

1 INTRODUCTION, PURPOSE, & NEED

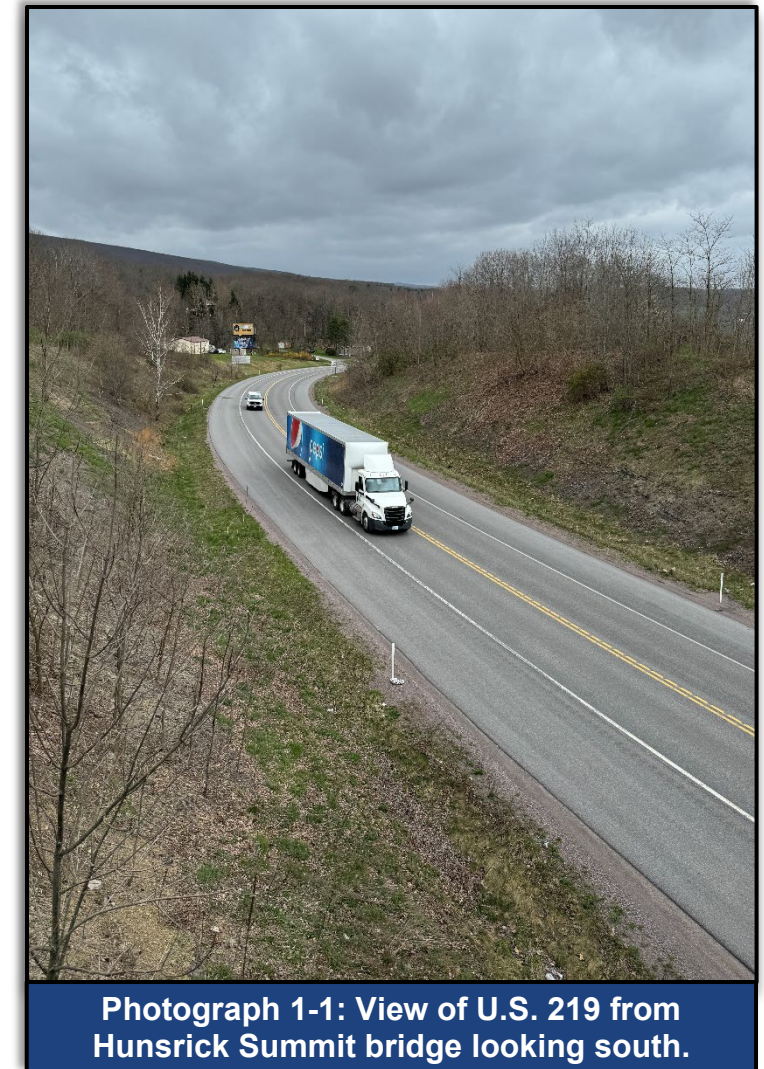
The Federal Highway Administration (FHWA), the lead Federal agency, has prepared this Draft Environmental Impact Statement (DEIS), in coordination with the Pennsylvania Department of Transportation (PennDOT) and Maryland State Highway Administration (SHA). The DEIS has been prepared in conformance with the National Environmental Policy Act (NEPA) for the U.S. 6219, Section 050 Transportation Improvement Project from Meyersdale, PA to Old Salisbury Road, MD. For purposes of the DEIS, the project is referred to as the U.S. 219 project. In earlier stages of the project, this project was referred to as U.S. 6219, Section 019.

In addition to introducing the project, this chapter presents the project's purpose and need, which was developed by FHWA, PennDOT, and SHA, in coordination with Cooperating and Participating Agencies and the public during the NEPA scoping process. The full Purpose and Need document is included as **Appendix B**.

The proposed project is included in Southern Alleghenies Transportation Improvement Plan (TIP), Southern Alleghenies Long Range Transportation Plan (LRTP), and Maryland Department of Transportation's Consolidated Transportation

Program (CTP) Fiscal Year 2024-2029. U.S. 219 is a principal arterial on the National Highway System (NHS) and is on the Pennsylvania Priority Commercial Network (PCN). U.S. 219 is one of only a few direct north-south routes in western Pennsylvania and Maryland, and it links I-68 in Maryland to I-76 (Pennsylvania Turnpike) and I-80 to the north.

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. However, 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 Environmental Impact Statement (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.

In accordance with 23 CFR §771.111(a) and 40 CFR §1508.22, FHWA published a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for this project on June 2, 2023.

1.1 Project Description

The intent of this project is to complete Corridor N of the Appalachian Development Highway System (ADHS) through improvements to the section of U.S. 219 between the terminus of the four-lane highway section south of Meyersdale, Pennsylvania and the north end of the 1.4-mile segment of U.S. 219 constructed in Garrett County, Maryland. The project would supplement the interstate system by connecting I-68 and I-76, the Pennsylvania Turnpike, connecting the project area portion of Appalachia to the interstate system, and improving mobility for motorists and freight along U.S. 219. The project would enhance access between existing populations to destinations and markets in the region, potentially generating economic opportunity in previously isolated areas.

1.2 Project Background

In 1965, the United States Congress passed the Appalachian Regional Development Act; the legislation was enacted to address “persistent poverty” in the 13 states that comprise the

underserved Appalachia region. Two key components of the legislation were to establish the Appalachian Regional Commission (ARC) and to develop the ADHS.

The ARC is a partnership between the federal government and the 13 Appalachian states represented by each of their respective governors; the primary mission is to ensure economic opportunities are pursued and a capable, ready workforce is available to fill job opportunities. The ADHS is a network of 32 highways spanning 3,090 miles and 13 states. Since its authorization, the legislation has been proven to be effective as 2,814 miles or 91.1% (as of September 2020) of the “eligible mileage” were either completely built or open to traffic. The highway system connects communities to commerce and helps to reduce the number of high poverty counties in the region by nearly 70%. **Figure 1-1** depicts the ADHS network.

In continuing the vision of ADHS, PennDOT, SHA, and FHWA are pursuing an improvement project along U.S. 219 between Meyersdale, Pennsylvania and Old Salisbury Road in Maryland. The U.S. 219, project is a part of ADHS Corridor N and represents the final remaining uncompleted eight-mile segment along U.S. 219. This project is a critical component to completing the ADHS, helping to provide an improved connection between I-68 and U.S. Route 22, including the towns of Meyersdale, Somerset, Johnstown, and Ebensburg, as well as creating a

linkage between I-68 and I-76 (the Pennsylvania Turnpike).

This project would serve as a foundation for the long-term goal of promoting economic development in the Appalachian Region.

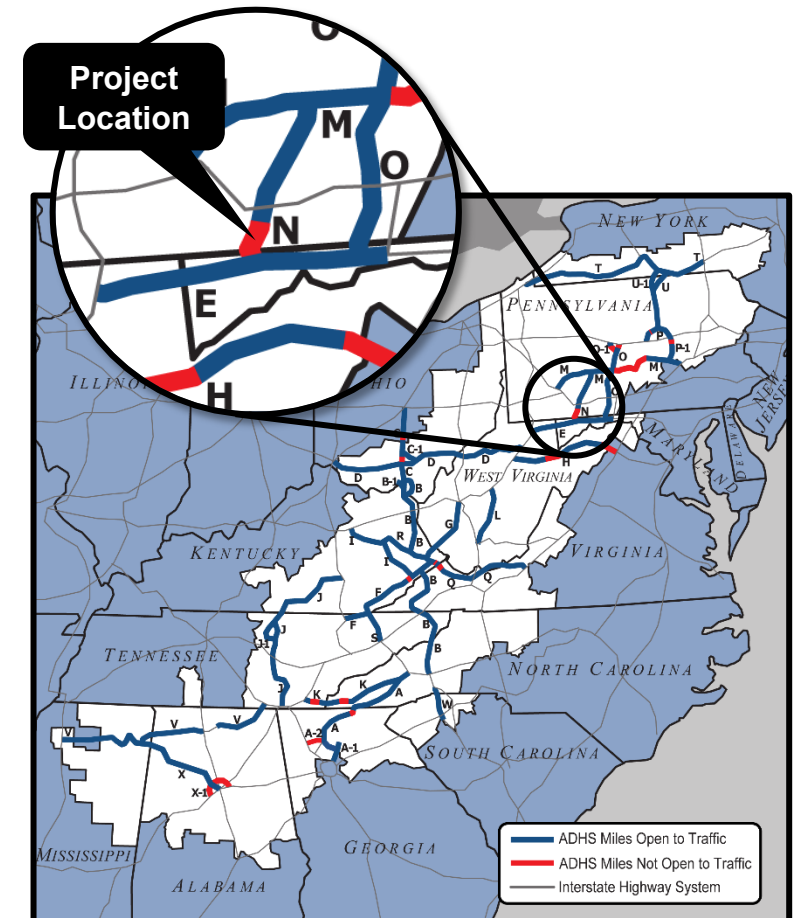


Figure 1-1: ADHS Highway System Map (ADHS Highway System Status Report FY2020)

1.3 Project History

The U.S. 219 project between Somerset, PA and I-68 in MD, has an extensive history and the timeline for the project is presented in **Figure 1-2**. In 1999, PennDOT completed the *U.S. Route 219 Project Needs Analysis* (PennDOT 1999), included as **Appendix C**, that evaluated transportation needs of the two-lane U.S. 219 between the I-76/Pennsylvania Turnpike in Somerset, Pennsylvania and I-68 in MD. The study revealed numerous deficiencies along the entire corridor.

The 1999 needs study identified two projects with independent utility and logical termini on U.S. 219.

These projects were:

- U.S. 219, Section 019 (currently U.S. 219, Section 050) (From I-68 in Maryland to the southern terminus of the Meyersdale Bypass in Pennsylvania); and
- U.S. 219, Section 020 (From the northern terminus of the Meyersdale Bypass to Somerset, Pennsylvania)

Preliminary engineering and work towards a DEIS for this section, originally began in 2001 by PennDOT and SHA but was put on hold in 2007 due to funding constraints. As a result, a DEIS for this section was not issued. Since that time, PennDOT

has completed the construction of U.S. 219, Section 020, Meyersdale to Somerset. That project consisted of the construction of a new 11-mile, four-lane, limited access roadway extending from the northern end of the Meyersdale Bypass of U.S. 219 (a four-lane limited access roadway) to the southern end of the existing four-lane limited access U.S. 219, south of Somerset.

On July 23, 2014, a revised NOI was published in the Federal Register to restart the NEPA process for this section. The revised NOI for this second NEPA evaluation effort was rescinded on February 16, 2016, due to varying funding constraints between

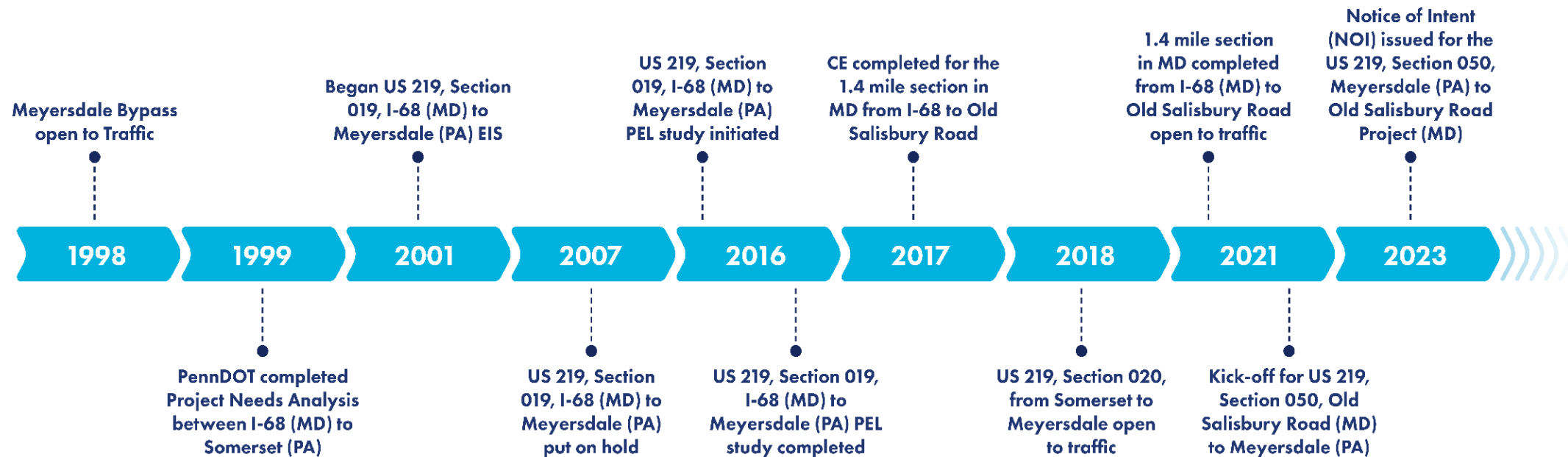


Figure 1-2: Project History

Maryland and Pennsylvania. Through collaboration between FHWA, SHA, and PennDOT, a solution was found which allowed the evaluation of this section of U.S. 219 to be continued for future project phases. The solution was a Planning and Environment Linkages (PEL) study, which allowed the transportation agencies, resource agencies and the public to work together to identify goals and objectives, deficiencies and needs, possible solutions/alternatives, and to conduct a preliminary screening of potential solutions.

The *U.S. 219: I-68 (MD) to Meyersdale (PA) PEL Study* (PennDOT 2016) was completed in July 2016 and recommended two alignments that could move forward into the NEPA process: Alignments E and E-Shift. The PEL study also identified an independent, stand-alone breakout project within these two alignments in Maryland: from I-68 to Old Salisbury Road. This 1.4-mile project was then advanced, and construction was completed in 2021. The PEL study is included as **Appendix D**.

Due to a lack in funding to complete Section 019, PennDOT performed a subsequent safety study in 2020 along the remaining 2-lane section of U.S. 219, entitled *U.S. 219 Existing Corridor Safety Study, SR 219, Seg 0010 to Seg 0114* (PennDOT 2020), included as **Appendix E**. The purpose of the study was to evaluate existing U.S. 219 and determine safety needs/problem areas for which future projects could be developed to address the current

needs and deficiencies.

Evaluation of the remaining uncompleted portion of this section of U.S. 219 was re-initiated by PennDOT in 2021. This project is now being referred to as U.S. 219, Section 050, and is the only remaining two-lane, non-limited access section of U.S. 219 in more than 70 miles of the four-lane expressway between I-68 to the south and U.S. Route 22 to the north. Refer to **Figures 1-3** and **Figures 1-4**.

On June 2, 2023, a NOI to prepare an Environmental Impact Statement (EIS) was published in the Federal Register for the U.S. 219, Section 050 project. The NOI included four (4) build alternatives. Two of the alternatives (E and E-Shift) were recommended from the PEL to be advanced into NEPA. The majority of the E and E-Shift alternatives share a common alignment, except for a small section in Maryland, where they split. Because these two alternatives are so similar, the FHWA requested that additional alternatives be considered. As a result, the Team developed and carried Alternatives DU and DU-Shift into the detailed study phase. This DEIS document discusses the impacts to various resources from these four alternatives and any proposed mitigation.

1.4 Project Area

Since the southernmost 1.4 miles of U.S. 219 has been completed and the existing interchange between I-68 and U.S. 219 has been upgraded, it

would no longer be logical to consider alternatives which would create a new interchange on I-68. Nor would a new interchange along U.S. 219 meet current design criteria for interchange spacing. Therefore, the project area for U.S. 219 Section 050 has been condensed and logical termini have been established as follows:

- Northern terminus: south end of the existing four-lane limited access facilities constructed as part of the project: U.S. 219, Meyersdale Bypass, in Pennsylvania.
- Southern terminus: north end of the existing four-lane limited access facility constructed as part of the project: U.S. 219, I-68 to Old Salisbury Road, in Maryland.

This project proposes the construction of an eight mile (six miles in Pennsylvania and two miles in Maryland) four-lane limited access facility on new alignment from the end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed portion of U.S. 219 in Garrett County, Maryland.

The project area encompasses the Borough of Salisbury and portions of Elk Lick and Summit Townships in Somerset County, Pennsylvania, and northeastern Garrett County, Maryland, as shown in **Figure 1-5**. The project area is mostly rural, with scattered residential and commercial properties, and significant forested and agricultural areas.

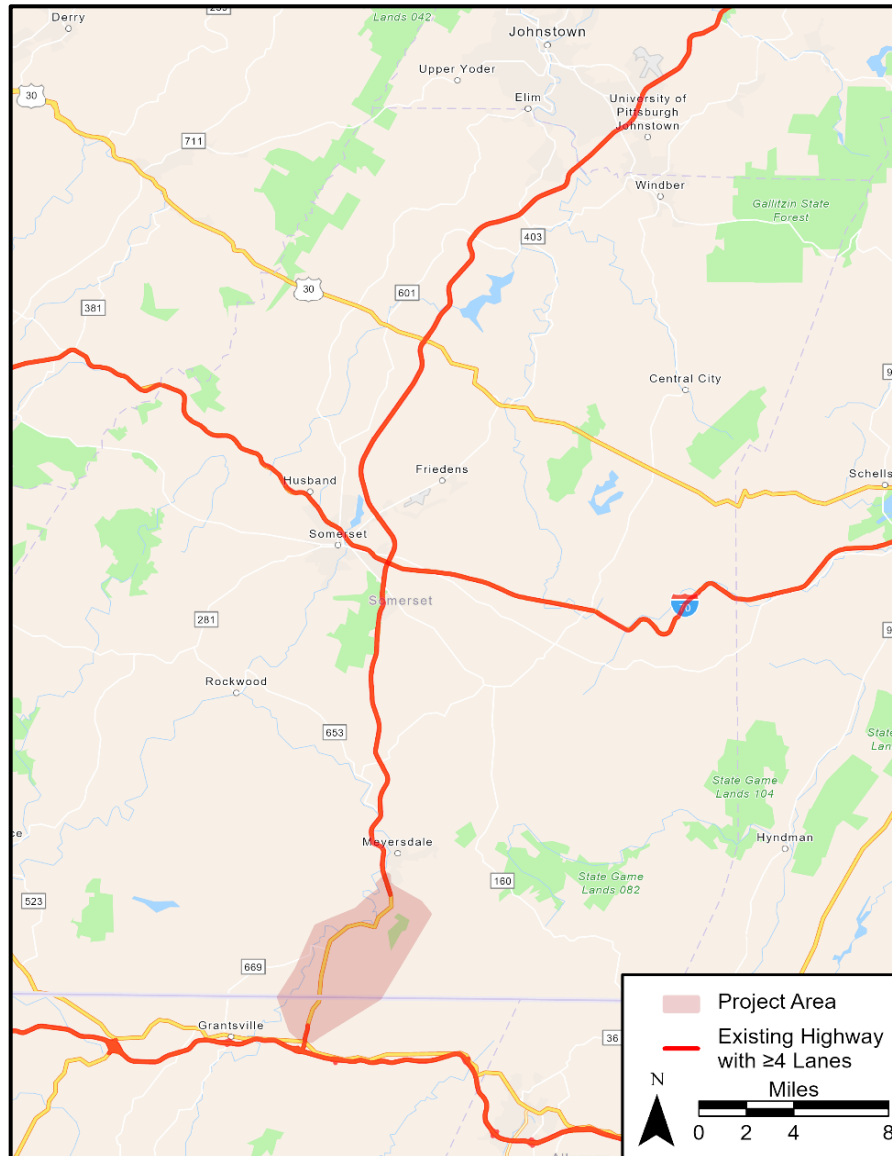


Figure 1-3: U.S. 219 Corridor Map

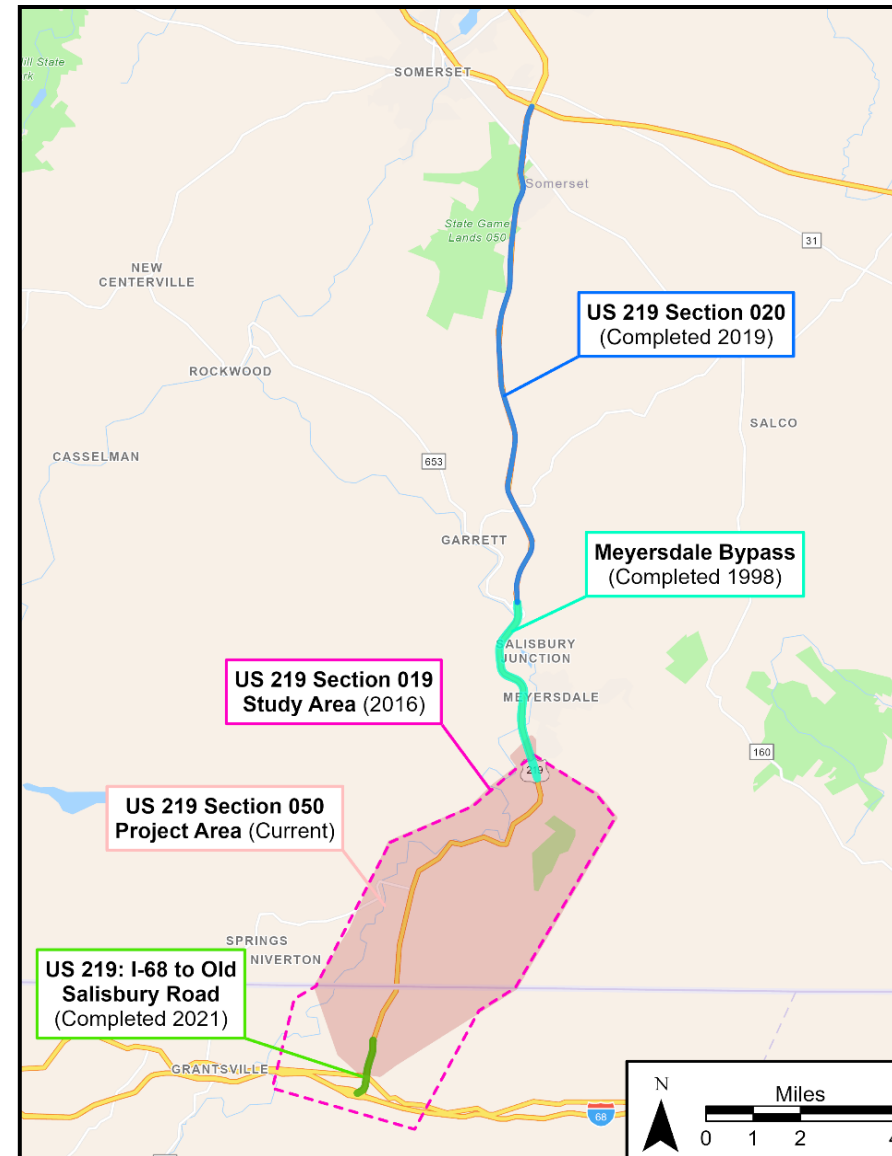


Figure 1-4: U.S. 219 History Map

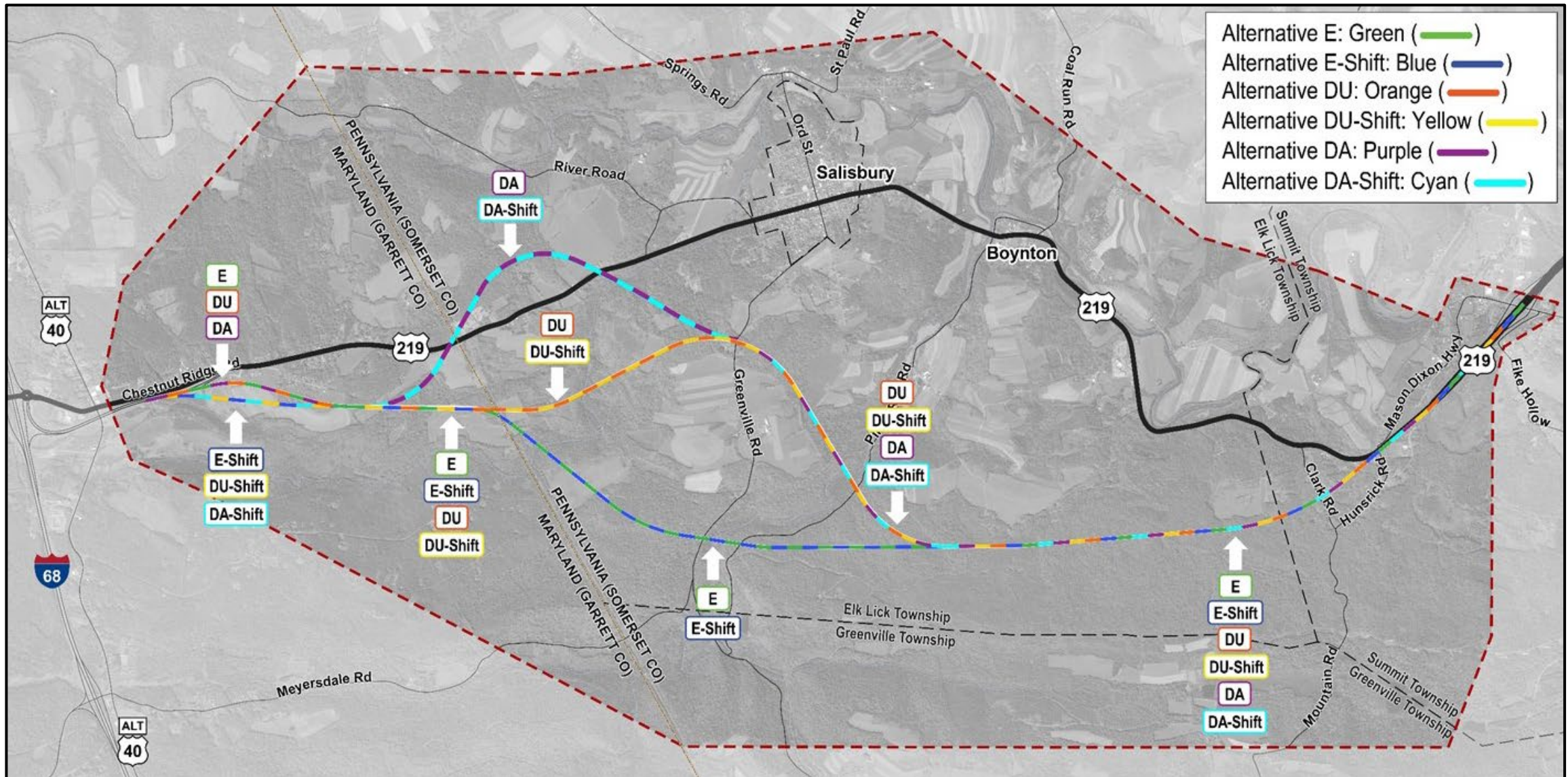


Figure 1-5: Project Area and Alternatives

1.5 Existing Traffic Volumes

In December 2022, 24-hour intersection turning movement counts were collected as an updated basis for all future analyses. Count locations were selected to include all major intersections along the existing U.S. 219 corridor as well as several intersections in the vicinity of both project termini. **Figure 1-7** depicts the Average Daily Traffic (ADT) results of the data collection efforts.

Through coordination with agency stakeholders, it was determined that a regional growth rate of 1.5% linear, based on SHA’s models, would be used as the basis for future growth beyond the count year of 2022 to the forecasted opening year (2030) and design year (2050). **Figure 1-8** and **Figure 1-9** depict a more generalized summary of ADTs on critical roadway segments in the count year (2022) and design year (2050).

1.5.1 No Build Projected Level of Service

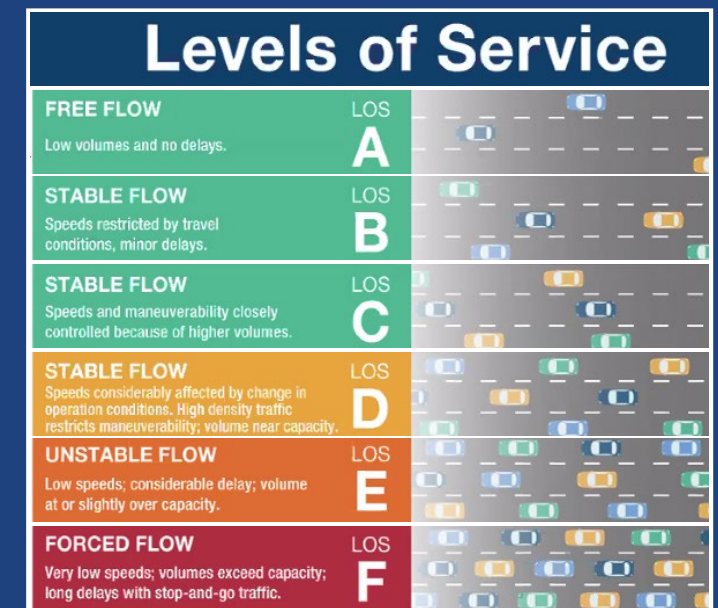
The Transportation Research Board’s (TRB) *Highway Capacity Manual, 7th edition* (TRB 2022),

is used as the basis for determining the anticipated level of service (LOS) for highway segments. LOS as an indication of how well a particular segment can accommodate the projected traffic volumes in a given peak hour. PennDOT design guidance from Publication 13, Design Manual Part 2, Contextual Roadway Design, Section 2.4.3.d states “PennDOT uses LOS C for rural areas and LOS D for urban areas as its measure for acceptable roadway operations”. Therefore, based on the project’s rural setting and classification of roadway, a LOS during peak hours of A through C would be considered acceptable, with D through F considered unacceptable. For the project’s rural setting and classification of roadway, a LOS during peaks hours of A through C is generally acceptable, with D through F being unacceptable. Throughout the corridor, the PM peak hour had higher traffic volumes than the AM peak hour, so the LOS summaries to follow are based on the PM peak hour as the worst performing analysis period.

Table 1-1 also summarizes the results, including the opening year (2030). LOS C is described by the TRB

as “most vehicles travel in platoons and speeds are noticeably curtailed” partially due to the lack of passing areas and turning of vehicles. LOS D is described by the TRB as having “high passing demand”. See **Figure 1-6** for a description of each LOS A-F.

LOS is a rating system that measures congestion for motorized vehicles as quality of service on an A to F scale. “A” represents the best (free-flow) condition while “F” is the worst-possible (congested) condition.



Source: Transportation for America

Figure 1-6: Level of Service Rating System

Table 1-1: No Build Alternative LOS

Analysis Year	Existing U.S. 219 South of Salisbury	Existing U.S. 219 North of Salisbury	Mason Dixon Highway
2022	C	C	A
2030	D	C	A
2050	D	D	A

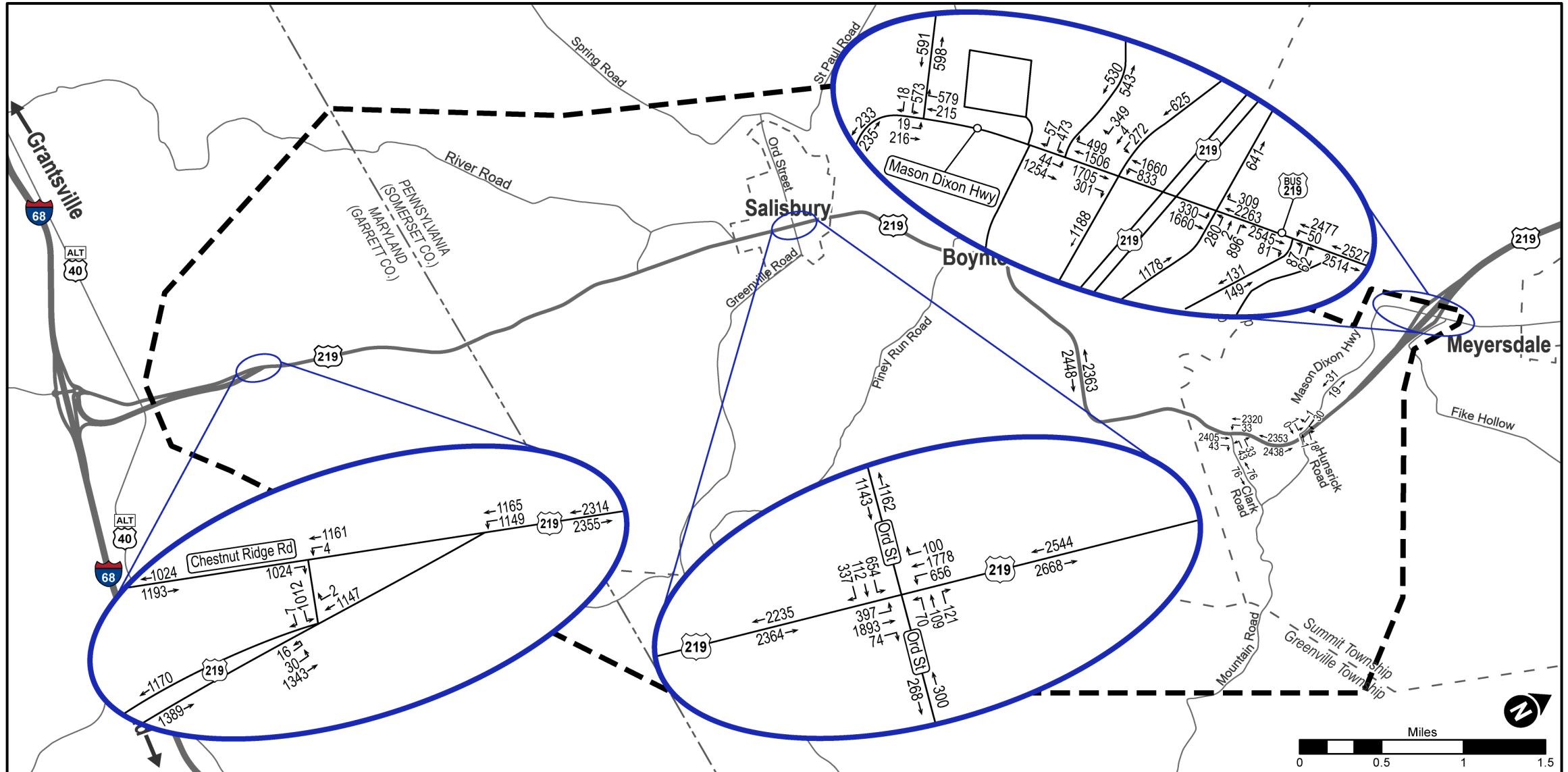


Figure 1-7: 2022 ADT Results

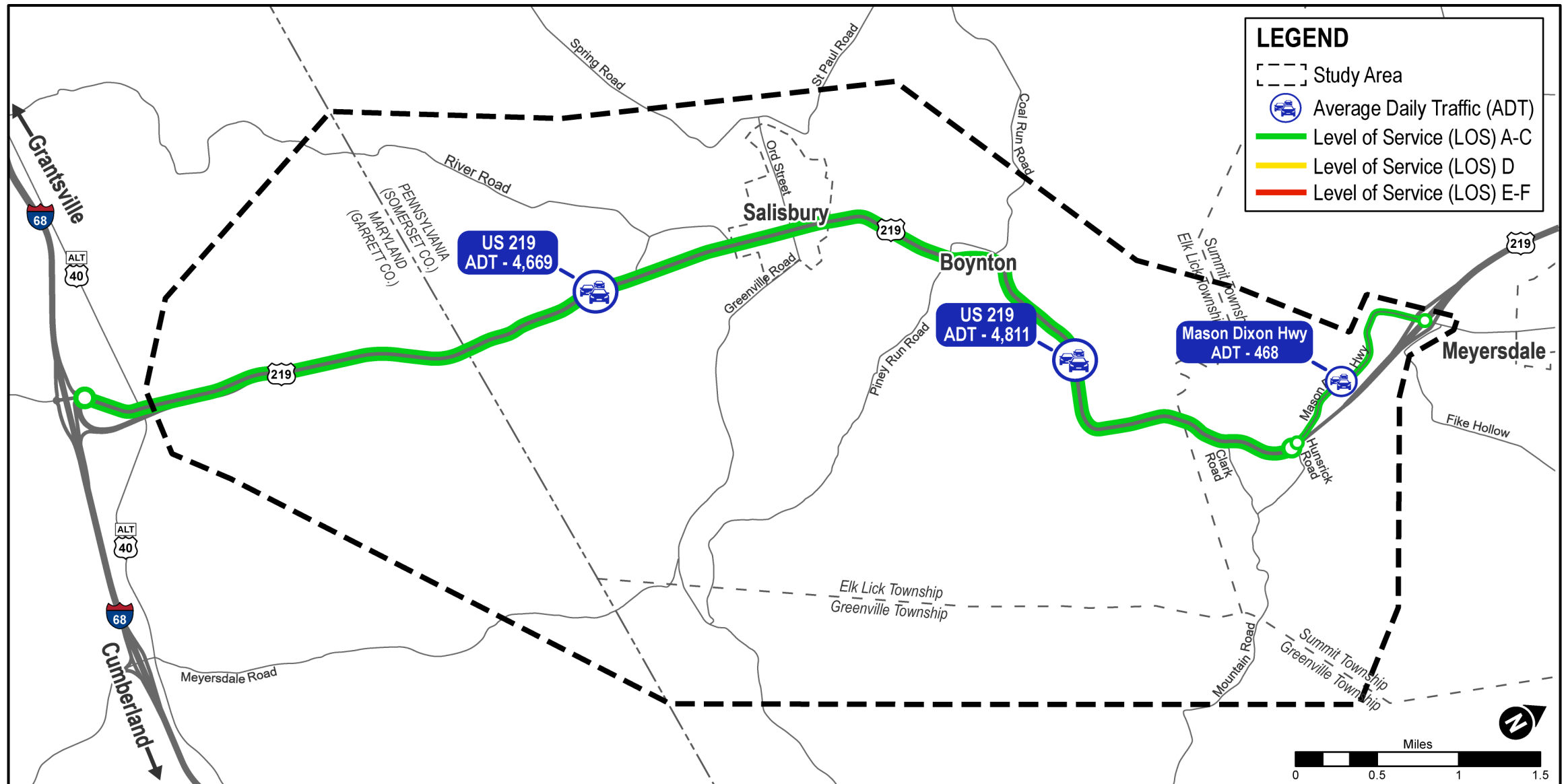


Figure 1-8: 2022 Existing ADT & LOS

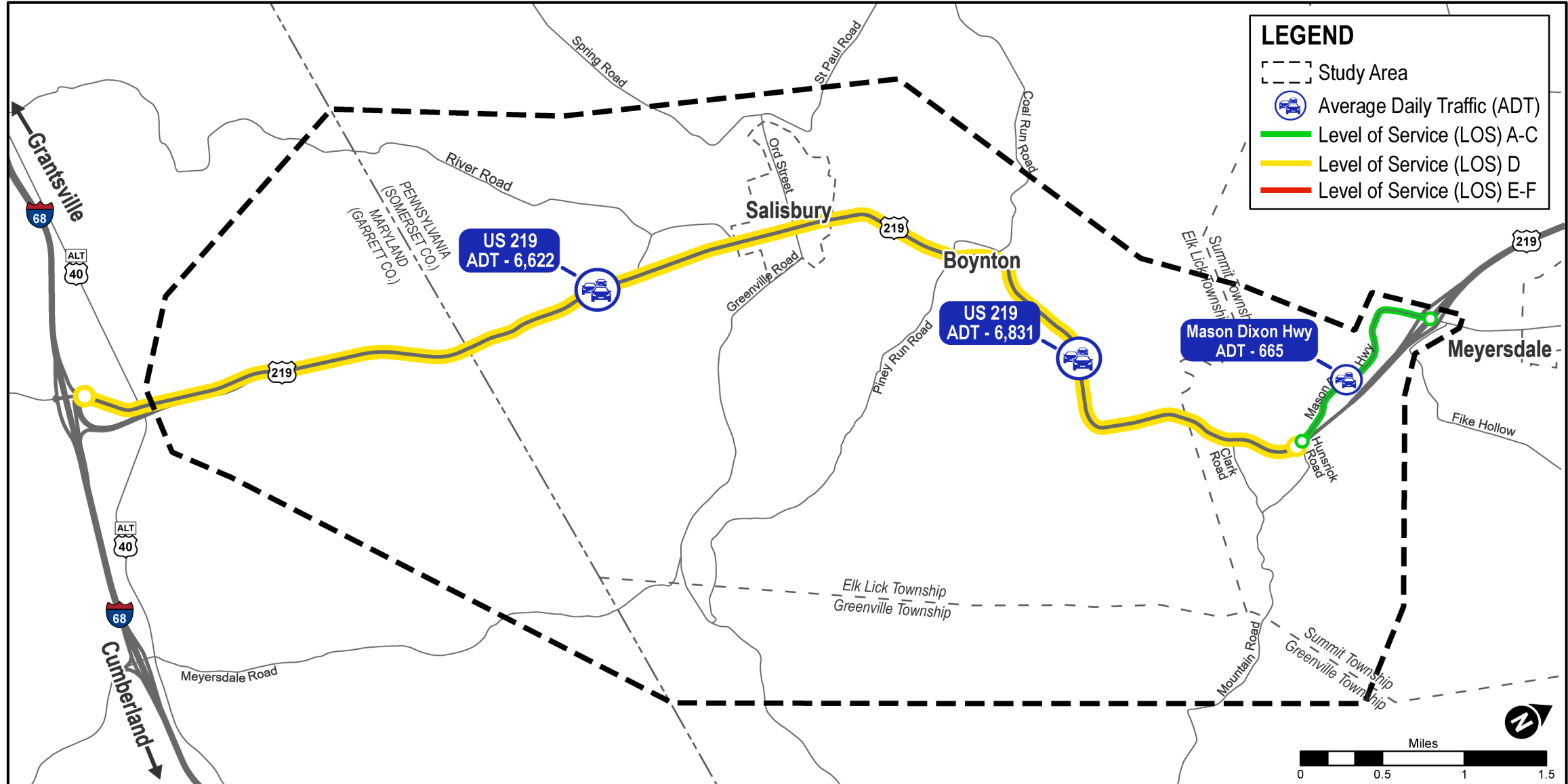


Figure 1-9: 2050 No Build Condition Projected ADT & LOS

1.6 Project Purpose

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.

1.7 Project Need

The proposed project is needed for three identifiable reasons:

- Existing U.S. 219 does not provide efficient mobility for trucks and freight.
- There are numerous roadway and geometric deficiencies present along the existing U.S. 219 alignment.
- The existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region.

These are described in further detail.

1.7.1 Lack of Efficient Mobility for Trucks

Existing U.S. 219 does not provide efficient mobility for trucks. Current truck percentages on existing U.S. 219 are between 19% and 25%. Trucks

interacting with different modes of local traffic (including automobiles, bicycles, pedestrians, and Amish buggies) contribute to the mobility issues and cause increased travel times throughout the corridor. Additionally, the steep topography of the study area results in a steep and winding alignment on existing U.S. 219. From the end of the Meyersdale Bypass south, near Hunsrick Summit, Pennsylvania, the existing alignment southbound is on a steep downhill grade (steeper than 5%). In addition, the existing two-lane alignment from under the existing Hunsrick Summit bridge heading south is on a horizontal curve that exceeds the maximum desirable curvature (4°45') for this type of facility. Several other steep grades (steeper than 5%) also exist between Boynton and Salisbury, Pennsylvania and between Salisbury, Pennsylvania and the state line. Despite the acceptable operational characteristics shown by capacity analyses, the mixing of through trucks with local traffic characteristics and geometric issues (school bus stops, residential and business land use access, steep grades and sharp curves) results in trucks traveling below posted speed limits creating traffic queues behind these vehicles. presents challenges for the efficient movement of through trucks within the project area.

Truck volumes will continue to increase from future growth and there is a potential for additional truck volumes from the proposed Chestnut Ridge



Photograph 1-2: Sharp curve on U.S. 219 about 1.25 miles south of Salisbury, PA. Source: U.S. 219 PEL Study



Photograph 1-3: Heavy trucks traveling south on U.S. 219 through Salisbury, PA.

Development Corridor (CRDC) which includes an 8-lot, 160-acre industrial park and a 33-lot residential development. CRDC will be accessed from U.S. 219 near the southern terminus. Lack of mobility through the corridor is projected to result in a potential loss of more than 19 million hours of travel time to the public over a 25-year period.

U.S. 219 is a vital route in the region for the trucking industry. In August of 2020, FHWA designated the entire segment of U.S. 219 in Somerset County as a Critical Rural Freight Corridor (CRFC). **Figure 1-10** details the limits of the CRFC designation. A CRFC is a roadway that provides access and connection to the Primary Highway Freight System Network (PHFS) in 23 U.S.C. 167, and the interstate system with other important ports, public transportation facilities, or other intermodal freight facilities. This designation recognizes a specific route as an important freight route for a variety of reasons: percentage truck traffic, freight access points (like farming, mining, distribution), access to other multimodal transportation assets (like ports and rail). U.S. 219 provides access to natural gas exploration, wind energy production, active coal mining and other mining operations, agricultural facilities producing livestock and crops, a class 1 rail line in Somerset and in Meyersdale, and several industrial parks in Somerset and in Meyersdale.

The CRFC designation is a component under the National Highway Freight Program (NHFP). The goals of the NHFP are to:

- invest in infrastructure and operational improvements on the highways of the United States;
- improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improve the state of good repair of the National Highway Freight Network;
- improve the safety, efficiency, and reliability of the National Highway Freight Network;
- improve the efficiency and productivity of the National Highway Freight Network;
- improve the flexibility of states to support multi-state corridor planning and the creation of multi-state organizations to increase the ability of states to address highway freight connectivity;
- and to reduce the environmental impacts of freight movement on the National Highway Freight Network.

Compounding the mobility issues is the fact that the existing roadway network in the region is limited by a lack of major north-south roadway corridors. **Figure 1-11** shows the primary roadway network in the region. The three primary north-south routes through the area are U.S. 219, SR 160, and SR 669. SR 160 and SR 669, which are common alternatives

to U.S. 219, suffer from safety issues which have led to truck and weight restrictions (for example, SR 669 shown in **Figure 1-11**) that limit these routes as an alternative, which drives truck traffic onto U.S. 219

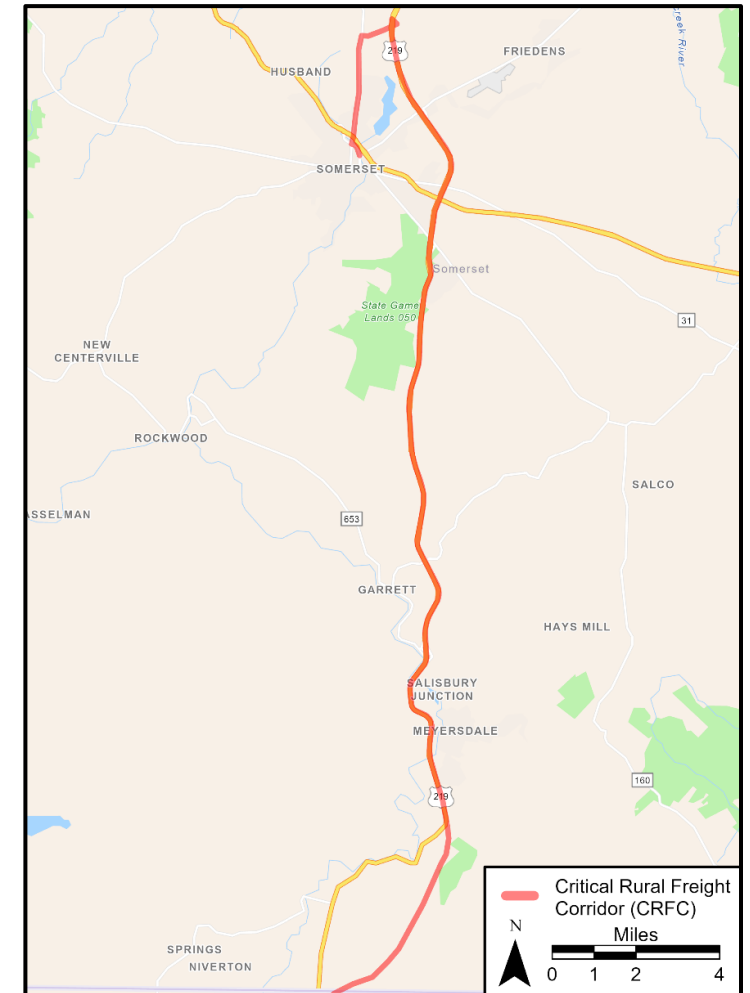


Figure 1-10: Somerset County Critical Rural Freight Corridor

through Salisbury. The lack of route options only exacerbates the traffic levels, safety impacts, and delays for businesses operating north-south in the region, particularly on U.S. 219.

Additionally, in accordance with the *Southern Alleghenies Planning & Development Commission's Pennsylvania-Maryland Corridor N Completion Analysis & Impact Study* (SAP&DC 2020), included as **Appendix F**, the lack of north-south roadways also leads to a lack of network resilience and the ability to choose alternate routes in the event of an incident in the region. The study shows that non-recurring incidents in the region reduce speeds along the north-south routes from ranges of 45 to 65 miles per hour (mph) to speeds between 8 and 16 mph. Most notably the study showed that U.S. 219 had the largest reduction with free flow speeds being reduced from 64.4 mph to 8.3 mph.

1.7.2 Roadway & Geometric Deficiencies

Existing deficiencies are primarily located within the Pennsylvania portion of the project area. In 2020 PennDOT performed a safety study along the existing corridor of U.S. 219 in Somerset County, Pennsylvania. The purpose of the study was to evaluate the existing roadway corridor geometrics against PennDOT Publication No. 13M, *Design Manual Part 2 Highway Design* and American Association of State Highway and Transportation Officials (AASHTO) Design Criteria to determine the safety needs/problem areas. The study identified

the following roadway deficiencies:

- Fourteen (14) of the thirty-five (35) horizontal curves do not meet AASHTO design criteria for the posted speed limit. Seven (7) of these curves have a corresponding design speed that is more than five (5) mph below the posted speed, with four (4) being 10 mph below the posted speed, and one (1) being 20 mph below the posted speed.
- Four (4) of the thirty-five (35) horizontal curves have superelevation rates that are more than 3% below design criteria for the posted speed limit. This lack of superelevation reduces safe travel speeds even more than noted above.
- Nine (9) vertical curves may not meet design criteria of stopping sight distance for the posted speed limit, with two (2) that are significantly deficient (> 200').
- Six (6) intersections have deficient sight distance.
- Existing shoulders vary between two (2) and six (6) feet in width through the entire corridor and do not meet the width of eight (8) to ten (10) feet required for a Rural Regional Arterial.

Omitted from the list above are several other deficiencies in PA which are being addressed by projects that are currently in either design or construction which include:

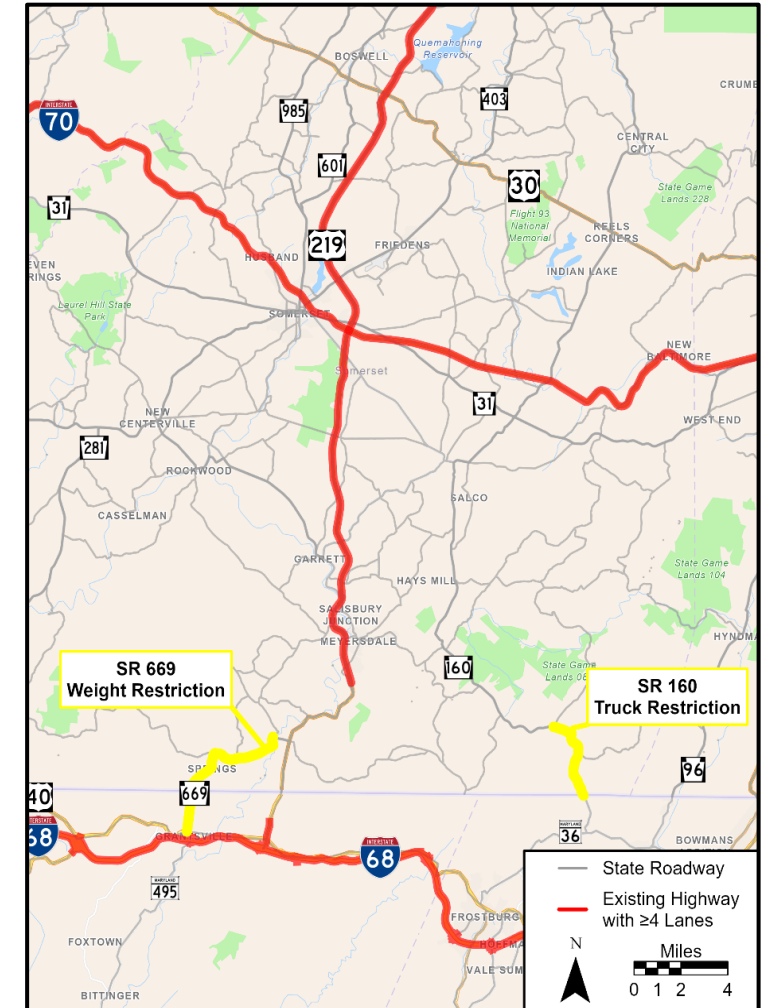


Figure 1-11: Regional Roadway Network

- Salisbury Cut (Segment 0020/0030)
- Boynton Curve Slope Layback (Segment 0070)
- T-325 (Engles Mills Road) Slope Layback (Segment 0080)
- U.S. 219 Boynton Slide (Segment 0080)

The results in the 2020 safety study were similar to the roadway deficiencies noted in the 2016 PEL Study which identified eleven (11) horizontal and eleven (11) vertical deficiencies in Pennsylvania. The PEL study also evaluated roadway geometrics within the Maryland portion of the project area and identified one additional deficient vertical curve located just north of Old Salisbury Road (See **Figure 1-12** for locations).

The deficiencies noted above combined with the narrowness of the roadway negatively impact safe travel speeds at multiple locations throughout the project corridor, and in turn contribute to lack of efficient mobility through the project area, especially for trucks.

1.7.3 Lack of Infrastructure Limiting Economic Development

Links between the Appalachian Region and the remainder of North America are not consistent with other completed ADHS highways (four-lane, limited access type facilities) which contributes to the lack of economic growth within this portion of the Appalachian region.

The purpose of the ARC is to assist the Appalachian Region in providing the infrastructure necessary for economic development, develop the region’s industry, generate a diversified regional economy, and make the region’s industrial and commercial resources more competitive. Its secondary purpose is to provide a framework for coordinating federal, state, and local initiatives to respond to the economic competitiveness challenges in the Appalachian Region, adapting new technologies, improving access to technical and financial resources, and to address the needs of severely and persistently distressed areas of the Appalachian Region.

ARC consistently gathers data for the Appalachian Region to evaluate which counties are in greater need for ARC funding. ARC classifies counties according to four criteria: distressed, transitional, competitive, and attainment in their Distressed Designation and County Economic Status Classification System. Both Garrett (Maryland) and Somerset (Pennsylvania) Counties are currently

rated as transitional counties by ARC in fiscal year 2022. Transitional counties are classified as those below the national average for one or more of the three economic indicators (three-year average unemployment, per capita market income, and poverty), but do not satisfy the criteria of the distressed category. Distressed counties are the most economically depressed counties and rank in the worst 10 percent of the nation’s counties for these economic indicators.

As shown in **Table 1-2**, in Garrett County, Maryland and Somerset County, Pennsylvania, the unemployment rate and poverty rates are both better than the U.S. average. However, per capita income rates for both counties remain lower than the U.S. average, and more significant is the fact that the county per capita incomes are approximately 20% less than the respective statewide values. Both counties are designated as transitional by ARC due to their low per capital income rates as compared to the national average.

Table 1-2: Unemployment Rate and Poverty Rates

Geography	Unemployment Rate	Per Capita Income	Poverty Rate	Poverty Rate of Children Under 18
United States	5.3%	\$41,261	12.5%	16.7%
Maryland	5.1%	\$49,865	9.3%	11.8%
Garrett County, MD	4.6%	\$41,130	11.1%	14.7%
Pennsylvania	5.4%	\$41,234	11.8%	16.2%
Somerset County, PA	5.2%	\$31,627	10.8%	15.4%

Source: 2022 American Community Survey 5-Year Estimates

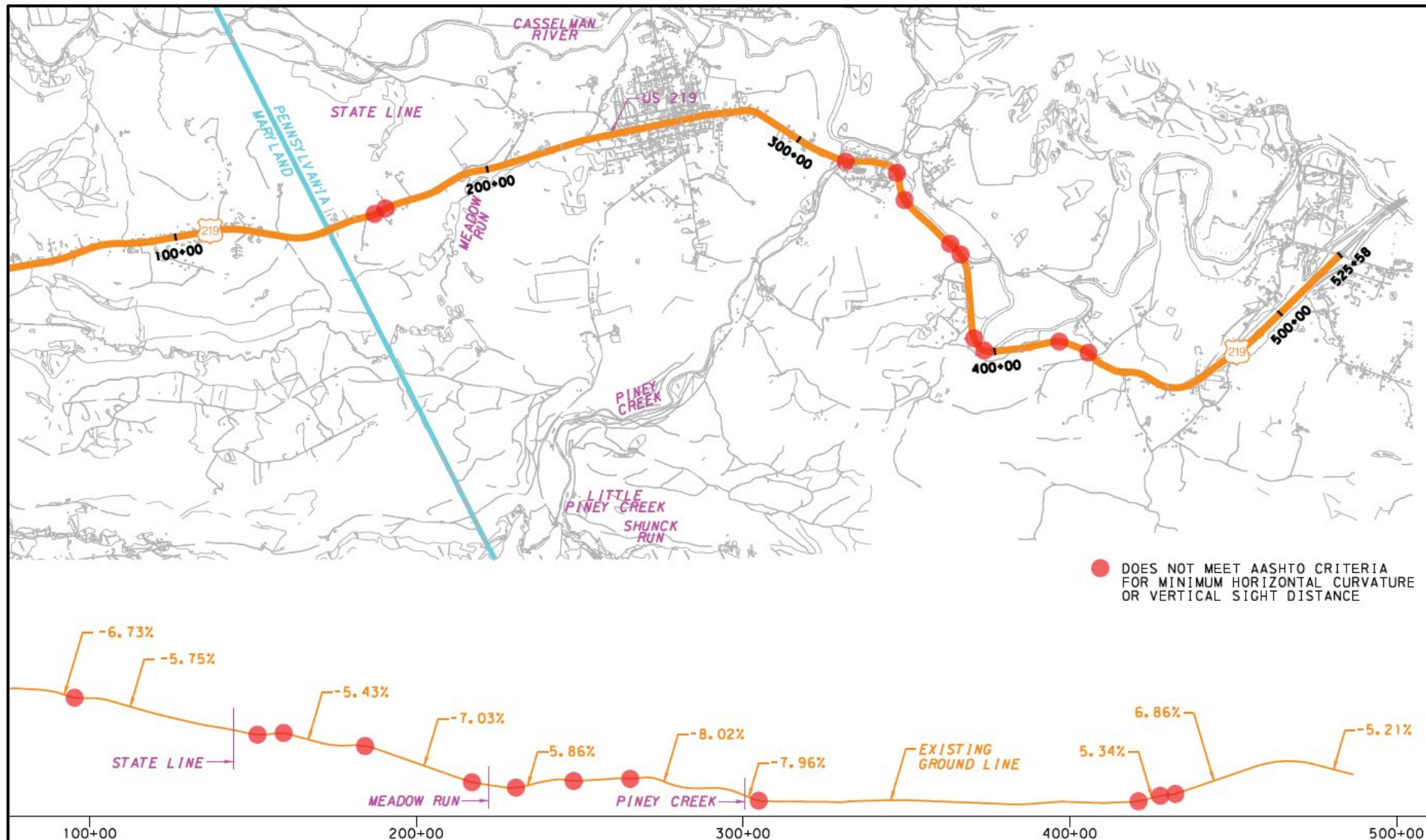


Figure 1-12: Existing Horizontal and Vertical Deficiencies

SAP&DC’s *Comprehensive Plan for the Southern Alleghenies Region* (SAP&DC 2018), identified the need to create jobs and attract workers and their families to the region. Improvements for the region identified in the *Economic Analysis of Completing the Appalachian Development Highway System: Technical Report* (ARC 2017), provided as **Appendix G**, include faster and more reliable travel times, reduced vehicle operating and logistical costs, and access to labor and business delivery markets.

The current roadway infrastructure limits access to labor markets and labor mobility. Reduced travel speeds and longer travel times limit the range of markets that existing businesses can serve within the region and limit the range of local labor markets that businesses can attract. This inhibits efficient access to jobs and economic centers in the region.

Within the State of Maryland, areas of economic opportunity need to be focused within Priority Funding Areas (PFAs). PFAs include existing communities and places designated for future growth by local governments. Areas eligible for PFA designation include existing communities and areas where industrial or other economic development is desired. Counties may also designate PFAs in areas planned for new residential communities which will be served by water and sewer systems and meet density standards. This project would support economic vitality and job growth opportunities within

the town of Grantsville and Chestnut Ridge Development Center PFAs. Garrett County and Grantsville in Maryland identified this section of U.S. 219 as their priority transportation need in the Garrett County 2022 Transportation Priorities Letter. Garrett County also stated that the project is consistent with their comprehensive plan.

An evaluation of the project area was completed as part of the *Southern Alleghenies Planning & Development Commission’s Pennsylvania-Maryland Corridor N Completion Analysis & Impact Study* (SAP&DC 2020), using ESRI Business Analysis software, a Geographical Information System (GIS) based tool, which is used to identify under-performing markets, pinpoint the right growth sites, and find where target customers live. **Figure 1-13** shows the anticipated catchment area or travel shed for employees based on a drive time analysis. The lighter colors in the figure show the existing catchment area that is limited by the lower travel speeds and lack of mobility along the existing roadway network. The darker shades of blue, orange, and green show the expected catchment area for the same time frames at free flow travel speeds. This study shows that the current roadway infrastructure is limiting the number of skilled employees that businesses can attract, and it is also limiting the market areas that a business can serve within a 15, 30, and 45-minute travel radius.

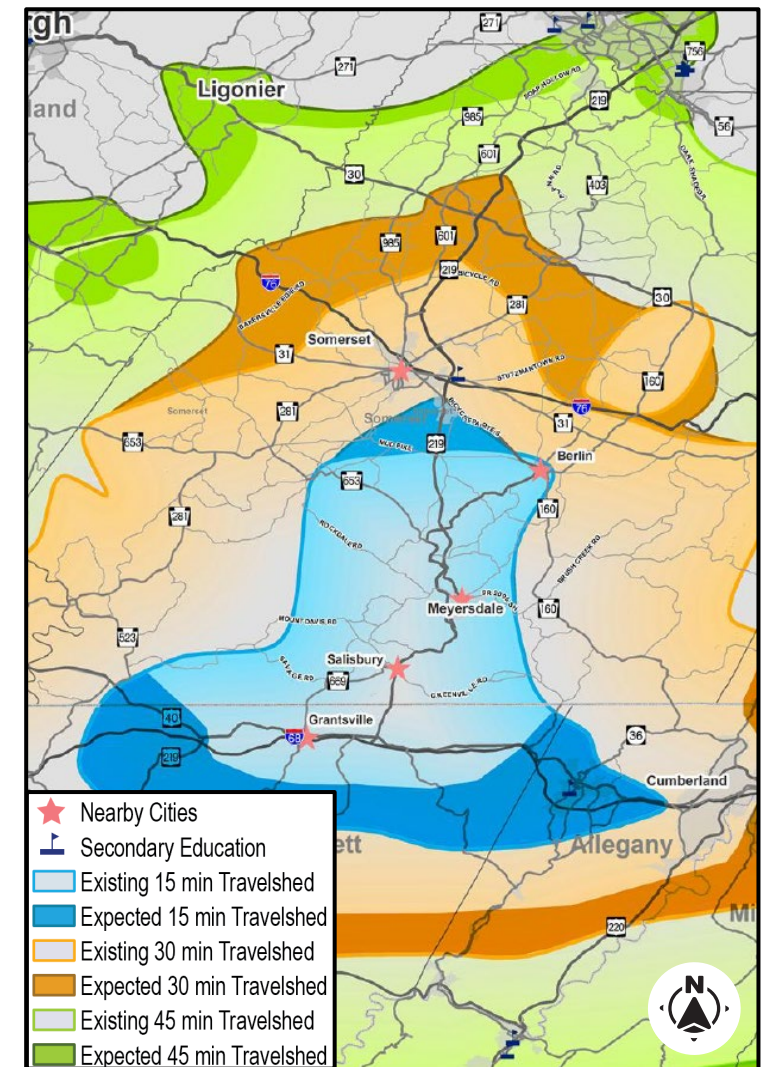


Figure 1-13: Workforce Access Drivetime