

PEL Goals, Needs, and Draft Performance Measures

Regional and Local Economics

Goals:

- Provide safe and efficient access for the southern Somerset County and northern Garrett County regions in order to improve their economic development potential.
- Link the Appalachian Region to the rest of the United States and Canada to be consistent with other completed ADHS highways (four-lane, limited access type facility).
- Contribute to the growth of economic development within the Appalachian Region.

Needs:

- Economic growth in the study area is stagnant due to lack of efficient highway access.
- Safe and efficient access to southern Somerset County, Pennsylvania and northern Garrett County, Maryland is hampered by lack of north-south interstate type facility access.

Draft Performance Measure:

- Result in a net increase in the number of miles of the ADHS Corridor N open to traffic. ^[1]

Mobility

Goals:

- Improve mobility in the US 219 corridor.
- Improve the system linkage between I-68 and the Meyersdale Bypass.
- Provide a limited access facility consistent with adjacent four-lane limited access facilities to the north and south of the study area corridor.

Needs:

- Mobility on US 219 is currently hampered due to high truck volumes and may be further affected by increased traffic resulting from a proposed Casselman Farm development, and the completion of the new US 219 (a four lane highway with limited access from Somerset to Meyersdale).
- Mobility within the US 219 corridor is negatively affected by the inconsistency between existing four-lane and two-lane highway sections.

Draft Performance Measure:

- Reduce north-south travel time within the study area by approximately 15% or greater.

Safety

Goals:

- Improve (the level of) safety for motorists traveling on US 219.
- Reduce traffic volumes on existing US 219.
- Separate heavy truck traffic from local automobile traffic.

Needs:

- Numerous roadway geometric features on existing US 219 (when combined with high truck volumes) result in safety issues that do not meet current design standards with regards to lane and shoulder width, hills (vertical grade), curves (horizontal curvature), and sight distance.
- Some areas of existing US 219 exhibit a crash history higher than the statewide average for similarly designed roads.
- Existing traffic volumes, and a high (17%) truck percentage contribute to safety concerns.

Draft Performance Measures:

- Achieve approximately 15%, or greater, reduction in traffic volume on existing US 219.
- Achieve approximately 25%, or greater, reduction in truck volumes on existing US 219.

Note:

[1] Currently (as of September 30, 2014) in Pennsylvania seven miles of the 65.6 mile long corridor (US 22 near Ebensburg, Pennsylvania to Maryland state line), and in Maryland all 2.5 miles of Corridor N (Maryland state line to I-68) remain uncompleted.