

PROJECT SCHEDULE



PHASE 1: ENVIRONMENTAL CLEARANCE

- Public Meeting No. 1 to Present Detailed Alternatives - **JUNE 23, 2022**
- WE ARE HERE** Public Meeting No. 2 to Present Detailed Alternatives - **NOVEMBER 16, 2023**
- Public Meeting No. 3 to Present Recommended Preferred Alternative - **SPRING 2024**
- Circulate Draft Environmental Impact Statement (DEIS) - **SUMMER 2024**
- Conduct Public Hearing - **FALL 2024**
- Public Meeting No. 4 to Present Preferred Alternative & Mitigation - **SPRING 2025**
- Complete Final Environmental Impact Statement (FEIS) and Issue Record of Decision (ROD) - **FALL 2025**



PHASE 2: PRELIMINARY ENGINEERING (FULLY FUNDED)

Complete Preliminary Engineering Design - **2023 to 2025**



PHASE 3: FINAL DESIGN (FULLY FUNDED)

Complete Final Design & Right-of-way Acquisition - **2025 to 2028**



PHASE 4: CONSTRUCTION (CONTINGENT UPON FUNDING)

Complete Construction - **2029 to 2031**

ALTERNATIVES IMPACTS COMPARISON

● Lowest Impact per category by alignment ● Highest Impact per category by alignment * Is considered potentially eligible at this time.

Socioeconomic	DU	DU Shift	E	E Shift	Mining & Potential Hazardous Waste	DU	DU Shift	E	E Shift
Parcels intersected by the Limit of Disturbance (#)	135	129	125	119	Surface Mining Boundaries (acres)	341.5	343.0	239.9	241.4
Residential Displacements (#)	12	12	9	9	Deep Mine Boundaries (acres)	25.0	25.0	25.0	25.0
Outbuilding Displacements (#)	28	27	26	25	Area Of Concern Sites (#)	3	3	3	3
Commercial Displacements (#)	2	2	2	2	Engineering	DU	DU Shift	E	E Shift
Other Displacements (#)	2	3	3	4	Natural Gas Pipeline (linear feet)	487.1	487.1	951.6	951.6
State Game Land (acres)	1	1	1	1	Length of Alignment (miles)	8.7	8.7	8.4	8.3
Aboveground Historic Resources	DU	DU Shift	E	E Shift	Level of Disturbance Acreage	725.8	739.2	675.8	689.3
Mason Dixon Marker (#)	-	-	1.0	1.0	Natural Resources	DU	DU Shift	E	E Shift
Tomlinson Inn/Little Meadows (acres)	18.8	25.0	18.6	24.8	Forestland	461.6	460.5	438.3	437.2
Lowry Farm* (acres)	24.4	24.4	-	-	Farmland				
Miller Farm* (acres)	0.9	0.9	0.9	0.9	Productive Cropland/Pasture (acres)	71.4	91.5	53.8	73.9
Deal Farm* (acres)	16.4	16.4	1.7	1.7	Maple Sugar Production Forest (acres)	23.7	23.7	0.1	0.1
S.J. Miller School* (acres)	-	-	-	-	Productive Farms (#)	11	11	8	8
Archaeology	DU	DU Shift	E	E Shift	Prime Farmland Soils (acres)	39.0	39.0	26.3	26.3
Prehistoric Probability - High	133.2	133.2	131.8	131.8	Soils of Statewide Importance (acres)	141.6	148.4	120.8	127.7
Prehistoric Probability - Moderate (acres)	72.3	72.3	59.8	59.8	Preferential Tax Assessment - PA only (acres)	71.0	71.0	3.7	3.7
Prehistoric Probability - Low (acres)	345.2	358.4	284.0	297.2	Other				
Historic Probability - High (PA only) (acres)	42.5	42.5	26.9	26.9	FEMA 100-Year Flood Zone (acres)	12.3	12.3	7.1	7.1
Historic Probability - Moderate (PA only) (acres)	22.0	22.0	16.7	16.7	Potential Bat Hibernaculum (#)	3	3	-	-
Historic Probability - Low (PA only) (acres)	282.8	282.8	198.3	198.3	Wetland	14.3	14.4	12.8	12.7
					Streams	29,172	29,549	29,295	29,675



For more information on the project including the history of the project, planned work and future meeting dates, please visit the website: penndot.pa.gov/US219meyersdalesouth



PUBLIC MEETING

November 16, 2023

Welcome to the second US 219 Meyersdale, PA to Old Salisbury Road, MD Project Public meeting. The first Public Meeting was held in person on June 23, 2022 and virtually on June 27, 2022.



145 people attended the in-person Public Meeting



20 attended the Virtual Public Meeting



From the June 2022 Public Meeting

The first round of public meetings presented project progress since the completion of the 2016 Planning and Environmental Linkages (PEL) Study.

The Pennsylvania Department of Transportation (PennDOT) and Maryland State Highway Administration (SHA) have refined the alternatives presented at that meeting and have been collecting detailed field information for key resources to be evaluated in the Environmental Impact Statement (EIS). Four alternatives are being presented at tonight's meeting: Alternatives E, E Shift, DU and DU Shift. Maps of these alternatives are being presented this evening along with preliminary community, natural and cultural resource impacts.

What's an EIS and Why is it Required?

Under the National Environmental Policy Act (NEPA), FHWA is required to evaluate and minimize potential impacts to the social and natural environment when considering approval for a proposed transportation project.

In addition to evaluating potential environmental effects, FHWA must also consider the public's transportation needs in reaching a decision that's in the best overall public interest. The FHWA NEPA project development process is an approach to balanced transportation decision-making that considers those potential impacts.

Why is an Environmental Impact Statement (EIS) being prepared for this study? Most of the project's design and construction funding is being provided by the Federal Highway Administration (FHWA). Additionally, PennDOT and SHA are stewards of this funding working in partnership with the FHWA.

Depending on the anticipated extent of environmental impacts, this project could fall into one of three "classes of action". An EIS is required when the action is anticipated to have a significant impact on the environment. An EIS is the highest class of action and is required for this project based on the highway's length and location on the new alignment.

Resources that are considered often include:

- Residential & Business Displacements
- Agriculture
- Wetlands
- Historic & Archeological Sites
- Environmental Justice Populations
- Parklands
- Endangered Species

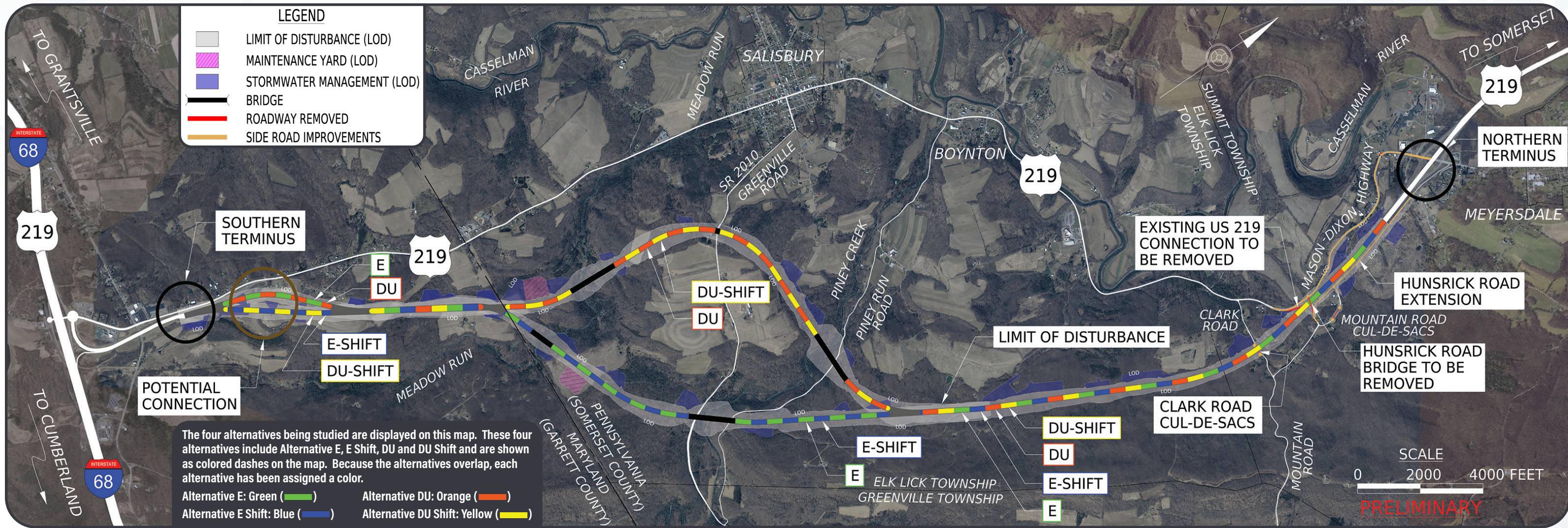
This list is not all inclusive and is just a sample of resources that need to be considered. (continued on next page)



WE WANT TO HEAR FROM YOU!

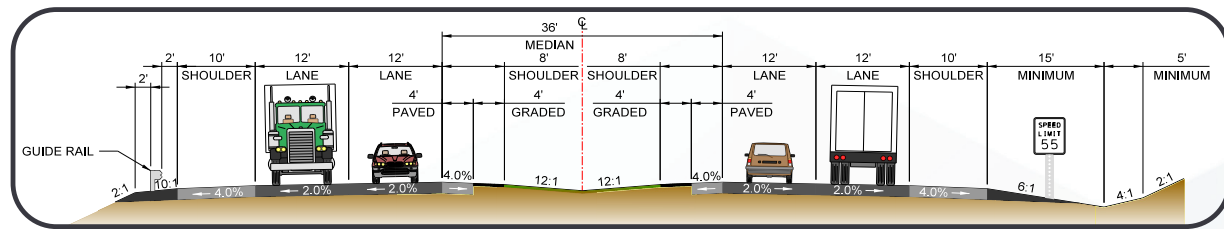
Thank you for attending tonight's meeting and we look forward to hearing from you. We appreciate you taking a few minutes to complete the Comment Form before you leave this evening. Please send comments or questions to Nicki Donahoe, P.E. PennDOT project manager at 814-317-1650 or ndonahoe@pa.gov.



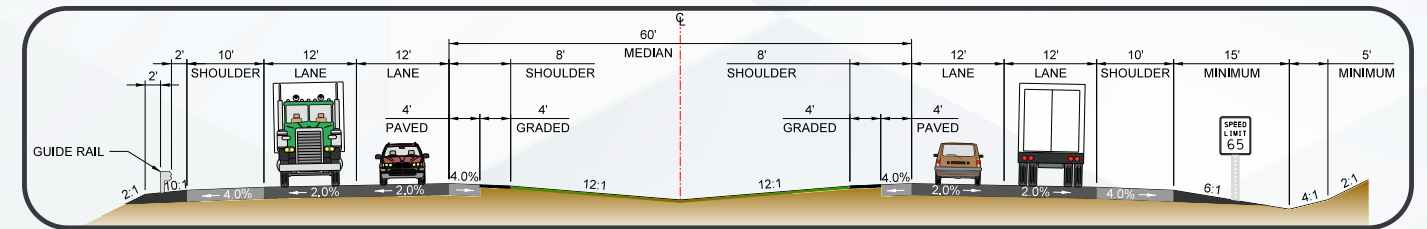


The four alternatives being studied are displayed on this map. These four alternatives include Alternative E, E Shift, DU and DU Shift and are shown as colored dashes on the map. Because the alternatives overlap, each alternative has been assigned a color.

Alternative E: Green () Alternative DU: Orange ()
 Alternative E Shift: Blue () Alternative DU Shift: Yellow ()



US 219 TYPICAL SECTION WITH 36' MEDIAN



US 219 TYPICAL SECTION WITH 60' MEDIAN

Note: The typical section along new US 219 will vary between the two illustrations shown above. The main difference is the median width. The majority of the median within Pennsylvania will be 60' and will transition down to 36' in Maryland. The transition is still in development at this time.

What's an EIS and Why is it Required? *(continued from first page)*

Shown on the table on the back cover are preliminary impacts associated with the current study alternatives displayed this evening. The impacts are based on what's termed the "limit of disturbance" (LOD). The LOD is based on cut (when the highway would be lower than the existing ground elevation) and fill (when the highway would be higher than the existing ground elevation) lines, the proposed roadway typical sections and elevation plus an additional 100' on either side in consideration of the preliminary nature of these studies. The LOD may ultimately be reduced once a Preferred Alternative is identified, and more detailed engineering developed.

PennDOT and the Maryland State Highway Administration will continue to refine and evaluate these alternatives and their impacts and continue to seek input from the public, resource agencies and public officials to ultimately recommend which alternative is preferred. The preferred alternative will then move into final design and ultimately construction.

After tonight's meeting, there will be two additional opportunities to provide feedback at public meetings. The next public meeting, scheduled for spring 2024, will present a recommended preferred alternative. A formal public hearing is then scheduled for summer 2024, after the Draft EIS is published. This hearing will allow the public to provide formal testimony regarding any concerns or issues they have with the project alternatives, including impacts and mitigation. The project website contains an email address and comments are always welcome using that forum. The project website address is on the back cover.

