

PEL Deficiencies and Needs

Regional and Local Economics

Goal:

- Provide safe and efficient access for the southern Somerset County and northern Garrett County regions in order to improve their economic development potential.

Objectives:

- 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.

Performance Measure:

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

Mobility

Goal:

- Improve mobility in the US 219 corridor.

Objectives:

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

Need:

- Mobility on this section of US 219 is affected by high truck volumes, which may increase when the new US 219 four-lane from Somerset to Meyersdale in Pennsylvania is completed, and may be further affected by increased traffic resulting from a proposed Casselman Farm development (Maryland).

Draft Performance Measure:

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

Safety

Goal:

- Improve (the level of) safety for motorists traveling on US 219.

Objectives:

- 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.