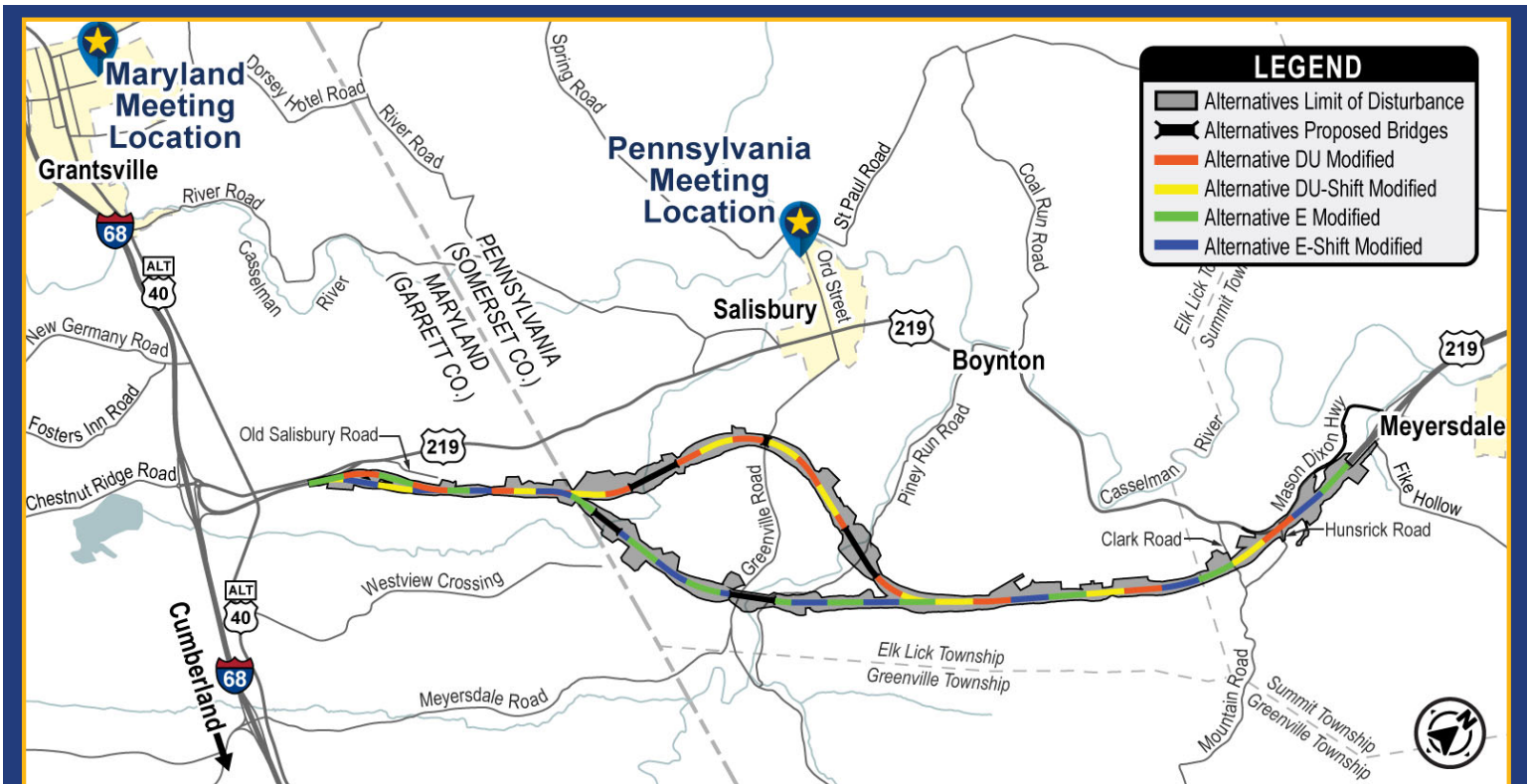


PUBLIC HEARING NOTICE

Draft Environmental Impact Statement

U.S. 219 Meyersdale, PA to Old Salisbury Road, MD

Public Comment Period Open from November 8, 2024 to January 13, 2025



PENNSYLVANIA PUBLIC HEARING: WEDNESDAY, DECEMBER 11, 2024

**Salisbury Volunteer Fire
Dept. Station 618 Fire Hall**
385 Ord Street
Salisbury, PA 15558

4:00 p.m. to 5:00 p.m.
Open House
5:00 p.m. to 8:00 p.m.
Presentation/Testimony



To join the virtual
Pennsylvania Public Hearing
+1 443-709-8671
Conference ID: 742 656 210#

<https://bit.ly/US219-PA-Hearing-Dec11>

MARYLAND PUBLIC HEARING: THURSDAY, DECEMBER 12, 2024

**Grantsville Volunteer Fire
Dept. Social Hall**
178 Springs Road
Grantsville, MD 21536

4:00 p.m. to 5:00 p.m.
Open House
5:00 p.m. to 8:00 p.m.
Presentation/Testimony



To join the virtual
Maryland Public Hearing
+1 443-709-8671
Conference ID: 124 652 641#

<https://bit.ly/US219-MD-Hearing-Dec12>

The public hearing locations are accessible to persons with disabilities.

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INTRODUCTION

The Pennsylvania Department of Transportation (PennDOT) in partnership with Maryland State Highway Administration (SHA), and in coordination with the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE), will conduct public hearings for the U.S. 219 Meyersdale, PA to Old Salisbury Road, MD also referred to as the U.S. 219 Project. The hearings will be conducted as part of the 45-day comment period on the following:

- ***Draft Environmental Impact Statement (DEIS)***

- Department of the Army (DA) Permit Application (2014-523)
- MDE Nontidal Wetlands and Waterways Permit Application (24-NT-3200) - *Maryland Public Hearing Only*
- MDE Section 401 Water Quality Certification Request (24-WQC-0043) - *Maryland Public Hearing Only*

This notice also serves to announce the availability of the DEIS.

Project Description

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 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. An advertisement appeared in the following newspapers to announce the public hearings.

Media Used for Meeting Notifications

- Somerset Daily American (dailyamerican.com)
- The Garrett County Republican (wvnews.com/garrettrepublican/)
- The Johnstown Tribune-Democrat (tribdem.com)
- The Cumberland Times (times-news.com)
- Garrett County Weekender

A flyer was also sent by direct mail and email to the project mailing list, posted on the project's website and shared through PennDOT's and SHA's social media outlets.

*All terms that appear in ***bold italics*** are defined in the glossary at the back of this brochure.

The Project Team

Mr. Vince Greenland, P.E.

District Executive
Pennsylvania Department of Transportation
Engineering District 9-0
1620 N. Juniata St.
Hollidaysburg, PA 16648
Phone: 814-696-7151
Email: vgreenland@pa.gov

Mr. Michael Stone, P.E.

Team Project Manager
Pennsylvania Department of Transportation
Engineering District 9-0
1620 N. Juniata St.
Hollidaysburg, PA 16648
Phone: 814-696-7157
Email: micstone@pa.gov

Mr. Attilio Squillario

Team Project Environmental Manager
Pennsylvania Department of Transportation
Engineering District 9-0
1620 N. Juniata St.
Hollidaysburg, PA 16648
Phone: 814-696-7250
Email: asquillari@pa.gov

Mr. Ray Moravec, P.E.

Director
Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-5668
Email: rmoravec@mdot.maryland.gov

Mr. Barry Kiedrowski, P.E.

Project Management Division Chief
Maryland Department of Transportation
State Highway Administration
Project Management Division
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-8769
Email: bkiedrowski@mdot.maryland.gov

Mr. Jeremy Beck

Maryland Team Project Manager
Maryland Department of Transportation
State Highway Administration
Project Management Division
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-8518
Email: jbeck@mdot.maryland.gov

Mr. Nick Baumann

Maryland Team Environmental Manager
Maryland Department of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
707 North Calvert Street MS C-301
Baltimore, MD 21202
Phone: 410-545-8513
Email: nbaumann@mdot.maryland.gov

Mr. Benjamin Harvey

Environmental Protection Specialist
Federal Highway Administration
Pennsylvania Division Office
30 North Third Street, Suite 700
Harrisburg, PA 17101
Phone: 717-221-3701
Email: benjamin.harvey@dot.gov

Ms. Valeriya Remezova

Division Administrator
Federal Highway Administration
Maryland Division Office
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21201
Phone: 410-779-7130
Email: Valeriya.Remezova@dot.gov

ABOUT THE HEARINGS

Purpose Of The Public Hearings

The purpose of the hearings is to formally present the DEIS detailing the evaluation and comparison of the four **Build Alternatives** and the **No Build Alternative**. A **FHWA Preferred Alternative** is identified in this DEIS. The public hearings will provide an opportunity for interested individuals, community associations, citizen groups, and government agencies to offer spoken or written comments for the project record on the DEIS. The public hearings also offer the opportunity for the USACE to receive comments on a DA Section 404 permit (2014-523), MDE Nontidal Wetlands and Waterways Permit Application (24-NT-3200), and MDE Section 401 Water Quality Certification Request (24-WQC-0043) for the project.

These public hearings are part of the **National Environmental Policy Act** (NEPA) process for involving the public in transportation decision-making. This is your opportunity to have a voice in the proposed improvements to this section of U.S. 219 and its associated design and environmental aspects as noted below:

- Existing conditions
- Alternatives being considered
- Results of detailed engineering and environmental studies
- FHWA Preferred Alternative
- The NEPA public hearing process, as applicable, on projects which include preparation of a DEIS.
- Project activities that require authorization from the USACE under **Section 404 of the Clean Water Act**
- MDE Nontidal Wetlands and Waterways Permit Application - *Maryland Public Hearing Only*
- MDE Section 401 Water Quality Certification Request - *Maryland Public Hearing Only*
- Next Steps in the NEPA process

Copies of the DEIS document are available for review on the website and at the local public viewing locations on page 29 of this brochure.

Public Hearing Format

These public hearings include a plans display depicting the project’s alternatives and other information, a live formal presentation and opportunities to provide public (in-person and virtual) and private verbal **testimony** to a court reporter and/or written testimony. Instructions for each public hearing are shown below.

The plans display will be open for public viewing, beginning at 4:00 p.m. Representatives from PennDOT, SHA, FHWA, USACE, and MDE will be available to answer project-related questions. A formal presentation lasting approximately 30 minutes will begin at 5:00 p.m. and will be followed by public testimony. There will be no opportunity to ask questions during the presentation. Testimony may also be given privately to a court reporter.

Pennsylvania Public Hearing: 12/11/2024 Salisbury Volunteer Fire Department

Time	Item
Plans Display	
4:00 p.m.	Sign in, pick up handout, review plans display, visit with project team staff and ask questions about the proposed improvements.
	Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions.
	Availability to provide private verbal testimony* and written testimony* begins. Both options are available until the end of the public hearing.
Public Hearing	
5:00 p.m.	Live formal presentations begin (virtual participants are encouraged to join at 4:45 p.m.).
	Public verbal testimony* (in-person and virtual) option begins after the presentations.
	Opportunity to review exhibits and visit with project staff continues.
8:00 p.m.	Public Hearing ends.

Maryland Public Hearing: 12/12/2024 Grantsville Volunteer Fire Department

Time	Item
Plans Display	
4:00 p.m.	Sign in, pick up handout, review plans display, visit with project team staff and ask questions about the proposed improvements.
	Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions.
	Availability to provide private verbal testimony* and written testimony* begins. Both options are available until the end of the public hearing.
Public Hearing	
5:00 p.m.	Live formal presentations begin (virtual participants are encouraged to join at 4:45 p.m.).
	Public verbal testimony* (in-person and virtual) option begins after the presentations.
	Opportunity to review exhibits and visit with project staff continues.
8:00 p.m.	Public Hearing ends.

*See the following “How To Provide Testimony”

How To Provide Testimony

There are several options for providing testimony. Please note if you wish to provide testimony, it will become part of the public hearing record, and PennDOT, SHA, FHWA, USACE and MDE will review and consider your testimony. You are encouraged to provide comments on the alternative(s) you support or oppose and your reasons. Testimony should be limited to the public hearing aspects (listed on page 5) and statements or opinions about the U.S. 219 project. Team members are available to answer questions related to the project during the plans display only. These comments will not be recorded by the court reporter or included in the public hearing record. Please note that no questions will be answered during the formal testimony portion of the hearing. There are four (4) options to provide testimony which will be included in the public record:

1. Private Verbal Testimony
2. Public In-person Verbal Testimony
3. Public Virtual Verbal Testimony
4. Written Testimony

Private Verbal Testimony:

This option is available if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available during the entire public hearing although you are also encouraged to attend the live formal presentation (start time 5:00 p.m.).

Provide the stenographer with your completed "Registration Slip for Private Verbal Testimony" (at the registration table), state your name, address, and if applicable, the group, organization or business you are representing. Give the court reporter your testimony.

Public In-person Verbal Testimony:

Public in-person verbal testimony will be accepted following the live formal presentation if you wish to make your statement to the panel, in front of an audience.

Complete a "Registration Slip for Public In-person Verbal Testimony" (at the registration table). Give it to the designated project team staff any time before, during or immediately following the presentation. Your name will be called in the order the registration slips are received.

When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing.

Please limit your testimony to five (5) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends (at 8:00 p.m.), whichever comes first.

Public Virtual Verbal Testimony:

Public virtual verbal testimony will be accepted following the live formal presentation and public in-person verbal testimony if you wish to make your statement to the panel, in front of an audience. Those providing testimony virtually must register in advance no later than **December 9, 2024, by 5:00 p.m.** by contacting:

Brionna Marks

KCI Technologies Inc.

Phone: 717-668-0413

Email: Brionna.Marks@kci.com

Virtual participants are encouraged to join at 4:45 p.m. either day using the links provided on the front of this brochure. Your name will be called in the order the online registrations are received. When you are called on to provide testimony, please unmute your microphone and state your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to five (5) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

How To Provide Testimony (Cont.)

Please limit your testimony to five (5) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends (at 8:00 p.m.), whichever comes first.

Written Testimony:

You may provide written testimony in addition to, or in place of, verbal testimony.

If you prepared written testimony prior to the public hearing, you may submit that also. There are three (3) options for submitting your written testimony:

- **In-person at the public hearing:** Complete the written testimony form at the comment tables during the public hearing and place the form along with any other supporting documentation in the box located on the comment table. You may also use your own stationery. Include your name, address, and if applicable, the group, organization or business you are representing.
- **Mail In:** You may prefer this option if you would like additional time to organize your thoughts to prepare your testimony. Self-addressed, postage paid envelopes are available at the registration table for your convenience. A mailed written statement must be postmarked by **January 13, 2025**, to be included in the public hearing record.
- **Email:** Send an email to Brionna Marks, KCI Technologies at Brionna.Marks@kci.com by **January 13, 2025**, to be included in the public hearing record.

Public Hearing Transcript

All proceedings will be recorded, and a **transcript** will be prepared. In addition to the testimony provided, all displays, handouts and presentations will be included in the transcript. Other materials, along with other written testimony received after the public hearings, will be added to the official public hearing transcript provided they are postmarked no later than **January 13, 2025**.

The transcript will be available for public review approximately nine (9) weeks after the hearing on the project website, and at the libraries and government facilities within the project area listed on page 35 of this brochure under "Next Steps & How to Stay Engaged".

Special Needs Accommodations

Persons with a disability or if English is not your primary language and you have difficulty communicating in English (Limited English Proficiency) and you require aid or services to participate in the meeting, please contact Brionna Marks, KCI Technologies **before December 1, 2024**, in order to secure special accommodations. Her contact information is provided on page six (6) of this brochure.

ABOUT THE PROCESS & PROJECT

Environmental Documentation Process

Environmental documentation is an essential component of the NEPA process. The purpose of documenting the NEPA process provides for complete disclosure to the public; allows others an opportunity to provide input and comment on proposals, alternatives, and environmental impacts; and provides the appropriate information for the decision maker (FHWA) to make a reasoned choice among alternatives.

The environmental documentation process identifies a project purpose and need, considers a full range of reasonable alternatives to meet the project purpose and need; describes the affected environment; and analyzes the environmental consequences of the alternatives.

The U.S. 219 Project requires the preparation of an **Environmental Impact Statement** (EIS). An EIS document is required when the action (U.S. 219 Project) is anticipated to have a significant impact on the environment. An EIS is required for the U.S. 219 Project based on the highway's length and location on the new alignment.

The EIS process is completed in the following ordered steps: **Notice of Intent** (NOI), Draft EIS (DEIS) and a combined Final EIS (FEIS)/**Record of Decision** (ROD).

The U.S. 219 Project is currently at the DEIS stage. The DEIS documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. A FHWA Preferred Alternative and the reasons for its selection are identified in this DEIS.

A combined FEIS/ROD is then prepared and includes 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.

Project Programming Status

The U.S. 219 Project is included in the following programs and plans:

- Pennsylvania's Statewide Transportation Improvement Program of the Fiscal Year (FY) Statewide Transportation Improvement Project;
- Southern Alleghenies Rural Planning Organization Transportation Improvement Plan of the Fiscal Year (FY) 2025-2028;
- Maryland Department of Transportation (MDOT) Consolidated Transportation Program (CTP) Final FY 2024-2029 and Draft FY 2025-2030;
- SHA's the Highway Needs Inventory;
- The 2022 Garrett County Comprehensive Plan; and
- eADHS Cost to Complete Estimate for Maryland (2023).

This project is fully funded through Final Design and Right-of-Way Acquisition. Construction is contingent upon funding.

Project History

The U.S. 219 project between Somerset, Pennsylvania and I-68 in Maryland, has an extensive history. In 1999, PennDOT completed the U.S. Route 219 Project Needs Analysis (PennDOT 1999) that evaluated transportation needs of the two-lane U.S. 219 between the I-76/Pennsylvania Turnpike in Somerset, Pennsylvania and I-68 in Maryland. 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 of U.S. 219 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 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 (2) 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.

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. 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.

On June 2, 2023, a NOI to prepare an EIS was published in the Federal Register for the U.S. 219, Section 050 project. The NOI included four (4) build alternatives. Two (2) 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 project 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.

Project Purpose and Need

The purpose of the U.S. 219 Project is to complete Corridor N of the **Appalachian Development Highway System** (ADHS), 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. A combination of the following three reasons demonstrates the need for the project:

- **Existing U.S. 219 does not provide efficient mobility for trucks and freight:** Current truck percentages on existing U.S. 219 are between 19% and 25% and are expected to increase from future growth. 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. 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. 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 leading to a lack of network resilience and the ability to choose alternate routes in the event of an incident in the region. 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.
- **There are numerous roadway and geometric deficiencies present along the existing U.S. 219 alignment:** Existing deficiencies are primarily located within the Pennsylvania portion of the project area and include eighteen (18) horizontal and nine (9) vertical curve deficiencies; six (6) intersection deficiencies; and roadway shoulder deficiencies (PennDOT 2020 Safety Study). The Maryland portion of the project area includes one (1) additional deficient vertical curve located just north of Old Salisbury Road (2016 PEL Study). These deficiencies 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.
- **The existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region:** 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 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.

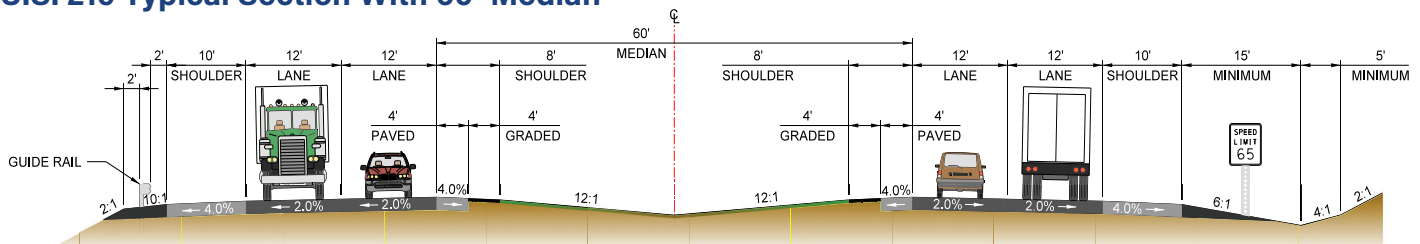
PROPOSED IMPROVEMENTS & RECOMMENDED ALTERNATIVE

Detailed Alternatives Phase

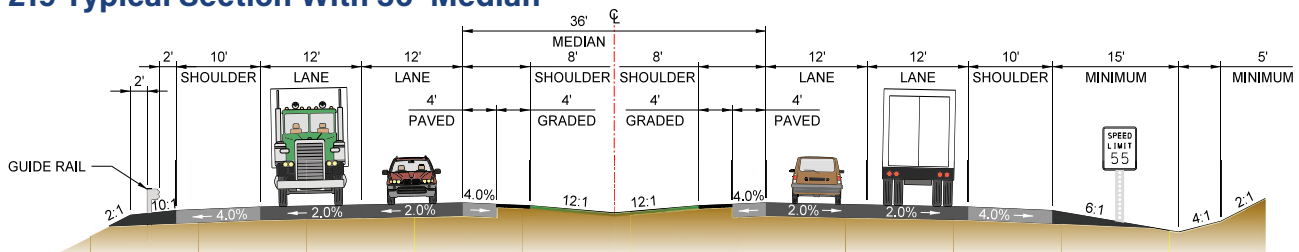
Each of the build alternatives retained for detailed study were evaluated with a consistent roadway layout, also known as a typical section. The typical section for each build alternative provides a 4-lane divided **limited access highway** with 12-foot wide travel lanes, 8-foot wide inside shoulders and 10-foot wide outside shoulders. The width of the median between the inside edges of northbound and southbound travel lanes is between 36 to 60 feet. Most of the median within Pennsylvania would be 60 feet wide and would transition down to 36 feet wide in Maryland to match the current roadway typical section. Typical sections of the build alternatives are depicted below.

In cut sections, where excavation would be required for construction, a proposed swale is located 15 feet outside the edge of the roadway shoulder. The backslope of the swale extends for 5 feet at a 4:1 slope, then continues at a 2:1 slope, until intersecting the existing ground. In fill sections, where fill must be placed for construction, a 10:1 slope extends from the outside roadway shoulder for 6 feet, then continues at a 2:1 slope until intersecting existing ground.

U.S. 219 Typical Section With 60' Median



U.S. 219 Typical Section With 36' Median



Common Segment Improvements - All Build Alternatives:

The northern three miles in Pennsylvania all follow the same alignment, starting from the existing Meyersdale interchange. In addition to the three (3) miles being on the same alignment, other improvements described below are being proposed. These improvements include upgrades to portions of existing U.S. 219 (Mason Dixon Highway), an extension of Hunsrick Road from Mountain Road to Fike Hollow Road on the east side of U.S. 219, cul-de-sac of Mountain Road, and the cul-de-sac of Clark Road. These improvements are intended to ensure that local traffic has continued access. These improvements are included with all alternatives being considered, other than the No Build Alternative. The scope of these proposed improvements is outlined below. Stormwater management facilities, which would result in the need for additional right-of-way and environmental impacts have also been incorporated into the design.

- 1. Hunsrick Road Extension:** Improvements made to tie a new U.S. 219 alternative into existing U.S. 219 require the removal of the existing Hunsrick Road Bridge (SR 2102). Due to geometric and intersection sight distance constraints at the intersection of Hunsrick Road (T-355) and Mason-Dixon Highway (T-355), it was determined that the Hunsrick Road Bridge would not be replaced and Hunsrick Road would terminate on the east side of U.S. 219. As a result of the Hunsrick Road Bridge removal, a new roadway would be constructed: the Hunsrick Road Extension. This new roadway would connect existing Hunsrick

Detailed Alternatives Phase (Cont.)

Road with Fike Hollow Road (T-363) and would parallel new U.S. 219 alternative along the eastern side. This new connector roadway would provide access from Hunsrick Road to U.S. 219 Business (SR 2047) near the Meyersdale Interchange. The proposed typical section for the Hunsrick Road Extension includes two 10-foot travel lanes and 4-foot outside shoulders. The design speed is anticipated to be 25 miles per hour.

- 2. Clark Road:** Clark Road (T-353) extends west from Mountain Road (T-824) to existing U.S. 219. Due to topographical and geometric constraints, providing a grade separated crossing of a new U.S. 219 alternative proposed under this study was not practical. It was determined Clark Road should be bisected where it crosses a new alternative of U.S. 219 proposed under this study. A cul-de-sac would be placed at each end of the roadway where it intersects the U.S. 219 right-of-way. The eastern side of Clark Road would maintain access to U.S. 219 Business near the Meyersdale interchange via Mountain Road, Hunsrick Road Extension, and Fike Hollow Road.
- 3. Mountain Road:** Mountain Road (T-824) currently extends north from the intersection with Hunsrick Road to a cul-de-sac adjacent to existing U.S. 219. With the associated improvements of the Hunsrick Road Extension, the northern end of Mountain Road would be connected to the Hunsrick Road Extension and the existing cul-de-sac would be removed. The existing intersection of Mountain Road with Hunsrick Road would be maintained. To avoid the steep grade (14%) on existing Mountain Road, a portion of Mountain Road is to be closed to traffic. Access to property along Mountain Road would be maintained and cul-de-sacs would be placed where the road would be closed. As noted above, the northern segment of Mountain Road would be accessible from the Hunsrick Road Extension while the southern segment of Mountain Road would be accessible from the existing intersection with Hunsrick Road.
- 4. Mason-Dixon Highway:** The Mason-Dixon Highway (T-355) would be improved between Hunsrick Road and the U.S. 219 Meyersdale Interchange in accordance with PennDOT's Resurfacing, Restoration, and Rehabilitation (3R) design criteria, using a design speed transition from 55 MPH to 35 MPH. The upgrades are roughly 1.3-miles in length, starting near Hunsrick Road and ending at the U.S. 219 Meyersdale Interchange. Prior to the opening of the Meyersdale Bypass, Mason-Dixon Highway carried U.S. 219. After the Meyersdale Bypass opened, PennDOT transferred ownership and maintenance of Mason-Dixon Highway to Summit Township. Following completion of a new U.S. 219 alternative proposed under this study, ownership of Mason-Dixon Highway is to be transferred back to PennDOT as part of re-routed traffic patterns in the area.
- 5. Existing U.S. 219 Connection to be Removed:** The existing U.S. 219 would be severed, and a local connection would be re-established just south of Chipmonk Lane. This new roadway would become U.S. 219 Business.

No Build Alternative:

The No Build Alternative is retained throughout the alternative development process to serve as a baseline for comparison with the Build Alternatives. The following is a description of each alternative.

The No Build Alternative involves taking no action, except routine maintenance along U.S. 219. The existing two-lane roadway between Meyersdale, Pennsylvania and Garrett County, Maryland would remain. No new alternatives or additional roadway would be constructed.

Build Alternative DU Modified:

The Alternative DU Modified alignment was developed by combining suggestions from the U.S. Fish and Wildlife Service (USFWS) with an alternative identified during previous 2001 NEPA efforts. USFWS suggested an alternative to avoid the mountain slope/ridge in Pennsylvania and reduce potential impacts to terrestrial wildlife.

Build Alternative DU-Shift Modified:

Alternative DU-Shift Modified resulted from combining Alternative DU Modified with Alternative E-Shift Modified to move the alternative further away from residences along Old Salisbury Road. Alternative DU-Shift Modified mimics the alternative of Alternative DU Modified from Meyersdale until south of the Mason-Dixon Line, where the alternative is shifted eastward and away from Old Salisbury Road.

Detailed Alternatives Phase (Cont.)

Build Alternative E Modified:

The Alternative E Modified alignment was suggested during former 2001 NEPA efforts to avoid farmland in Pennsylvania and avoid residential areas along existing U.S. 219. Alternative E Modified starts at the southern end of the Meyersdale Bypass and proceeds in a southerly direction along the face of Meadow Mountain. At the Pennsylvania/Maryland border, Alternative E Modified would extend in a southwesterly direction, east of the existing U.S. 219.

Build Alternative E-Shift Modified:

The alignment for Alternative E-Shift Modified was suggested by residents along Old Salisbury Road during former 2001 NEPA efforts and involves shifting Alternative E Modified further away from the residences on Old Salisbury Road. Alternative E-Shift Modified follows Alternative E Modified, with the exception of a small shift in Maryland, slightly eastward, away from the homes along Old Salisbury Road. Alternative E Modified does not directly impact the homes along Old Salisbury Road; however, residents requested an evaluation of a slightly eastward shift to move the alternative further from their homes. The trade-off is that Alternative E-Shift Modified bisects a farm field that is only slightly impacted by Alternative E Modified. This shifted section is the same as the shifted section of Alternative DU-Shift Modified.

Environmental Summary

FHWA Preferred Alternative - E-Shift Modified

Based on the evaluation and comparison of the alternatives, potential impacts, and public and agency input, Alternative E-Shift Modified has been identified as the FHWA Preferred Alternative. Alternative E-Shift Modified is the environmentally preferable alternative and most publicly desirable alternative. Alternative E-Shift Modified offers several advantages over the other build alternatives that make it the preferred alternative for this project.

Alternative E-Shift Modified meets the project purpose and need, by providing a consistent link in the regional transportation system, primarily between I-68 and I-76. This link would complete the development of Corridor N of the Appalachian Development Highway System and support increased economic opportunities in the region.

Below is a list of advantages that make Alternative E-Shift Modified the environmentally preferable alternative:

- Fewest number of property impacts
- Fewest impacted noise receptors
- Least wetland impacts
- Least forestland impacts

Equivalent to Alternative E Modified, Alternative E-Shift Modified has the least impact to:

- Prime farmland soils
- Productive farms
- Historic structures
- Maple sugar production forests
- 1% annual chance floodplains
- Bat hibernacula
- Streams
- Indirect and Cumulative Effects

Alternative E-Shift Modified was developed in response to input received at public meetings from residences along Old Salisbury Road to move the alignment as far away as possible from homes in that area. Consequently, unlike Alternatives DU Modified and E Modified, Alternative E-Shift Modified is sufficiently far enough away from the residences on Old Salisbury Road that it is anticipated to have less potential for noise impacts.

Environmental Summary (Cont.)

However, the project team was constrained by the historic boundary of Tomlinson Inn and Little Meadows. Project engineers designed Alternative E-Shift Modified to situate the alignment as far away from Old Salisbury Road as possible, while also avoiding the Tomlinson Inn and Little Meadows historic boundary. Alternative E-Shift Modified is also aligned so that it does not preclude future consideration of access to existing U.S. 219 south of Old Salisbury Road in Maryland.

Alternatives E Modified and E-Shift Modified would result in the least overall harm to **Section 4(f) properties**, with a **de minimis** use of the historic Miller Farm. Alternatives DU Modified and DU-Shift Modified would result in the use of two (2) additional Section 4(f) properties including the historic Lowry Farm and Deal Farm.

The preliminary construction cost estimate for Alternative E-Shift Modified is \$310.4 million. The cost does not include design, right-of-way acquisition, utility relocation, mineral rights, wildlife crossings, intelligent transportation systems and maintenance facility final amenities.

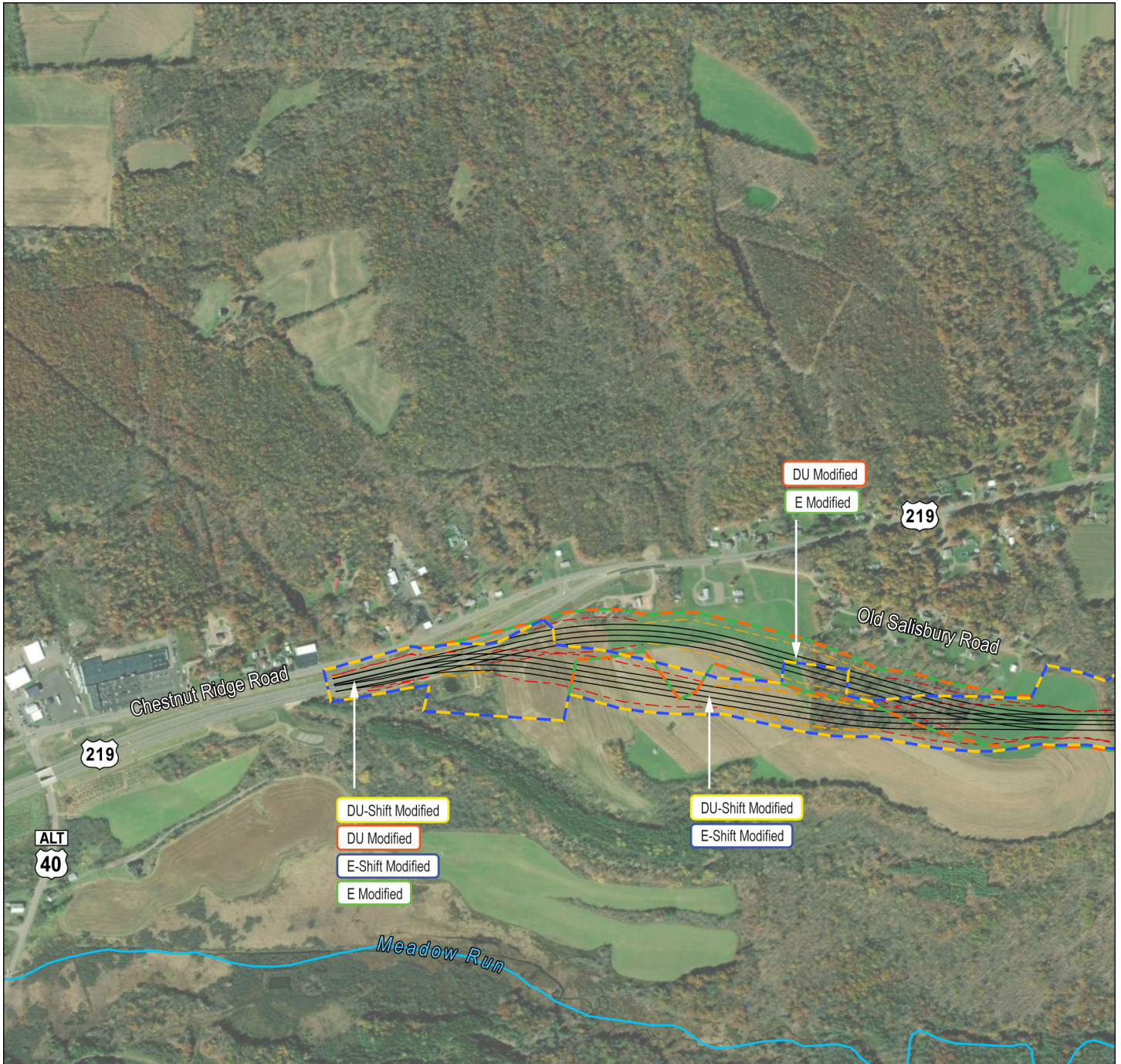
Summary of Direct Impacts Per Modified Alternative

FHWA Preferred

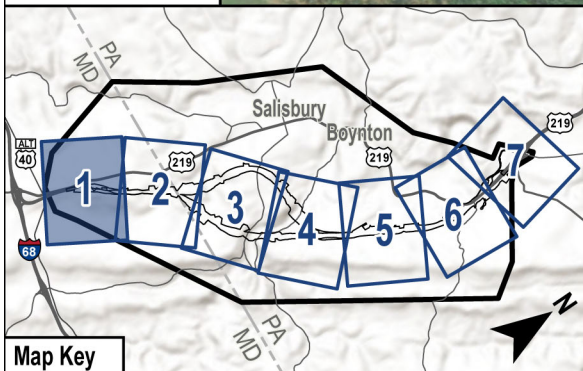
Resource	Project Alternatives				
	No Build	DU Modified	DU-Shift Modified	E Modified	E-Shift Modified
SOCIOECONOMIC RESOURCE IMPACTS					
Parcels intersected by the Limit of Disturbance (#)	0	117	114	106	103
Residential Displacements (#)	0	9	9	8	8
Commercial Displacements (#)	0	2	2	2	2
Impacted Noise Receptors (#)	4	13	9	13	9
CULTURAL RESOURCE IMPACTS					
Above Ground Historic Resources (# / acres)	0 / 0	3 / 40.2	3 / 40.2	1 / 0.78	1 / 0.78
Areas of High Probability for (acres)	Prehistoric Archaeology	0	50.0	48.6	48.6
	Historic Archaeology	0	16.6	13.9	13.9
Section 4(f) Resources	Impacted (#)	0	3	1	1
	Type of Use	0	> De Minimis	> De Minimis	De Minimis
NATURAL RESOURCE IMPACTS					
Forestland (acres)	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 AND POTENTIAL HAZARDOUS 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
Limit of Disturbance Acreage	0	628.7	626.2	560.9	558.7
Preliminary Construction Cost Estimate (Year 2030 Dollars)	\$0	\$483.0 M	\$486.3 M	\$307.0 M	\$310.4 M

Notes: 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 do not include, Design, Right-of-Way Acquisition, Utility Relocation, Mineral Rights, Wildlife Crossings, Intelligent Transportation Systems and Maintenance Facility Final Amenities. 4) All resources are defined in the glossary at the back of this brochure.






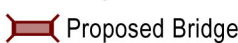


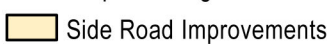
Map of Build Alternatives

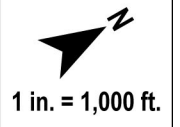


MAP 1 OF 7

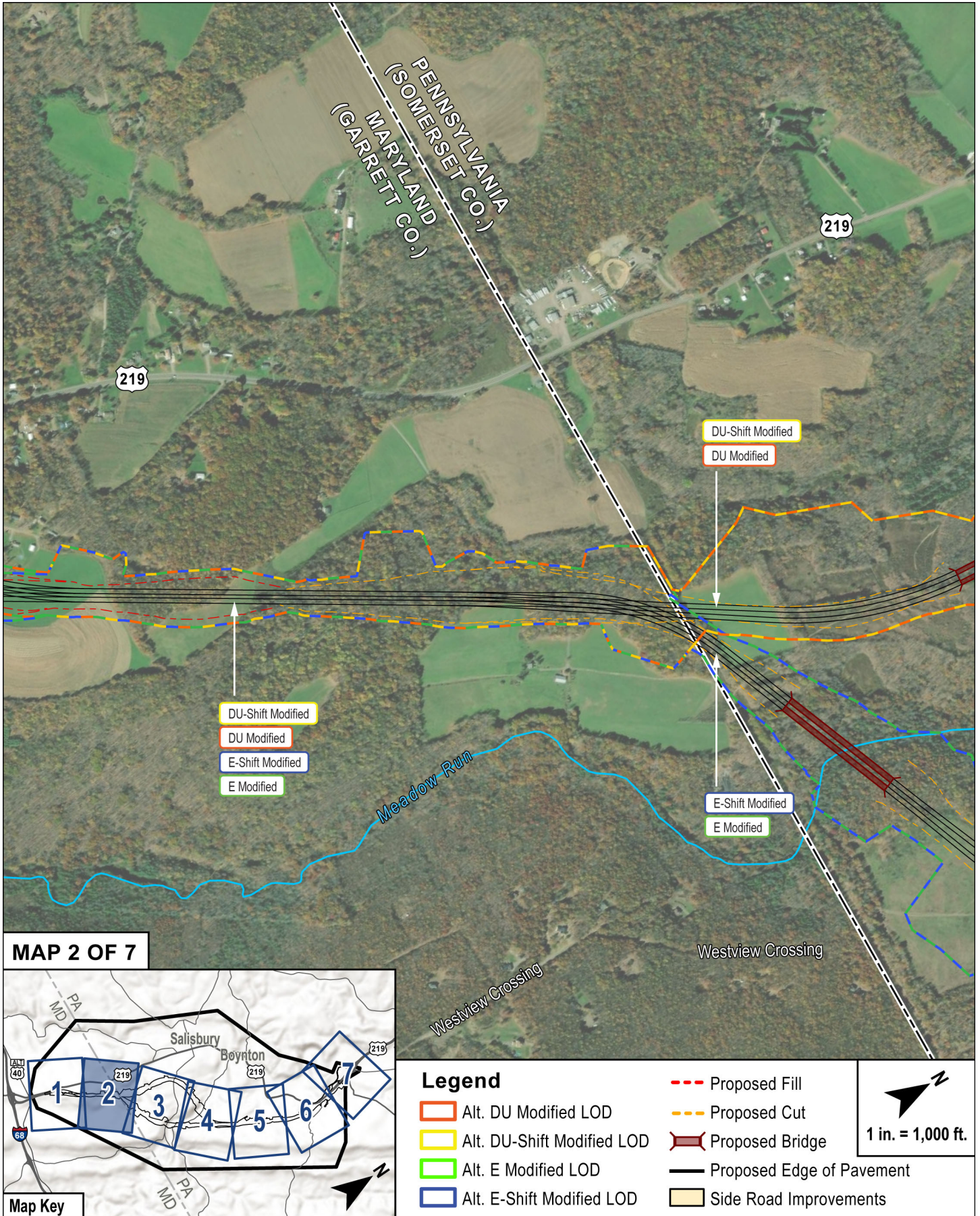


Legend

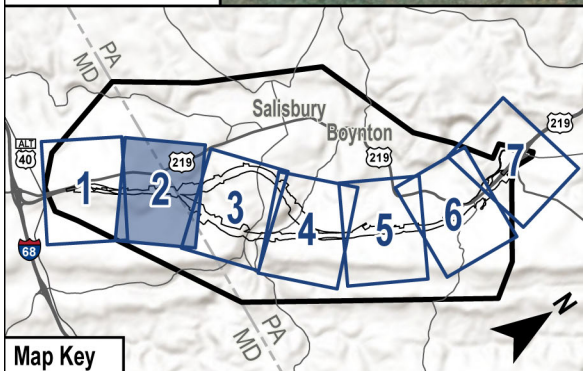
- | | |
|--|---|
|  Alt. DU Modified LOD |  Proposed Fill |
|  Alt. DU-Shift Modified LOD |  Proposed Cut |
|  Alt. E Modified LOD |  Proposed Bridge |
|  Alt. E-Shift Modified LOD |  Proposed Edge of Pavement |
| |  Side Road Improvements |



Map of Build Alternatives



MAP 2 OF 7

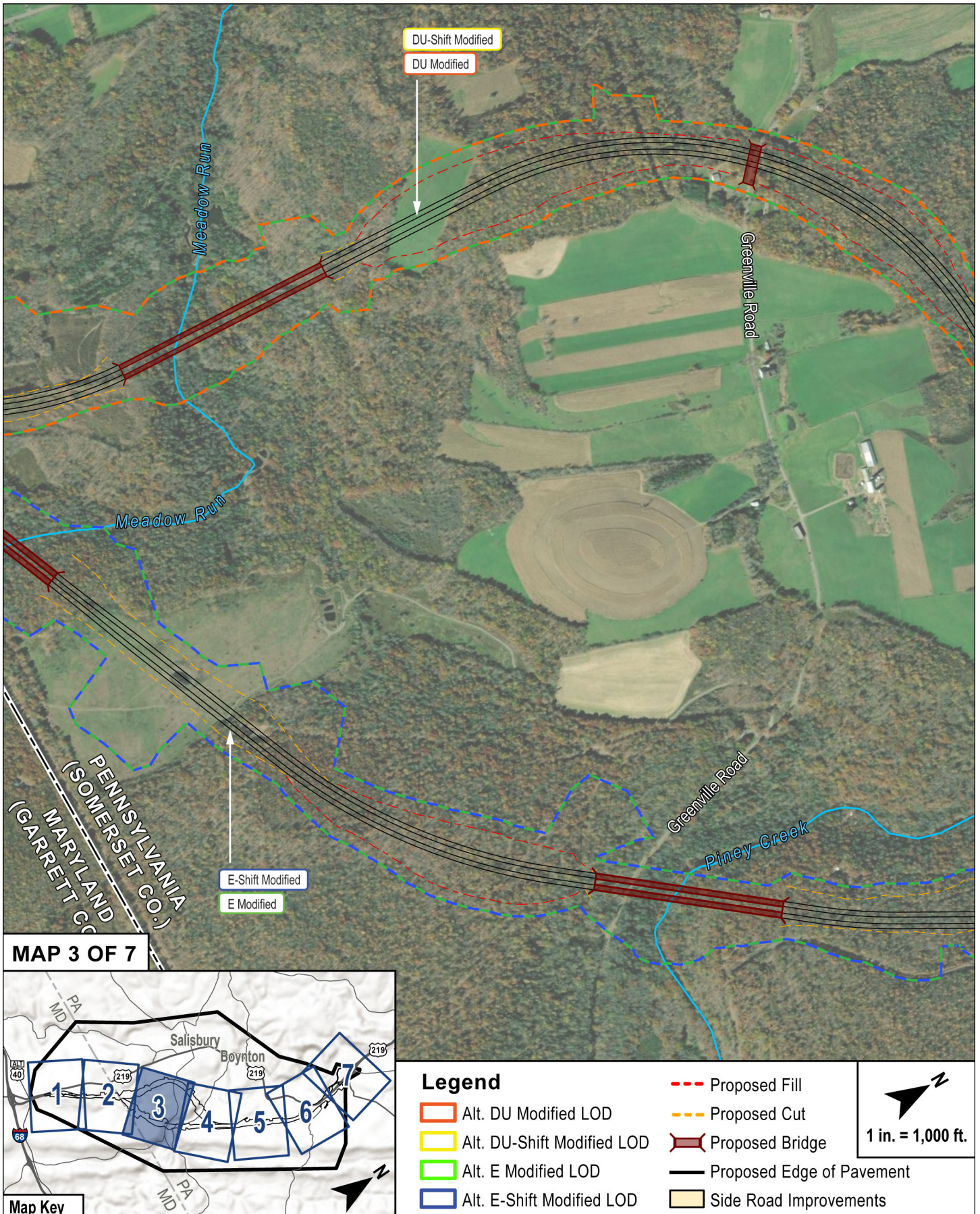


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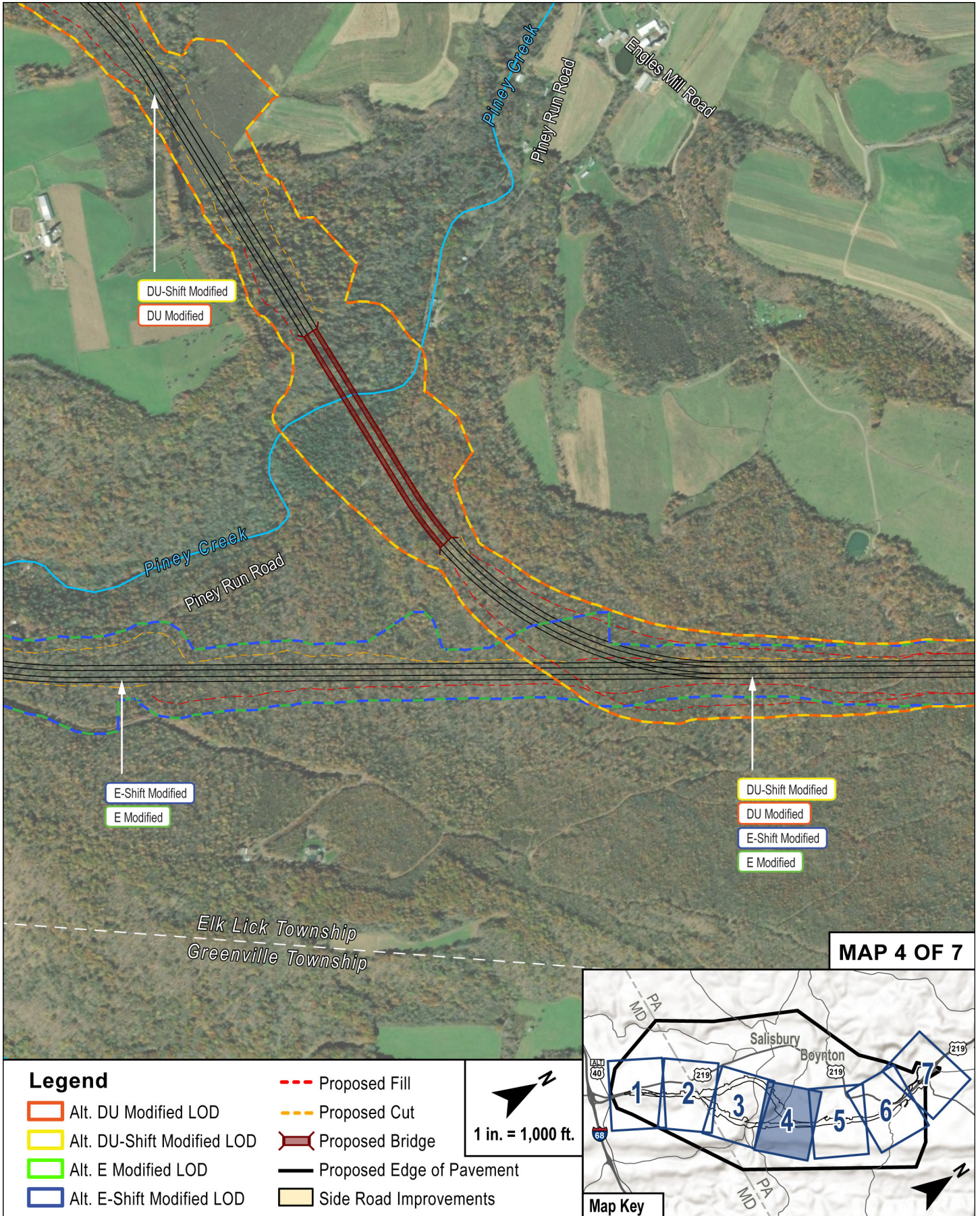
- Alt. DU Modified LOD
- Alt. DU-Shift Modified LOD
- Alt. E Modified LOD
- Alt. E-Shift Modified LOD
- Proposed Fill
- Proposed Cut
- Proposed Bridge
- Proposed Edge of Pavement
- Side Road Improvements



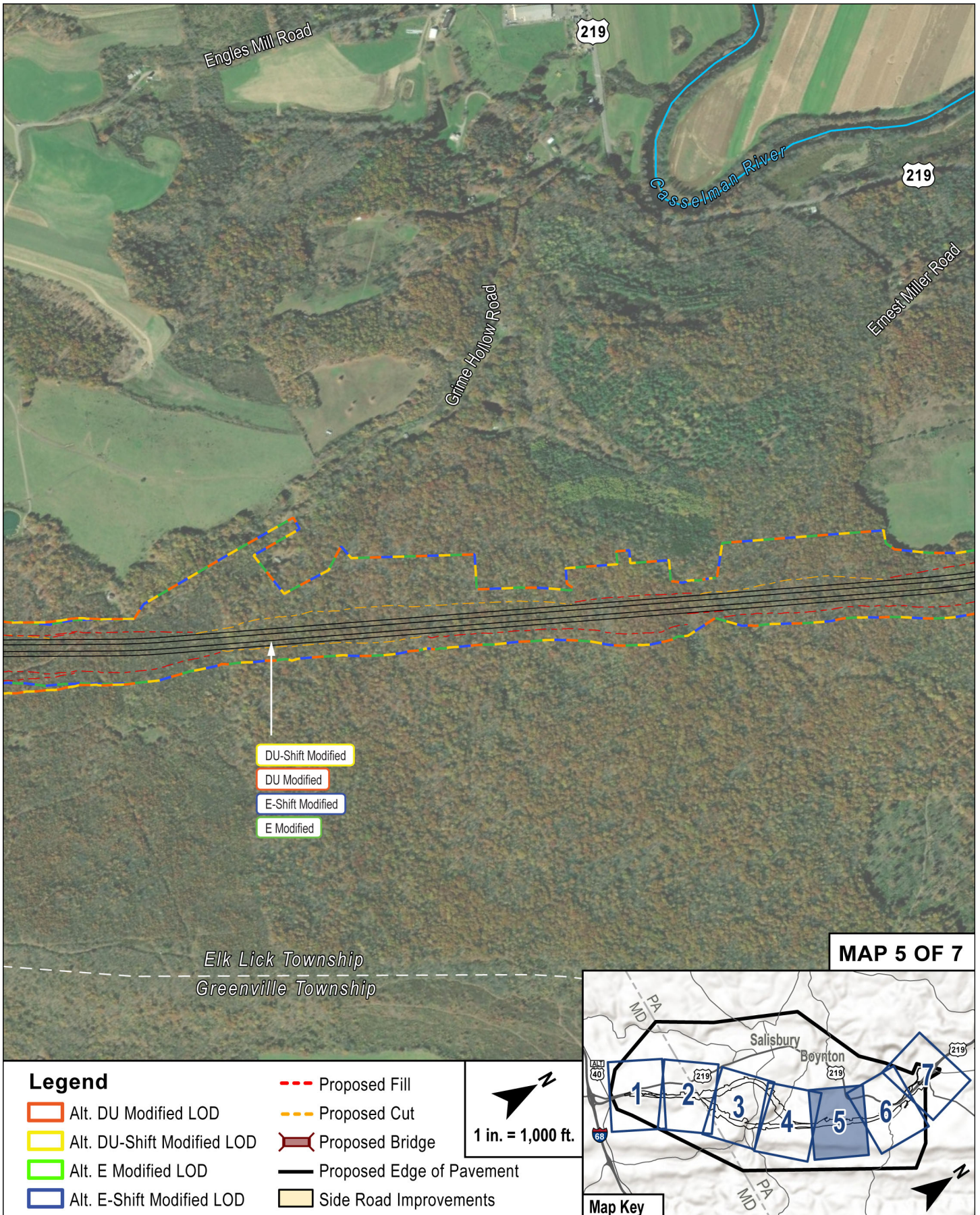
Map of Build Alternatives



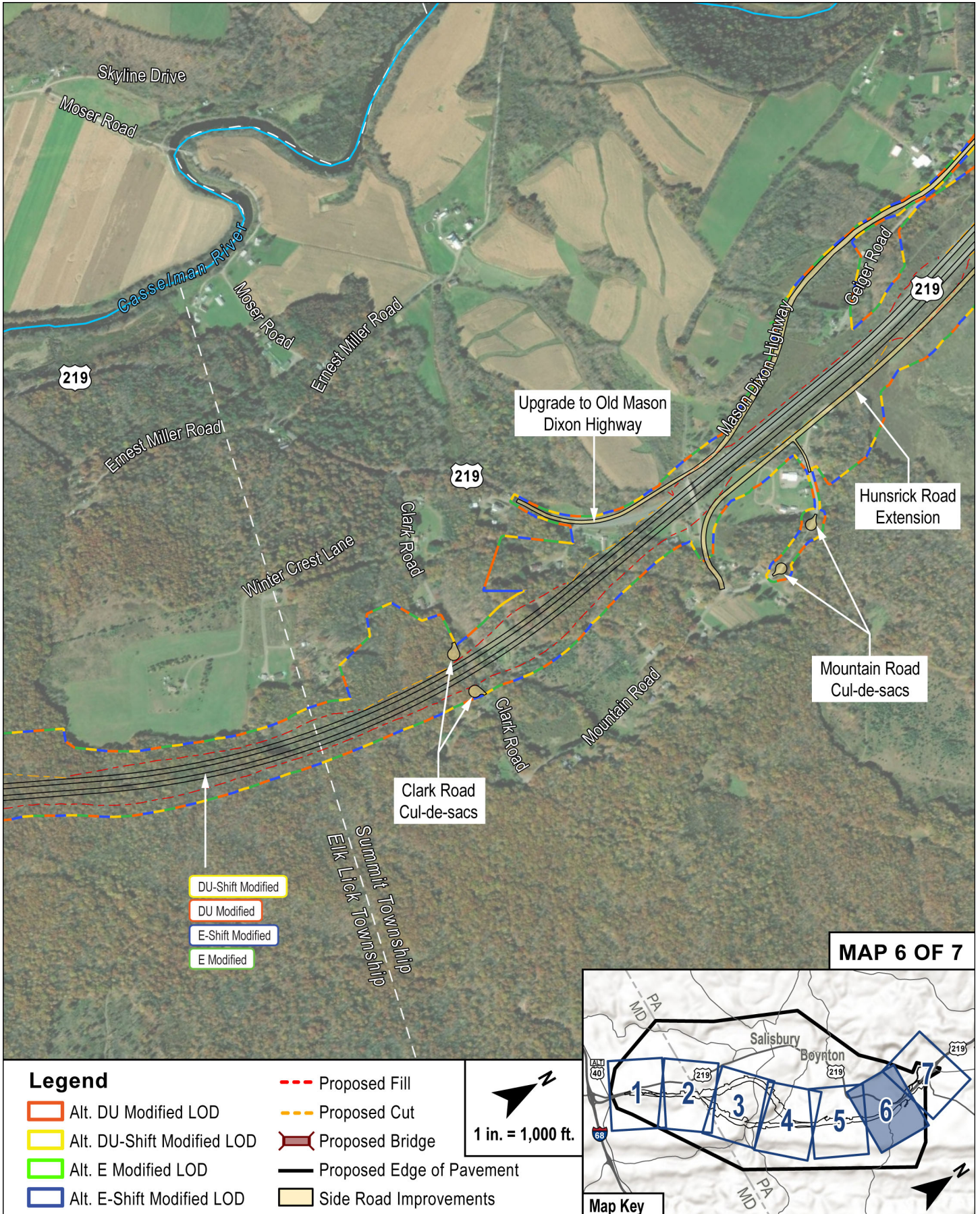
Map of Build Alternatives



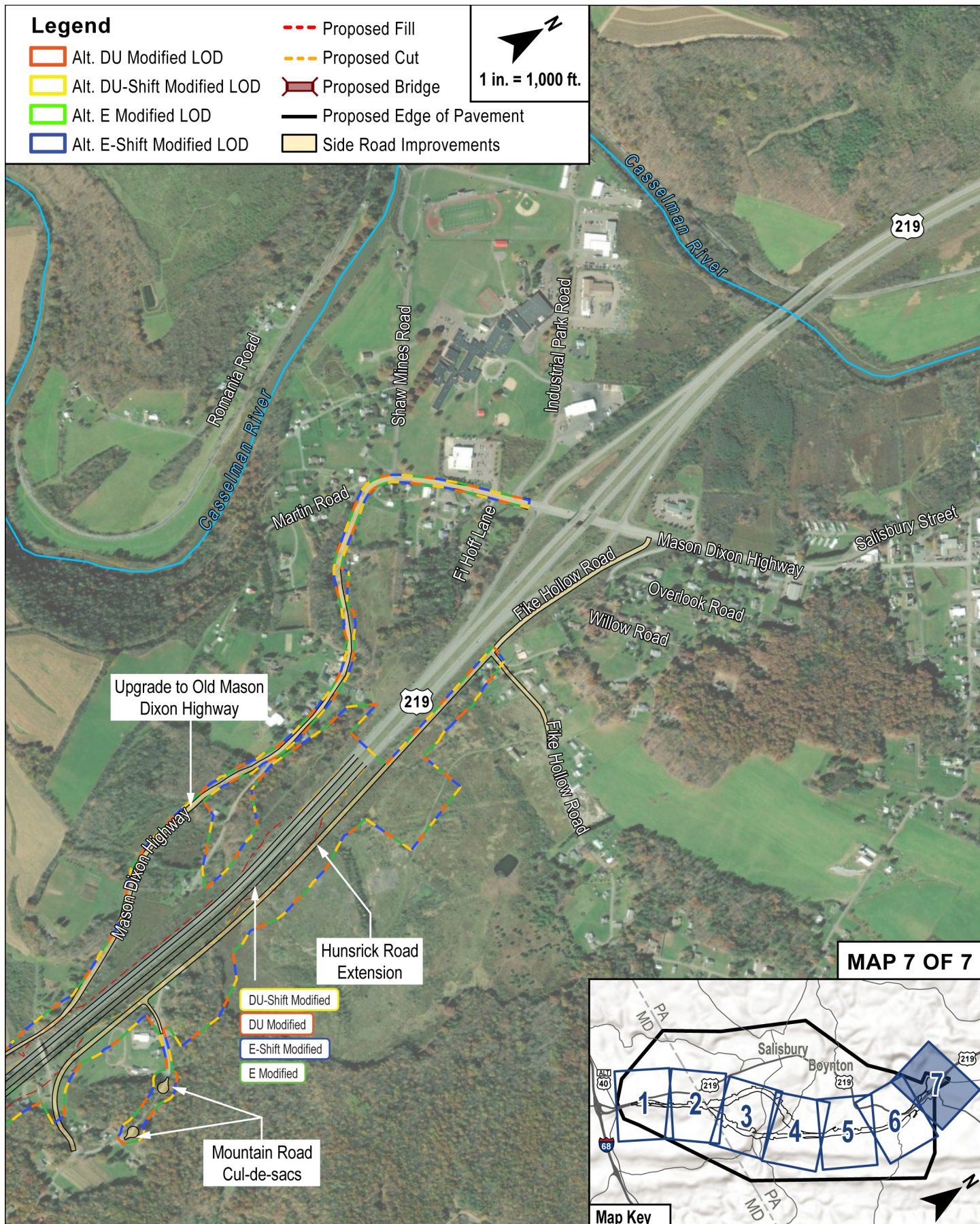
Map of Build Alternatives



Map of Build Alternatives



Map of Build Alternatives



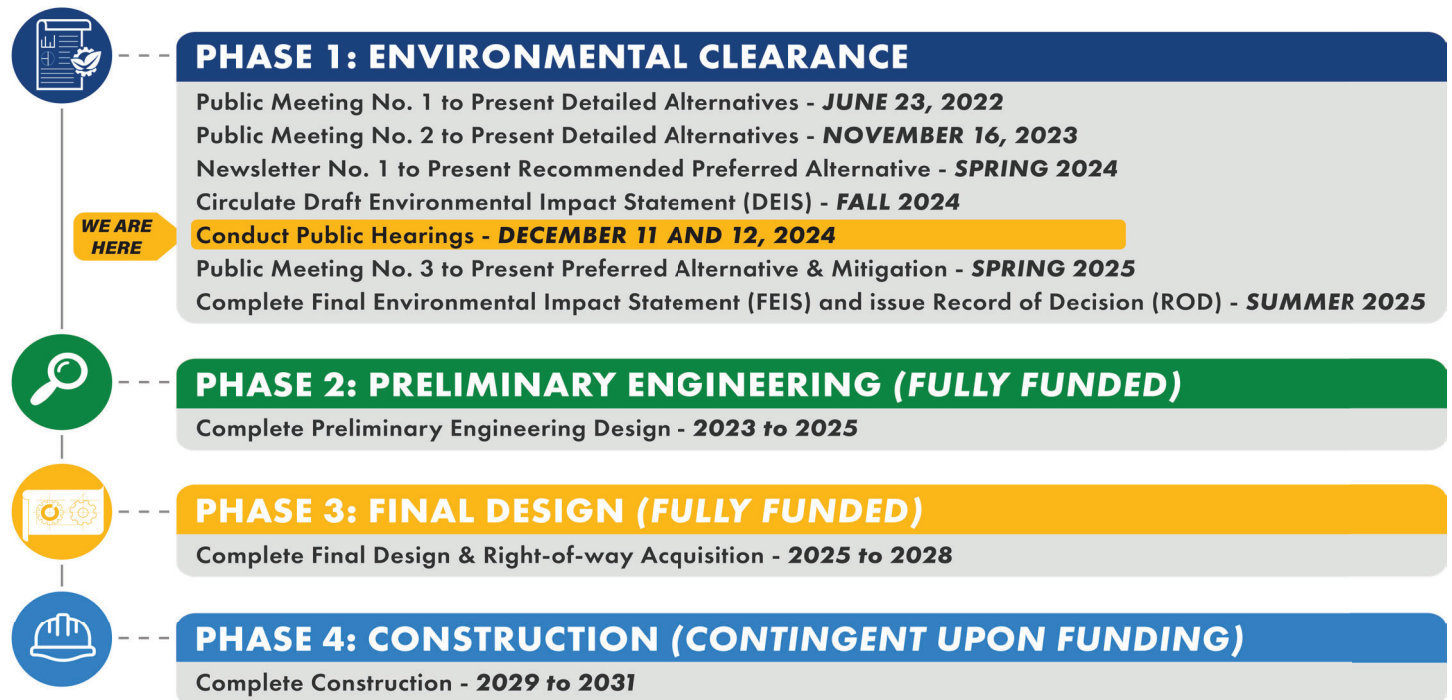
NEXT STEPS & HOW TO STAY ENGAGED

Next Steps

The next step in the environmental documentation process is to prepare a FEIS/ROD which will include any refinements of the data presented in the DEIS. In addition, the FEIS/ROD will provide responses to all substantive comments received during the DEIS public comment period.

Final Design is planned to begin in 2025 with completion in 2028. This will also include right-of-way acquisition. Construction which is contingent upon funding being secured is planned to begin in 2029 with completion in 2031.

Project Schedule



Your Opinion Matters

We request that all questions or comments following the public hearing be sent to Brionna Marks, KCI Technologies, to ensure that they are properly routed to the correct team member and for record keeping.

We will carefully review and consider project concerns and preferences expressed at the public hearings. Self-addressed, postage paid envelopes are available at the sign-in table and the contact information for members of the project team are available in this brochure to assist you in providing comments.

Public Involvement Continues

PennDOT and SHA will continue to provide opportunities for public involvement throughout the U.S. 219 Project. PennDOT and SHA representatives are available to meet with community groups, civic associations, and other organizations upon request. Please contact Brionna Marks, KCI Technologies by phone or email (listed below) to request a meeting.

Public Comment Period Open from November 8, 2024, to January 13, 2025.

An online comment form for the DEIS is available at the project website: <https://www.penndot.pa.gov/US219meyersdalesouth>. Interested parties may submit comments on the DEIS either online or by mail to:

KCI Technologies Inc.
Attn: Brionna Marks
5001 Louise Drive
Mechanicsburg, PA 17055
Phone: 717-668-0413
Email: Brionna.Marks@kci.com

Interested parties may provide written comments on the DA 404 Permit Application to:

U.S. Army Corps of Engineers — Pittsburgh District Regulatory Branch
Attn: Allen Edris
1000 Liberty Avenue, Federal Building, 20th Floor
Pittsburgh, PA 15222-4186
Phone: 412-395-7158
Email: allen.r.edris@usace.army.mil

Please refer to Permit 2014-523 in all feedback submitted. **Written comments must be received on or before January 13, 2025.**

In Maryland, interested parties may provide written comments to the MDE for the Nontidal Wetlands and Waterways Permit Application (24-NT-3200), and the Maryland Section 401 Water Quality Certification Request (24-WQC-0043) at:

Maryland Department of the Environment
Attn: Emily Dolbin
1800 Washington Boulevard
Baltimore, MD 21230
Phone: 410-545-3745
Email: emily.dolbin@maryland.gov

Please refer to Permit 24-NT-3200 or Certification 24-WQC-0043 in all feedback submitted. **Written comments must be received by the MDE on or before January 13, 2025.**

Locations to Review DEIS Documents

Transcripts of the public hearings will be available for public review approximately nine (9) weeks after the hearings online at the project website <https://www.penndot.pa.gov/US219meyersdalesouth> and during normal business hours at the local public viewing locations listed below. DEIS will be available starting November 8, 2024. To confirm availability, please call ahead.

Meyersdale Public Library 210 Center Street, Meyersdale, PA 15552 Phone: 814-634-0512	PennDOT District 9-0 1620 North Juniata Street, Hollidaysburg, PA 16648 Phone: 814-696-7250
Somerset County Library: Somerset County Federated Library System 6022 Glades Pike, Ste. 120, Somerset PA15501 Phone: 814-445-5907	FHWA - Pennsylvania Division 30 North Third Street, Suite 700 Harrisburg, PA 17101 Phone: 717-221-3461

Locations to Review DEIS Documents (Cont.)

Mary S. Biesecker Public Library 230 South Rosina Avenue, Somerset, PA 15501 Phone: 814-445-4011	SHA District 6 1251 Vocke Road, LaVale, MD 21502 Phone: 301-729-8400
Ruth Enlow Library of Garrett County: Grantsville Branch 102 Parkview Drive, Grantsville, MD 21536 Phone: 301-895-5298	FHWA - Maryland Division George H. Fallon Federal Building Federal Highway Administration 31 Hopkins Plaza, Suite 1520, Baltimore, MD 21201 Phone: 410-962-4440
Allegany County Library System: Frostburg 65 East Main Street, Frostburg, MD 21532 Phone: 301-687-0790	

Non-Discrimination in Federally Assisted and State-Aid Programs

For information concerning non-discrimination in federally assisted and state-aid programs, please contact:

PennDOT Bureau of Equal Opportunity P.O. Box 3251 Harrisburg, PA 17105-3251 Phone: 717-787-5891 Email: penndoteoreports@pa.gov	Judith de Vastey Maryland Department of Transportation State Highway Administration Office of Equal Opportunity 707 North Calvert Street Baltimore, MD 21202 Phone: 410-545-0404 Email: jdevastey@mdot.maryland.gov
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Join the Mailing List

You may add your name to the project mailing list by completing the enclosed mailer or giving your information to the receptionist at the hearing. If you have previously submitted your name and address, or if you have received this brochure in the mail, you are already on the project mailing list.

Visit the Website

For more information about this project please visit the project website at <https://www.penndot.pa.gov/>



**Thank you for participating in the U.S. 219 Improvement Project Public Hearings.
 Your comments are greatly appreciated!**

Glossary

Above Ground Historic Resources: Above ground historic resources include places, such as buildings, farms, bridges, downtowns, neighborhoods, industrial areas, landscapes, and districts.

Active Farmland: Land that is currently being used for agricultural purposes.

Alternatives: Potential solutions that are evaluated to determine whether they will address the Purpose and Need of the project.

Appalachian Development Highway System: The Appalachian Development Highway System (ADHS) is a 3,090-mile system of 33 designated corridors and roadways within the states that make up the Appalachian Region. The ADHS was created by the Appalachian Regional Development Act of 1965. Its purpose was to provide a system of development highways and access roads which would contribute to economic development opportunities in the Appalachian regions of 13 States --Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. The ADHS program is jointly administered by the Appalachian Regional Commission and FHWA.

Area of Concern: An area at a facility or an off-site area, which is not known to be a Solid Waste Management Unit, where hazardous waste and/or hazardous constituents are present as a result of a release from the facility.

Bat Hibernacula: A site where one or more bats hibernate in winter. Figure 43 shows the entrance to a cave hibernaculum.

Build Alternatives: One or more specific transportation improvements involving new construction or reconstruction in a defined study area.

Deep Mine Boundaries: Areas where underground mining operations involve opening one or more portals or shafts into the earth that follow or intercept coal seams that are too deep for surface mining methods.

De Minimis: An impact that will not adversely affect the activities, features, or attributes of a Section 4(f) property.

Displacement: A building that must be removed to complete a construction project.

Environmental Impact Statement: NEPA requires Federal agencies to prepare Environmental Impact Statements (EISs) for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The EIS process consists of the following steps: Notice of Intent (NOI), draft EIS (DEIS), final EIS (FEIS), and Record of Decision (ROD).

FEMA 1% Annual Chance Floodplains: Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

FHWA Preferred Alternative: A Preferred Alternative is an alternative identified by the lead Federal agency which best meets the purpose and needs of a project, is supported by all stakeholders and planning partners and is the least environmentally damaging practicable alternative.

Forestland: Forestlands are composed of an overstory of tree canopy and an understory that is divided into shrub and forb layers. These plant communities occur in many diverse regions. They function as wildlife habitat, modulators of hydrologic flow, and protectors of soil. Forests provide a diverse range of resources including storing carbon, regulating climate, purifying water, and preventing hazards such as floods. Through the development of plants and technology, the Plant Materials Program provides resources for establishing and maintaining the forest ecosystem.

Historic Archaeology: Historical archaeology is the study of the material remains of past societies that also left behind some other form of historical evidence. This field of research embraces the interests of a diverse group of scholars representing the disciplines of anthropology, history, geography, and folklore.

Glossary (Cont.)

Impacted Noise Receptor: An individual receptor unit that has a future design year noise level that approaches or exceeds the NAC and/or that experiences a substantial noise level increase of 10 dB(A) or more above existing noise levels.

Limited Access Highway: This route type includes U.S. and state numbered freeways and expressways and Interstate routes where access to and from the facility is limited to interchanges with grade separations. These high-speed routes typically have posted speed limits ranging from 55 mph in urban areas to 75 mph in some rural states. Some urban areas may have short segments directly connecting the freeway to surface streets where the posted speed limit is as low as 35 mph.

Limited English Proficiency: Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." These individuals may be entitled language assistance with respect to a particular type or service, benefit, or encounter.

Limit of Disturbance: The boundary limit of all project-related work, including construction, grading, landscaping, material storage and anything else related to the project.

Mobility: Mobility is the ability to move from place to place and is significantly dependent on the availability of transportation facilities and on system operating.

National Environmental Policy Act (NEPA): NEPA is a law that requires federal agencies to consider the environmental impact of their actions before making decisions. NEPA is applicable on the U.S. 219 project because it is federally funded. For the U.S. 219 project, FHWA is the lead federal agency and is responsible for NEPA approval.

No Build Alternative: An alternative developed to evaluate the impacts of not building a project in order to make comparisons with one or more Build Alternatives. The No-Build Alternative can either be a "do nothing" option that involves no construction or it may include improvements such as adding turn lanes, improving intersections, signalization, signage, pavement markings or other techniques that require minimal construction and no addition of capacity.

Notice of Intent: The first step in the NEPA EIS process, before the draft EIS, final EIS, and record of decision (ROD). The NOI is published in the Federal Register by the lead Federal agency and signals the initiation of the process. An NOI should contain a brief narrative description of the proposed action, a brief description of possible alternatives to accomplish the goals of the proposed action, and a brief description of the proposed scoping process for a particular action.

Planning and Environmental Linkages: An approach to transportation decision making that considers environmental, community, and economic goals early in the planning stage for use during latter phases of project development including design, and construction. PEL studies provide an opportunity to create a seamless decision-making process that fosters a collaborative and integrated transportation process; minimizes duplication of effort; promotes environmental stewardship; and reduces delay in project implementation.

Prehistoric Archaeology: Prehistoric archaeology refers to the interdisciplinary study of ancient human societies and cultures before the advent of written records.

Preferential Tax Assessment: Provides tax relief to owners of agricultural, forest, or open space land.

Prime Farmland Soils: Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods.

Productive Farms: A farm is defined as any place from which \$1,000 or more of agricultural products were produced and sold, or normally would have been sold, during the year. Since the definition allows for farms to be included even if they did not have at least \$1,000 in sales, but normally would have, a system is developed by U.S.DA's National Agricultural Statistics Service (NASS) for determining when a farm normally would have.

Record of Decision: The Record of Decision (ROD) is the conclusion of the NEPA EIS process. The ROD document is prepared after the final EIS and identifies the Preferred Alternative.

Glossary (Cont.)

Right-of-Way: A right of way authorizes specific use of parcels of public land for a specified period that is appropriate for the life of the project.

Section 4(f) Resources: Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, is implemented by the Federal Highway Administration (FHWA) through the regulation 23 CFR 774.

Section 404 of the Clean Water Act: This authorizes the U.S. Army Corps of Engineers to issue permits for discharges of dredged or fill material into waters of the United States. If NEPA action requires issuance of a Section 404 permit, the lead agency should ensure integration of the environmental review process required by NEPA with the Section 404 program.

Soils of Statewide Importance: Land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods.

Surface Mining Boundaries: Areas where mining operations involve removing soil, rocks, and plants to access minerals or metals that are located just below the earth's surface. The mining methods include, but not limited to, strip mining, auger mining, dredging, and quarrying, as well as related activities like exploration and site preparation.

Transcript: The official word-for-word written copy of all spoken and/or written testimony presented during the formal portion of SHA's public hearings. The transcript is provided by a contracted court reporter and becomes available for public review eight weeks after the hearing concludes.

Testimony: Testimony at a public hearing is a formal statement made by a witness or interested party on a proposed issue or action. Public hearings are formal meetings that provide a chance for the public to share their opinions and concerns on a topic. If preferred, opportunity will be given for public hearing attendees to provide private testimony to a court reporter. The testimony is recorded and becomes part of the public record.

Wetland: Areas that are regularly wet or flooded, with vegetation adapted for life under those saturated soil conditions. Wetlands generally include swamps, bogs, marshes, and similar areas.

