	1.36	3.06
WV 93	Scherr to New Creek	WV	1.39	3.06
WV 972	US 220 to US 50	WV	1.59	3.06
Grant CR 3	County Line to Oak Hill	WV	1.92	3.80
WV 28	Romney to MD/WV State Line	WV	2.11	3.80
WV 956	WV 28 to MD/WV State Line	WV	2.14	3.80
US 220	Moorefield to MD/WV State Line	WV	2.34	3.80
WV 46	Elk Garden to WV 28	WV	2.45	3.80
US 50	Mt. Storm to Romney	WV	2.50	3.80
Mineral CR 11	WV 28 to Grant County Line	WV	3.67	3.80
Mineral CR 9*	**WV 28 to Grant County Line**	**WV**	**3.98**	**3.80**

Table 2

** Higher than the statewide average for similar highways*

Corridors Retained for Detailed Study *(See map on pages 16-17)*

Three corridors (Study Corridors B, C, and D) and the No-Build Alternative are currently under consideration.

No-Build Alternative

The No-Build Alternative takes no action to develop a new National Highway System corridor between I-68 and Corridor H and does not meet the project's

purpose and need. The No-Build Alternative will be carried forward as a baseline of comparison for the study corridors.

Corridor B

Corridor B will accommodate a four-lane rural divided arterial that begins with an interchange near Exits 41 and 42 along I-68 between LaVale and Cumberland, and ends with a connection to Corridor H north of Scherr. Most of Corridor B's northern limits fall within congested areas, especially in the vicinity of Cresaptown and Keyser. In the south, Corridor B serves low-density rural areas.

Corridor B originates along Haystack Mountain at I-68 and extends southwest to Cresaptown, where it crosses MD 53 (Winchester Road). At this point, it runs parallel to US 220 to the west and Dans Mountain to the east. West of McCoole, Corridor B crosses MD 135, the North Branch of the Potomac River, and WV 46. Entering Mineral County, Corridor B is west of Keyser and continues to run parallel to the west side of US 220. At the junction with WV 972, Corridor B continues southwest along US 50, and near Claysville it is approximately parallel to WV 93 until it ends at Corridor H.

Corridor C

Corridor C will accommodate a four-lane rural divided arterial that begins with an interchange near Exit 46 along I-68 east of Cumberland and ends with a connection to Corridor H north of Maysville. Most of Corridor C's northern limits fall within congested areas, especially in the vicinity of Cumberland. In the south, they fall in low-density rural areas.

Corridor C originates near Nave's Crossroads and extends south through the Willowbrook Road area near Allegany College of Maryland. It continues south to Evitts Creek and briefly runs parallel to MD 51. The Corridor then turns west through Mexico Farms and crosses the North Branch of the Potomac River into Mineral County, where it runs parallel to WV 28. Continuing southwest, it runs parallel to County Route 9 (Knobley Road), west of Short Gap and east of Keyser. Crossing US 50/220 at Ridgeville and continuing southwest, the Corridor enters Grant County parallel to County Route 3 (also Knobley Road) until it connects with Corridor H.

Corridor D

Corridor D will accommodate a four-lane rural divided arterial that begins with an interchange near Exit 39 along I-68 near LaVale and ends with a connection to Corridor H at Moorefield. Corridor D closely follows Corridor B between Cresaptown and US 50/220 just south of Keyser. Most of Corridor D's northern limits fall within congested areas, especially in the vicinity of LaVale, Cresaptown, and Keyser. In the south, they fall within low-density rural areas.

Corridor D originates on the eastern slope of Dans Mountain and extends south for a short distance on the western side of MD 53. From Cresaptown, Corridor D runs southwest and parallel to US 220 to the west and Dans Mountain to the east. West of McCoole, Corridor D crosses MD 135, the North Branch of the Potomac River, and WV 46. Entering Mineral County, Corridor D is west of Keyser and continues to run parallel to US 220. At its junction with WV 972, Corridor D turns southeast along US 220 and continues along US 50/220, County Route 50/4 (Shirley Lane), and County Route 13. Rejoining US 220/WV 28, Corridor D turns south and runs parallel to US 220 until it connects with Corridor H.

All corridors retained for detailed study are shown on **Figure 1** on pages 16 and 17.

Environmental Summary

An inventory of natural, cultural, and socio-economic resources within the study area was conducted to identify the extent of potential impacts within the study corridors. A comparison of impacts within each corridor is included in the summary table on page 12. While each corridor is 4,000 feet wide, subsequent detailed engineering and environmental analyses will be completed during Tier Two to provide build alternatives with greatly reduced footprints.

Planning Efforts

The project is consistent with the goals and objectives of planning efforts throughout all levels of government. At the federal level, this project is consistent with the Appalachian Development Highway System and the National Highway System as established by the US Congress. At the state level, improvements to US 220 are included in the West Virginia Statewide Transportation Improvement Plan and the Maryland Highway Needs Inventory. The project is also included in regional plans prepared by the Region 8 Planning and Development Council in West Virginia. In Maryland, the US 220 Tier One Planning Study is consistent with the Cumberland Area Metropolitan Planning Organization. Locally, major transportation improvements in the study area are recommended within the Hardy County Comprehensive Plan (1999), the Hampshire County Comprehensive Plan (2003), the Mineral County Comprehensive Plan (2011), and the Allegany County Comprehensive Plan 2002 Update.

Land Use

Existing land use within the study area is primarily forestland, agricultural, mixed-use/other developed land, and residential, with concentrations of commercial and industrial development scattered throughout the region. Densely populated residential, commercial, and industrial development is found in four core areas around the cities of Cumberland, Frostburg, Keyser, and Moorefield. With few exceptions, future land use in the area is expected to remain relatively consistent with existing patterns of development. New subdivisions are being built and commercial development is occurring along US 220, from LaVale through Cresaptown, and south of Keyser through the New Creek Valley. Newer subdivisions are also being constructed at the following locations:

- along WV 38 around Wiley Ford and Fort Ashby,
- on WV 46 between Keyser and Fort Ashby, and
- along Mineral County Route 9 from Short Gap to WV 46 just east of Keyser.

Hampshire County expects a spillover of residents from Virginia and the Baltimore/Washington Metro Area when Corridor H is constructed.

The area around the existing interchange of I-68 and US 220 falls within a designated Priority Funding Area (PFA). Maryland locations partially within a PFA include (1) US 220, south to Rawlings, (2) the MD 53 corridor, and (3) the MD 51 corridor. PFAs are locations in which state and local governments target efforts to encourage and support economic development and new growth, in accordance with Maryland's Smart Growth legislation. No land-use controls are currently in effect in the West Virginia portion of the study-area, but with the anticipated adoption of a new comprehensive plan in Mineral County and an increasing awareness of the value of land-use planning in Hardy County, land-use controls are likely to be instituted as development pressures grow.

Up to 55 properties with potential for hazardous materials may be impacted by the corridors. Depending on the area required for acquisition, further investigations during Tier Two of some or all of these sites could be required before any sites are acquired.

Right-of-Way

If SHA selects a build alternative in one of the corridors during Tier Two, up to 2,000 acres of additional right-of-way will be required and will result in property displacements. The build alternatives developed in Tier Two are expected to impact study-area neighborhoods and communities, including those in Cresaptown and Keyser. The number of actual property displacements for each alternative will be determined in the study's Tier Two analysis. (See page 2 for more on the Tiered EIS Process.) Displacements will be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Emergency Services

Emergency response times in the study area are expected to improve as a result of the greater accessibility provided by the build alternatives. The MDSHA and the WVDOH will coordinate with emergency services providers once detailed alternatives are developed during Tier Two to identify potential traffic delays during construction and detour routes that may affect response times.

Parks and Recreational Areas

As many as 10 publicly owned public parks or recreational areas may be impacted within the study corridors. Some of these parks or recreational areas include Dans Mountain Wildlife Management Area (a 9,200-acre state-owned forest in Maryland), which may be affected by Corridors B and D, and Potomac Heritage National Scenic Trail (one of 11 national scenic trails within the National Trails System). A portion of this trail, known as the Chesapeake and Ohio Canal Towpath, is part of the Chesapeake and Ohio Canal National Historical Park (affected by Corridor C) and the related Western Maryland Railroad Corridor. A Section 4(f) Evaluation will be completed during Tier Two to address any proposed impacts and must include a description of avoidance, minimization, and mitigation measures. Coordination with representatives of these facilities will continue throughout the US 220 project-development process regarding potential impacts on these important resources.

Environmental Justice

In compliance with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," the MDSHA and the WVDOH are taking steps to avoid disproportionately high and adverse effects on minority and low-income communities throughout the study area. Identification of minority and low-income populations was based on a review of 2000 Census data, which indicates that minority populations exist within the study area. Additional analysis will be conducted to determine the extent of impacts as the project advances to Tier Two and the alternatives are developed using the current census data. The MDSHA and the WVDOH will continue outreach efforts to assess and avoid disproportionate impacts on environmental justice populations.

Cultural Resources

All three of the proposed corridors have the potential to impact historic properties, including standing structures and archeological sites. Tier One cultural resources investigations have included a preliminary standing structures survey and development of a Geographic Information System (GIS)- based model for locating archeological resources. The information from these investigations will be used to help in the alternatives analysis.

The MDSHA and the WVDOH, in consultation with the Maryland Historical Trust, the West Virginia Division of Culture and History, and other consulting parties have identified historic sites, which are listed on or eligible for the National Register of Historic Places (NHRP) in **Table 3** on page 10.

Further investigation will be completed during Tier Two to determine whether as many as 64 additional historic sites and numerous previously recorded archeological sites are potentially eligible for listing on the NRHP. Prior to requesting a Record of Decision concluding the Tier One study, a programmatic agreement or procedural outline will be developed with the consulting parties to detail the steps for complying with Section 106 of the National Historic Preservation Act (NHPA) for this project. In accordance with the Section 106 procedures of the NHPA, the September public meetings provide the opportunity for public comment regarding impacts on historic properties.

Natural Environmental Resources

The US 220 study area is located within the Potomac River watershed and two major sub-basins: North Branch Potomac River in Maryland and West Virginia, and South Branch Potomac River in West Virginia. Smaller watersheds are recognized within each sub-basin, including Georges, Wills, Evitts, Patterson, and New Creek. Although the North Branch Potomac River is considered a navigable waterway by the US Army Corps of Engineers (COE), this designation extends upstream on the North Branch Potomac River only as far as Cumberland. Upstream of this point, the North Branch Potomac River is no longer considered a navigable waterway.

The Federal Emergency Management Agency (FEMA) has identified 100-year floodplains associated with three major streams within the study area: North

(continued on page 11)

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

AL613B11 - PUBLIC MEETING - US 220 TIER ONE PLANNING STUDY
TUESDAY, SEPTEMBER 13, 2011 - 4:00 P.M. – 7:00 P.M.,
KEYSER PRIMARY/MIDDLE SCHOOL, 700 HARLEY O. STAGGERS, SR. DRIVE, KEYSER, WEST VIRGINIA 26726
WEDNESDAY, SEPTEMBER 14, 2011 -6:00 P.M. – 9:00 P.M.,
BEL AIR ELEMENTARY SCHOOL, 14401 BARTON BOULEVARD, CUMBERLAND, MARYLAND 21502

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Purpose of the Project	1	2	3	4
Purpose of the Public Workshop and Public Hearing	1	2	3	4
How to Comment on the Project	1	2	3	4
Project Need	1	2	3	4
The Tiered EIS Process	1	2	3	4
Description of Study Corridors	1	2	3	4
Maps of Study Corridors	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

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US 220 Tier One Planning Study - Project No. AL613B11

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Listed and Eligible Historic Standing Structures			
Resource	**NRHP Status**	**Location**	**Corridor**
Concrete Block House (AL-III-C-050)	Eligible	Allegany County, MD	C
Carleton Farm (AL-III-C-056)	Eligible	Allegany County, MD	C
Hillcrest Memorial Park Funeral Chapel (AL-III-C-048)	Eligible	Allegany County, MD	C
Hillcrest Memorial Park (AL-III-C-110)	Eligible	Allegany County, MD	C
Grabenstein Bungalow (AL-V-B-324)	Eligible	Allegany County, MD	D
Julius Grabenstein Farmhouse (AL-V-B-116)	Eligible	Allegany County, MD	D
Chesapeake & Ohio Canal (AL-I-B-086)	Listed	Allegany County, MD	C
Colonial Manor National Road Inn (AL-III-C-007)	Listed	Allegany County, MD	C
LaVale Toll Gate House (AL-V-B-012)	Listed	Allegany County, MD	D
Log House with Stone Chimney (MI 0006)	Eligible	Mineral County, WV	B
Luten Bridge/Boseley Bridge (MI 0009)	Eligible	Mineral County, WV	B
Log House (MI 0010)	Eligible	Mineral County, WV	B
Frame House with Brick Chimney (MI 0015)	Eligible	Mineral County, WV	C,D
Stone House Inn (MI 0005)	Eligible	Mineral County, WV	D
Claysville United Methodist Church (MI 0011)	Eligible	Mineral County, WV	B
Vandiver-Trout-Clausen House (tavern) (MI 0016)	Listed	Mineral County, WV	C,D
Stewart's Tavern (MI 0024)	Listed	Mineral County, WV	C
Fairview/Peerce Home Place (92001631)	Listed	Mineral County, WV	D
Fort Hill Farm (96001569)	Listed	Mineral County, WV	D
Abraham Inskeep House (1264)	Eligible	Hardy County, WV	D
Middle South Branch Valley Rural Historic District	Eligible	Hardy County, WV	D
Moorefield Battlefield	Eligible	Hardy County, WV	D
Old Fields Church and Cemetery (HY 0065)	Eligible	Hardy County, WV	D
I-House (farm) (HM 0091-0007)	Eligible	Hampshire County, WV	D
I-House (George Purgitt's house and farm) (HM 0091-0002)	Eligible	Hampshire County, WV	D
Former Commercial Structure (HM 0091-0001)	Eligible	Hampshire County, WV	D
Former Commercial Structure (HM 0091-0002)	Eligible	Hampshire County, WV	D
The Meadows (HY 0074)	Listed	Hardy County, WV	D
Willow Wall House and Farm (73001906)	Listed	Hardy County, WV	D
Buena Vista Farms (85001594)	Listed	Hardy County, WV	D
Fort Pleasant Farm (73001903)	Listed	Hardy County, WV	D
Garrett VanMeter House (01000264)	Listed	Hardy County, WV	D

Table 3

Branch Potomac River, South Branch Potomac River, and Patterson Creek. FEMA has delineated regulatory floodways in West Virginia associated with New Creek, Cabin Run, and sections of the North Branch Potomac River and Patterson Creek. No regulatory floodways have been defined within the study area in Maryland. Crossings of the 100-year floodplains range from 3 to 9 depending on the corridor, as shown in **Table 4**. Additional floodplain studies will be completed during Tier Two to determine whether the project will adversely impact the beneficial values of the floodplains.

Wetlands range from 118 to 152 acres in the corridors. Pinto Marsh, a Wetland of Special State Concern, is located in the vicinity of Cresaptown and would be affected under Corridors B and D. Permits will be required from the COE and the Maryland Department of the Environment (MDE) and the West Virginia Department of Environmental Protection (WVDEP) for wetland and stream impacts.

Stream crossings range from approximately 183 to 282 within the corridors. Coordination with the COE indicates that brook trout may be present in the vicinity of the Town of Rawlings. Stream impacts will be further defined in Tier Two. Adverse impacts on water quality during construction will be minimized through strict adherence to state sediment and erosion procedures. A stormwater management and sediment and erosion control plan will be developed during the design phase of the project in accordance with the WVDEP/MDE stormwater criteria to minimize adverse effects on water resources, including any brook trout populations. The plan will include measures to address both quality and quantity controls that capture and treat runoff from a storm. For comparison purposes, the linear feet of potential stream crossings as well as potential wetland acreage in each corridor can be found in **Table 4** on page 12.

West Virginia has no state threatened or endangered species legislation. Species listed as either threatened or endangered in West Virginia are those listed by the US Fish and Wildlife Service (FWS) as federally threatened or endangered. Coordination with the FWS indicates that the federally listed endangered Indiana bat, the Virginia big-eared bat, sensitive mussels fauna, shale barrens rock cress, and the federally protected bald eagle may be present throughout the study area. In addition, coordination with the Maryland Department of Natural Resources indicates that the state-listed endangered Allegheny Woodrat, Franz' Cave Isopod, Cliff Stonecrop, and the state rare Harebell and Sora, as well as numerous other state-listed rare, threatened, or endangered plant and animal species may occur within the study area. More than half of the species listed here could be found in more than one corridor. Further coordination and consultation with the FWS and other agencies to identify and avoid/minimize impacts on federal or state rare, threatened, or endangered plant or wildlife species will occur during the Tier Two process.

Vegetation in the study area ranges widely and includes large forested tracts, agricultural areas, lawns, shrubs, and roadside vegetation. Forest identified within the corridors ranges from 9,890 to 11,409 acres. Habitat for forest interior-dwelling

species is especially important in Allegany County, where much of the land is forested, and specifically within Dans Mountain Wildlife Management Area, where habitat value is associated with forest interior, wildlife corridors/diversity, and recreation. Habitat is also especially important within the Chesapeake and Ohio Canal National Historical Park. Between 2,953 acres and 6,489 acres of agricultural lands and up to 67 acres of agricultural preservation districts and/or easements are located within the corridors. Acreage of potentially impacted forest and agricultural areas including districts and/or easements is shown on **Table 4** and will be quantified in more detail during Tier Two.

Air and Noise Impacts

Detailed air-quality and noise analyses will be conducted for this project in Tier Two.

Summary of Environmental Resources in each Corridor			
Resource/Element	**Corridor B**	**Corridor C**	**Corridor D**
Parks and Recreational Areas	8	10	9
NRHP-Listed & NRHP-Eligible Resources	4	9	21
Wetlands	118 acres	152 acres	143 acres
Stream Crossings	183	254	282
Floodplain Crossings	3	3	9
Forests	9,890 acres	11,130 acres	11,409 acres
Agricultural Land Cover	2,953 acres	6,489 acres	5,487 acres
Preservation Districts/Easements	0 acre	1 acre	67 acres
Potentially Contaminated Sites	43	42	55
Estimated Cost of New Highway Facility*	$482-$500 million	$651-$669 million	$630-$648 million

Table 4

** Estimated Costs are for construction only and do not include engineering, right-of way acquisition, or utility relocation*

Related Transportation Projects

Corridor H

Corridor H is a series of transportation improvements stretching from Weston, WV to the West Virginia/Virginia state line. When completed (most likely by 2035), Corridor H will form a continuous four-lane highway through the eastern part of West Virginia. Portions of Corridor H are currently open to traffic.

Remaining Steps in the Project-Planning Process

The following steps are required to complete the Tier One Planning Study:

- Evaluate and address public hearing/meeting comments and coordinate with state and federal environmental review and regulatory agencies *(Fall 2011)*
- Identify the Preferred Corridor(s) *(Spring 2012)*
- Prepare a Tier One Final Environmental Impact Statement *(Fall 2012)*
- Obtain Location/Design Approvals *(Spring 2013)*

How to Comment on the Project

The MDSHA encourages all interested persons to provide comments and suggestions throughout the project-planning process. Use the postage-paid return mailer in this brochure. Additional copies of the mailer will be available at the receptionist's desk during the West Virginia workshop and the Maryland public hearing. Written comments for inclusion in the project record and the public hearing transcript may be submitted until October 14, 2011.

Project Mailing List

To have your name added to the project mailing list, complete the enclosed mailer or give your contact information to the receptionist at the workshop or hearing. If you have previously submitted your name and address or received this brochure in the mail, you are already on the project mailing list.

Documents Available for Review

Copies of the DEIS are available for review at the locations listed below prior to the public hearing. The Location/Design Public Hearing Transcript will also be available for review approximately eight weeks after the hearing. To confirm availability, please call ahead Monday through Friday during normal business hours, at:

District 6
Maryland State Highway Administration
1251 Vocke Road
LaVale, MD 21502-3347
Telephone: (301) 729-8400
Toll-free within Maryland: 1-800-760-7138

Maryland State Highway Administration
Public Involvement Section
707 N. Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: (410) 545-8522
Toll-free within Maryland: 1-800-548-5026

Washington Street Library
31 Washington Street
Cumberland, MD 21502
Telephone: (301) 777-1200

South Cumberland Library
100 Seymour Street
Cumberland, MD 21502
Telephone: (301) 724-1607

Keyser-Mineral County Public Library
105 N. Main Street
Keyser, WV 26726
Telephone: (304) 788-3222

Mineral County Planning Commission
Mineral County Courthouse
150 Armstrong Street
Keyser, WV 26726
Telephone: (304) 788-1457

Non-Discrimination in Federally Assisted and State-Aid Programs

For information concerning non-discrimination, please contact:

Ms. Sharon Lynn Holmes, Deputy Director
Office of Equal Opportunity
Maryland State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-0315
Toll-free within Maryland: 1-888-545-0098
Email: sholmes@sha.state.md.us

EEO Division
West Virginia Division of Highways
1900 Kanawha Boulevard, East
Building 5, Room 948A
Charleston, WV 25305-0430
Telephone: (304) 558-3931
Email: dot.eeo@wv.gov

Right-Of-Way and Relocation

For information about right-of-way and relocation assistance, please contact:

Ms. Roxanne Harden, Real Property Manager
Office of Real Estate, District 6
Maryland State Highway Administration
1251 Vocke Road
LaVale, MD 21502-3347
Telephone: (301) 729-8475
Toll-free within Maryland: 1-800-635-5119
Email: rharden@sha.state.md.us

Mr. David A. Neil, Acting Director
West Virginia Department of Transportation
Division of Highways
Right of Way Division
1900 Kanawha Boulevard, East
Building 5, Room A-618
Charleston, WV 25305-0430
Telephone: (304) 558-2822
Email: David.A.Neil@wv.gov

Media Used for Meeting Notification

Advertisements appeared in the following newspapers to announce the workshop and hearing:

- The Cumberland Times-News
- The Baltimore Sun
- The Mineral Daily News-Tribune

Maryland and West Virginia Project Information

For information about other MDSHA projects and services, go to **www.roads.maryland.gov** and click on **Projects & Studies, SHA Projects Page, and Allegany County, then US 220 McMullen Highway** under **Pre-Construction**. For information about other WVDOH projects and services, go to **www.transportation.wv.gov** and click on **Comment on Projects/US 220**. Teletype users can also access information and services at 711.

Corridors Retained for Detailed Study

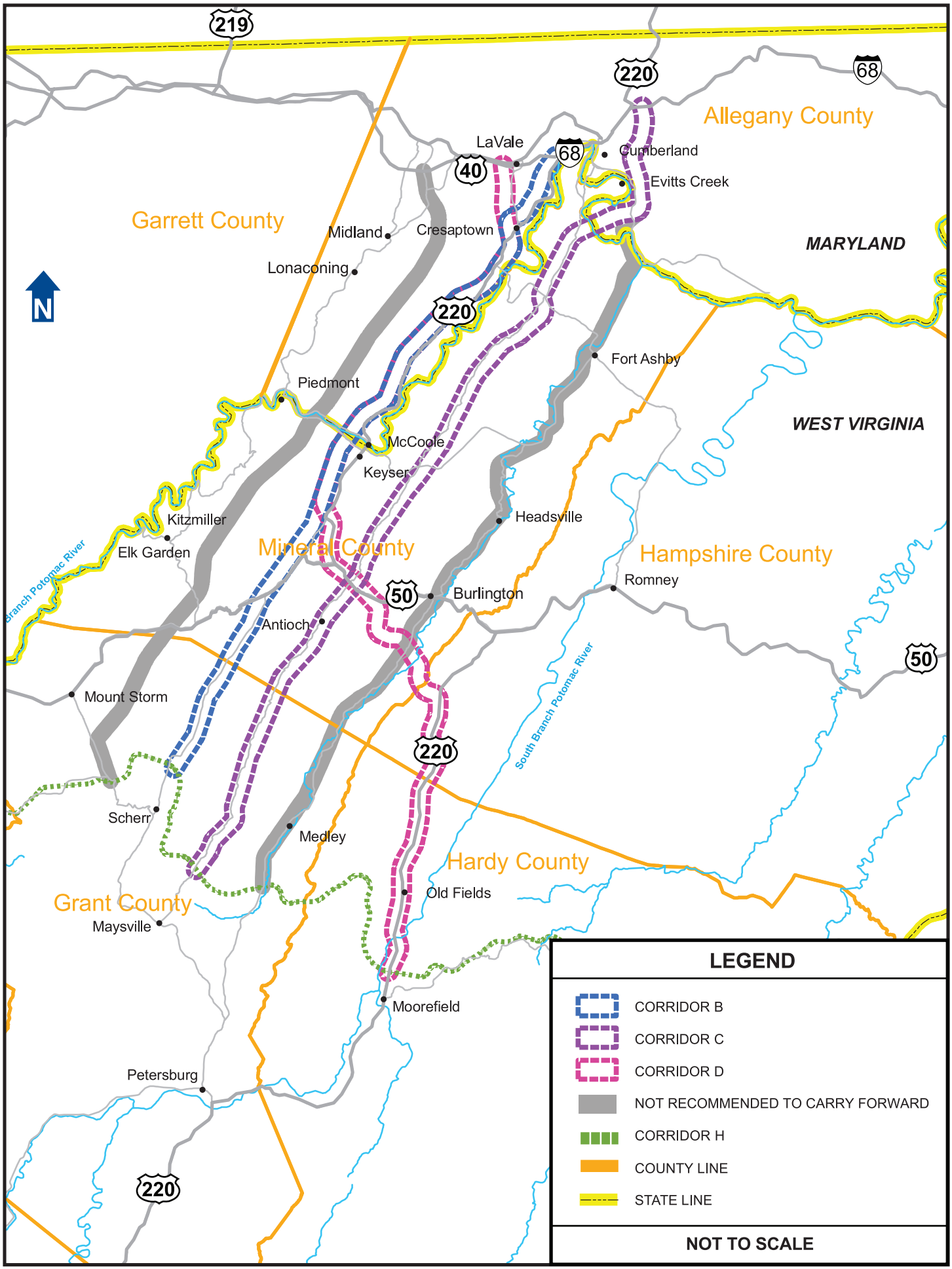

Figure 1

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Office of Planning and Preliminary Engineering
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202

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