219 Meyersdale to Old Salisbury Rd

Draft Environmental Impact Statement

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U.S. 6219, Section 050

Transportation Improvement Project

Meyersdale, PA to Old Salisbury Road, MD

pennsylvania DEPARTMENT OF TRANSPORTATION

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation Federal Highway Administration

FHWA-PA-EIS-24-01-D

FHWA-PA-EIS-24-01-D

U.S. 6219, Section 050 Transportation Improvement Project from Meyersdale, PA to Old Salisbury Road, MD

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to 42 U.S. Code § 4332 (2)(c), and where applicable, 49 U.S. Code § 303, by the U.S. Department of Transportation, Federal Highway Administration and Pennsylvania Department of Transportation, Engineering District 9-0

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For Federal Highway Administration
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10/25/2024

Date of Approval

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Date of Approval

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The following agencies are Cooperating Agencies: Maryland State Highway Administration, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers - Pittsburgh District, and the U.S. Fish and Wildlife Service.

FHWA in coordination with the Pennsylvania Department of Transportation (PennDOT) and the Maryland State Highway Administration (SHA) are soliciting comments on this Draft Environmental Impact Statement (DEIS) that has been prepared to study potential improvements to U.S. 6219, Section 050 from Meyersdale, PA to Old Salisbury Road, MD. The project includes the proposed construction of an eight (8) mile (six (6) miles in PA and two (2) miles in MD) four-lane limited access facility on new alignment from the end of the Meyersdale Bypass in Somerset County, PA to the newly constructed portion of U.S. 219 in Garrett County, MD. This DEIS contains the information required by the Council on Environmental Quality (CEQ) regulations and National Environmental Policy Act (NEPA) for major Federal actions that significantly affect the quality of the human environment. Persons and agencies who may be interested in or affected by the proposed project are encouraged to comment on the information in this DEIS. All comments received in response to this DEIS will be considered and any information presented herein may be revised in consideration of the comments. FHWA will issue a single document that consists of the Final Environmental Impact Statement and Record of Decision pursuant to 49 U.S.C. 304a(b) [and 23 U.S.C. 139(n)(2)] unless FHWA determines that statutory criteria or practicability considerations preclude issuance of such a combined document.

Comments on this DEIS are due by January 13, 2025, and should be sent to the persons listed above.

EXECUTIVE SUMMARY

The Pennsylvania Department of Transportation (PennDOT) in cooperation with the Maryland Department of Transportation State Highway Administration (SHA) with federal oversight from the Federal Highway Administration (FHWA) have initiated improvement studies for Section 050 of U.S. 6219 from Meyersdale, PA to Old Salisbury Road, MD. Throughout this document, this project will be referred to as the U.S. 219 project. The U.S. 219 project extends approximately eight (8) miles from the southern end of the Meyersdale Bypass in Somerset County, Pennsylvania (PA) to the newly constructed 1.4-mile section of U.S. 219 in Garrett County, Maryland (MD) between Interstate 68 (I-68) and Old Salisbury Road. Of the eight (8) miles, six (6) are in Pennsylvania and two (2) are in Maryland.

In 1999, PennDOT completed the *Needs Analysis U.S. Route 219 I-68 (MD) to Somerset, Pennsylvania* (PennDOT 1999) for an approximately 28-mile portion of U.S. 219 between I-68 in Maryland and the southern terminus of the four-lane U.S. 219 in Somerset, PA, excluding the Meyersdale Bypass, a 5-mile section of U.S 219 around Meyersdale, PA. This study revealed numerous deficiencies along the entire 28-mile corridor.

Two sections of U.S. 219 in Somerset County, Section 020 to the north of Meyersdale and Section 019 (currently Section 050) to the south were identified as having deficiencies and recommended for further study. U.S. 219, Section 020, between Meyersdale and the four-lane U.S. 219 in Somerset, PA was advanced through the National Environmental Policy Act (NEPA) process as an Environmental Impact Statement (EIS), then selection, design and construction. This eleven-mile section of U.S. 219 is also a four-lane, limited access facility and opened to traffic in 2018. The last unimproved section of U.S. 219 is the eight-mile section from the southern end of the Meyersdale Bypass to I-68. The project started the NEPA process in 2001 and was subsequently placed on hold in 2007 due to funding constraints. A Planning and Environmental Linkages (PEL) study identifying potential corridors/alignments of a U.S. 219 connection between I-68 and Meyersdale was completed in 2016. Then in 2017, the SHA completed a Categorical Exclusion (CE) for a new alignment of the 1.4-mile segment of U.S 219 between I-68 and Old Salisbury Road in Maryland, which was approved by FHWA on July 18, 2017. Construction of this section of U.S. 219 was completed in 2021.

The intent of this project is to build upon the 2016 PEL document that examined several alternatives within the established study area, from the southern end of the Meyersdale Bypass to the new 1.4-mile segment in Maryland. This Draft Environmental Impact Statement (DEIS) details the evaluation and comparison of four build alternatives and the No Build Alternative. A Preferred Alternative is identified in this DEIS.

ES-1 What is an EIS?

An EIS is a document required by NEPA that takes into consideration the effects of a federal agency's proposed action on the environment. NEPA requires Federal agencies to prepare an EIS for proposed actions that significantly affect the environment. PennDOT's Integrated Transportation Development Process guided the development of this project. SHA's guidelines and regulations were consulted throughout the process to ensure consistency. The project development utilized PennDOT's ten-step process, which integrates NEPA and Section 404 of the federal Clean Water Act. To comply with NEPA, this EIS is being prepared in accordance with the Council on Environmental Quality's (CEQ) implementing regulations for NEPA (40 CFR §1500-1508), FHWA's implementing regulations for NEPA (23 CFR § 771), and PennDOT Publication No. 10B (MD-1B). Additionally, this DEIS is being completed in compliance with Section 6002 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, codified as 23 CFR §139, which established a new Environmental Review Process for transportation projects developed as EISs. The Environmental Review Process continued with

minor modifications through the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012, also codified as 23 CFR §139.

An EIS identifies the Purpose and Need for the action; considers alternatives to meet the project purpose and need; describes the affected environment; analyzes the environmental consequences of the alternatives, and documents agency coordination and public involvement. The EIS process concludes with the selection of an alternative to be carried forward in Preliminary and Final Design

A scoping meeting was held with the resource agencies on November 16, 2021. An introductory meeting was held with the public on June 23, 2022. Following these meetings, a Notice of Intent (NOI) to Prepare an EIS was prepared and published in the Federal Register on June 2, 2023. A letter from the U.S. Environmental Protection Agency (EPA) was received on June 29, 2023 indicating the EPA will provide comments on general NEPA compliance of the EIS and specific comments pursuant to our responsibilities under Section 309 of the Clean Air Act (CAA), Sections 402(d) and 404(b), (c), and (q) of the CWA Clean Water Act (CWA), and environmental justice. EPA had no comments to offer at the time they issued the letter.

Following the NOI, the DEIS is prepared and circulated, providing an opportunity for the public, interest groups, and other agencies to review and again, provide comments. The DEIS concludes with a Preferred Alternative. A combined Final EIS (FEIS)/ Record of Decision (ROD) is then planned, which will include any refinements of the data presented in the DEIS. In addition, the FEIS/ROD provides responses to all substantive comments received during the DEIS Public Comment Period.

ES-2 Who is leading the Project?

FHWA is responsible for the authorization of federal-aid funds to implement the project improvements and is therefore identified as the Lead Federal Agency under NEPA for the U.S. 219 project. PennDOT is the Lead State Agency and is responsible for the administration of federal funds for highway transportation improvements in the Commonwealth of Pennsylvania. SHA is partnering with PennDOT in the completion of this project.

ES-3 What other agencies are involved in the Project?

In coordination with FHWA, PennDOT has conducted extensive outreach and engagement efforts with federal, state, tribal nations, regional, and local agencies, as well as interested stakeholders and the general public. A *U.S. 6219, Section 050 Coordination Plan for Agency Involvement* (PennDOT, FHWA, and SHA Oct. 2022), included within the NOI in **Appendix A**, was prepared at the onset of the project in accordance with 23 U.S.C. §139(g). The plan establishes the role for each involved agency, the proposed project schedule, and expectations for agency input and involvement. The agencies involved include Cooperating and Participating Agencies. As identified in the CEQ regulations for the implementation of NEPA (40 CFR§1501.8), Cooperating Agencies are those government and regulatory agencies with jurisdiction by law (e.g., with permitting or land transfer authority) or special expertise with respect to any environmental impact or resource involved in an environmental review. The list of Cooperating Agencies is provided in the Plan (**Appendix A**).

At request of the Lead Federal Agency, Cooperating Agencies assume responsibility for developing information and preparing environmental analyses, including portions of the EIS for which the Cooperating Agency has special expertise. The **U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS) and EPA** are considered **Cooperating Agencies** that provide input on specific milestones throughout the environmental review.

Participating Agencies include any federal, state, local agencies or tribal nations that could have an interest in the proposed project. Participating Agencies for this project are included **Table ES-1** below.

ES-4 What is the history of the Project?

This project has an extensive history starting in the 1990s when PennDOT evaluated U.S. 219 between the Pennsylvania Turnpike in Somerset, Pennsylvania to Interstate 68 (I-68) in Maryland.

In 1999, PennDOT completed the *Needs Analysis U.S. Route 219 I-68 (MD) to Somerset, Pennsylvania* (PennDOT 1999) for an approximately 28-mile portion of U.S. 219 between I-68 in Maryland and the southern terminus of the four-lane U.S. 219 in Somerset, PA, excluding the Meyersdale Bypass, a 5-mile section of U.S. 219 around Meyersdale, PA. Two project corridors were identified from this Needs Analysis. These projects were:

- SR 6219, Section 020 (Somerset to Meyersdale, Pennsylvania); and
- SR 6219, Section 019 (currently Section 050) (Meyersdale, Pennsylvania to I-68 in Maryland).

Preliminary engineering and a DEIS for U.S. 219, Section 019 originally began in 2001 by PennDOT and SHA but was put on hold in 2007 due to funding constraints. As a result, the document went unpublished. Since that time, PennDOT completed construction of U.S. 219, Section 020, from the Meyersdale Bypass north to the existing four-lane section of U.S. 219 near Somerset that connects to I-76 (the Pennsylvania Turnpike). By 2018, Section 019 (currently Section 050) of U.S. 219 is the only remaining two-lane, non-limited access section in over 70 miles of a four-lane expressway.

If the state transportation agencies had continued with the former NEPA efforts for SR 6219, Section 019 (currently Section 050) and had selected a build alternative, FHWA would not have been able to render a location approval because the project would not have met the planning requirements outlined in 23 CFR 450 as a financial plan did not exist which committed funding for design and construction. FHWA, SHA, and PennDOT collaborated to find a solution that would allow improvements to this section of U.S. 219 to move forward while meeting all applicable state and federal requirements. The solution identified was a PEL study, which allowed the transportation agencies, resource agencies, and the public to work together to identify goals and objectives, identify deficiencies and needs, develop possible solutions/alternatives, develop a basic description of environmental setting, conduct a preliminary screening of solutions, eliminate unreasonable solutions and complete a preliminary identification of environmental impacts and environmental mitigation. The PEL study addressed fiscal constraints by breaking larger potential projects into smaller stand-alone projects that can be completed as funding became available. The PEL study helped determine which reasonable alignment(s) should move forward into the NEPA process and identified stand-alone projects with independent utility and logical termini for future NEPA evaluation.

On July 21, 2016, the PEL study concluded that two alignments (Alternatives E and E-Shift) were considered reasonable and should be advanced for consideration in future project analysis. While the most economic benefit would be realized by constructing an alignment in its entirety, the different funding levels between states would not allow for the construction of the entire project from I-68 in Maryland to Meyersdale, Pennsylvania. Therefore, as part of the 2016 PEL study, an analysis was

Table ES-1: Participating Agencies

Pennsylvania	Maryland	Tribal Nations
PA Department of Conservation & Natural Resources	MD Historical Trust	Delaware Nation, Oklahoma
PA Fish and Boat Commission	MD Department of Planning	
PA Department of Environmental Protection	MD Department of Environment	
	MD Department of Natural Resources	

completed to identify stand-alone projects within the overall limits. This review, included localized economic benefits, identified a potential stand-alone project between I-68 and a priority funding area (PFA) in Maryland. This 1.4-mile stand-alone project consisted of a new alignment for U.S. 219 along an area of common alignment for Alignment E and Alignment E-Shift in Maryland. This concept extended from I-68 to the north of Old Salisbury Road intersection within existing U.S. 219. The stand-alone project was advanced by SHA into preliminary engineering and was issued environmental clearance on July 18, 2017. The project advanced into final design and construction, and the project was opened to traffic on May 6, 2021.

This DEIS initially considered seven alternatives (DA, DA-Shift, DU, DU-Shift, E, E-Shift and the No-Build), two of which (Alternatives E and E-Shift) were recommended to advance into NEPA from the 2016 PEL study. However, DA and DA-Shift were dismissed early one in the NEPA process, prior to detailed alternatives due to impacts so this DEIS evaluates alternatives DU, DU-Shift, E, E-Shift and the No-Build.

ES-5 What is the purpose of the Project and why is it needed?

The Purpose and Need establishes the reason why an agency is proposing a project and serves as the primary criteria in the alternatives screening process. The project purpose is the set of objectives that would be met to address the transportation needs. The project need includes the data substantiating that a transportation problem currently exists or is likely to occur.

The purpose of the U.S. 219 project is to complete Corridor N of the Appalachian Development Highway System, to improve the system linkage in the region, provide safe and efficient access for motorists traveling on U.S. 219, and provide transportation infrastructure to support economic opportunities in existing and planned communities and employment/business centers and natural resource-based industries within the Appalachian Region.

The project needs include lack of efficient mobility for trucks and numerous roadway and geometric deficiencies along existing U.S. 219 that do not meet current design criteria and contribute to slower travel speeds through the corridor. Additionally, existing U.S. 219 does not provide the infrastructure needed to access the surrounding municipalities along with labor and business markets and is a contributing factor in limiting economic opportunities to the Appalachian Region. These needs are further documented in the *Purpose and Need Report: SR 6219 Section 050 U.S. 219 from Meyersdale to Old Salisbury Road Project* (PennDOT 2022), included in **Appendix B**.

ES-6 What are the alternatives for the Project and how were they evaluated?

In accordance with NEPA, comparison of a full range of engineering, operational, cost, and environmental factors was considered in the identification of a Preferred Alternative at the conclusion of this DEIS. The No Build Alternative and six alternatives were initially evaluated using secondary source information. These alternatives were evaluated to determine potential impacts on socioeconomic, natural, and historic resources. The analysis of alternatives considered how well each alternative would meet the Purpose and Need of the project. Based on that initial evaluation, Alternatives DA and DA-Shift were dismissed from further evaluation due to significant environmental impacts in comparison to the other four alternatives.

As a result, Alternatives DU, DU-Shift, E, and E-Shift were evaluated in detailed and are discussed in this DEIS. See **Table ES-2** below for an evolution of the alternatives from the results of the PEL through to the four build alternatives being studied in the DEIS.

A. No Build Alternative

The No Build Alternative is included in the environmental impact analysis as the baseline condition for comparison. The No Build Alternative is not identified as the Preferred Alternative because it would not meet the purpose and need of the

project. It would not improve regional system linkage and would not improve safe and efficient access for trucks and other motorists on U.S. 219. Moreover, the No Build Alternative would not provide transportation infrastructure to support economic opportunities in existing and planned communities and employment/business centers and industries within the Appalachian Region.

B. Build Alternatives

Each of the four build alternatives meets the purpose and need of the project by providing a roadway with a safer geometric design and improved capacity and efficiency for trucks and cars. Each build alternative also provides a consistent link in the regional system, primarily between I-68 and I-76, thereby completing the development of Corridor N of the ADHS and supporting increased economic opportunities.

Each of the build alternatives incorporate PennDOT maintenance facility. The sites are located just north of the Maryland/Pennsylvania state line. The impact associated with the maintenance facility site is part of the project impact numbers since these sites have been incorporated into the overall limit of disturbance for each alternative.

On January 24, 2024, refinements to original Alternatives DU, DU-Shift, E, and E-Shift were proposed to the Pennsylvania and Maryland resource agencies at an interagency coordination meeting. The purpose for the refinements were to avoid and/or minimize impacts to resources within the impact area. The agencies agreed to the refinements and the refined alternatives replaced the original four alternatives and were subsequently labeled: Alternative DU Modified, DU-Shift Modified, E Modified, and E-Shift Modified. See **Figure ES-1** for a map displaying the four detailed build alternatives.

Table ES-2: Evolution of Alternatives in the DEIS

Date	Description of Alternatives
July 2016	PEL document recommended Alternatives E and E-Shift be advanced into NEPA for further evaluation.
October 2021	Alternatives AE and D from the PEL were initially examined to include with Alternatives E and E-Shift to offer a broader range of alternatives. With the new logical termini established Alternative AE was dropped from consideration because it shared the same alignment as Alternatives E and E-Shift. Alternative D was considered viable and advanced.
November 2021	Presented Alternatives E and E-Shift and D from the PEL to the agencies at a Scoping Meeting. Alternative D was added to allow for further evaluation and minimization and expanded range of alternatives. This Alternative ended up being called Alternative DA and also included DA-Shift.
April 2022	Two additional Alternatives, DU and DU-Shift were added to allow for an expanded range of alternatives.
November 16, 2022	Agency Scoping meeting held and included the following alternatives: E, E-Shift, DA, DA-Shift, DU and DU-Shift.
June 1, 2023	Notice of Intent (NOI) published and included the following alternatives: E, E-Shift, DA, DA-Shift, DU and DU-Shift.
June 23 (In-person) and June 27, 2023 (Virtual)	Scoping Meeting held and included all alternatives in the NOI
July 2023	Based on results from the June 2023 public meeting, discussions with the resource agencies and comparison of impacts using secondary source data, Alternatives DA and DA-Shift were dismissed from further evaluation.
December 2023	After collecting and mapping all the field data and based on results of the technical studies, engineering refinements to Alternative E, E-Shift, DU and DU-Shift were made to minimize impacts to resources including wetlands, streams, farmlands and Section 4(f) resources. As a result of these refinements, the word “Modified” was added to each of the four alternatives and these four alternatives replaced the original four alternatives.
January 2024	Team prepares DEIS for the No-Build and four build alternatives: Alternative E Modified, E-Shift Modified, DU Modified and DU-Shift Modified.

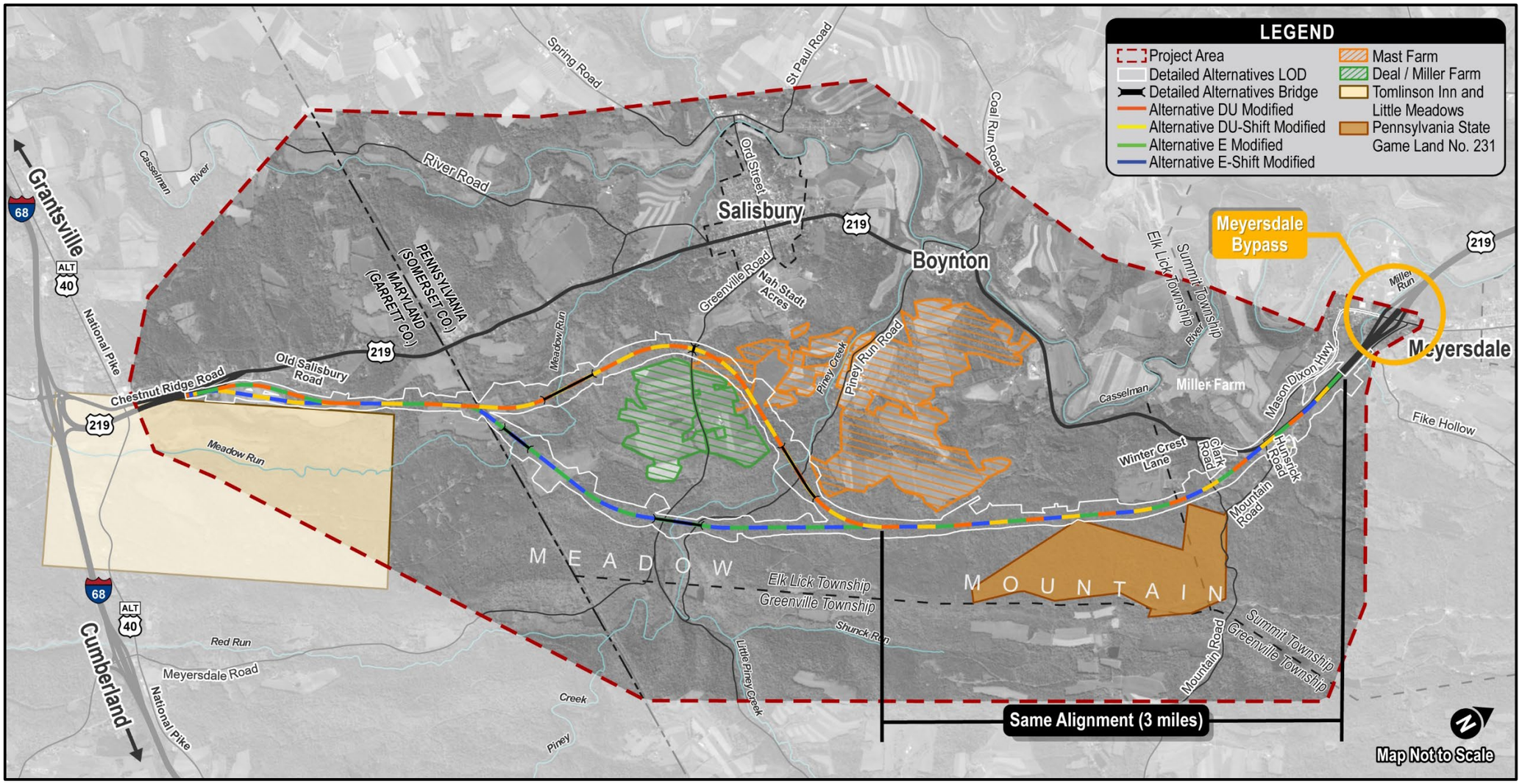

Figure ES-1: Detailed Build Alternatives

Alternative DU Modified begins at the southern end of the Meyersdale Bypass, which is similar to all four build alternatives for a distance of 3 miles. The alternative follows existing U.S. 219 until it passes Hunsrick Road and continues in a southwesterly direction staying west of Mountain Road. Alternative DU Modified would bisect Clark Road and follow the base of Meadow Mountain, staying to the east of Winter Crest Lane, avoiding Pennsylvania State Game Lands (SGL) 231 located east of the alternative. The alternative continues to follow the base of Meadow Mountain, staying east of the Mast Farm. Just north of Piney Run Road, the alignment turns west and crosses over Piney Run Road and Piney Creek on a large structure. The alternative passes between the Mast Farm and the Deal Farm, through a portion of both farms. The alternative also crosses over Greenville Road, just to the east of Nah Stadt Acres Drive. Once the alternative crosses over Greenville Road, it turns south towards the state line and is situated about 0.5 miles east of existing U.S. 219. After the alignment crosses the state line, it trends westward towards the tie in point just south of Old Salisbury Road. The alignment is situated between existing U.S. 219 and the Tomlinson Inn and Little Meadows historic site. The alternative ties back into existing U.S. 219 about 2,000 feet north of U.S. 40 (National Pike).

Alternative DU-Shift Modified follows Alternative DU Modified except when the alternative crosses over the PA/MD state line. Alternative DU-Shift Modified is further away from residences along Old Salisbury Road than Alternative DU Modified, by 350 feet at the farthest point. The alternative ties back into existing U.S. 219 about 2,000 feet north of U.S. 40 (National Pike). This shift was suggested by residents along Old Salisbury Road during former 2001 NEPA efforts as a way to move the alignment further away from their homes than Alternative DU.

Alternative E Modified follows the same alignment as the other build alternatives to the point just north of Piney Run Road. Alternative E Modified continues along the edge of Meadow Mountain, avoiding both the Mast and Deal Farms. Once past Greenville Road, the alternative heads west towards existing U.S. 219. Alternative E Modified joins up with Alternative DU Modified at the PA/MD state line and follows the same alignment as Alternative DU Modified. The alternative is situated between existing U.S. 219 and the Tomlinson Inn and Little Meadows historic site. The alternative ties back into existing U.S. 219 about 2,000 feet north of U.S. 40 (National Pike).

Alternative E-Shift Modified follows the same alignment as Alternative E Modified until the PA/MD state line. At that point, the alternative follows Alternative DU-Shift Modified and is situated further away from residences along Old Salisbury Road, by 350 feet at the farthest point. The alternative ties back into existing U.S. 219 about 2,000 feet north of U.S. 40 (National Pike).

ES-7 What is the environmental impact limit of disturbance?

The environmental impact limit of disturbance, or LOD, is a tool used to determine the maximum extent of impacts that could result from the construction of the build alternatives: DU Modified, DU-Shift Modified, E Modified and E-Shift Modified. The LODs are based on planning- level engineering, which includes potential short-term and permanent impacts and construction access and would be refined during final design, which is more detailed engineering. A roadway typical section featuring a 60-foot median width between the two sets of roadway lanes, two 12-foot roadway lanes in each direction, and a 10-foot shoulder on the outside edge of the lanes helps determine the LOD for each of the four build alternatives. The LOD included a 50-to-100-foot buffer beyond the areas of anticipated excavation and fill placement. The project team also included preliminary stormwater control measures and temporary erosion and sediment pollution control features needed during construction. Potential maintenance facility locations are included in the LOD near the state line within Pennsylvania, east of Alternatives E Modified and E-Shift Modified and west of DU Modified and DU-Shift Modified. **Chapter 3** calculates preliminary impacts of the build alternatives using the LOD.

A reduction of the alternative median width and cut and fill lines were made as part of the January 2024 refinements of the alternatives. The median width in some cases, was reduced from 60 feet to either 44 feet or 36 feet and the limit of disturbance was reduced from 50 feet to 20 feet. Additional refinements would continue during final design, after the ROD has been issued for the selected alternative, and any new impacts will be evaluated prior to construction.

ES-8 What are the anticipated impacts of the alternatives?

The environmental impact LOD was used to determine impacts of the No Build and four build alternatives. Detailed field data was collected and impacts to socioeconomic, natural, and historic resources have been identified and are summarized in **Table ES-3**. These potential impacts represent the maximum extent of impacts based on the largest potential footprint that may be required to construct the build alternatives. More detailed information is provided in **Chapter 3** and resource technical reports listed in the Appendices. Refer to the Table of Contents for specific reports.

Refinements to the Preferred Alternative could be made after the public comment period on the DEIS; such refinements would be documented in the FEIS. The ROD will identify a Selected Alternative. Future refinements to the Selected Alternative would occur

Table ES-3: Summary of Environmental Impacts

Resource		No Build	DU Mod.	DU-Shift Mod.	E Mod.	E-Shift Mod.
Socioeconomic Resource Impacts						
Parcels Intersected by LOD (#)		0	117	114	106	103
Residential Displacements (#)		0	9	9	8	8
Commercial Displacements (#)		0	2	2	2	2
Impacted Noise Receptors (#)		4	13	9	13	9
Cultural Resource Impacts						
Above Ground Historic Resources (# / Effect)		0 / No Effect	3 / Adverse Effect	3 / Adverse Effect	1 / No Adverse Effect	1 / No Adverse Effect
Areas of High Probability for (acres)	Prehistoric Archaeology	0	50.0	50.0	48.6	48.6
	Historic Archaeology	0	16.6	16.6	13.9	13.9
Section 4(f) Resources (# / Type of Use)		0	3 / > *De Minimis*	3 / > *De Minimis*	1 / *De Minimis*	1 / *De Minimis*
Natural Resource Impacts						
Forestland		0	431.4	430.0	389.8	388.8
Active Farmland (acres)		0	76.6	76.8	37.9	38.1
Productive Farms (#)		0	9	9	6	6
Prime Farmland Soils (acres)		0	32.9	32.9	19.9	19.9
Soils of Statewide Importance (acres)		0	102.9	102.9	82.0	81.9
Preferential Tax Assessment (acres)		0	74.9	75.2	36.1	36.4
FEMA 1% Annual Chance Floodplains (acres)		0	12.3	12.3	4.7	4.7
Potential Bat Hibernacula (#)		0	3	3	0	0
Wetland (acres)		0	11.30	11.17	10.07	9.94
Streams (linear feet)		0	24,796	24,811	23,192	23,192
Mining & Potential Hazardous Residual Waste						
Surface Mining Boundaries (acres)		0	319.7	319.6	212.7	212.7
Deep Mine Boundaries (acres)		0	22.9	22.9	23.0	23.0
Area of Concern Sites (#)		0	3	3	3	3
Engineering						
Length of Alternative (miles)		0	8.3	8.3	7.9	7.9
LOD (acres)		0	628.7	626.2	560.9	558.7
Preliminary Cost Estimate (Year 2030 Dollars)		$0	$483.0 M	$486.3 M	$307.0 M	$310.4 M

Note: 1) Green shading represents the lowest impact per category by alternative (excluding the No Build, which does not carry any direct impacts other than noise receptors). 2) Four impacted noise receptors are associated with the No Build Alternative because of design year traffic projections. 3) Preliminary construction cost estimates are exclusive of Right of Way Acquisition, Utility Relocation, Mineral Rights, Wildlife Crossings, Intelligent Transportation Systems and Maintenance Facility Final Amenities.

during final design. These refinements are anticipated to result in a reduction in impacts.

Should future refinements measurably increase the potential impacts beyond the environmental impact LOD identified for the Selected Alternative, additional analysis or a re-evaluation of the environmental analysis may be needed.

ES-9 What is the estimated cost of each alternative?

Preliminary cost estimates show that Alternatives DU Modified and DU-Shift Modified are generally $170 million greater than Alternatives E Modified and E-Shift Modified. The DU Modified Alternatives have significantly greater physical impact to both surface and deep mining areas than the E Modified Alternatives. The preliminary cost estimate for Alternatives DU Modified and DU-Shift Modified is approximately $483 million. The preliminary cost estimate for Alternatives E Modified and E-Shift Modified is approximately $307 million. No improvements would be included with the No Build Alternative, and it would therefore have no cost.

ES-10 What is the FHWA Preferred Alternative?

Based on comparison of the potential environmental impacts and current public and agency feedback of the alternatives described in the DEIS, **Alternative E-Shift Modified** is identified in the DEIS as the **FHWA Preferred Alternative**. Alternative E-Shift Modified offers several advantages over Alternatives DU Modified, DU-Shift Modified, and E Modified that make it the best option for addressing project needs. Public involvement efforts between 2001 and 2007 for the unpublished DEIS prompted the development of Alternative E-Shift Modified. The alignment is farther away than other alternatives from homes along Old Salisbury Road and is also carefully designed to avoid the Tomlinson Inn and Little Meadows historic boundary. The anticipated impacts of Alternative E-Shift Modified (FHWA Preferred Alternative) and corresponding mitigation are included in **Table ES-5.**

ES-11 When would the Selected Alternative be constructed?

First, the Selected Alternative has to be identified. The Selected Alternative will be identified in the FEIS/ROD. Once identified in the FEIS/ROD, this alternative is carried into Preliminary Engineering and then Final Design. The project is currently fully funded for Final Design and Right-of-Way Acquisition in the 2025-2028 timeframe. Contingent on construction funding, which is not yet allocated, construction of the Selected Alternative could be completed between 2029 and 2031.

ES-12 Could the construction be phased?

The PennDOT 2023 Twelve Year Plan identifies one project, specifying the limits as U.S. 219 from the Maryland line to the Meyersdale Bypass. Additionally, the Southern Alleghenies Planning and Development Commission, the Regional Planning Organization for the area, also recognizes the project in its entirety. The project is also included in Maryland Department of Transportation's Consolidated Transportation Program (CTP) Fiscal Year 2024-2029.

ES-13 How has the public been involved in the Project?

A very robust outreach program began in the early phases of the U.S. 219 project, specifically during the development of the purpose and need starting in 1998; however, this response focuses on outreach completed beginning with the 2021 scoping meetings through to the present. A scoping meeting was held with the resource agencies on November 16, 2021. An introductory meeting was held in-person with the public on June 23, 2022, and virtually on June 27, 2022. Following these meetings, a NOI was prepared and published in the Federal Register on June 2, 2023. The NOI provided information for interested parties to comment. No members of the public provided comments.

A Community Advisory Committee (CAC) was formed in 2003 to provide an additional method of communication between PennDOT, SHA, FHWA, and the local communities, and to provide input into project development. The CAC met on November 3, 2021, as part of the scoping phase. Since then, the CAC has met three other times: June 2, 2022, November 2, 2023, an April 11, 2024. These meetings were held both in-person and virtually.

One additional public meeting was held on November 16, 2023, and virtually on November 21, 2024. The public survey results have always shown that Alternative E-Shift Modified is the most favored alternative, followed closely by Alternative E Modified.

Notifications for all public meetings were provided through websites, newspaper advertisements, direct mail invitations, electronic mail invitations, social media, and targeted media relations. Project newsletters have been distributed to an all-encompassing database of interested stakeholders. Public outreach held since 2020 is detailed in **Table ES-4**.

A project-specific web page is on the PennDOT District 9-0 website and also on the SHA Project Portal. The website has been updated periodically with new information.

ES-14 Will there be additional public outreach opportunities?

PennDOT will continue to share information about the Project's progress via monthly e-newsletters, website updates, and other public outreach methods until the conclusion of the NEPA phase.

Upon issuance of the Notice of Availability (NOA) for this DEIS in the Federal Register, there will be a 45-day comment period in accordance with the regulations of 40 CFR § 1506.10 and 23 CFR § 771.123(k). During this time, the DEIS will be made available for review and the information will be presented at two local public hearings conducted by PennDOT, SHA, FHWA, USACE and Maryland Department of the Environment (MDE). The local public hearings will take place within the 45-day comment period to solicit feedback and receive

Table ES-4: Summary of Public Outreach Meetings Since 2020

Date / Type	Location	Purpose
June 23, 2022 / Public Officials Meeting No. 1	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	Scoping Meeting, understanding of the process to move from PEL to NEPA, Purpose and Need and Logical Termini, PEL Alternatives studied and dismissed, Alternatives to be studied in detail, potential areas for access and project schedule
June 23, 2022 / Public Plans Display No. 1	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	
June 27, 2022 / Virtual Public Meeting No. 1	Zoom Platform (Online)	
November 16, 2023 / Public Officials Meeting No. 2	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	Refinement to the alternatives presented at the June 2022 meetings, findings from detailed environmental information for key resources, maps of Alternatives DU, DU-Shift, E and E-Shift, environmental impact table, status of potential direct connection in Maryland and project schedule.
November 16, 2023 / Public Plans Display No. 2	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	
November 21, 2023 / Virtual Public Meeting No. 2	Zoom Platform (Online)	

comments from the public, stakeholders, and agencies. The public will be notified of the hearing dates via mailings, social media, newspaper, and project website notifications. Comments may also

be provided via email, an electronic comment form submitted through the project website, by phone, or by mail. PennDOT, SHA, and FHWA will review and document all the comments received. The FEIS/ROD will be developed to document any refinements to the Preferred Alternative and to respond to substantive comments received on the DEIS. All comments received during the comment period will be considered by PennDOT, SHA, and FHWA before finalizing the FEIS and ROD.

ES-15 How will the U.S. Army Corps of Engineers be involved at the Public Hearing?

The USACE will participate in the Public Hearing, as comments also will be accepted on the Joint Federal/State Application (JPA) for Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Pennsylvania and in Maryland. The USACE is responsible for reviewing the JPA per the Clean Water Act (Section 404(b)(1)). The Pennsylvania Department of Environmental Protection (DEP) is responsible for reviewing the application for Pennsylvania resources and the MDE is responsible for reviewing the application for Maryland resources.

The USACE has its own requirements for the advertisement and public hearings. Notice must be given at least 30 days in advance of the public hearing to all Federal agencies affected by the proposed action, state and local agencies, and other parties having an interest in the subject of the hearing. PennDOT will adhere to the requirement for publishing a public hearing notice as part of the notice of availability of the NEPA document.

Table ES-5: Impact and Mitigation Summary

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
Land Use & Zoning, Planning, and Development (See Chapter 3.1)	• Permanent conversion to transportation right-of-way would occur to 388.8 acres of forestland and 40.0 acres of productive agricultural land.	• No specific mitigation is proposed. In Pennsylvania, the Municipalities Planning Code, Sound Land Use policies, and Keystone Principles establish guidelines for investment in public infrastructure. In Maryland, the Economic Growth, Resource Protection, and Planning Act of 1992 organizes and directs comprehensive planning, regulation, and funding by state, county, and municipal governments.
Population & Demographics (See Chapter 3.2)	• The new expressway would improve north and south project area access. • Property impacts and acquisitions would be scattered along forested, agricultural, or rural residential areas with low population densities. • The objective of the alternative is to stimulate project area economic and population growth and reverse negative population trends by facilitating improved mobility for freight and labor.	• No specific mitigation is proposed.
Environmental Justice (See Chapter 3.3)	• Property displacements would not result in a disproportionally high and adverse effect on low-income populations within the project area. • The project has the potential to improve the economy and the living standard of people within the region. These economic improvements could benefit all residents within the vicinity of the project area, including Environmental Justice populations.	• No Environmental Justice Impacts are anticipated; therefore, no specific mitigation is proposed.
Equity (See Chapter 3.4)	• The alternative would provide equitable transportation development to disadvantaged communities within the project area by completing Corridor N of the ADHS. • The project would reduce transportation related barriers, allow for faster and more reliable travel times, reduce vehicle operation costs, and increase access to labor and business delivery markets.	• No specific mitigation is proposed. Executive Orders 13985 and 14091 instruct federal agencies to provide equity in decision-making and support communities that have been locked out of opportunity.
Communities & Community Facilities (See Chapter 3.5)	• The alternative is anticipated to improve community access to schools, police, fire protection, medical treatment, emergency medical services, and recreational resources. No impacts to pedestrian facilities are anticipated. • No Plain Sect population travel issues are anticipated since the project would maintain the existing local roadway network. Existing U.S. 219 would no longer be directly accessible from Clark Road or Mountain Road, however, the proposed Hunsrick Road Extension, would allow Amish travelling along these roads to use Hunsrick Road to reach Mason Dixon Highway and maintain similar east-west travel routes.	• Coordination with community service providers (i.e. school districts and emergency service providers) will continue through preliminary engineering, final design, and construction to ensure access benefits of the project are maximized for all communities. Executive Order 13985 instructs federal agencies to provide fair treatment to underserved communities, including Plain Sect populations.

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
Parks & Recreational Facilities (See Chapter 3.6)	• No adverse or direct impacts to parks or recreational facilities are anticipated.	• A 300-foot long retaining wall will be constructed to avoid impacts to State Game Lands (SGL) 231. Further avoidance activities will be evaluated in final design. Alignment shifts, profile shifts and bifurcation could be considered to further minimize and avoid PA SGL 231. Coordination with PA Game Commission (PGC) will continue through final design and construction.
Displacements (See Chapter 3.7)	• The alternative includes property impacts to 103 parcels. This includes eight residential displacements and two commercial displacements. • Additionally, the alternative requires acquisition of an existing outdoor advertising device along U.S. 219 and is likely to require acquisition of an antenna tower along existing U.S. 219 in Maryland due to access issues. The alternative also requires displacement and acquisition of a sludge drying bed associated with the Weimer Strip and Auger post mining remediation activities.	• Preliminary and final design will continue to minimize impacts to the residential and commercial properties and restore property access where feasible. Mitigation measures for displacements include relocating residences into available and comparable housing. If, under normal relocation procedures, available and comparable replacement housing cannot be identified, PA Department of Transportation (PennDOT) and MD State Highway Administration (SHA) shall provide "Housing of Last Resort" options to ensure that all displaced individuals are properly relocated. • In accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24) and PennDOT and SHA's Relocation Assistance Programs, all displaced residential and commercial establishments shall be eligible to receive replacement payments. This includes fair market value of real and personal property and moving expenses. Under no circumstances will the project require any business to vacate before the 90-day Notice to Vacate expiration date.
Historic Architectural Resources (See Chapter 3.8)	• The alternative was determined to have no adverse effect to historic architectural resources.	• No specific mitigation is proposed.

Archaeological Resources (See Chapter 3.9)	• Through ground disturbance, the alternative has the potential to impact archaeological resources. This includes impacts to:
	  • 48.6 acres of high prehistoric probability
	  • 33.0 acres of moderate prehistoric probability
	  • 192.1 acres of low prehistoric probability
	  • 13.9 acres of high historic probability
	  • 11.7 acres of moderate historic probability
	  • 146.8 acres of low historic probability
		• A Programmatic Agreement for the project will be drafted to ensure compliance with the Section 106 Process for archaeological resources. Detailed field investigations to identify intact archaeological properties will be conducted within the archaeological Area of Potential Effects (APE) for the Preferred Alternative. If National Register of Historic Places (NRHP) eligible archaeological properties are identified, and it is determined the project would have an Adverse Effect to the properties, then PennDOT will identify mitigation measures in consultation with both Pennsylvania and Maryland State Historic Preservation Offices (SHPOs), Federally Recognized Tribal Nations, and other consulting parties. The Programmatic Agreement will ensure that if the project needs any archaeological mitigation measures, they will be appropriately completed.

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
Section 4(f) Resources (See Chapter 3.10)	• The alternative requires use of 0.78 acres along the eastern boundary of the Miller Farm / Earnest and Carrie V. Miller Residence, a historic Section 4(f) resource. The historic boundary of the Miller Farm / Earnest and Carrie V. Miller Residence abuts the former Mason Dixon Highway (Old U.S. 219) right-of-way line. Old U.S. 219 in this area needs to be re-established. The PA SHPO concurred with a no adverse effect determination and Section 4(f) *de minimis* use finding for the impact.	• Coordination regarding mitigation for the re-establishment of the former U.S. 219 roadway along its previous alignment at the eastern edge of the Miller Farm is ongoing between PennDOT and the PA SHPO. Coordination will continue through final design. • Construction of a 300-foot long retaining wall, approximately 3.5 feet in height, along the east side of northbound U.S. 219 will allow impacts to SGL 231 to be avoided. Further refinements to the retaining wall and limits of disturbance are possible during final design.
Air Quality & Greenhouse Gas Emissions (See Chapter 3.11)	• No significant adverse impact on air quality is anticipated within the project area as a result of the proposed build alternatives. The anticipated annual average daily traffic of the project would have no significant adverse impact on air quality as a result of transportation related CO or mobile-source air toxics emissions. • Regarding greenhouse gas emissions, an annual emission increase of 7.5-12.3 metric tons of CO_2 equivalent would be anticipated by 2050. An anticipated emission of approximately 2,887 metric tons of CO_2 equivalent would be generated through construction of the alternative.	• No specific mitigation is proposed.
Noise (See Chapter 3.12)	• Nine noise impacts were identified for the alternative, with eight in Pennsylvania (NSAs 12, 13, 14 and 18) and one in Maryland (NSA 1). These impacts are associated with predicted noise levels equaling or exceeding the NAC (66 dB(A) for residential land uses) or substantially exceeding existing noise levels by 10 dB(A) or more.	• Preliminary noise barriers were evaluated for the four NSAs warranting noise abatement consideration, and this evaluation determined that noise barriers were feasible but not reasonable per PennDOT's and SHA's traffic noise policy due to failing the cost per benefitted receptor criteria. Additional noise analyses using more detailed engineering data will be conducted during the final design stage of the project and documented in the *Final Design Noise Report*.

Farmlands (See Chapter 3.13)	• The alternative would result in the following impacts agricultural resources:
	  • 3.66 acres of Primary Agricultural Land
	  • 3.67 acres of Productive Agricultural Land
	  • 19.92 acres of Prime Farmland Soils
	  • 81.88 acres of Farmland Soils of Statewide Importance
	  • 38.07 acres of active farmland
	  • 6 farmland operations
	  • 36.05 acres of preferential tax assessment parcels
		• No specific mitigation is proposed.

Hazardous Materials (See Chapter 3.14)	• Numerous surface and underground mining permits, and historical mining are within and adjacent to the alternative. The possibility of residual waste from mining activities could impact the alternative. • Two locations of significant mounds of spoils, assumedly associated with abandoned mines, were located adjacent to the alternative, just south of the Pennsylvania/Maryland state line. Stained surface soils were identified in a	• A waste management plan and/or Phase II/III Environmental Site Assessments (ESAs) (i.e., geophysical survey, soil, and groundwater sampling) will address impacts and the handling and disposal of waste encountered during construction within the Preferred Alternative. • The Areas of Concern (AOC) listed below will be impacted by the Preferred Alternative, and the following studies will be conducted:

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
	sludge drying bed within the alternative. The sludge drying bed is reportedly part of a nearby active water treatment operation and is located within the former Weimer Strip and Auger mine. • The alternative also impacts two properties that have stained surface soil, historical releases of petroleum products, and/or dumping, as well as buried gas pipeline.	• AOC-2 (Gas Pipeline/ Abandoned Mine) - Geophysical Survey with Contingent Phase II/III ESAs • AOC-4 (Weimer Strip & Auger Post Mining Remediation) - Waste Management Plan and/or Phase II/III ESAs • AOC-5 (Mountain Road, AML & Underground Mining Permits) - Waste Management Plan, Geophysical Survey, and/or Phase II/III ESAs • Undocumented hazardous waste sites or contaminants encountered during construction will be managed and remediated in accordance with applicable federal, state, and local requirements
Geology, Hydrology, & Groundwater (See Chapter 3.15)	• All build alternatives are anticipated to encounter similar geologic conditions, and therefore, no constructability or design advantage was identified for any of the build alternatives with respect to local geology. However, geologic features would impact potential construction methods.	• Boring programs for preliminary engineering and final design will follow the guidelines set forth in *PennDOT Publication No. 293, Geotechnical Engineering Manual*. Roadway borings in preliminary engineering will be located every 500± to 1,000± feet while roadway borings for final design will be located every 300± feet. Additional borings will be drilled at locations of deep cuts and high fills during both phases. Individual boring programs will be completed during final design for the two proposed structures over Piney Creek and Meadow Run and will consist of a minimum of two borings per substructure unit. Additional borings for smaller structures such as culverts and retaining walls will likely be included, but locations of these structures have not been finalized. • Roadway borings at embankments will extend a depth of two-times the embankment height, unless competent material with sufficient thickness is encountered. Roadway borings in the cuts will extend ten feet below the proposed subgrade elevation. Finally, roadway borings at grade will extend to a depth of five feet below subgrade. • It is assumed that the Piney Creek and Meadow Run structure foundations will consist of spread footings on bedrock or piles bearing on/in bedrock. In this instance, the borings will extend to a depth of ten feet below bottom of footing or pile tip elevation unless claystone is encountered, in which case the boring will be extended an additional ten feet into bedrock. • Future boring programs will likely include supplemental borings for acid bearing rock. The number of borings will be based on the minimum boring requirements shown on Table 10.5.1-1 of the *PennDOT Publication No. 293, Geotechnical Engineering Manual*. • Detailed soil and rock slope stability analyses using site specific information will be conducted to determine a slope ratio that ensures an acceptable factor of safety is achieved. Benching on the cut slopes may reduce the potential for rock falls encroaching on the constructed roadway. If benching or flattening of the rock cuts cannot be achieved, other appropriate measures such as rock fall collection zones at the toe of the cut, rock removal (scaling, trimming), or rock reinforcement with mesh may be designed.

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
		• Acid Base Accounting (ABA) tests will be performed on rock samples obtained from test borings to determine the extent of acid bearing rock along the Preferred Alternative and the appropriate treatments. • Piezometers will be set in several test borings along the Preferred Alternative to measure and continuously monitor the ground water level and to collect samples for testing to identify potential impacts and to assist in design of positive mitigation measures. Intercepting springs during construction is highly likely and will require the construction of drainage swales, rock blankets, and finger drains to convey water away from the cut slopes. Properly sized stormwater management basins will also be required. • Special provisions shall be included in the contract stating that the contractor will coordinate with the Borough of Salisbury to ensure that there are no interruptions in water flow or degradation of water quality caused by construction activities. Temporary rerouting of the water supply from Findley Spring may be required if construction along the Preferred Alternative interferes with the water supply line located within the Piney Creek valley. Special provisions shall also be included to perform water quality tests and sounding to static water level on residential wells before, during, and after construction to verify that the well water quality and volume has not been negatively impacted by facets of construction, such as acid mine drainage and dewatering the water bearing zone. If private wells are determined to be impacted resulting in the loss of water or degradation of water quality, the wells will be replaced or remediated, as appropriate.
Mining (See Chapter 3.16)	• Impacts from mining could occur at the northern end of the project area where the alternative includes a large swath of land that has been both deep mined and strip mined. • Geotechnical concerns include the potential for mine related subsidence, settlement, and slope stability of thick (greater than 100± feet) unconsolidated surface mine spoil and the potential for acid mine drainage. Surface mine spoil and soil contaminated by acid mine drainage can be corrosive and damaging to the environment.	• Where the overburden above deep mined areas is relatively thin, concern for future mine subsidence can be mitigated by means of deep mine grouting. Methods such as deep dynamic compaction, stone columns, or pre-loading can mitigate settlement of thick unconsolidated strip mine spoils beneath roadways and embankments. Properly sized rock toes and bonding benches can be incorporated in sidehill fills while flatter slope ratios can be used for cut slopes to make sure an acceptable factor of safety can be achieved. • Acid mine drainage will be collected and treated following all environmental regulations. Corrosive soils will be mitigated by the same means as acid bearing rock, if necessary. • Additional test borings will be drilled along the Preferred Alternative and at all major cut slopes and fill embankments to better evaluate any soft soil or slope stability related issues, respectively.
Soils & Erosion (See Chapter 3.17)	• The alternative is underline by coarse soils, such as those derived from the sandstone bedrock of the Pottsville group rocks. Coarser soils are more stable and have a higher factor of safety. Similarly, fill embankments comprised of coarser soils may be constructed on steeper slopes with a sufficient factor of	• Special subgrade treatment for low strength clays exposed immediately below roadway grades may involve undercutting and backfilling with more suitable material, base reinforcement with geogrids, or surficial treatment with moisture resistant solutions. When incorporated in fill embankments, their mixing with better materials or selective

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
	safety. Settlement of embankments due to consolidation of residual soils under the weight of fill or post-construction consolidation of fill under self-mass would be smaller and faster in coarse soils compared to fine-grained soils. • Additionally, colluvial soils, human-made fill, and strip mine spoils also occur throughout the alternative. Thick colluvial zones comprised of large sandstone float from the sandstone outcrops along Allegheny Mountain. These soils present potential settlement problems and may be subject to extensive surface erosion and potential slope stability problems in cut and fill areas. • Soils exposed and stockpiled during construction could result in soil erosion and sedimentation.	placement may be suggested. Soft alluvial soils encountered in narrow gullies at the base of fill embankments may have to be removed and replaced with coarser material either as rock toe or rock base. The same means that mitigate strip mine spoils, can mitigate settlement of embankments due to consolidation of thick colluvial and man-made fill deposits. Cuts and sidehill fills through these same soils will require similar mitigation as the strip mine spoils. • Implementing standard erosion and sediment pollution control (E&SPC) best management practices (BMPs) in accordance with the *PA Department of Environmental Protection* (DEP) *Erosion and Sediment Pollution Control Program Manual*, 25 PA Code Chapter 102 Erosion and Sediment Control, Code of Maryland Regulations (COMAR) 26.17.01 Erosion and Sediment Control, and the *Maryland Standards and Specifications for Soil Erosion and Sediment Control* will mitigate erosion and sediment pollution during construction. E&SPC BMPs implemented may include, but are not limited to, compost filter sock, silt fence, pumped water filter bags, drainage inlet protection, rolled erosion control products, sediment traps and basins, rock armoring, flocculants, natural vegetation for both temporary and permanent stabilization, and construction sequencing to limit exposed earth. National Pollution Discharge Elimination System (NPDES) permits will authorize earth disturbance required for construction in both Pennsylvania and Maryland. E&SPC BMPs will be designed in coordination with the Post Construction Stormwater Management (PCSM) plan to ensure that temporary BMPs such as sediment traps and basins can be converted to permanent stormwater management BMPs with minimal disturbance to the features constructed. Furthermore, areas subject to PCSM infiltration BMPs shall have compaction minimized during construction to promote infiltration of stormwater.
Stormwater Management (See Chapter 3.18)	• The alternative would result in impacts to stormwater runoff within and adjacent to the project area due to affecting existing drainage patterns, adding impervious area, compacting soils, and introducing additional pollutants such as deicing materials, vehicular oils, and thermal pollution. These alterations produce an increase in peak rate of stormwater runoff, volume of stormwater runoff and water quality degradation.	• Stormwater generated from the Preferred Alternative will be managed utilizing a multitude of structural and non-structural SCMs/BMPs that implement peak rate control, volume control and water quality improvements. These SCMs/BMPs may include detention basins; infiltration basins and/or trenches; bioretention and/or microbioretention; constructed wetlands and/or submerged gravel wetlands; amended soil to improve absorption and water quality; Managed Release Concept basins for areas with poor infiltration; level spreaders; bioswales/vegetated swales; vegetated filter strips; disconnection from storm sewers; revegetation/reforestation; and minimization of disturbed areas.

Waterways, Watersheds, Surface Water	• The alternative includes impacts to the following waterways in Pennsylvania:
	  • 15,767 linear feet of perennial streams
	  • 2,564 linear feet of intermittent streams
		• Impacts to waterways would require that PennDOT and SHA receive provisional notification for a Section 404 Permit from the Pittsburgh District of USACE (in coordination with the Baltimore District), PA DEP, and MDE, contingent on receiving a Section 401 Water Quality Certification from the PA DEP and MDE. The Section 404

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
Quality, & Aquatic Biota (See Chapter 3.19)	• 3,831 linear feet of wild trout streams • 2,367 linear feet of trout stocked streams • The alternative includes impacts to the following waterways in Maryland: • 1,433 linear feet of perennial streams • 3,428 linear feet of intermittent streams	Permit and Section 401 Water Quality Certification will address avoidance and minimization to Waters of the US, along with the plan to mitigate unavoidable impacts. Additionally, Pennsylvania and Maryland have state regulations governing waterway encroachments and alterations, including Pa. Code Title 25, Chapter 105 in Pennsylvania and Title 5 in Maryland, that require project review by state environmental agencies. In Pennsylvania, PennDOT will request a Section 401 Water Quality Certification in conjunction with the Section 404 Permit and will apply for a Chapter 105 Permit during final design. • Construction timing restrictions will apply to Wild Trout Waters and Stocked Trout Waters and their tributaries in Pennsylvania. These streams include Piney Creek and its tributaries and Meadow Run. The PA Fish and Boat Commission (PFBC) restricts in-stream work between the dates of February 15 and June 1, inclusive, for Stocked Trout Waters and restricts in-stream work between the dates of October 1 and December 31, inclusive, for Wild Trout Waters. • In Maryland, all streams are Use I. In-stream work may not occur within Use I waters during the period of March 1 to June 15, inclusive, during any year (COMAR 26.08.02.11). • Compensatory mitigation is required for unavoidable permanent impacts to streams. PennDOT will mitigate stream impacts occurring within Pennsylvania and SHA will mitigate for stream impacts occurring in Maryland. Federal and state permitting processes will coordinate and approve specific compensatory stream mitigation. • During final design, PennDOT and SHA will seek to further avoid and minimize impacts to streams. Efforts to minimize stream impacts could include crossing streams at right angles and using retaining walls in areas of cut or fill. In-kind stream relocations will be constructed where practicable to reduce the total compensatory stream mitigation required. • In Pennsylvania, PennDOT will purchase credits from an approved private mitigation bank. Maryland does not have a private mitigation bank that can service the impacts related to the project. SHA will develop a permittee responsible mitigation (PRM) plan.
Wetlands (See Chapter 3.20)	• The alternative includes impacts to the following wetland types in Pennsylvania: • 1.46 acres of palustrine emergent (PEM) wetlands • 4.20 acres of palustrine forested (PFO) wetlands • 0.54 acres of PEM/PFO wetlands • 1.17 acres of palustrine scrub/shrub (PSS) wetlands • 1.96 acres of PFO/PSS wetlands • 0.01 acres of palustrine open water (POW) wetlands	• PennDOT and SHA will avoid and minimize wetland impacts to the maximum extent practicable. Compensatory mitigation is required for unavoidable permanent impacts to wetlands. PennDOT will mitigate wetland impacts occurring in Pennsylvania and SHA will mitigate wetland impacts occurring in Maryland. Specific compensatory wetland mitigation will be coordinated and approved through the federal and state permitting processes.

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)

	• The alternative includes impacts to the following wetland types in Maryland:
	  • 0.45 acres of PEM wetlands
	  • 0.15 acres PFO wetlands
		• In Pennsylvania, PennDOT will purchase credits from an approved private wetland mitigation bank. Maryland does not have a private wetland mitigation bank that can service the impacts related to the project; SHA will develop a PRM plan.

Floodplains (See Chapter 3.21)	• None of the build alternatives would result in a significant floodplain encroachment per US Department of Transportation Order 5650.2. The alternative includes minor impacts to the Miller Run (0.6 acres) and Piney Creek (4.1 acres) Federal Emergency Management Agency (FEMA) 1% annual chance floodplains as a result of roadway crossings.	• PennDOT and SHA will minimize and avoid impacts to FEMA 1% annual chance floodplains throughout the final design process. During final design and prior to construction, permitting procedures will be instituted in accordance with PA DEP, MDE, and USACE. All action taken with respect to construction will conform to Executive Order 11988 (Floodplain Management).

Vegetation, Terrestrial Habitat, & Terrestrial Wildlife (See Chapter 3.22)	• The alternative includes impacts to the following terrestrial and aquatic habitats:
	  • 388.8 acres of forestland
	  • 4.7 acres of floodplains
	  • 9.94 acres of wetlands
	  • 23,192 acres of streams
		• Coordination of mitigation is ongoing between PennDOT, SHA, US Fish and Wildlife Service (USFWS), PGC, PFBC, PA DEP, MDE, and MD Department of Natural Resources (DNR). These mitigation efforts include, but are not limited to, following approved E&SPC plans which include native seed mixes and plantings. The project team will utilize best management practices from the *PennDOT Publication No. 756, Invasive Species Best Management Practices*.
		• Additionally, wildlife crossings will be considered at locations to be determined along the Preferred Alternative in order to facilitate safe wildlife crossing and to prevent collisions. PennDOT will continue to evaluate the use and locations of wildlife crossings in the design phase and will coordinate with USFWS, PGC, and PFBC to ensure that habitat connectivity is maintained as much as possible. The details of these mitigation efforts will be finalized in final design and will follow guidance from *PennDOT Publication No. 13M, Design Manual Part 2 Highway Design– March 2015 Edition*.
		• In accordance with the Maryland Reforestation Law, before in-kind forest replacement is considered, every reasonable effort will be made to minimize the cutting or clearing of trees in Maryland. Additionally, replacement of forestland in Maryland will occur on a one-to-one basis. SHA will locate state or publicly owned land of equivalent size to be reforested. If no state or publicly owned land is available, SHA will pay into the MD DNR Reforestation Fund. Acre-for-acre reforestation either within the immediate project right-of-way, within other SHA-owned land, or payment into the MD DNR Reforestation Fund will mitigate unavoidable impacts to forest resources. Reforestation plans will be coordinated by SHA's Landscape Operations Division, and a MD DNR Reforestation Site Review form will be prepared during final design.

Rare, Threatened, & Endangered Species (See Chapter 3.23)	• The 2024 Biological Assessment for the alternative has determined that the proposed action "may affect, likely to adversely affect" the Indiana bat, northern long-eared bat, or tricolored bat. The alternative would not directly affect any known hibernacula.	• The 2024 Biological Assessment proposed numerous mitigation measures to compensate for the impacts to protected bat species. These measures are still being coordinated with the USFWS and the PGC. • Pertaining to the longnose sucker, the design of avoidance measures will be evaluated and forwarded to PFBC upon finalization of the ongoing field investigations. E&SPC

Resource	Anticipated Impact of FHWA Preferred Alternative (E-Shift Modified)	Commitment/Mitigation for FHWA Preferred Alternative (E-Shift Modified)
	• The alternative would bridge known habitat associated with the longnose sucker, specifically Meadow Run and Piney Creek. • The alternative would impact the Meadow Mountain area in Maryland, which is known to provide habitat for the linear-leaved willowherb, alder flycatcher, and North American porcupine.	BMPs will be implemented to avoid sedimentation and minimize habitat impacts. Additionally, stormwater management will be designed to ensure that discharge into streams will minimize elevated stream temperatures, as requested by PFBC. • In accordance with MD DNR requirements, sediment and erosion controls with supplemental measures shall be implemented to maximize stormwater infiltration to and avoid degrading wetland areas supporting rare species along Meadow Run. Caution shall also be used to avoid significant instream pH changes on-site and downstream of the project area. Project design shall maintain or enhance fish passage through the project area, particularly during low flow periods. Additionally, Forest Interior Dwelling Bird Species habitat shall be conserved where possible.
Construction (See Chapter 3.26)	• Construction activities could result in disruptions to local residents and the traveling public. Construction of the proposed project would require temporary road closures and reduced speed work zones, which would cause minor inconveniences to residents and the traveling public. These delays could result in decreased access and potential increased response time for emergency service providers. These disruptions would be temporary and localized occurring during the construction period. • Clearing and grubbing of existing vegetation and earthwork would be required. Exposed soils would result in the potential increase for soil erosion and sedimentation to nearby streams and/or wetlands. • Construction could temporarily impact existing air quality due to particulate matter in the air in the form of windblown dust resulting from earthmoving activities. Temporary noise impacts would occur as well from construction equipment and blasting activities.	• Maintenance and protection of traffic plans will be developed during final design to mitigate construction access impacts and to minimize travel delays throughout the project area. These plans will include appropriate signs and pavement markings. Access to all businesses and residences will be maintained through construction. Advanced coordination with emergency service providers, municipalities, school districts, Plain Sect populations, and the general public will occur to give notice of traffic and detour information. • The use of approved dust palliatives such as calcium chloride or water will be required to control windblown dust emissions. Methods for reducing impacts to existing air quality may also include covering of stockpiles during storage or transport, and restoration of vegetation as quickly as possible to prevent windblown dust. • Measures to reduce construction noise levels may include requiring the contractor to utilize proper mufflers on construction vehicles and equipment, and the restriction of certain activities to specified hours. • Pennsylvania Act 38 and Maryland's Miss Utility Dig Law requires notification of excavators, designers, or any person preparing to disturb the earth's surface to coordinate and locate all utilities within the limits of work. Therefore, coordination will be undertaken for any relocation or grade adjustments (manholes, inlets, etc.) that may be required.

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LIST OF ACRONYMS & ABBREVIATIONS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
ADHS	Appalachian Development Highway System
ADT	Average Daily Traffic
ALCAB	Agricultural Land Condemnation Approval Board
ALPP	Agricultural Land Preservation Policy
AMD	Acid Mine Drainage
AML	Abandoned Mine Land
AOC	Area of Concern
APE	Area of Potential Effect
ARC	Appalachian Regional Commission
ASA	Agricultural Security Area
BG	Block Group
BMPs	Best Management Practices
CAA	Clean Air Act
CAC	Community Advisory Committee
CEJST	Climate and Economic Justice Screening Tool
CEQ	Council on Environmental Quality
CO_2	Carbon Dioxide
CO	Carbon Monoxide
COMAR	Code of Maryland Regulations
CRDC	Chestnut Ridge Development Corridor
CREP	Conservation Reserve Enhancement Program
CRFC	Critical Rural Freight Corridor

CRP	Conservation Reserve Program
CTP	Maryland Department of Transportation's Consolidated Transportation Program
CWF	Cold Water Fish
DCNR	Department of Conservation and Natural Resources
DEIS	Draft Environmental Impact Statement
DOT	United States Department of Transportation
DR	Discount Rates
EAF	Environmental Assessment Form
EDR	Environmental Data Resources
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
ETC	Equitable Transportation Community
EV	Exceptional Value
ESA	Environmental Site Assessment
E&SPC	Erosion and Sediment Pollution Control
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIDS	Forest Interior Dwelling Species
FPPA	Farmland Protection Policy Act
GHG	Greenhouse Gas
GI	Green Infrastructure
GIS	Geographic Information Systems
GTS	Garret County Transit Service
HHS	Health and Human Services
ICE	Indirect and Cumulative Effects
IIJA	Infrastructure Investment and Jobs Act
IRM	Interagency Review Meeting
LEDPA	Least Environmentally Damaging Practicable Alternative
LOD	Limit of Disturbance
LOS	Level of Service
LRTP	Southern Alleghenies Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARISA	The Mid-Atlantic Regional Integrated Sciences and Assessments
MD DNR	Maryland Department of Natural Resources
MDE	Maryland Department of the Environment
MDP	Maryland Department of Planning
MEPA	Maryland Environmental Policy Act
MERLIN	Maryland Environmental Resources and Land Information Network
MHT	Maryland Historical Trust
MOVES	Motor Vehicle Emission Simulator
MPC	Municipal Planning Code
MSAT	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program
NHPA	National Historic Preservation Act
NHS	National Highway System
NLCD	National Land Cover Database
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NSA	Noise Study Area
NWI	National Wetlands Inventory
O-D	Origin and Destination
OHWM	Ordinary High-Water Mark
PA DEP	Pennsylvania Department of Environmental Protection
PACE	Pennsylvania Conservation Explorer
PAL	Productive Agricultural Land
PA-SHARE	Pennsylvania's State Historic and Archaeological Resource Exchange
PCN	Pennsylvania Priority Commercial Network
PEL	Planning and Environment Linkage
PennDOT	Pennsylvania Department of Transportation
PFA	Priority Funding Area
PFBC	Pennsylvania Fish and Boat Commission
PGC	Pennsylvania Game Commission
PHFS	Primary Highway Freight System Network
PM	Particulate Matter
PNDI	Pennsylvania Natural Diversity Inventory
PRM	Permittee Responsible Mitigation
ROD	Record of Decision
RT&E	Rare Threatened and Endangered Species
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAP&DC	Southern Alleghenies Planning and Development Commission
SCTS	Somerset County Transportation System
SGL	State Game Land
SHA	Maryland State Highway Administration
SHPO	State Historic Preservation Office
SSA	Sole Source Aquifer
SSPRAs	Sensitive Species and Project Review Areas

TEA	Targeted Ecological Areas
THPO	Tribal Historic Preservation Officers
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
TSM	Transportation System Management
USACE	United States Army Corp of Engineers
USDA	United States Department of Agriculture
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VMT	Vehicle Miles Travelled
WDA	Work Development Area
WRR	Watershed Resources Registry
WWF	Warm Water Fishes