

1 US 219 IMPROVEMENT PROJECT:
2 I-68 TO OLD SALISBURY ROAD

3
4 JOINT PUBLIC HEARING

5
6 TRANSCRIPT OF PROCEEDINGS

7 MONDAY, FEBRUARY 6, 2017

8 7:00 p.m.

9 Grantsville Elementary School

10 120 Grant Street

11 Grantsville, Maryland 21536

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1 P R O C E E D I N G S

2 MR. CRAWFORD: Welcome. Good evening,
3 ladies and gentlemen. I am Anthony Crawford.
4 I'm the District 6 Engineer for Maryland State
5 Highway in Western Maryland. I will be the
6 Hearing Officer this evening.

7 Tonight's hearing is being held jointly
8 by the Maryland Department of Transportation's
9 State Highway Administration, the Federal Highway
10 Administration and the U.S. Army Corps of
11 Engineers.

12 On behalf of these agencies I welcome you
13 to this joint public hearing for the US 219
14 Improvement Project from I-68 to Old Salisbury
15 Road.

16 The purpose of this hearing is to
17 acquaint you with the project and provide an
18 opportunity to present your views regarding the
19 proposed location and design of the alternatives
20 under consideration.

21 Please direct your attention to the

1 project brochure. If you have not yet received
2 it, copies are available from the receptionist.
3 The brochure summarizes information related to
4 this project and provides descriptions of the
5 proposed improvements and an Environmental
6 Summary. Please review the brochure to aid your
7 understanding of tonight's presentation.

8 I will now introduce representatives of
9 the State Highway Administration who will
10 participate in this evening's hearing.

11 We have Mr. Barry Kiedrowski, Project
12 Manager, Chief Project Manager of the Management
13 Division of State Highways. We have Ms. Karen
14 Arnold, she's the Environmental Manager. We have
15 Mr. Stephen Bucy tonight. He's
16 representing the District 6 office. And then
17 we have Mr. Matt Troutman on the end. He's
18 representing the Equal Opportunity Office.

19 To contact members of the Project Team
20 please refer to your brochure. The Project Team
21 is also available tonight to answer questions and

1 provide information to individuals or groups.

2 At this time I would like to invite any
3 elected officials to stand up for recognition,
4 and I know, I believe we have some residents from
5 Senator Van Hollen's office.

6 (Elected officials acknowledged.)

7 MR. CRAWFORD: Thank you. Do we have
8 any other elected officials? All right.

9 To notify individuals of tonight's
10 hearing and encourage them to participate, the
11 State Highway Administration published a formal
12 notice in the newspapers listed in the brochure.
13 Mailed postcards announcing the meeting;
14 distributed brochures to persons on the project
15 mailing list, provided public announcements to
16 radio stations serving this area and on social
17 media; and placed information on the project's
18 website.

19 Interested groups and individuals who are
20 not already on the mailing list, are encouraged
21 to submit their names to our receptionist. This

1 list will be used to notify you of any subsequent
2 public involvement and for the distribution of
3 project information.

4 This evening's proceedings are being
5 recorded and the official transcript of the
6 public hearing will become part of the project
7 record.

8 Written comments, including emails and
9 materials for inclusion in the transcript, will
10 be accepted until February 16th of 2017.

11 Comments may still be submitted after
12 this date for consideration in the
13 decision-making process for this project.
14 Approximately eight weeks after the hearing or 8
15 weeks after today, the transcript will be
16 available to review and copy at the locations
17 listed in the brochure.

18 The transcript will also be placed on the
19 project website. To confirm the availability of
20 the transcript, please contact Mr. Rick Jenarine,
21 as noted in the brochure. Rick couldn't be with

1 us tonight.

2 The State Highway Administration's normal
3 project development process consists of four
4 distinct phases: Project Planning, Engineering,
5 Right-of-Way Acquisition, and Construction.
6 However, this project defers in that it is a
7 Design-Build Project and phases may run
8 concurrently.

9 This project is currently in the detailed
10 study stage of Project Planning. During Project
11 Planning, the Location-Design features and
12 environmental impacts are identified. Current
13 activities include engineering, environmental
14 studies, coordination with local state and
15 federal agencies, and public involvement. The
16 results of our studies will be summarized for you
17 this evening.

18 Currently, Design-Build activities are
19 ongoing to support Project Planning. This will
20 be followed by the Design-Build Procurement,
21 Award, and Final Design during which Construction

1 drawings are prepared and then construction
2 activities will begin.

3 Right-of-way requirements are being
4 determined now and acquisition will begin later
5 this year with final acquisitions occurring in
6 early 2018.

7 Right-of-way impacts for this project are
8 limited to properties adjacent to the corridor.
9 Representatives of the State Highway
10 Administration's Office of Real Estate are
11 available tonight to answer questions.

12 Construction can only begin after Final
13 Design is completed and where right-of-way has
14 been acquired.

15 This project is currently funded for
16 Project Planning, Engineering, Right-of-Way
17 Acquisition and Construction. This project is
18 listed in the Fiscal Year 2016 to 2021
19 Consolidated Transportation Program. It is also
20 included in the Highway Needs Inventory which is
21 the state's long-range plan. US 219 serves

1 commuters, heavy trucks and local traffic.

2 At this time Mr. Kiedrowski will describe
3 US 219 Improvement Project and any alternatives
4 and options that are being considered. Barry?

5 MR. KIEDROWSKI: Thank you, Tony. The
6 limits of the US 219 Improvement Project extend
7 from the I-68 Interchange to Old Salisbury Road,
8 a distance of approximately 1.4 miles.

9 The purpose of the project is to provide
10 transportation improvements that are responsive
11 to planned development. The project needs are to
12 support local and regional economic growth,
13 efficient highway operations for development, and
14 community access.

15 Between I-68 and US 40 Alternate, US 219
16 consists of one travel lane in each direction,
17 separated by a center turn lane and the posted
18 speed limit is 40 miles per hour. An auxiliary
19 lane begins at the southern end of the Pilot
20 Travel Center and ends just north of the Pilot.

21 The intersection at 219 and US 40

1 Alternate is signalized. US 219 consists of one
2 travel lane in each direction between US 40
3 Alternate and Old Salisbury Road. And the posted
4 speed limit is 40 miles per hour. There are no
5 sidewalks within the project limits.

6 The Project Team has identified
7 transportation alternatives that adjust to the
8 project need while minimizing impacts to the
9 community, cultural, and natural environment.
10 Based on input from project stakeholders, four
11 alternatives, including the No-Build, have been
12 retained for detailed study. Alternatives not
13 retained for detailed study are identified in the
14 brochure.

15 Alternative 1 is the No-Build
16 Alternative. It includes no major capital
17 improvements. Minor short-term improvements
18 could occur as part of the routine maintenance
19 and safety operations.

20 This alternative does not address the
21 purpose and need for the project. It serves as a

1 baseline for comparison for the impacts and
2 benefits of the build alternatives.

3 Alternative 2 proposes widening US 219 by
4 providing two 12-foot-wide through lanes in each
5 direction, and is divided by a raised median.
6 Median openings with left turn lanes are provided
7 on US 219 to allow full traffic movement at major
8 commercial entrances or exits, as well as allow
9 for U-turning movements. A dedicated right-turn
10 lane is maintained for the Pilot Travel Center
11 and channelized lanes for right-turning movements
12 are provided at the intersection of US 219 and US
13 40 Alternate.

14 This widening will begin just north of
15 the I-68 Interchange westbound exit ramp and will
16 transition back to a two-lane thruway near Old
17 Salisbury Road.

18 Alternative 3 proposes to modify existing
19 US 219 between I-68 and US 40 Alternate, by
20 providing two 12-foot-wide through lanes in each
21 direction of travel, separated by a raised

1 median.

2 Just north of the Pilot Travel Center, US
3 219 becomes a two-lane roundabout. This
4 roundabout provides direct access to the Pilot
5 Travel Center, existing US 219, the US 40
6 Alternate, and the new US 219.

7 The new proposed four-lane roadway will
8 bridge over US 40 Alternate and continue
9 approximately one mile before tying into existing
10 US 219 near the entrance to the proposed
11 Casselman Farm Development site. It then
12 continues as a two-lane roadway near Old
13 Salisbury Road.

14 Alternative 4 proposes a new roadway
15 alignment. This new alignment begins near the
16 I-68 Interchange as a two-lane roundabout and
17 replaces the existing intersection at US 219 and
18 the I-68 westbound on and off ramps.

19 It will loop around the Pilot Travel
20 Center as a four-lane divided highway and bridge
21 over the US 40 Alternate and continue along a new

1 alignment for approximately one mile before it
2 ties back into existing US 219 near the entrance
3 to the proposed Casselman Farm Development site.

4 It then continues as a two-lane roadway
5 near Old Salisbury Road. The new alignment of US
6 219 features two 12-foot wide travel lanes in
7 each direction and it's divided by a 28-foot-wide
8 grass median.

9 The current exit ramp from I-68 westbound
10 to US 219 is realigned with I-68 and lengthened
11 to pass under the existing bridge over I-68 and
12 tie in to the western side of the new roundabout
13 in a partial cloverleaf configuration. The exit
14 ramp will transition to two lanes as vehicles
15 approach the roundabout.

16 Following the public hearing, the project
17 team will respond to the alternatives presented
18 tonight, to address comments received from
19 Federal and State agencies, local officials, and
20 the public. After evaluating the project's
21 impacts, and considering these comments, the

1 State Highway Administration will select the
2 preferred alternative.

3 Ms. Karen Arnold will now provide an
4 Environmental Overview. Karen?

5 MS. ARNOLD: Thank you, Barry. Detailed
6 analyses were performed to identify impacts on
7 community and cultural and natural resources
8 within the study area. These impacts are shown
9 and compared across the alternatives in the
10 brochure.

11 All three build alternatives would impact
12 the National Road which is US 40 Alternate, and
13 Tomlinson Inn and Little Meadows -- resources
14 which are listed in or are eligible for the
15 National Register of Historic Places.

16 The new roadway, proposed roundabouts,
17 and overpass would be clearly visible from the
18 Tomlinson Inn. And all three build alternatives
19 would have a visual impact to the Little Meadows
20 viewshed.

21 Currently, SHA has minimized the historic

1 property impacts by the placement of the roadway
2 near the boundary of historic parcel, lowering
3 the design speed, using a narrow shoulder, and
4 investigating the use of retaining walls.

5 Nonetheless, up to 1.3 acres of impact to
6 the National Road would result from construction
7 of dedicated right-turn lanes at the US 219/US 40
8 Alternate intersection, and grading for bridge
9 abutments. The proposed improvements would also
10 have a visual impact to the National Road.

11 Between 47 and 98 acres of impacts to the
12 Tomlinson Inn and the Little Meadows would result
13 from construction of the alternatives.

14 The majority of the impacted area is
15 concentrated in the southwestern corner of the
16 approximately 900-acre Little Meadows site near
17 US 219 and US 40 Alternate, I-68 and 20th Century
18 commercial buildings. In addition, 35 to 57
19 acres of that impact is within existing SHA
20 right-of-way.

21 Using results from recent archeological

1 surveys, SHA recommended three archeological
2 sites as individually eligible for the
3 National Register and creation of a Little
4 Meadows Archeological District. All three build
5 alternatives are expected to impact these
6 National Register eligible archeological district
7 sites.

8 The Maryland Historical Trust, as the
9 State Historic Preservation Office, concurred
10 that Alternatives 2, 3 and 4 would have an
11 adverse effect on historic properties. SHA has
12 coordinated with the Maryland Historical Trust
13 and consulting parties to develop mitigation
14 measures, and will continue to coordinate with
15 them to develop a Memorandum of Agreement to
16 resolve the adverse effects.

17 Consistent with the Section 106
18 procedures of the National Historic Preservation
19 Act, public comments are requested at this time
20 regarding effects to historic properties.

21 Section 4(F) of the U.S. Department of

1 Transportation Act allows the use of land from
2 significant historic sites only if there is no
3 prudent and feasible alternative to that use, and
4 if the project includes all possible planning to
5 minimize harm to the historic site.

6 The determination of prudent and
7 feasible will be made by the Federal Highway
8 Administration using an analysis of least harm to
9 the protected properties in the summer of 2017.

10 Options to avoid the minimized impacts
11 developed in accordance with the Section 4(F)
12 regulations are the same as those developed to
13 minimize the adverse effects and have been
14 discussed earlier. The Tomlinson Inn will not be
15 directly impacted nor will its access to the
16 property change.

17 Permits from the U.S. Army Corps of
18 Engineers and the Maryland Department of the
19 Environment are required for wetland and stream
20 impacts from the project. In addition, MDE must
21 issue a Clean Water Act Section 401 Water Quality

1 Certification.

2 Depending on the alternative, up to 1.5
3 acres of impacts would occur to wetlands,
4 approximately 4,200 linear feet of impacts would
5 occur to streams, and approximately 0.2 acres of
6 floodplain impacts would occur from construction
7 of the build alternatives.

8 This public hearing provides the
9 opportunity for the public to present views,
10 opinions, and information which will be
11 considered by the Corps of Engineers in
12 evaluating the permit application.

13 A representative from the Corps Baltimore
14 District, Mr. Joseph DaVia who is present at the
15 evening's hearing. Written comments, expressing
16 concern for impacts to waters of the U.S.,
17 including jurisdictional wetlands, must be
18 submitted to the Corps by February 16, 2017,
19 using the street or email address in the SHA
20 brochure.

21 Up to 23 acres of woodland impacts are

1 anticipated. These impacts would be permitted
2 and mitigation provided in accordance with the
3 Forest Conservation Act. Trees will be replaced
4 within the project limits to the extent possible.
5 A biological opinion for the US 219: Meyersdale,
6 Pennsylvania to I-68 MD study area will be
7 modified to address this project's impacts to the
8 Indiana Bat and the northern Long-Eared Bat.

9 Because of the project's distance from
10 the hibernaculum, or the bat winter habitat, the
11 following conservation measures have been
12 proposed: Replacing forest at a 1:1 ratio with
13 tree species appropriate for roosting habitat, a
14 time-of-year tree clearing restriction, and
15 adherence to state-of-the-art sediment and
16 erosion control practices.

17 SHA will continue to coordinate with the
18 Department of Natural Resources and the U.S. Fish
19 and Wild Life Service to avoid or minimize
20 potential impacts to all rare, threatened or
21 endangered species in the project limits.

1 SHA identified as up to 6 commercial
2 sites that, if impacted, would warrant further
3 investigation about potential hazardous materials
4 or hazardous wastes. Coordination with the
5 Maryland Department of Environment would occur to
6 ensure safe handling and disposal of any
7 disturbed hazardous waste.

8 As a result of the build alternatives,
9 four noise-sensitive areas would experience noise
10 levels that qualified for investigation of noise
11 mitigation. Installation of a noise barrier at
12 the four areas was not feasible due to the
13 driveways that prevented the noise barriers from
14 effectively blocking the noise from US 219.

15 No disproportionately high or adverse
16 impacts to minority or low-income populations
17 would occur with this project.

18 Depending on the alternative selected,
19 from 25 to 60 acres of right-of-way would be
20 required from 15 to 43 commercial, community, and
21 residential properties. Those impacts include up

1 to three business property displacements and four
2 residential displacements.

3 This concludes the environmental
4 overview. Please refer to the brochure for
5 additional information.

6 Mr. Stephen Bucy, the District 6 Real
7 Property Manager, will now describe the
8 procedures by which right-of-way is acquired for
9 highway projects. Stephen.

10 MR. BUCY: Thank you, Karen. I
11 appreciate that. Good evening, ladies and
12 gentlemen. The acquisition of right-of-way and
13 relocation assistance for this project has begun
14 at this point.

15 The State Highway Administration's
16 procedures for acquiring properties differ
17 somewhat from the normal real estate transaction
18 between individuals. The State Highway
19 Administration is required to obtain at least one
20 appraisal of each affected property and to offer
21 the owners the amount determined by the appraisal

1 to be just compensation. Each property owner
2 will be provided an opportunity to accompany the
3 appraiser during the inspection of the property.

4 After just compensation is established,
5 the real property specialist will meet with the
6 affected owners or contact them by letter to
7 discuss the acquisition and explain how the
8 construction will affect their property.

9 At that time our representatives will
10 also answer questions and explain the offer. If
11 the state and the property owner cannot reach an
12 agreement through negotiations, the rights of the
13 property owner will be protected by acquiring the
14 property rights through the eminent domain
15 process.

16 This process provides a means for the
17 property owner's point of view to be heard and
18 permits the amount of just compensation be
19 established by either a Board of Property Review,
20 a Judge, or a jury based on the testimony given
21 on behalf of both the owner and the state.

1 I assure you that we will make every
2 effort to keep our negotiations on friendly
3 terms. Tenants' property rights are also
4 protected through this process.

5 Brochures entitled "Your Land and Your
6 Highways" and the "Relocation Assistance, Your
7 Rights and Benefits" are available at the
8 right-of-way station upon request.

9 These brochures address the procedures
10 used by the State Highway Administration to
11 acquire rights-of-way and explain the rights and
12 benefits provided through the Relocation
13 Assistance Program.

14 The brochures should answer many of your
15 questions regarding the acquisition process and
16 the Relocation Assistance Program. Right-of-way
17 requirements for each alternative are shown in
18 the summary of alternatives in the project
19 brochure.

20 State Highway Administration
21 representatives are available at the map displays

1 to answer any project-related questions. I will
2 be available after the meeting to answer
3 questions about the Right-of-Way Acquisition and
4 Relocation Assistance Programs.

5 If at a later date questions arise,
6 please contact the District 6 Right-of-Way Office
7 in La Vale using the contact information listed in
8 the project brochure.

9 Mr. Matt Troutman from the State Highway
10 Administration's Office of Equal Opportunity will
11 now explain the State Highway Administration's
12 Title VI program as it relates to this project.
13 Matt?

14 MR. TROUTMAN: Thank you, Stephen. As the
15 Title VI officer for tonight's public hearing, I
16 will explain the significance of Title VI and how
17 it relates to the Transportation Project Planning
18 process.

19 Title VI of the Civil Rights Act of 1964
20 was put into effect to prohibit discrimination on
21 the basis of race, color or national origin. To

1 support the Act, the United States Government
2 designated additional statutes, laws and
3 regulations and Executive Orders to provide
4 guidance for the effective execution of the
5 objectives of Title VI.

6 As a recipient of federal funds, SHA is
7 responsible for upholding the principles of Title
8 VI of the Civil Rights Act of 1964 and related
9 guidance. SHA's policies and programs should not
10 discriminate against people on the grounds of
11 race, color, national origin, gender, age,
12 English proficiency, income level or disability.

13 SHA's policies and programs avoid
14 disproportionately high or adverse impacts on
15 minority populations and low-income populations.

16 The SHA seeks to provide citizens,
17 stakeholder groups, and other interested parties
18 with reasonable opportunities to be involved in
19 the planning process.

20 With that said, I am requesting your
21 assistance with our compliance efforts to ensure

1 that all phases of the transportation planning
2 process are carried out successfully and in a
3 fair and non-discriminatory fashion.

4 Therefore, please take a moment to read
5 the Title VI brochure and complete the
6 demographic survey. Both are located at the
7 Title VI station. SHA will use the information
8 you provide to assist with developing better ways
9 to engage the public in the transportation
10 planning process.

11 Lastly, members of the public can file
12 complaints if they feel the SHA does not meet the
13 expectations of Title VI of the Civil Rights Act
14 of 1964 and the related statutes. The process
15 for filing a complaint is outlined in the Title
16 VI brochure located at the Title VI station.

17 Now I'm going to turn the hearing back
18 over to our associate at District 6, Mr. Tony
19 Crawford.

20 MR. CRAWFORD: All right. Thank you,
21 Matt. This concludes our formal presentation.

1 Now we'll hear what everybody wants to say, and
2 we will now accept public testimony.

3 Our purpose tonight is to listen to your
4 comments and concerns. At this time we will not
5 address questions from the forum. However staff
6 members are available at the displays to answer
7 any questions individually out front.

8 If you have not already notified us that
9 you wish to speak this evening, please register
10 your name with the receptionist. We will call
11 people to testify in the order in which they have
12 registered. For those who would rather not speak
13 publicly, a court reporter can record your
14 comments privately.

15 In addition, to those of you who prefer
16 to submit written comments, forms for this
17 purpose are available at the back of the
18 brochure. You may also email the Project
19 Planning Manager as noted in the brochure.

20 We are interested in hearing comments
21 about the project from individuals, residents, or

1 representatives of businesses, organizations or
2 community associations. Please remember that we
3 are recording this hearing. If you can come to
4 the microphone when your name is called. Speak
5 directly into the microphone and provide your
6 full name, address, and any organization you may
7 represent. And if you forget, I'll remind you.

8 Please keep your comments to a reasonable
9 length of time in order to allow everyone time to
10 speak. At this time, we would welcome any
11 elected officials who wish to speak. At this
12 time, it looks like we have no elected officials who
13 wish to speak.

14 We'll begin the process for those who
15 have registered to speak. So when I call your
16 name, I'm going to call them in the order that
17 you registered, please come to the mic and speak
18 clearly. So the first name I have on the list is
19 Sid Markowitz.

20 MR. MARKOWITZ: (Inaudible).

21 MR. CRAWFORD: You can defer to the end.

1 We don't have a lot on here. Just if you go over
2 half an hour I'm going to cut you off. I won't
3 do that, though. With that being said we'll
4 defer you to the end. Dave Moe.

5 MR. MOE: Thank you, Tony. My name is
6 David Moe, resident of Garrett County. Address
7 71 Cherokee Lane, Oakland, Maryland, 21550. I am
8 Chairman of the Garrett County Develop Corp which
9 is a public/private organization here in the
10 County working with the County on various
11 economic development projects.

12 I'm here to testify in favor of the
13 project overall. And my personal preference
14 would be for Alternative No. 4.

15 As you all know, this is a funded project
16 via the Appalachian Development Highway System
17 and it's the last Appalachian Development Highway
18 System roadway in the state that has yet to be
19 constructed. And the ADHS was authorized in
20 1965. They're very anxious to get this project
21 on the road, so to speak, so hopefully it can

1 move forward speedily and efficiently. Thank
2 you.

3 MR. CRAWFORD: Thank you. The next
4 speaker we have on the registered list is Tom
5 Sheahan. Did I pronounce that correctly?

6 MR. SHEAHAN: Yes.

7 MR. CRAWFORD: Thank you.

8 MR. SHEAHAN: I'm Thomas Sheahan, also a
9 resident of Garrett County at 52 Wanderer Lane in
10 Oakland. Jumping right to my bottom line, if I
11 have a preference, it's for Alternative 2.

12 But I came here tonight to talk about the
13 "Big Picture" which I think has been overlooked
14 in this whole project. There is something called
15 Intercontinental 1 which is a whopper of a major
16 north/south freeway to get people from Buffalo to
17 Florida.

18 That's what the whole ruckus is all
19 about. And we have a little (inaudible) in the
20 back completed through Meyersdale that stops at
21 the south end of Meyersdale. And that has to be

1 connected with Interstate 68 and then from
2 somewhere down in Allegany County it goes south
3 into West Virginia and heads for South Carolina
4 and so forth.

5 I think Alternatives 3 and 4 are awful,
6 terrible, and every other synonym I can think of,
7 because of that traffic circle idea.

8 Alternatives 3 and 4 are designed to eventually
9 become a part of Intercontinental 1. That is, as
10 it's coming down out of Pennsylvania, it's a
11 freeway type of construction that suddenly
12 terminates in a traffic circle. What a terrible
13 idea. Intercontinental 1 to get people from
14 Buffalo to Florida and back and forth is designed
15 for the big truckers with a lot of big stuff to
16 move and in the wintertime, as we said in the
17 hearing in January when we postponed it twice,
18 it's not a good idea to put people onto county
19 roads.

20 The Intercontinental 1 is a really good
21 idea for national commerce. And that's why the

1 federal government puts up 90 percent of the
2 money on interstate highways. But what they did
3 about a decade ago was they considered different
4 ideas to get from Meyersdale to Interstate 68 and
5 the very best alternative which quietly desists,
6 because it ran right into the property of State
7 Senator John Hafer.

8 You can see Intercontinental 1 where the
9 extension of the freeway from Meyersdale comes a
10 little south of Meyersdale and then goes through
11 a gap in Meadow Mountain called Piney Run so you
12 can see there it's a gap. Yeah, you got to move
13 a lot of dirt. But that would put the highway on
14 the eastern side of Meadow Mountain and then it
15 could go absolutely straight due south and strike
16 Interstate 68 at about mile 26 or 27.

17 That would remove everything you heard
18 earlier this evening about Meadow, Little
19 Meadows, the environmentally correct (inaudible)
20 and so forth.

21 We could do a lot of better things. A

1 big truck does not have to go into a ditch in
2 Salisbury at 1800 feet, and then rise in 6 miles
3 to 2600 feet at Grantsville.

4 You would cross Meadow Mountain, you
5 would stay high, and you would brake down to
6 Interstate 68 at mile 26. You'd get this thing
7 out of town from the point of view of
8 Grantsville.

9 Therefore, Alternative 2 which is
10 designed to simply upgrade the highway in order
11 to accommodate that big industrial park called
12 Casselman Farm is a good idea. That can be
13 constructed in a finite short period of time.

14 And the great big super highway assumes
15 I'm going to Florida can be considered in due
16 time by both Pennsylvania and Maryland and the
17 Feds jointly in order to arrive at the best way
18 to take big traffic away. Thank you very much.

19 MR. CRAWFORD: Thank you. Next on the
20 list we have Mr. Bill Orner.

21 MR. ORNER: Thank you. My name is Bill

1 Orner. I live directly across from Pilot and one
2 of the alternatives is going to take my house,
3 that's Alternative 2. As far as moving 219 east
4 that's up to somebody besides me, but I'm just
5 saying Alternative 2 is going to take my house
6 and part of our business which is operated on the
7 front.

8 For me the best one would be Alternative
9 4 which at least will be behind Pilot so any
10 truck that's going say to 219 north. Once it's
11 completed with Meyersdale, they don't have to
12 come past my house all day long and all night
13 long.

14 If they pick Alternative 3, they're going
15 to put the roundabout right next to my house, so
16 I get to watch all the traffic that comes from
17 Somerset on 219 go around the roundabout. I know
18 roundabouts are supposed to be a safer way.
19 That's why they're considering it.

20 But as far as moving 219 east, that's not
21 my decision No. 2 is about the turn because I'm

1 going to lose my house and part of the business.
2 And 3 is not what I consider good because the
3 roundabout's only about 20 feet from the house.
4 But Alternative 4 takes a major amount of traffic
5 behind Pilot and they just keep going. The only
6 time they would be coming past my house they want
7 to get into Pilot. But if they want to go to
8 Candyland or something like that. That's what
9 I'm considering. Thank you.

10 MR. CRAWFORD: Thank you. Appreciate
11 it. Next we have John Vatavuk.

12 MR. VATAVUK: All right. Close enough.
13 My name is John Vatavuk. I live at 1016 Berkley
14 Road, Lindbergh, PA, 15163. And I'm here mainly,
15 and I'm a member of the Continental 1, the
16 gentleman ahead of me just spoke about
17 Continental 1.

18 I'm on the Continental 1 Board as well as
19 Henry Cook sitting back there with me and we're
20 also on the North-South Appalachian Highway
21 Coalition which we've made five trips to

1 Washington, D.C. to educate legislators about the
2 need for this project.

3 One of the reasons I'm, the main reason
4 I'm here, we support Alternate 4. Henry and I
5 just talked about that, we support Alternate 4.
6 We need a limited access highway between here and
7 Somerset, and as many of you are probably aware,
8 in 2018, the summer of, or late summer, early
9 fall of 2018, the 11 and a half mile section now
10 under construction, will be completed.

11 We see a great economic development tool
12 here as this highway would be a great economic
13 tool to get traffic up to our area and to Western
14 Maryland. I'm here mainly tonight mostly to lend
15 support and we met with our Governor, we met with
16 our Secretary several times. And our point is to
17 them is, we're hoping to put all this together.

18 We had met with someone in New York, a
19 Senator from New York and she said when she goes
20 back to Albany she uses all the success stories
21 up and down the Continental 1 Corridor. And

1 we're a part of that Corridor.

2 So I'm here today to lend support. You
3 get your section done and we think it will give
4 more incentive for the State of Pennsylvania to
5 finish their last five and a half miles and
6 hopefully we can hook on and we will all live
7 happily ever after.

8 Thank you so much for your time and the
9 opportunity to speak.

10 MR. CRAWFORD: All right. Sid
11 Markowitz?

12 MR. MARKOWITZ: Good evening. Thank you
13 all for being here. My name is Sid Markowitz,
14 4882 Chestnut Ridge Road, Garrett County,
15 Maryland.

16 Is there a possibility of putting one of
17 the routes up on the screen?

18 VOICE: Sure.

19 MR. MARKOWITZ: Would you put Route 4 up
20 there, Option 4.

21 VOICE: Sure. One second.

1 MR. MARKOWITZ: That's good. What you
2 have here and it's more specific as far as
3 options, reasonable options most everybody has
4 said as far as Option, a reasonable option is 4.
5 I like 5. And here's why. You take 4 and you go
6 all the way this way and then you bend it south
7 and attach it to 68 and I. And Interstate 219.

8 You have a local 16, a local 219, and a
9 high speed express exchange on Interstate 219.
10 Safe, fast, and it does the job beautifully.

11 That's Option 5. It's obvious. You're going to
12 think we're doing magic. It's obvious.

13 We had two cancellations for two weeks in
14 a row called Garrett County Mountain weather.
15 Now in a split second you can get a whiteout,
16 temperature drops, and you get an icy snow. You
17 think 219 in that Option 4 is going to have a
18 trucker coming down with an 18-wheeler, is going
19 to hit what they're going to hit, going to hit
20 that curve.

21 By the way, in the early 60's and I'm old

1 enough to remember, Jan and Dean had a song that
2 was called "Dead Man's Curve". We could call it
3 Dead Man's Curve because that's what's going to
4 happen. There's going to be fatalities with this
5 one.

6 Even though it serves all purposes. And
7 I think you got to think about that, especially
8 if federal people are here. They're going to
9 have to think about that because after a few
10 fatalities happen, you're going to have to come
11 back in and do Option 5 anyhow and it's going to
12 cost a lot more money.

13 So what I'm saying is, re-think it.
14 Rethink it, and we like the way you're going with
15 it so far, and I have a property that's affected
16 on something that's not built yet. But that's
17 the way it goes, as I said before, the story
18 goes. Swing south, a nice strong curve, nobody's
19 going to slow down. Nobody gets hurt. Nobody
20 backs up, nobody slides off the road.

21 I'm looking at safety and I'm looking at

1 the trucker that's going to have to drive this in
2 the Garrett County winter. Fatalities will
3 occur. They will. And so you can never say I
4 never was told because I'm here telling you.

5 MR. CRAWFORD: Thank you.

6 MR. MARKOWITZ: Thank you.

7 MR. CRAWFORD: Thank you. At this time,
8 you coming back up?

9 MR. SHEAHAN: Yes.

10 MR. CRAWFORD: If you would like to
11 speak, you have to register before we get up.
12 This is a hearing, not so much a public meeting.

13 MR. SHEAHAN: Just a footnote to what
14 Sid said. Think about where Interstate 79 and
15 Interstate 70 come together near Washington,
16 Pennsylvania. There was a Dead Man's Curve there
17 that killed a lot of people because it was
18 downhill into a super right tight turn as you
19 were coming north on Interstate 79.

20 After 40 years they finally put a flyover
21 ramp in. That's what Sid's asking for in his

1 Option 5. And that should be done now rather
2 than after 40 years. Thank you.

3 MR. CRAWFORD: With that, if nobody else
4 wishes to comment at this time -- if not, let the
5 record show that no further spoken comments were
6 offered.

7 As mentioned earlier and as stated in the
8 public notice, we will hold the formal record
9 open until February 16, 2017 for your written
10 comments.

11 Thank you for attending tonight's public
12 hearing. We appreciate your interest in the
13 project. This hearing is adjourned. Thank you
14 all and good night.

15 (Whereupon, the public comment hearing
16 was adjourned.)

17

18

19

20

21

1 STATE OF MARYLAND SS:

2 I, a Notary Public of the State of
3 Maryland, do hereby certify that this transcript
4 is as true a record of the proceedings as is
5 audible on the recording.

6 I further certify that I am not of
7 counsel to any of the parties nor an employee of
8 counsel nor related to any of the parties nor in
9 any way interested in the outcome of this action.

10 As witness my hand and notarial seal this
11 15th day of February, 2017.

12
13 My commission expires: September 21, 2018
14
15
16

17 _____
Notary Public
18
19
20
21

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