



U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

Subject: Final Section 4(f) Evaluation
Eisenhower Drive Extension Project
Adams and York Counties, PA

Date: September 23, 2022

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Smorales

In Reply Refer to:
HCC-NO

To: Jon Crum
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I have reviewed the Final Section 4(f) Evaluation for the above-named project, which would primarily involve extending Eisenhower Drive from its current terminus at High Street via a new roadway to a terminus at State Route 0116 in Adams and York counties, PA. The proposed action will facilitate safe and efficient travel within the project area to meet both the current and future transportation needs of the area.

The Final Section 4(f) Evaluation adequately demonstrates the purpose and need for the project and that the Preferred Alternative would best meet that need. Additionally, the Final Section 4(f) Evaluation adequately demonstrates that there exists no prudent and feasible alternative to the Preferred Alternative's use of the National-Register eligible Poist Chapel Farm, Devine Chapel Farm, and Henry Hostetter Farm. All possible planning has been undertaken to minimize harm to the Section 4(f) properties. Therefore, pursuant to the provisions of 23 C.F.R. § 774.3, I hereby find the Final Section 4(f) to be legally sufficient.

August 2022

EISENHOWER DRIVE EXTENSION PROJECT

Adams and York Counties, Pennsylvania



FINAL INDIVIDUAL SECTION 4(F) EVALUATION

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1.0 INTRODUCTION / DESCRIPTION OF PROPOSED ACTION

The Pennsylvania Department of Transportation (PennDOT) with funding from the Federal Highway Administration (FHWA) is evaluating options to alleviate congestion and improve safety along Eisenhower Drive, SR 0094 (Carlisle Street) and SR 0116 (Hanover Road, West Elm Street, Main Street, 3rd Street) in York and Adams County.

Under Section 4(f) of the US Department of Transportation Act of 1966, 49 USC 303 as amended, a project may use land from publicly-owned parks, recreation areas, wildlife/waterfowl refuges, and historic sites, public or private, for transportation purposes only if no feasible and prudent avoidance alternative to such use exists and if the project includes all possible planning to minimize harm to resources from such use. A project may also use land from a Section 4(f) property if FHWA determines the impact is *de minimis* (negligible). Projects use Section 4(f) property in one of three ways: permanent incorporation of land, adverse temporary occupancy per 23 CFR §774.13(d), or constructive use per 23 CFR §774.15.

1.1 PROJECT DESCRIPTION

PennDOT, in coordination with FHWA, is proposing transportation improvements in Adams and York Counties, Pennsylvania to facilitate safe and efficient travel and to meet the transportation needs of the community. The project area includes portions of Conewago, Union, Mount Pleasant, and Oxford Townships and McSherrystown Borough in Adams County and Penn Township and Hanover Borough in York County (see Figure 1). The project area encompasses mixed land uses that include residential, agricultural, commercial, and industrial uses. A variety of transportation modes exists within the project area including vehicular, transit (bus routes), freight rail, bicycle, and pedestrian.

1.2 AGENCIES INVOLVED

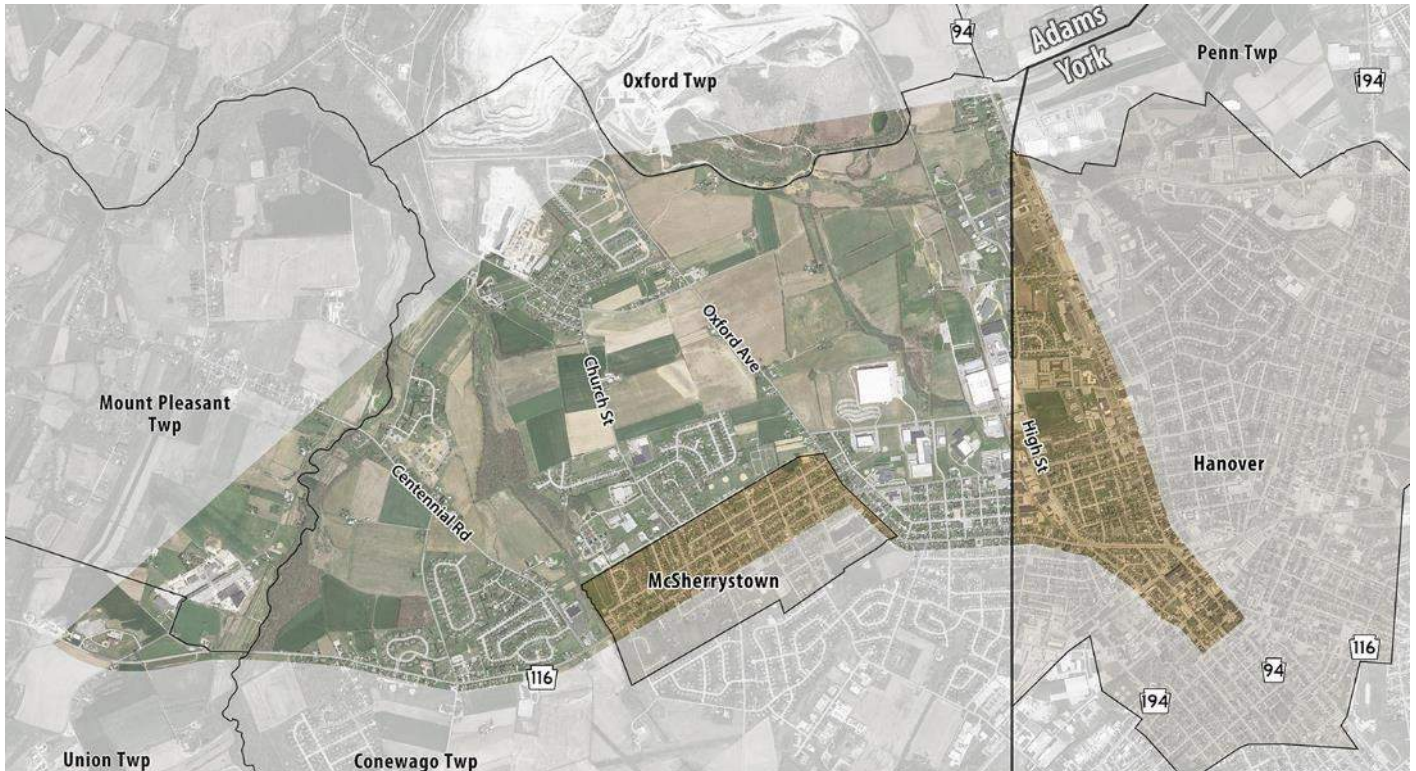
FHWA is partially funding the project and PennDOT is the project sponsor. The Official with Jurisdiction (OWJ) over the Section 4(f) properties is the Director of the Pennsylvania Historical and Museum Commission (PHMC), who is the Pennsylvania State Historic Preservation Officer (PA SHPO).

1.3 PROJECT BACKGROUND

PennDOT identified the Eisenhower Drive Extension Project over 20 years ago through the Hanover Area Transportation Planning Study (1997). Since that time, a variety of studies and investigations have occurred. Refer to the “Eisenhower Drive Extension Project Environmental Analysis – Section 3.1” for the project timeline.

Between 2016 and 2019, the alternatives analysis, preliminary engineering activities, Section 106 evaluations, and NEPA documentation occurred. On October 7, 2019 the Director of the PHMC determined that the Project would adversely affect historic resources. Due to the adverse effect finding, this project does not qualify for a *de minimis* impact finding.

Figure 1: Eisenhower Drive Extension Project Area



2.0 PROJECT PURPOSE AND NEED

The primary purpose of the project is to facilitate safe and efficient travel within the project area to meet both the current and future transportation needs of the area. Anticipated transportation improvements will reduce congestion and accommodate planned growth throughout this portion of the region, including a reduction in impacts of truck and commuter traffic within the project area. The secondary purpose of this project is to provide a functional and modern roadway that maximizes current design criteria within and surrounding the project area.

PennDOT analyzed the existing roadway network (described in the “Eisenhower Drive Extension Project Environmental Assessment - Section 2.1”) and documented the project purpose and needs (available in the project technical file). The following is a summary of the three project needs:

1. Traffic congestion results in poor levels of service.
 - SR 0116 (Main Street) is already near capacity through McSherrystown Borough and SR 0094 (Carlisle Street) in Hanover Borough is expected to exceed capacity before the 2042 No-Build scenario.
 - Three intersections in the project area already have unacceptable levels of service and five others are expected to degrade in the 2042 No-Build scenario. For example, vehicles on side streets in McSherrystown currently wait on average over 8 minutes to enter or cross Main Street.

2. Poor traffic safety along SR 0116 and SR 0094.
 - Crash rates for most roadways in the project study area are above the statewide average rates for similar roadway types. A substantial portion consist of rear-end crashes. Several crashes involve pedestrians and several resulted in fatalities.
 - SR 0116 and SR 0094 have on-street parking, narrow shoulders and no medians which leaves little to no room for disabled vehicles to move out of travel lanes or for vehicles to move out of the way of emergency service vehicles.
3. Limited mobility and poor roadway connections/linkages.
 - The existing railroad directly impacts traffic within the region, resulting in congestion, delay, and safety concerns.
 - Origin-Destination data collected in 2015 shows that drivers use local roads to avoid congestion, which only increases congestion and decreases mobility on the local roads.
 - Industrial developments on Kindig Lane, High Street, and Eisenhower Drive generate substantial truck traffic which further affect congestion on Main Street, High Street, Elm Avenue, and SR 0094.

3.0 IDENTIFICATION AND DESCRIPTION OF THE SECTION 4(F) PROPERTIES

Section 4(f) properties include publicly-owned parks, recreation areas, wildlife/waterfowl refuges, and historic sites, public or private. An historic resources survey was completed in which architectural historians examined all buildings, structures, and districts in the Area of Potential Effect (APE). The APE was a broad study area that encompassed all project alternatives. Determinations of eligibility were made for those resources that would be potentially impacted by the alternatives that were studied in detail. In total, ten above-ground historic properties are within the APE that are either listed in or determined to be eligible for listing in the National Register of Historic Places (NRHP). More information on the identification, impact, and mitigation of cultural resources is documented in the “Eisenhower Drive Extension Project Environmental Assessment – Section 4.2.1.”

- Conewago Chapel
- Devine Chapel Farm
- Emeco Office and Factory Building
- Gettysburg Railroad
- Hanover Furniture Company
- Hanover Historic District

- Hopkins Manufacturing Company
- Henry Hostetter Farm
- Poist Chapel Farm
- Utz Potato Chip Company

There are five public recreational areas within the project area, which are documented in the “Eisenhower Drive Extension Project Environmental Assessment – Section 4.3.6.”

- Wirt Park, Hanover Borough
- Fairview Avenue Recreation Park, McSherrystown Borough
- North Street Recreation Park, McSherrystown Borough
- Main Street Park, McSherrystown Borough
- Basilica Picnic Grove Park, Conewago Township

The build alternatives studied in detail in this Section 4(f) evaluation are Alternative 1 (TSM Alternative) and Alternative 5C. These alternatives intersect or overlap with six Section 4(f) properties, all of which are historic properties eligible for or listed in the NRHP. No other Section 4(f) properties would be impacted by the alternatives and are therefore not detailed in this Section 4(f) evaluation.

The **Devine Chapel Farm** is on Church Street in Conewago Township, Adams County (see Figure 2). The 154-acre farm contains a ca. 1787 dwelling, ca. 1860 barn and smoke house, two early 20th-century milk houses, and three late-20th century outbuildings. The farm was part of a large parcel once owned by The Basilica of the Sacred Heart, otherwise known as Conewago Chapel. The Conewago Chapel was founded by Jesuit priests who began conducting services within Conewago as early as 1730. The Devine Chapel Farm was one of multiple farms inhabited by church superiors who hired men to farm and care for the land. The farm was determined eligible for the listing in the NRHP under Criterion A, for its agricultural significance in the region. The farm meets or exceeds the Adams County average production values in both the 1850 and 1880 agricultural census and meets the registration requirements for the “Small Farms, Mechanization, and New Markets” and “Diversified Small-Scale Farming, Poultry, and Cannery Crops” periods of the Adams-York Diversified Field Crops, Cannery Crops, and Livestock Region of the Agricultural Resources of Pennsylvania Context.

The **Gettysburg Railroad** is a standard gauge, single track rail line, primarily traversing Adams County. The track extends north-northwest from Hanover and travels toward New Oxford before turning west-southwest toward Gettysburg. The railroad’s multiple extant features include three passenger stations, one freight depot, three minor culverts, multiple relay cabinets from the latter half of the twentieth century, several at grade crossings, and five bridges (none of which are within this project area, see Figure 3). The Gettysburg Railroad Company was incorporated in 1851. Construction of the line commenced in 1856 and was completed to Gettysburg in 1858 to become the westernmost rail line in the country at that

time. The Gettysburg Railroad (together with the Hanover Branch Railroad) played a significant and vital role in the transportation of supplies and wounded soldiers during the Civil War. The railroad carried President Abraham Lincoln to Gettysburg to deliver the Gettysburg Address in 1863. The Gettysburg Railroad, through a series of sales, mergers, and consolidations, eventually became a part of the Western Maryland Railway in 1917. Passenger service on the line spanning Hanover and Gettysburg ceased in 1942. It is eligible for listing in the NRHP under Criterion A, for its association with settlement patterns, transportation, and Civil War history in the region.

The **Hanover Historic District** encompasses approximately 885 acres in Hanover Borough, York County (see Figure 4). The borough built up around the intersection of five regional thoroughfares (Baltimore Street, Broadway, Carlisle Street, Frederick Street, and York Street). Two railroads, the Penn Central and the Western Maryland, pass through and merge in the district. When it was listed in the NRHP in 1997, approximately 87% of its 3,036 buildings, five sites, six structures, and one object contribute to the district. The majority of these contributing buildings are residences but there are also some commercial, railroad, and industrial buildings. The majority of buildings in the district are either frame or brick and the predominating architecture styles include the Colonial Revival and Queen Anne styles, the Pennsylvania German vernacular design, and the American Four-square form. Over half of the buildings date from ca. 1870 to ca. 1919 when the town experienced an economic boom brought on by railroad activity. Slightly less than half were built between ca. 1920 and ca. 1946. Its period of significance is from 1783 to 1946. It meets NRHP Criterion A in the areas of Commerce, Transportation, and Industry; and NRHP Criterion C in the area of Architecture.

The **Henry Hostetter Farm** is on Sunday Drive in Conewago Township, Adams County (see Figure 5). The 167-acre farm consists of agricultural fields, a ca. 1800 dwelling, ca. 1869 smokehouse, ca. 1875 barn, and several 20th-century outbuildings. The Henry Hostetter Farm was a successful and leading agricultural producer within Conewago Township, exceeding almost all local averages in both crop production and livestock numbers as demonstrated on the 1880 and 1927 Agricultural Censuses. The success and evolution of the Henry Hostetter Farm is echoed in its built environment. The farm was determined eligible for listing in the NRHP under Criterion A for its agricultural significance in the region. The farm meets or exceeds the registration requirements for change over time in the “York-Adams Diversified Field Crops, Cannery Crops, & Livestock Region” of the agricultural context.

The **Poist Chapel Farm** is on Oxford Avenue in Conewago Township (see Figure 2). The 126-acre farm consists of a ca. 1880 dwelling, ca. 1932 barn, hog house, and corn crib, chicken coop, pumphouse, as well as agricultural fields. The farm was part of a large parcel once owned by The Basilica of the Sacred Heart, otherwise known as Conewago Chapel. The Conewago Chapel was founded by Jesuit priests who began conducting services within Conewago as early as 1730. The Poist Chapel Farm was one of multiple farms inhabited by church superiors who hired men to farm and care for the land. In 1899, 126 acres and 2 perches of land on the far east side of the Chapel Farm property were sold by the church to John A. Poist; this sale included the farm that is now known as the Poist Farm. The resource is eligible for listing in the NRHP under Criterion A for its agricultural significance to the region. It meets or exceeds the registration requirements for the *Diversified Small-Scale Farming, Poultry, and Cannery Crops* period of the “Adams-York Diversified Field Crops, Cannery Crops, and Livestock Region” of the agricultural context.

The **Utz Potato Chip Company** is at the corner of Carlisle Street and Clearview Road in Hanover Borough (see Figure 6). The industrial property consists of the original ca. 1949 brick building and five additions that date between 1953 and 1971.

The building is situated on the northern half of the 9.8-acre parcel. The Utz Potato Chip Company was one of the first and most successful “snack” businesses to grow in the first half of the 20th century, supporting Hanover’s claim as the “Snack Food Capital of the World.” The resource is eligible for listing in the NRHP under Criterion A for its industrial significance. It played a major role in the industrial development of Hanover and the snack food industry of the region. It is also eligible under Criterion C for architectural significance. The complex, constructed over six campaigns, is a representation of the highly stylized Streamline Moderne style in its original 1949 building and the late Streamline Moderne style in its 1971 addition. The period of significance for the historic resource is 1949-1971.

Figure 2: Devine Chapel Farm and Poist Chapel Farm

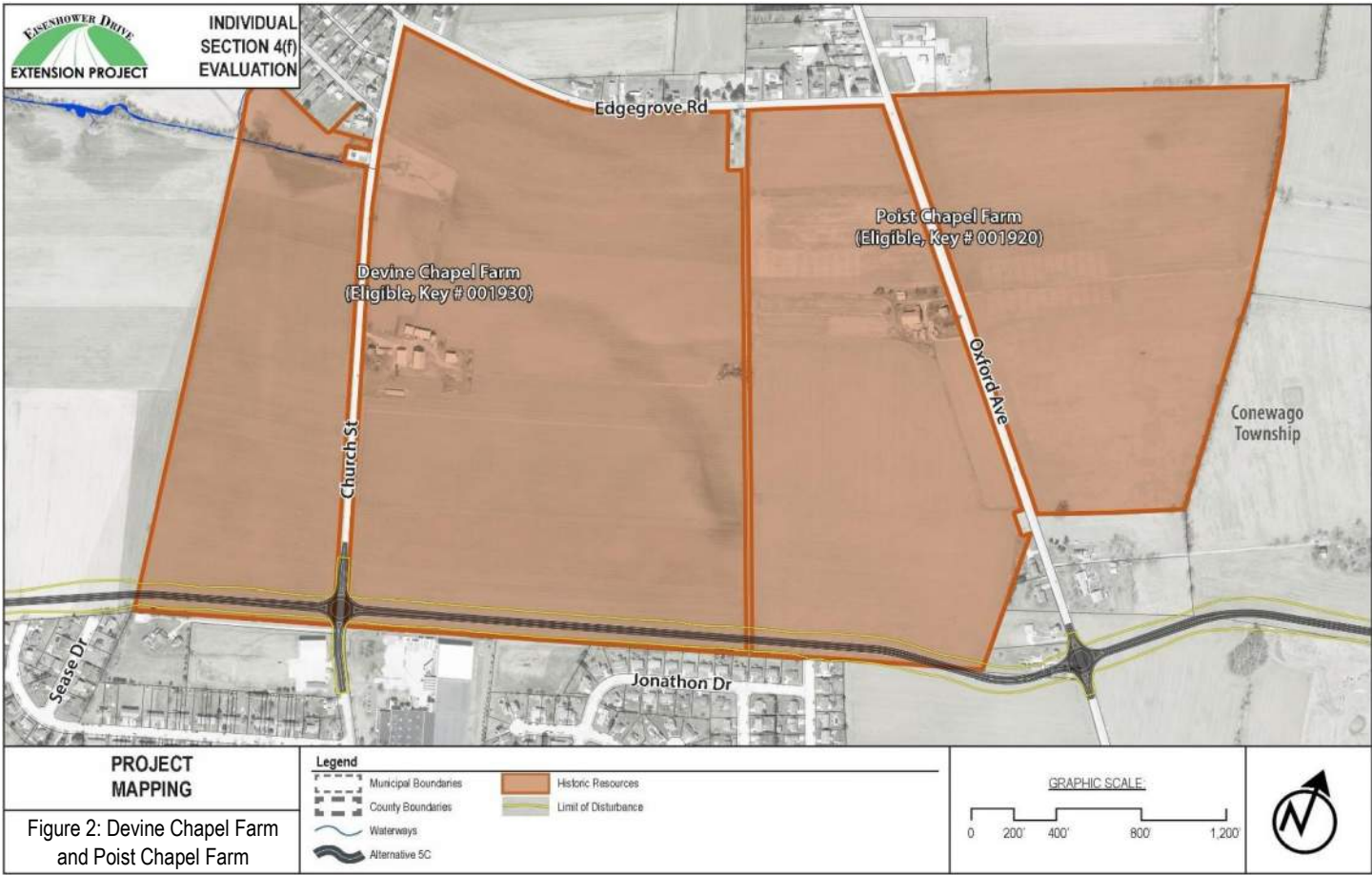


Figure 3: Gettysburg Railroad

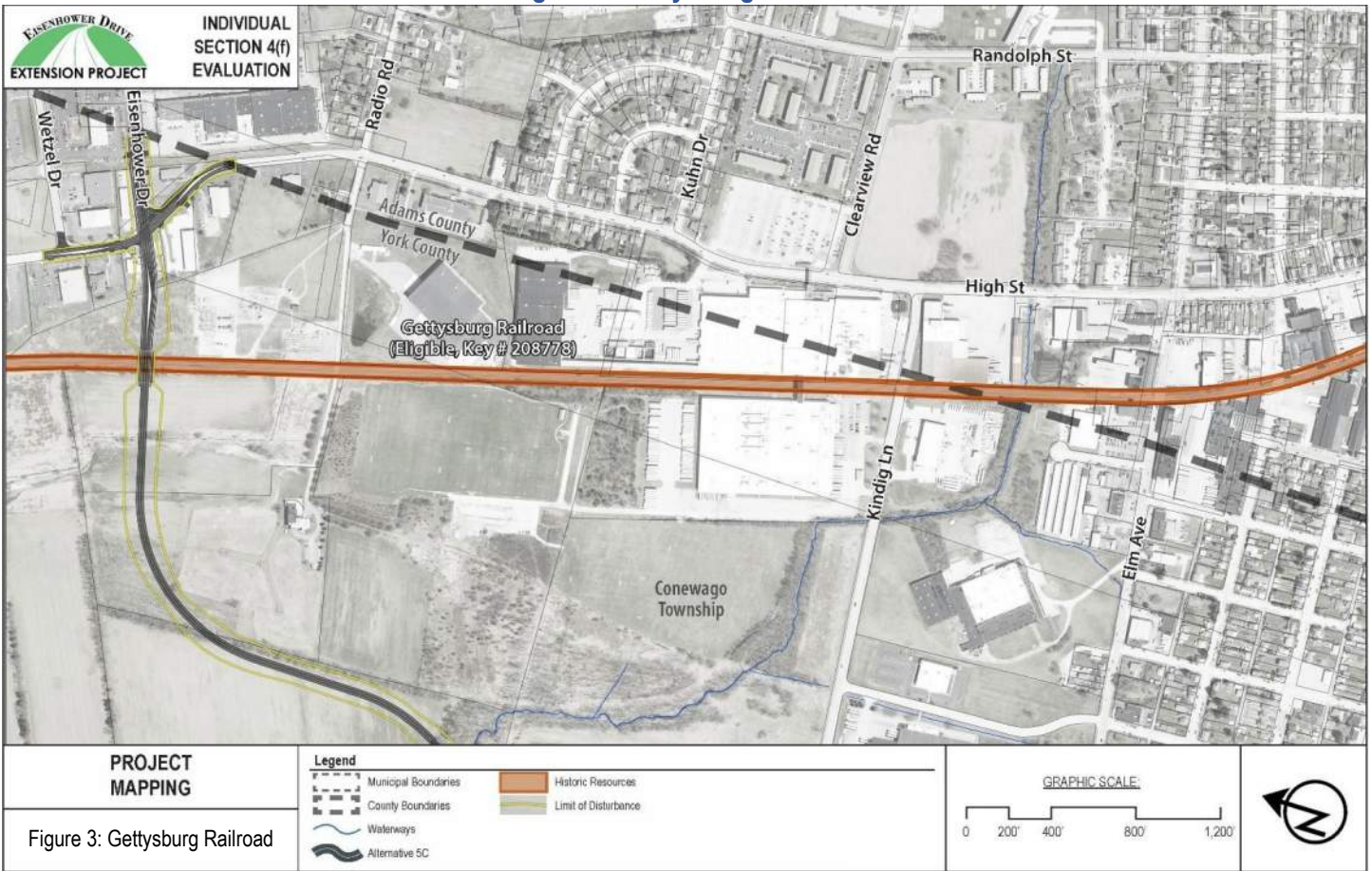


Photo 3: Gettysburg Railroad near project area



Photo 4: Gettysburg Railroad passenger station in Gettysburg

Figure 4: Hanover Historic District

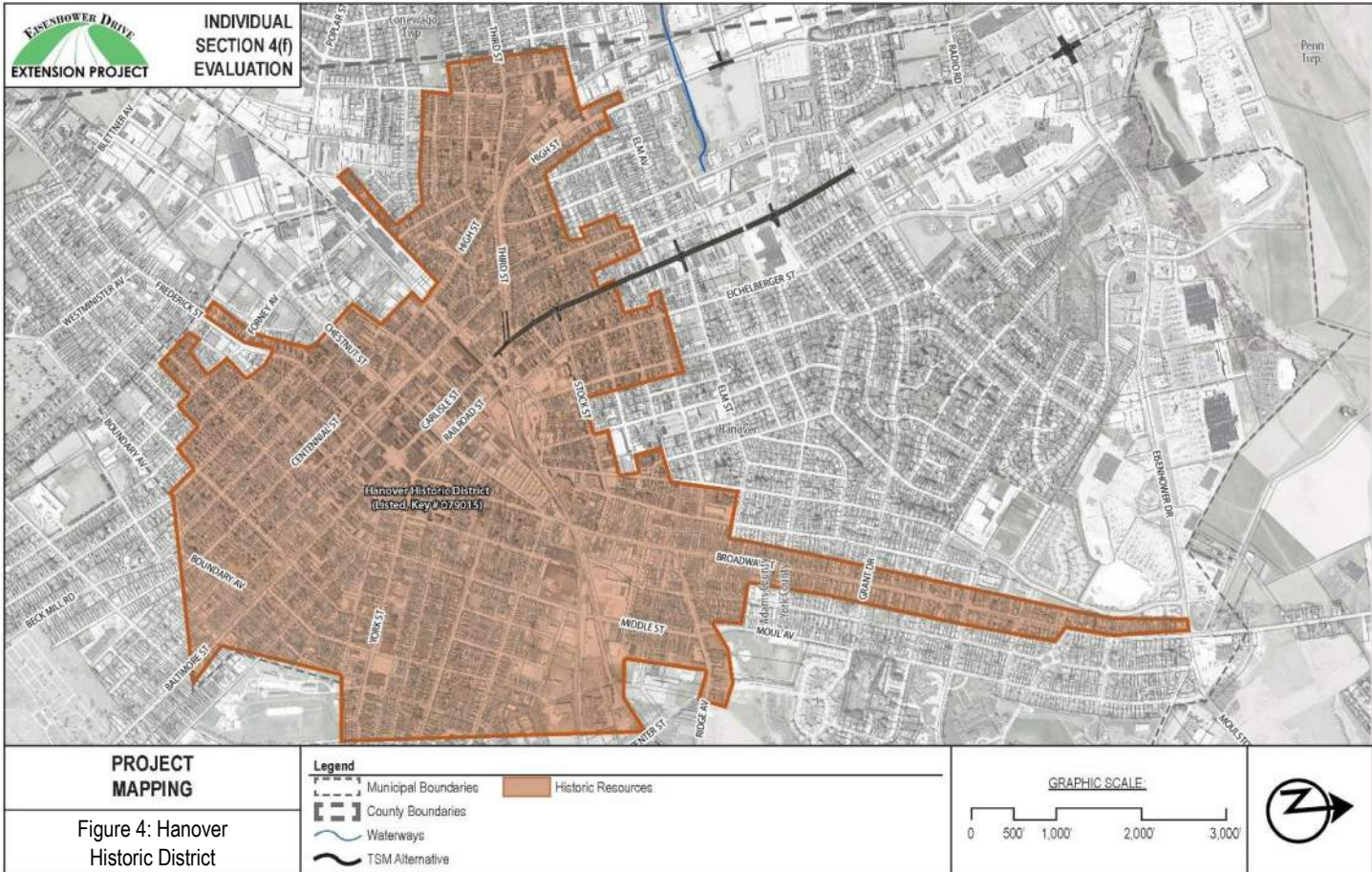


Photo 5: View of Hanover Historic District along Carlisle Street

Figure 5: Henry Hostetter Farm

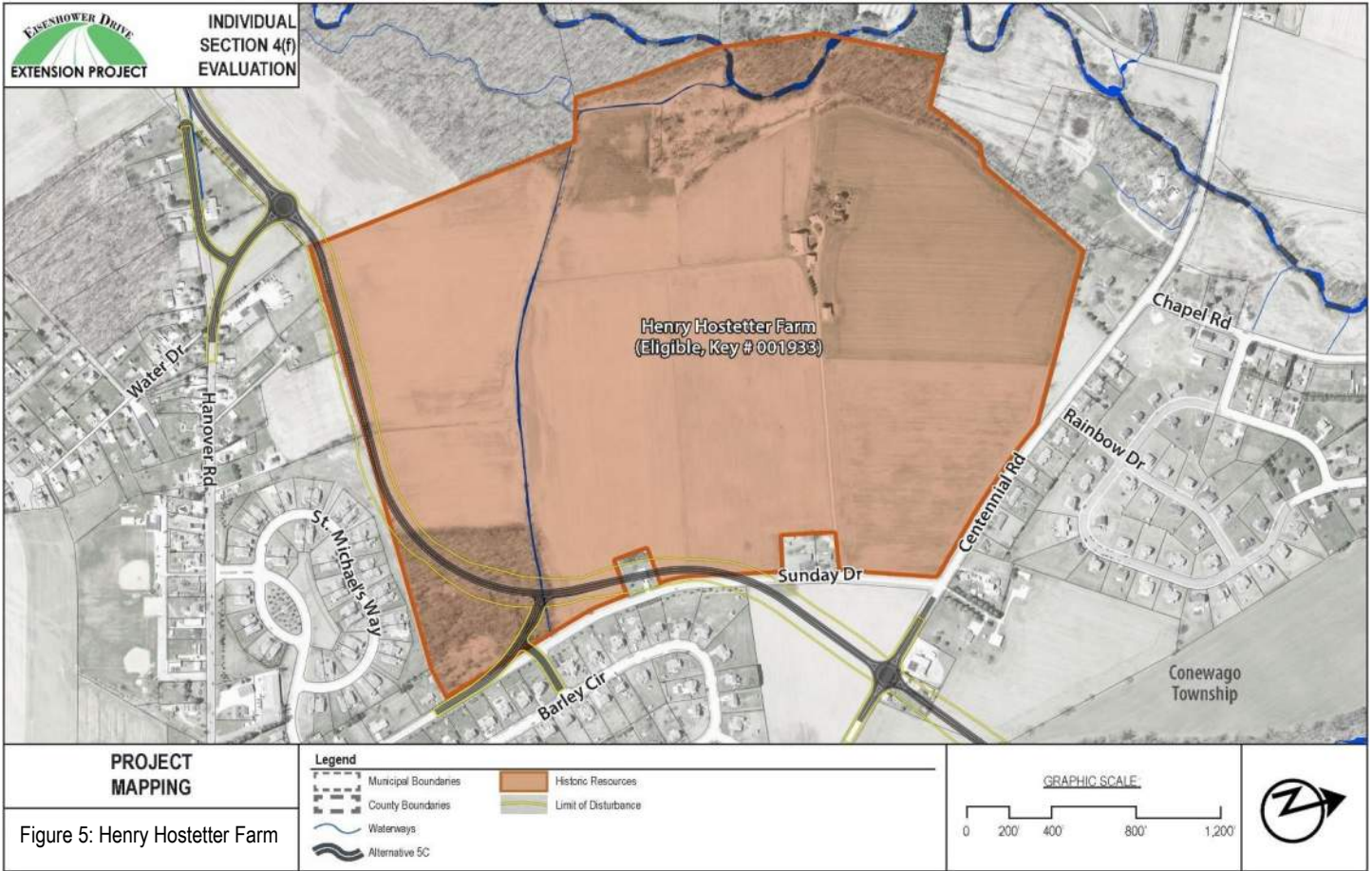


Figure 6: Utz Potato Chip Company



Photo 8: Utz Potato Chip Company



Photo 9: Utz Potato Chip Company, 1971 addition

4.0 ALTERNATIVES ANALYSIS

This alternative analysis presents all project alternatives. It identifies those that meet the needs of the project and assesses the Section 4(f) use of each alternative. Refer to the “Eisenhower Drive Extension Project Environmental Assessment – Section 3.3” for an overview of the alternatives development process.





The Eisenhower Drive Extension Project began with six new or partial new alignment alternatives (Alternatives 2-7). Each alternative starts at the western terminus of Eisenhower Drive at High Street and extends westward on various alignments to a single location near the intersection of Centennial Road and Sunday Drive. The project has three sub-alignment alternatives to extend the new or partial new alignment alternative from the Centennial Road/Sunday Drive intersection to Hanover Road (Sub-Alignment Alternatives A, B, C).

The alternatives development process was conducted in two phases:

- Conceptual Alternative Development and Evaluation – identified a range of alternatives to aid in establishing general alternative corridor limits and assess if alternatives would meet the purpose and need, as well as established engineering design parameters and preliminary environmental impacts and concerns.
- Detailed Alternatives Development and Evaluation – focused on an additional detailed study of the alternatives found to best meet the purpose and needs of the project.

Table 1 outlines all alternatives developed for the alternatives analysis. It identifies the total Section 4(f) avoidance alternatives, notes which were dismissed during the Conceptual Alternative Development and Evaluation phase, which were dismissed after the Detailed Alternatives Development and Evaluation phase, and which were carried forward into the Section 4(f) least overall harm analysis.

Table 1: Section 4(f) Alternative Analysis Summary

	Conceptual Analysis	Detailed Analysis	Least Overall Harm Analysis	Reason for Dismissal and/or Least Overall Harm Analysis
Total Avoidance Alternatives				
No Build				Dismissed – did not meet the project needs (appears not prudent)
Alternative 2				Dismissed – did not meet the project needs (appears not prudent)
Sub-Alignment Alternative A				Dismissed – did not meet the project needs (appears not prudent)
Sub-Alignment Alternative B				Dismissed – did not meet the project needs (appears not prudent)

	Conceptual Analysis	Detailed Analysis	Least Overall Harm Analysis	Reason for Dismissal and/or Least Overall Harm Analysis
Other Alternatives				
TSM Alternative (Alternative 1)				Carried to least overall harm, appears to result in more harm than Alternative 5C
Alternative 3				Dismissed – impacts of extraordinary magnitude (appears not reasonable or prudent)
Alternative 4				Dismissed – impacts of extraordinary magnitude (appears not reasonable or prudent)
Alternative 6				Dismissed – did not meet the project needs and could not be constructed as a matter of sound engineering judgement (appears not reasonable, prudent, or feasible)
Alternative 7				Dismissed – did not meet the project needs (appears not reasonable or prudent)
Alternative 5C				Appears to be least overall harm alternative

4.1 IDENTIFICATION AND EVALUATION OF ALTERNATIVES THAT TOTALLY AVOID ALL SECTION 4(F) PROPERTIES

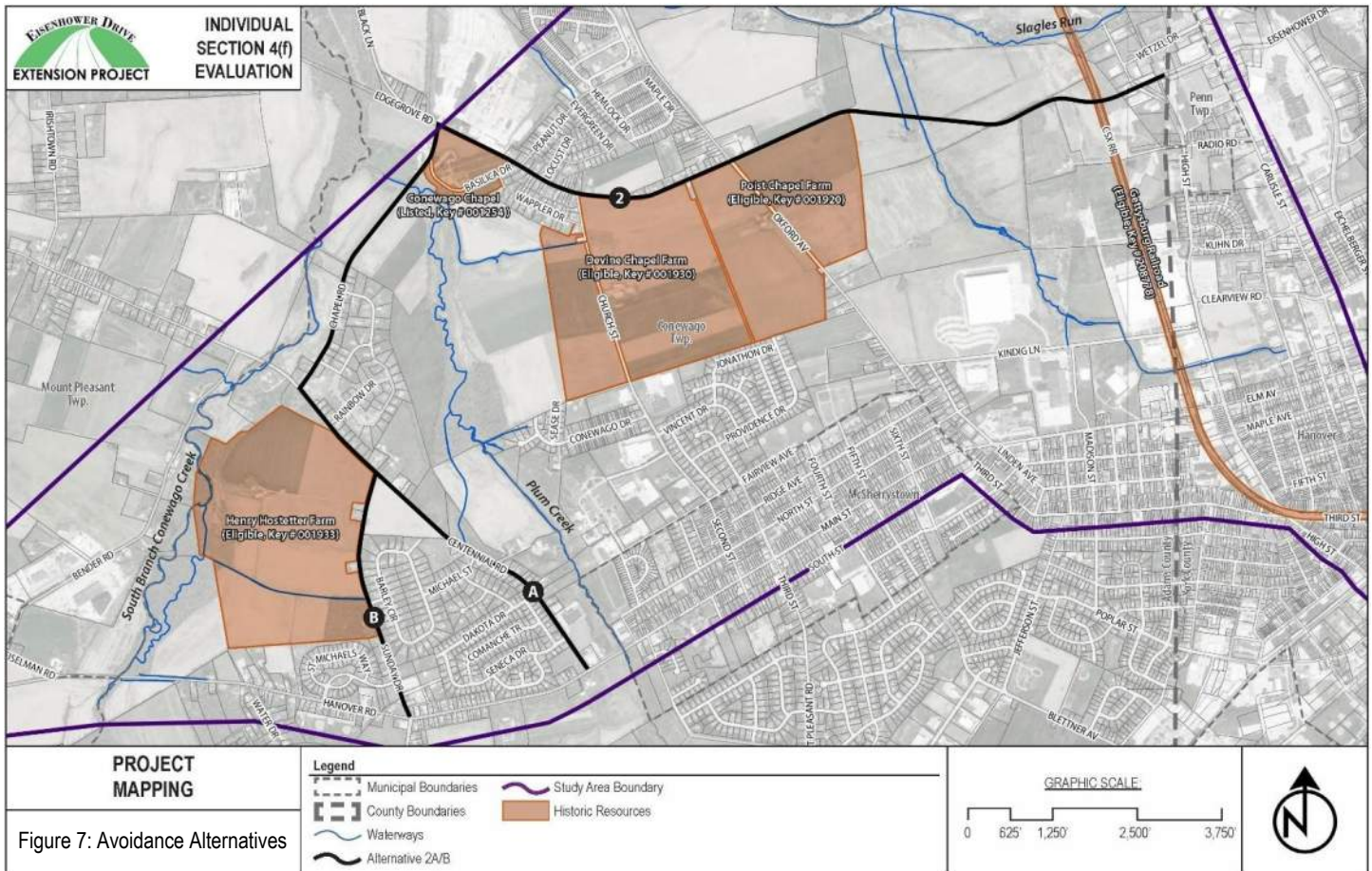
Under Section 4(f), the use of parks, recreation areas, wildlife/waterfowl refuges and historic sites for transportation purposes may only occur if no feasible and prudent avoidance alternative to such use exists and if the project includes all possible planning to minimize harm to resources from such use.

A feasible and prudent avoidance alternative, as defined in 23 CFR §774.17, avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property. According to Section 4(f) regulations at 23 CFR §774.17, feasible and prudent is defined as:

- A. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
- B. An alternative is not prudent if:
 - 1. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

2. It results in unacceptable safety or operational problems;
3. After reasonable mitigation, it still causes:
 - a. Severe social, economic, or environmental impacts;
 - b. Severe disruption to established communities;
 - c. Severe disproportionate impacts to minority or low-income populations; or
 - d. Severe impacts to environmental resources protected under other Federal statutes;
4. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors listed above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Figure 7: Avoidance Alternatives



No Build Alternative

The No Build Alternative avoids all Section 4(f) properties. This consists of no comprehensive major improvements to any portion of the study area; the transportation network would continue to function as-is with only routine maintenance. The No Build Alternative will not add any measures to reduce congestion and will not accommodate any planned growth in the area. The project needs discuss reducing traffic congestion and improving safety, neither of which will be accomplished through this alternative. This alternative would not affect any historic property in the project area; however, this alternative does not meet the purpose and need of the project and therefore does not appear to be prudent. Based on these facts, the No Build Alternative does not appear to be a reasonable or prudent avoidance alternative.

Alternative 2

Alternative 2 is the only alignment alternative that has the potential to avoid known Section 4(f) properties. This alternative primarily utilizes existing roadway networks, which run adjacent to known historic properties (see Figure 7). To be considered a total avoidance alternative, all improvements to the roadway network would need to occur outside the boundaries of the Section 4(f) properties or within the existing right-of-way.

Alternative 2 includes off-alignment improvements at the east end of the project area before continuing on the existing roadway network west of Oxford Avenue. Beginning at the existing Eisenhower Drive and High Street intersection (located at the eastern edge of the project area), Alternative 2 would travel west over the Gettysburg Railroad and continue north about 30 degrees until the alignment intersects Edgegrove Road. Alternative 2 proceeds to travel westbound along Edgegrove Road until Chapel Road; following Chapel Road southbound until its intersection with Centennial Road.

The proposed roadway would have two 12-foot lanes (one in each direction). East of the Gettysburg Railroad, the typical section would include curbs and sidewalks. West of the Gettysburg Railroad, the typical section would include 8-foot shoulders. To achieve the desired typical section, the alternative would likely require roadway reconstruction, minor widening, and alignment and intersection improvements to improve safety on Edgewood and Chapel Roads.

Edgegrove Road comprises the northern boundary of the Devine Chapel Farm, the Poist Chapel Farm, and the Conewago Chapel. To be considered an avoidance alternative, any improvements to Edgegrove Road in the vicinity of the known Section 4(f) properties would need to occur on the north side of the roadway. This would result in impacts to the Conewago Township Police Department at the intersection of Oxford and Edgegrove roads, approximately 13 residential properties, and two commercial properties. More than 20 other properties on Edgegrove Road, in Edgegrove (a community that has not been evaluated for the NRHP), would be substantially impacted by this alternative, as many of the buildings are situated adjacent to the roadway. The extensive displacements of residences and businesses adjacent to the roadway, which Alternative 2 would require along Edgegrove Road, would result in serious disruption of community cohesion. There are two churches in Edgegrove and wider ROW and more traffic would also be a barrier to pedestrian traffic within the neighborhood. The overall impact of Alternative 2 through Edgegrove would be substantial.

Alternative 2 also utilizes a portion of Centennial Road between Chapel Road and Sunday Drive. This portion of Centennial Road is along the northern boundary of the Henry Hostetter Farm. Opposite the historic farm is a 21st-century residential development on Rainbow Drive with seven residential properties between Rainbow Drive and Sunday Drive. The residential properties are adjacent to and have direct access from Sunday Drive. To avoid impacts to the Section 4(f) property, roadway improvements would likely require right-of-way and limited displacements from the residential properties north of Centennial Road.

Alternative 2 was dismissed during the conceptual alternatives analysis phase due to the displacements and impacts to established communities (specifically, Edgegrove). It was also dismissed because it would not sufficiently address the project needs of safety and congestion. Alternative 2 includes partial or full reconstruction of existing roadways, which connect to multiple existing driveways. Due to number of driveways and proximity of buildings to the roadways, there are no reasonable solutions to limit access to this alternative. The increased traffic volume combined with the existing driveways along Edgegrove Road create vehicular conflicts due to slowing and turning traffic, impacting both safety and congestion along Edgegrove Road. Alternative 2 does not appear to be reasonable or prudent. It does not meet the needs of the project and would cause other substantial social and economic impacts.

Sub-Alignment Alternative A

Sub-Alignment Alternative A proposes to use Centennial Road to connect the terminus of an alignment alternative near the intersection of Centennial Road and Sunday Drive to Hanover Road/Main Street corridor west of McSherrystown (see

Figure 7). The typical section would provide two 12-foot lanes and 8-foot shoulders. To achieve the desired typical section, the alternative would likely require roadway reconstruction, minor widening, and alignment and intersection improvements to improve safety on Centennial Road.

The Henry Hostetter Farm is at the northern terminus of Sub-Alignment Alternative A, but there are no Section 4(f) properties along the sub-alignment. However, the alternative does not meet the project purpose and needs. Centennial Road is the eastern boundary to a large residential development which has three intersections on Centennial Road. There are also more than 20 residential properties and a grocery store plaza with driveways on Centennial Road. Minor roadway widening may be required to provide sufficient shoulders, but displacement appears unlikely. However, multiple existing access points would cause additional traffic congestion and safety concerns. The increased traffic volumes would result from connecting Centennial Road to the existing Eisenhower Drive, just west of SR 0094, via an extension of Eisenhower Drive. The relationship of the existing driveways and the increased traffic volumes would negatively impact safety and congestion as compared to other alternatives which don't include access points. This would not sufficiently address the safety and congestion needs for the project. The origin-destination study developed for this project indicated that many travelers enter and exit the study area via Race Horse Road to the south, Hanover Road to the west, and Carlisle Street to the north. Sub-Alignment Alternative A would require northbound travelers to turn right onto Hanover Road and then turn left onto Centennial Road. Drivers heading northeastward are unlikely to make a left turn in an area with high traffic congestion, particularly if they would need to take a circuitous route that sends them in a northwestward direction. There was considerable public opposition to this alternative, specific to safety concerns about adding traffic to an established residential community. Sub-alternative A was dismissed because of traffic congestion and safety concerns associated with increasing traffic through residential areas and requiring traffic to return to Hanover Road/Main Street within an area of higher traffic congestion.

While Sub-Alignment Alternative A avoids Section 4(f) property, it does not appear to be a reasonable or prudent avoidance alternative because it does not meet the project purpose and need.

Sub-Alignment Alternative B

Sub-Alignment Alternative B would utilize existing Sunday Drive to connect the terminus of an alignment alternative near the intersection of Centennial Road and Sunday Drive to Hanover Road/Main Street west of McSherrystown (see Figure 7). The typical section would provide two 12-foot lanes and 8-foot shoulders. To achieve the desired typical section, the alternative would likely require roadway reconstruction, minor widening, and realignment to improve safety. This alternative would include intersection improvements and traffic signal upgrades at the intersection of Sunday Drive/Race Horse Road and Hanover Road.

Sunday Drive is the eastern boundary of the Henry Hostetter Farm. Opposite the farm is a large residential development, with one access point and residential back yards adjacent to the roadway. South of the Henry Hostetter Farm is a residential retirement community with one access point on Sunday Drive. There are also seven residential properties, one church, and an alley road along Sunday Drive.

Improving the intersection of Sunday Drive/Race Horse Drive and Hanover Road would likely require the displacement of at least one commercial property. Sub-Alignment Alternative B would also require intersection improvements at Sunday Drive and Centennial Road in order to prioritize traffic traveling along this alternative. The current configuration requires vehicles

on Sunday Drive to stop before turning onto Centennial Road. To best meet the project purpose and needs, traffic would need to move more efficiently between Sunday Drive and Centennial Road north of Sunday Drive. It would be difficult to improve the intersection while also avoiding the Henry Hostetter Farm, which occupies the southwestern quadrant. Avoiding the Section 4(f) property would likely require displacing at least three residential properties on the north side of Centennial Road.

Similar to Sub-Alignment Alternative A, this alternative does not meet the project purpose and needs. The increased traffic volumes would result from connecting Sunday Drive to the existing Eisenhower Drive, just west of SR 0094, via an extension of Eisenhower Drive. The relationship of the existing driveways and the increased traffic volumes would negatively impact safety and congestion as compared to other alternatives which don't include access points. This would not sufficiently address the safety and congestion needs for the project. There was considerable public and municipal and county official opposition to this alternative, specific to the impact on the residential community and the safety concerns about adding traffic adjacent to the retirement community access point.

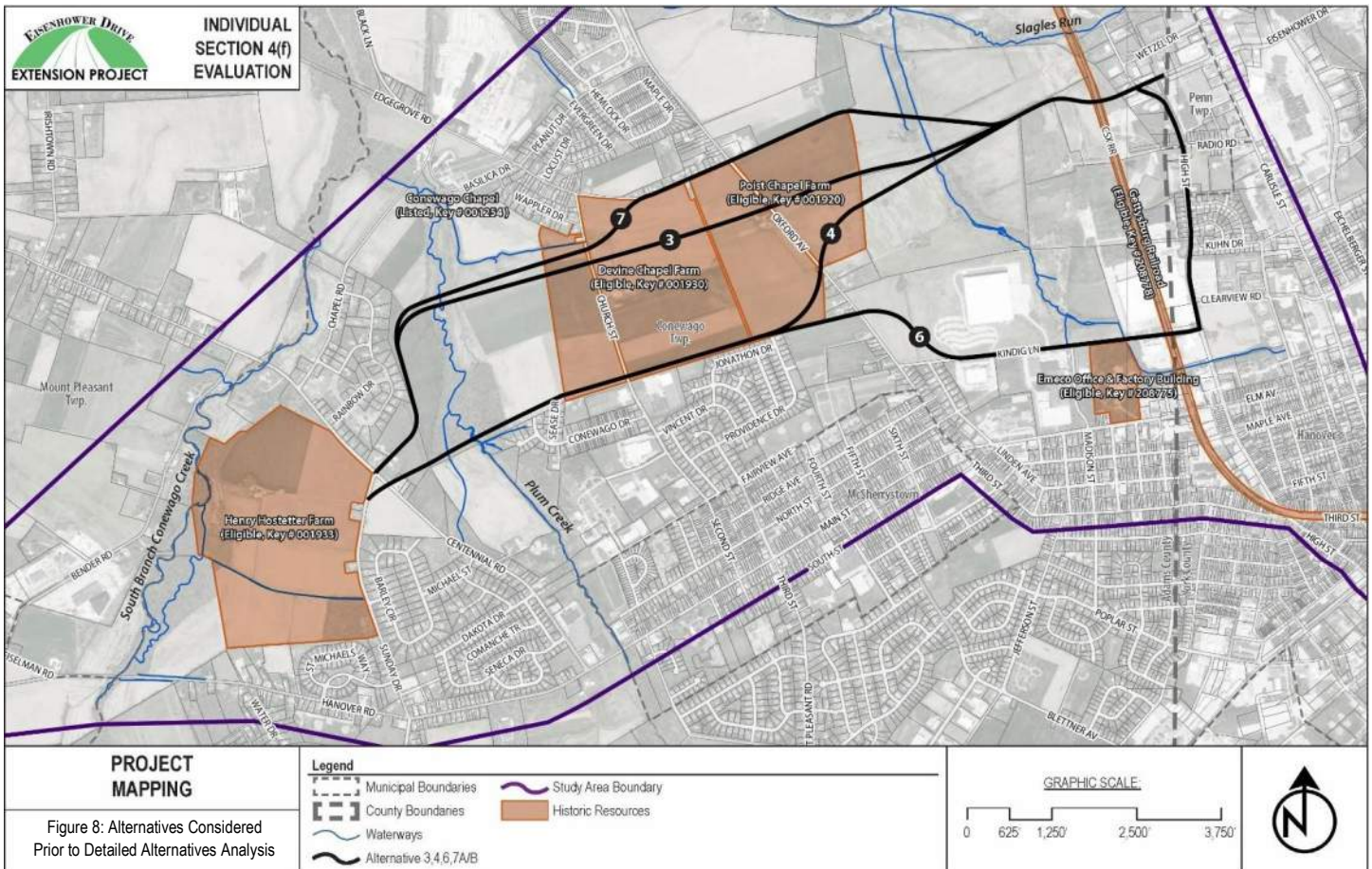
Sub-Alignment Alternative B does not appear to be a reasonable or prudent alternative because it does not meet the project purpose and need and requires additional residential and commercial displacements compared to Sub-Alignment Alternative A.

4.2 IDENTIFICATION AND EVALUATION OF OTHER ALTERNATIVES CONSIDERED

Alternatives Considered Prior to Detailed Alternatives Analysis

Alternatives 3, 4, 6, and 7 were considered prior to detailed alternatives analysis. They would each extend from the existing Eisenhower Drive to a point near the intersection of Centennial Road and Sunday Drive. Refer to Figure 8 for the locations of each of these alternatives. Alternatives 3 and 4 are complete off-alignment alternatives while Alternatives 6 and 7 would use some portion of the existing network. The following discussion will show that Alternatives 3 and 4 do not appear to be reasonable and prudent due to the substantial impacts to Section 4(f) and agricultural resources. Alternatives 6 and 7 do not appear to be reasonable and prudent because they do not meet the purpose and needs of the project.

Figure 8: Alternatives Considered Prior to Detailed Alternatives Analysis



During the alternatives analysis for the project, Alternatives 6 and 7 were dismissed first as they do not meet the needs of the project. Alternatives 3, 4, and 5 were each found to meet the needs and were then compared in order to evaluate the potential for substantial impacts. It is important to note that when comparing the build alternatives at this phase of the project, the alternatives were not fully designed. Impacts were calculated using an average limit of disturbance width of 100 feet for the length of each alignment.

Alternative 3

Alternative 3 is a complete off-alignment alternative located towards the northern half of the project area (see Figure 8). Beginning at the existing Eisenhower Drive and High Street intersection, Alternative 3 would travel west over the Gettysburg Railroad and continue westbound in a somewhat straight line, intersecting with Oxford Avenue and Church Street and crossing Plum Creek. After crossing Plum Creek, the alignment would continue southbound between Plum Creek and the adjacent residential neighborhood, and then intersect with Centennial Road near the existing Centennial Road and Sunday Drive intersection. The proposed roadway would have two 12-foot lanes (one in each direction). East of the Gettysburg Railroad, the typical section would include curbs and sidewalks. West of the Gettysburg Railroad, the typical section would include 8-foot shoulders.

Alternative 3 would result in the use of two Section 4(f) historic properties. The alignment travels through the northern fields of the Poist Chapel Farm and Devine Chapel Farm. In both properties, the alignment would bisect active agricultural farmland and separate active and historically associated fields from the historic farmsteads. The Alternative 3 alignment would require approximately 5.4 acres from the Poist Chapel Farm and approximately 5.6 acres from the Devine Chapel Farm. It would also likely result in an additional 4.8-acre remnant lot on the Devine Chapel Farm, thus bringing the Section 4(f) use on the Devine Chapel Farm to 10.4 acres. Alternative 3 would intersect the Gettysburg Railroad requiring a new bridge over the railroad, but there are no contributing railroad features. Although an aerial easement from the Gettysburg Railroad would be required, it would not constitute a Section 4(f) use. There would be no Section 4(f) use of the Gettysburg Railroad.

Alternative 3 would have more substantial impacts on agricultural properties, compared to Alternatives 4 and 5. There are five agricultural operations from which Alternative 3 would require ROW, that are considered to contain Productive Agricultural Land (PAL). Permanent impacts to PAL would total approximately 26.8 acres. This is not substantially greater than the amount of PAL impacted by Alternatives 4 or 5, but Alternative 3 would bisect at least seven fields on four of the five agricultural operations. Three of the four bisected operations would be left with remnant lots ranging in size between approximately 2 and 5 acres, which may be considered unusable by the property owners. Three of the five operations are Agricultural Security Areas (ASAs), and two of the three ASAs are also protected in the Adams County Agricultural Land Preservation Program. The impacts to protected farmland are substantial compared to Alternatives 4 and 5. The Devine Chapel Farm is one of the two properties that is both an ASA and in the land preservation program. The Poist Chapel Farm contains PAL, but it is not an ASA or protected in the land preservation program. Refer to Table 2, Figure 8, and Figure 11 for a comparative analysis of the impacts for Alternatives 3, 4, and 5.

Table 2: Impacts to Agricultural and Historic Properties for Alternatives 3, 4, and 5*

	Alternative 3	Alternative 4	Alternative 5
PAL operations impacted	5 operations	5 operations	7 operations
Impact to PAL properties	26.8 acres	21.5 acres	23.8 acres
Operations bisected	7 fields on 4 operations	4 fields on 2 operations	3 fields on 3 operations
Impact to ASAs	16.9 acres	12.7 acres	12.5 acres
Impact to preserved farmland	15.7 acres	2.2 acres	1.6 acres
Impact to historic properties	5.4 acres from Poist Chapel Farm (also bisected) 10.4 acres from Devine Chapel Farm, including remnant lot (farm bisected)	13.1 acres from Poist Chapel Farm, including remnant lot (farm bisected) 6.6 acres from Devine Chapel Farm	2.0 acres from Poist Chapel Farm 6.6 acres from Devine Chapel Farm

*Impacts calculated based on 100-foot-wide limit of disturbance

Alternative 3, along with the TSM Alternative and Alternative 4 and Alternative 5, was found to meet the project purpose and need. Prior to detailed analysis, these alternatives underwent a preliminary alternatives analysis to better understand their potential to impact certain environmental resources. Alternative 3 was dismissed because it would cause more substantial impacts to both Section 4(f) properties and agricultural properties. It would bisect seven fields on four agricultural operations (compared to three fields on three operations in Alternative 5), more substantially impact ASAs (compared to Alternatives 4 and 5), severely impact land protected in the Adams County Agricultural Land Preservation Program, and bisect both Section 4(f) properties. Alternative 3 does not appear to be a reasonable or prudent alternative due to the impacts to agricultural and historic properties relative to Alternative 4 and Alternative 5.

Alternative 4

Alternative 4 is a complete off-alignment alternative located towards the southern limits of the agricultural lands within the project area (see Figure 8). This alignment would travel west over the Gettysburg Railroad and continue westbound until just east of Oxford Avenue. East of Oxford Avenue, the alignment would turn southbound and cross Oxford Avenue between the existing intersections of Kindig Lane (to the south) and Edgegrove Road (to the north). Alternative 4 would then turn westbound and continue along the southern edge of the Poist Chapel Farm and Devine Chapel Farm, adjacent to residential neighborhoods to the south. After crossing Plum Creek, it would continue westbound and intersect with Centennial Road near the existing Centennial Road and Sunday Drive intersection. The proposed roadway would have two 12-foot lanes (one in each direction). East of the Gettysburg Railroad, the typical section would include curbs and sidewalks. West of the Gettysburg Railroad, the typical section would include 8-foot shoulders.

Alternative 4 would result in the Section 4(f) use of two historic properties. The alignment travels through the eastern and southern fields of the Poist Chapel Farm and travels along the southern boundary of the Devine Chapel Farm. The alignment would require approximately 7.0 acres from the Poist Chapel Farm for ROW. It would bisect active agricultural farmland, which would separate active and historically associated fields from the historic farmstead. The alignment east of Oxford Avenue would create a bisected field measuring approximately 13.9 acres, which appears to be sufficient in size to remain in active agricultural use. West of Oxford Avenue, the alignment would create an approximately 6.1-acre remnant lot that would be difficult to access and likely rendered unusable by the property owner. The alignment and remnant lot would bring the total Section 4(f) use on the Poist Chapel Farm to 13.1 acres. Alternative 4 would require approximately 6.6 acres from the Devine Chapel Farm. The alignment extends along the southern boundary of the historic resource and would result in the loss of active and historically associated farmland. Alternative 4 would intersect the Gettysburg Railroad requiring a new bridge over the railroad, but there are no contributing railroad features. Although an aerial easement from the Gettysburg Railroad would be required, it would not constitute a Section 4(f) use. There would be no Section 4(f) use of the Gettysburg Railroad.

Alternative 4 would have more substantial impacts on agricultural properties, compared to Alternative 5. Alternative 4 would impact five agricultural operations. The amount of PAL impacted by Alternative 4 is comparable to Alternative 5, but this alignment would bisect four distinct fields on two of the five agricultural operations, leaving each with an approximately 2- to 6-acre lots that may be considered unusable by the property owners. The Poist Chapel Farm is one of the operations bisected by Alternative 4, and the alternative would bisect two distinct fields on this historic farm, likely leaving a 6.1-acre remnant lot unusable by the property owner (described above). Refer to Table 2, Figure 8 and Figure 11 for a comparative analysis of the impacts for Alternatives 4 and 5.

Alternative 4 was found to meet the project purpose and need. Prior to detailed analysis, it underwent a preliminary alternatives analysis with Alternatives 3 and 5 to better understand their potential to impact certain environmental impacts. Alternative 4 was dismissed because it would result in impacts of a greater magnitude to historic farms properties compared to Alternative 5. Alternative 4 does not appear to be a reasonable or prudent alternative due to the impacts to agricultural and historic properties relative to Alternative 5.

Alternative 6

Alternative 6 includes improvements to the existing roadway network east of Oxford Drive and a new alignment to the west (see Figure 8). Beginning at the existing Eisenhower Drive and High Street intersection, Alternative 6 traverses south along High Street (which is a mixed-use neighborhood with residential and commercial properties) until Kindig Lane. The alignment then moves west on Kindig Lane (which is a commercial area) until Oxford Avenue. From Oxford Avenue, the alignment continues as an off-alignment road along the southern edge of the Poist Chapel Farm and Devine Chapel Farm, adjacent to the residential neighborhoods to the south. After crossing Plum Creek, Alternative 6 would continue westbound and intersect with Centennial Road near the existing Centennial Road and Sunday Drive intersection.

Alternative 6 would result in the use of two Section 4(f) historic properties. The alignment travels along the southern edge of the Poist Chapel Farm and the Devine Chapel Farm. It would require approximately 2.0 acres of active and contributing farmland from the Poist Chapel Farm and 6.6 acres of active and contributing farmland from the Devine Chapel Farm.

Two other Section 4(f) historic properties are located along the Alternative 6 alignment: the Gettysburg Railroad and the Emeco Office and Factory Building. The project would not result in a use of either property. The alignment would cross the Gettysburg Railroad at an existing at-grade crossing. The at-grade crossing does not contribute to the historic resource and there are no other contributing features within the railroad boundary. Any modifications to the at-grade crossing needed for Alternative 6 would not result in a use of the Gettysburg Railroad. Kindig Lane comprises the northern boundary of the Emeco property. It is unlikely that Alternative 6 would require land from the Emeco Property, as there is sufficient space on the north side of Kindig Lane to accommodate widening if needed. There would be no use of the Emeco property.

Alternative 6 utilizes two existing roads (High Street and Kindig Lane), so impacts to agricultural properties would be less substantial than the impacts caused by alternatives 3, 4, 5, and 7. However, this alternative was dismissed prior to detailed analysis and total agricultural impacts are not available.

This alternative was dismissed during the conceptual alternatives analysis phase because the alternative did not meet the project needs. Traffic analyses showed that the at-grade rail crossing adjacent to the intersection of Kindig Lane and High Street and the truck traffic at the adjacent Utz factory are barriers to meeting the current and projected traffic needs. Even after improvements, the intersection would not have been able to meet the required LOS D. The Utz manufacturing plant in the northwest quadrant has an entrance point approximately 100 feet north of the intersection on High Street, and an exit point approximately 200 feet west on Kindig Lane. The at-grade railroad crossing, approximately 400 feet west of the intersections, serves 3-4 daily trains. The existing truck traffic, the proximity of the driveways and railroad crossing to the intersection, and the additional projected traffic result in operational and safety concerns for the corridor. Alternative 6 does not appear to be prudent as it does not meet the project purpose and needs.

Alternative 7

Alternative 7 is primarily an off-alignment alternative, though it utilizes a small portion of Edgegrove Road (see Figure 8). Beginning at the existing Eisenhower Drive and High Street intersection, Alternative 7 would travel west over the Gettysburg Railroad for approximately 500 feet and then continue north about 30 degrees, bisecting farmland until the alignment intersects a private access road in line with Edgegrove Road. The alternative proceeds westbound along Edgegrove Road for approximately 3,230 feet then turns slightly southward and travels along the northern edge of the Devine Chapel Farm. After crossing Plum Creek the alignment would continue southbound between Plum Creek and the adjacent residential community, then intersect with Centennial Road near the existing Centennial Road and Sunday Drive intersection.

Alternative 7 would result in the use of two Section 4(f) historic properties. The alignment travels along the northern edge of the Poist Chapel Farm and the Devine Chapel Farm. It would require minimal ROW from the Poist Chapel Farm, primarily consisting of strips along Edgegrove Road for roadway reconstruction. The alternative would require active and contributing farmland from the Devine Chapel Farm.

Alternative 7 would intersect the Gettysburg Railroad requiring a new bridge over the railroad, but there are no contributing railroad features. Although an aerial easement from the Gettysburg Railroad would be required, it would not constitute a Section 4(f) use. There would be no Section 4(f) use of the Gettysburg Railroad.

Alternative 7 utilizes part of Edgegrove Road, so impacts to agricultural operations would be less substantial than the impacts caused by alternatives 3, 4, and 5. However, this alternative was dismissed prior to detailed analysis and total agricultural impacts are not available.

This alternative was dismissed because it would not sufficiently address the project needs of safety and congestion. Alternative 7 includes partial or full reconstruction of existing roadways, which have multiple existing driveways. The increased traffic volumes would result from connecting Edgegrove Road to the existing Eisenhower Drive, just west of SR 0094, via an extension of Eisenhower Drive. The relationship of the existing driveways and the increased traffic volumes would negatively impact safety and congestion as compared to other alternatives which don't include access points.

Alternatives That Were Studied in Detail

Alignment Alternatives 2, 3, 4, 6, and 7 and Sub-Alignment Alternatives A and B were all dismissed prior to detailed study. The TSM Alternative, Alternative 5, and Sub-Alignment Alternative C were found to meet the project purpose and needs and retained for detailed study. During the detailed study, Alternative 5 and Sub-Alignment Alternative C were combined to be developed and evaluated as a single alignment, known as Alternative 5C. For the alternatives analysis, the impacts calculated for Alternative 5 and Sub-Alignment Alternative C assume a 100-foot limit of disturbance.

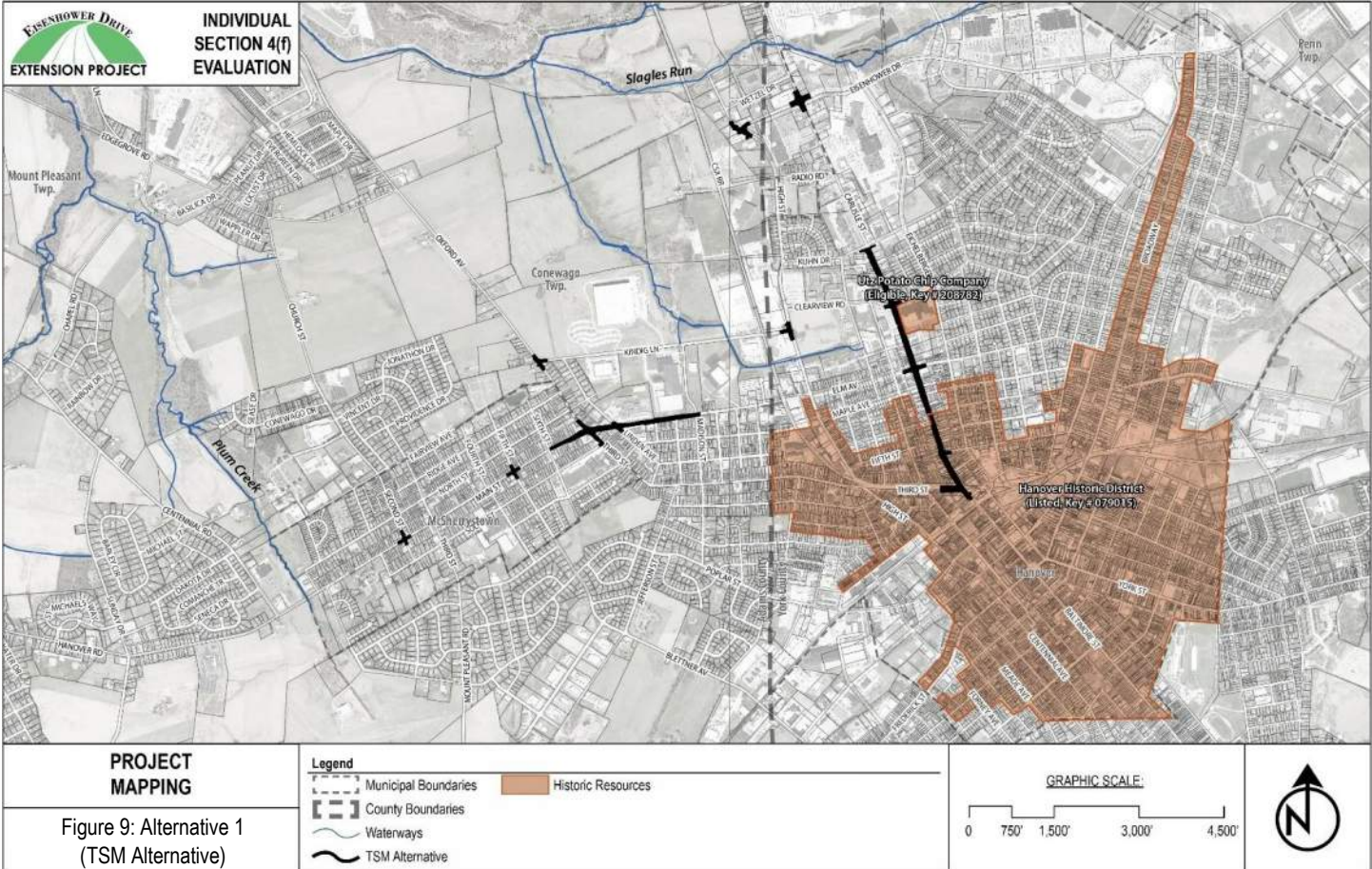
Alternative 1 (TSM Alternative)

The TSM Alternative consists of relatively low-cost transportation improvements or strategies that enhance the travel capacity of an existing roadway network by improving operational efficiency. The TSM alternative includes intersection improvements such as installing new traffic signals, revising existing signal timing, and constructing additional through lanes, left-turn lanes, and channelized right-turn lanes. Beginning at the existing Eisenhower Drive and Carlisle Street intersection, the TSM Alternative proposed improvements south along Carlisle Street, intersecting W. Elm Avenue and continuing south to the intersection of 3rd Street and Carlisle Street. The alternative also proposes improvements on W. Elm Avenue west of Carlisle Street to Hanover Road. The following improvements comprise the TSM Alternative (See Figure 9):

- Intersections:
 - High Street & Eisenhower Drive: install new traffic signal, construct southbound left turn lane, channelize northbound right turn with yield.
 - Carlisle Street & Eisenhower Drive: revise existing signal timing.
 - Oxford Avenue & Kindig Lane: convert to all-way stop controlled.
 - High Street & Kindig Lane: install new traffic signal.
 - SR 0116/Main Street & 2nd Street: install new traffic signal.
 - SR 0116/Main Street & 5th Street: install new traffic signal.

- SR 0116/Main Street/Elm Avenue & Oxford Avenue/SR 0116/3rd Street: construct additional eastbound through lane, construct additional westbound through lane, construct eastbound left turn lane, construct westbound left turn lane, construct southbound left turn lane, reconstruct existing signal.
- Clearview Road & Carlisle Street: construct additional northbound through lane, construct additional southbound through lane, reconstruct existing signal.
- Elm Avenue & Carlisle Street: construct additional northbound through lane, construct additional southbound through lane, reconstruct existing signal.
- Stock Street & Carlisle Street: construct additional northbound through lane, construct additional southbound through lane, reconstruct existing signal.
- Widening:
 - Carlisle Street from 3rd Street to Dart Drive / Kuhn Drive
 - Elm Avenue from Oxford Avenue/3rd Street to Madison Street

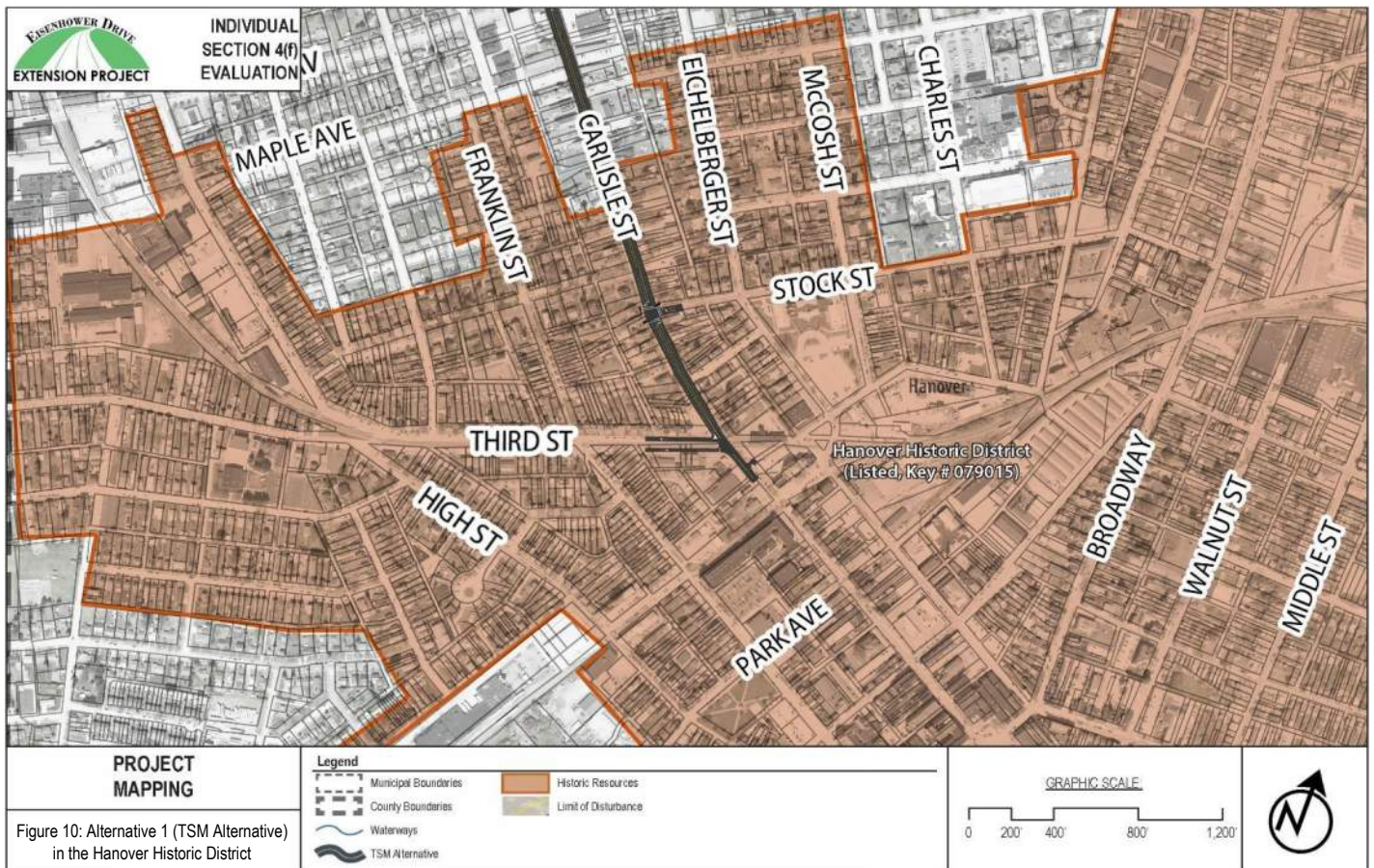
Figure 9: Alternative 1 (TSM Alternative)



These improvements are designed to the extent required to meet the needs of the project. The TSM Alternative would improve motorized and non-motorized safety and levels of service (LOS), reduce congestion, accommodate for planned growth, promote and enhance multi-modal connections, and reduce impacts of truck and commuter traffic within the project area. The levels of improvements were established based on the need to provide a minimum design year LOS D for the project area.

The TSM Alternative would result in the use of up to 22 contributing and 15 non-contributing properties within one Section 4(f) historic property. The southern portion of the TSM Alternative on Carlisle Street is located within the Hanover Historic District (see Figures 9 and 10). The alternative would extend approximately 0.4 mile along Carlisle Street from 3rd Street to the northern historic district boundary, just north of 5th Street. The proposed work within the historic district includes widening Carlisle Street from 3rd Street north and widening the intersection of Carlisle Street and Stock Street to accommodate additional turning lanes. The alternative has the potential to impact 22 contributing properties to the Hanover Historic District. Most of these contributing properties are 19th-century, single-family or multi-family residential buildings and several have been converted to commercial or office space. Fourteen of these contributing properties would be demolished and the remaining eight properties would be impacted with ROW acquisition. The streetscape would be substantially altered in this section of the historic district.

Figure 10: Alternative 1 (TSM Alternative) in the Hanover Historic District



The TSM Alternative is adjacent to the Utz Potato Chip Company, which is at the southeast corner of the intersection of Carlisle Street and Clearview Road. In the vicinity of this resource, the TSM Alternative includes widening Carlisle Street for an additional northbound and southbound through lane, and reconstructing the traffic signal at Clearview Road and Carlisle Street. All proposed work would be conducted outside of the National Register boundary. It will not alter access to or physically impact the property, nor will it affect any aspects of integrity that convey its significance. The PA SHPO concurred that the TSM alternative would not affect the Utz Potato Chip Company. The alternative would not use the Section 4(f) property, nor would it result in a constructive use.

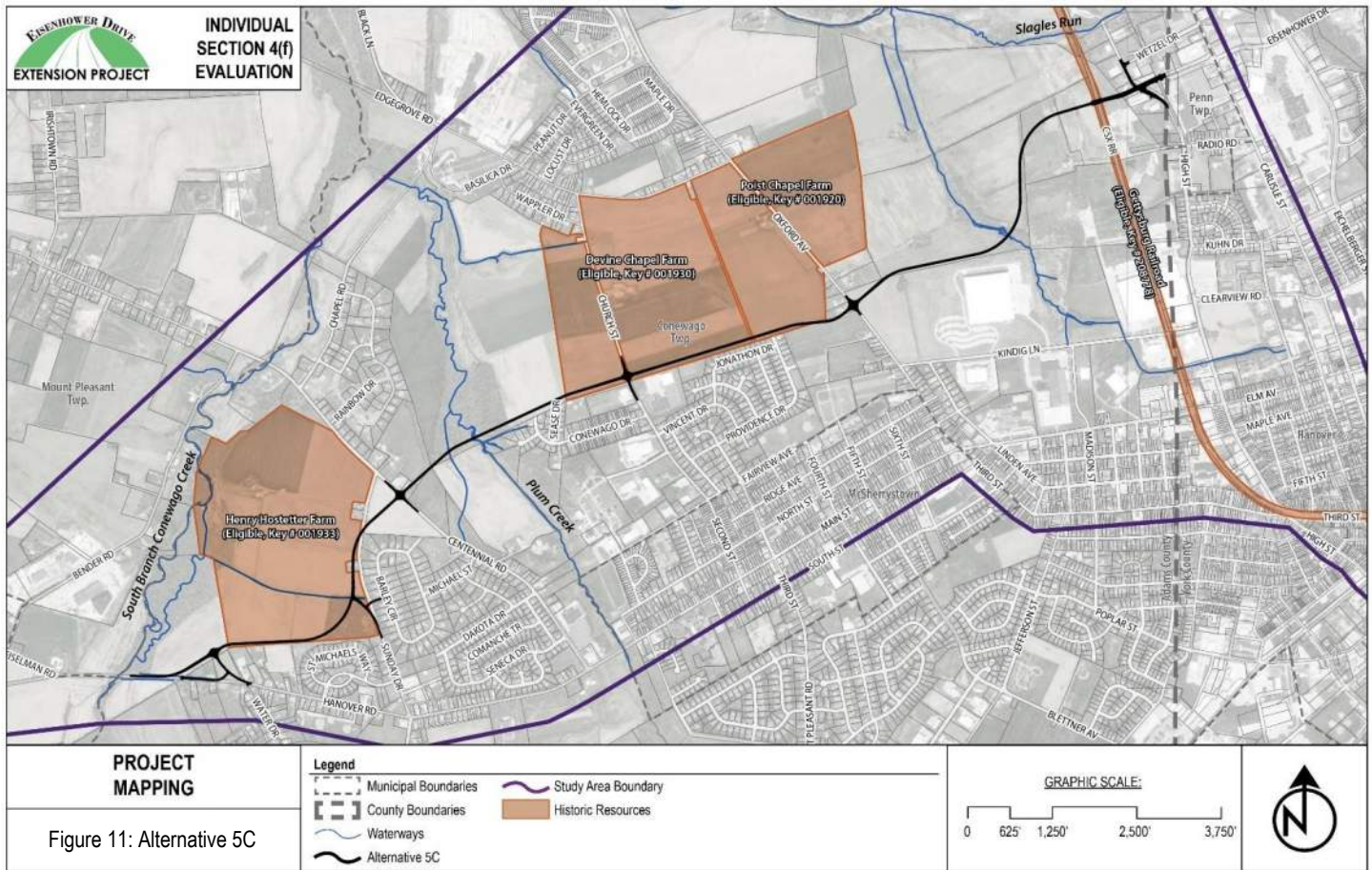
The TSM Alternative would disrupt an established mixed-use neighborhood along Carlisle Street, both within the Hanover Historic District and to the north of the district boundary. In total, including properties within the Hanover Historic District, the TSM Alternative would displace 44 properties (17 multi-family properties containing 69 residential units, nine single-family properties, and 18 businesses) and impact an additional 86 properties with partial acquisitions. By comparison, Alternative 5C would displace eight properties (five residential, one mixed-use, two commercial properties containing six businesses) and require partial acquisitions from 23 properties.

The TSM Alternative overlaps with low-income and minority environmental justice populations in the vicinity of the Hanover Historic District. Approximately 23 properties from the environmental justice communities would be displaced and an additional 20 would be partially impacted. These communities would also be subject to temporary impacts from lane closures, detours, and increased noise, vibration, and air quality impacts. By comparison, Alternative 5C would not temporarily or permanently affect environmental justice populations.

Alternative 5C

Alternative 5C is a complete off-alignment alternative located near the southern limits of the agricultural lands within the project area (see Figure 11, impacts to Section 4(f) resources are shown in more detail in Figures 2, 3, and 5). It is proposed as a new limited access roadway, wherein access would be limited to points where the new alignment would intersect existing roadways. The proposed roadway would have two 12-foot lanes (one in each direction). East of the Gettysburg Railroad, the typical section would include curbs and sidewalks. West of the Gettysburg Railroad, the typical section would include 8-foot shoulders. Throughout the corridor, the swales/stormwater facilities would be within the PennDOT ROW.

Figure 11: Alternative 5C



Alternative 5C encompasses Alternative 5, which extends from the western terminus of Eisenhower Drive to Centennial Road, and Sub-Alignment Alternative C, which connects the new alignment from Centennial Road to Hanover Road, west of McSherrystown. Beginning at the existing Eisenhower Drive and High Street intersection, Alternative 5C would travel west over the Gettysburg Railroad via a new bridge and quickly turn southbound to extend along the eastern edge of the agricultural land. It would turn westbound and extend behind the Clark America (Clarks Shoe) property. Alternative 5C would continue westbound, crossing Oxford Avenue, Church Street, and Plum Creek along the southern edge of the farms, adjacent to residential neighborhoods to the south. After crossing Plum Creek via a new bridge, Alternative 5C would continue westbound and intersect with Centennial Road near the existing Centennial Road and Sunday Drive intersection. From Centennial Road, Alternative 5C would continue west behind the residential community to a roundabout which would have two legs that connect to a relocated Hanover Road.

Roundabouts are proposed where Alternative 5C would intersect Oxford Avenue, Church Street, and Centennial Road. A new traffic signal and improvements would be made at the existing Eisenhower Drive and High Street intersection. The northern terminus of Sunday Drive would move from its current location at Centennial Road to the new alignment. At the western end of the project, Hanover Road would tie directly into the new Eisenhower Drive alignment, and a cul-de-sac would serve the residents at the western terminus of Hanover Road. East of this connection, Hanover Road would intersect the new alignment at a T-intersection.

Alternative 5C would use three Section 4(f) properties: Poist Chapel Farm, Devine Chapel Farm, and Henry Hostetter Farm. The use is the permanent incorporation of land, consisting of agricultural land historically associated with and contributing to the historic properties. The alternative would not impact associated buildings and all agricultural activities would continue on the remaining farmland. As a result of the determination of effect analysis and through consultation with the PA SHPO, a finding of adverse effect was made for all three historic properties. Due to the adverse effect finding, the Section 4(f) impacts are not *de minimis*.

Alternative 5C would involve permanent acquisition of 2.0 acres from the 126-acre Poist Chapel Farm and 6.6 acres from the 154-acre Devine Chapel Farm. The impacted land consists of PAL along the southern boundaries of both historic properties. The proposed roadway and drainage features would be located within the acquired ROW. A roundabout would be constructed where the new alignment intersects Church Street on the Devine Chapel Farm.

At the Henry Hostetter Farm, Alternative 5C would involve permanent acquisition of 7.3 acres for new PennDOT ROW and would leave two remnant lots, approximately 1.3 acres and 4.3 acres. Together, this comprises approximately 12.9 acres of the property, of which 4.8 acres are PAL and 8.1 acres are wooded. The proposed alternative would extend along the southern and eastern boundaries of the 167-acre historic property, through active agricultural land and a wood lot. The alignment utilizes a small portion of Sunday Drive, but most of it would require ROW from the historic property. The alignment would cross into the historic property boundary from the northeast, briefly travel along existing Sunday Drive, turn west and bisect the wood lot, and then travel along the southern border of the property. Sunday Drive would be modified to intersect the new alignment near the wood lot.

Alternative 5C would intersect the Gettysburg Railroad requiring a new bridge over the railroad, but there are no contributing railroad features. Although an aerial easement from the Gettysburg Railroad would be required, it would not constitute a Section 4(f) use. PennDOT and the PA SHPO concurred that the alternative would not affect the historic resource. There would be no Section 4(f) use of the Gettysburg Railroad.

All together (assuming the 100-foot-wide limit of disturbance used for the alternatives analysis), Alternative 5C would impact 12 agricultural operations (7 operations for Alternative 5 and 5 operations for Sub-Alignment Alternative C), permanently require approximately 35.0 acres of PAL (23.8 acres for Alternative 5 and 11.2 acres for Sub-Alignment Alternative C), 22.0 acres of ASAs (12.5 acres for Alternative 5 and 9.5 acres for Sub-Alignment Alternative C), and 1.8 acres from the land preservation program (for Alternative 5). Five of the agricultural operations are ASAs, including the Devine Chapel Farm and Henry Hostetter Farm. Two of the five ASAs (including the Devine Chapel Farm) are also largely protected in the Adams County Agricultural Land Preservation Program, however, the majority of Alternative 5C travels through areas of the properties that are excluded from the land preservation program.

To the extent possible, Alternative 5C is aligned adjacent to property lines to minimize the overall impact on the parcels. Alternative 5C would impact 32 individual properties (25 for Alternative 5 and 7 for Sub-Alignment Alternative C); many of these impacts would consist of partial land acquisition. Eight of the 32 properties would displace residential and/or commercial structures (7 displacements for Alternative 5 and 1 for Sub-Alignment Alternative C). Of the eight displacements, five are residential and one is a residential property that also houses a home-based business. The two commercial relocations are at the eastern terminus of Alternative 5; they house six individual businesses.

Alternative 5C was found to meet the project purpose and need. Prior to detailed analysis, Alternative 5 underwent a preliminary alternatives analysis with Alternatives 3 and 4 to better understand their potential to impact certain environmental impacts. Alternatives 3 and 4 were dismissed because they would result in more severe impacts to Section 4(f) properties and/or agricultural operations compared to Alternative 5 (see Table 2). Sub-Alignment Alternatives A and B do not meet the project purpose and needs. They have numerous access points and would cause additional traffic congestion and safety concerns by increasing traffic through the existing residential areas. There was considerable public opposition to both sub-alignment alternatives, specific to the impacts on the residential communities and the safety concerns about adding traffic adjacent to a retirement community access point. Compared to Sub-Alignment Alternatives A and B, Sub-Alignment Alternative C would have greater agricultural impacts but fewer displacements and fewer partial acquisitions.

5.0 ASSESSMENT OF LEAST OVERALL HARM

Two alternatives were determined to meet the purpose and needs of the proposed project and were studied in detail: the TSM Alternative and Alternative 5C.

5.1 SHIFTS/DESIGN MODIFICATIONS TO AVOID THE USE OF SECTION 4(F) PROPERTIES

The TSM Alternative extends into the Hanover Historic District. Current travel patterns show that traffic from the Littlestown Borough area travel along SR 0194 (Hanover Pike) through Center Square, Hanover to Carlisle Street to head north (and vice versa). An alternate route north/south would reduce future congestion and the need for traffic improvements along Carlisle Street. Therefore, any alternative that does not include a new alignment alternative would require improvements along Carlisle Street between Eisenhower Drive and Center Square, Hanover to provide the required LOS D or better. This would include improvements to the various corridors and intersections throughout the project area. To achieve the LOS D or better and meet the needs of the project, the TSM alternative would require widening Carlisle Street from 3rd Street north to Dart Drive/Kuhn Drive.

Eliminating elements of the TSM alternative, including eliminating lane widening or intersection improvements in the Hanover Historic District, would negatively affect the overall transportation network and result in a reduction in total network performance within the project area to below the required LOS D, as defined in Section 3.2.3 in the Eisenhower Drive Traffic & Operational Alternatives Analysis (June 2019). This modification would result in an alternative that would not meet the project purpose and needs, which does not appear to be prudent. There are no TSM Alternative design modifications or shifts that would avoid use of the Section 4(f) property.

Alternative 5C traverses three Section 4(f) properties: Poist Chapel Farm, Devine Chapel Farm, and Henry Hostetter Farm. Shifting the alignment south to avoid the historic properties would displace and require ROW from residential and commercial properties, most of which are within four established residential developments.

Avoiding the Poist Chapel Farm would displace approximately five residential properties at the eastern end of Johnathan Drive and the northern end of Providence Drive, an area that comprises the northeast corner of a late 20th-century residential neighborhood east of Church Street. Avoiding the Devine Chapel Farm would displace approximately nine residential properties from the same residential neighborhood. It would displace one residential and two commercial

properties where the alignment would intersect Church Street and displace approximately six residential properties at the end of Sease Drive and Conewago Drive, from a late 20th-century residential neighborhood west of Church Street.

Avoiding the Henry Hostetter Farm would disrupt two established residential developments. The alignment would require partial acquisition from the rear yards of approximately 14 residential properties and at least one residential displacement from the late 20th-century residential development east of Sunday Drive. It would also require displacing at least 12 residences within an early 21st-century retirement community west of Sunday Drive.

Due to the proximity to adjacent established communities, there are no shifts or design modifications that can avoid the use of Section 4(f) properties without resulting in other severe problems of a magnitude that substantially outweighs the impacts to the Section 4(f) property. Alternative 5C does not involve impacts to any historic structures and does not impact the viable agricultural operations which are the bases of their eligibility.

5.2 ALL POSSIBLE PLANNING TO MINIMIZE HARM TO SECTION 4(F) PROPERTIES

The design for Alternative 5C incorporates all possible planning to minimize harm to Section 4(f) properties. It cannot be shifted to avoid the use of Section 4(f) properties without substantially and adversely impacting numerous residential and commercial properties. The proposed alignment is positioned along the southern edge of all three historic farms. As currently designed, Alternative 5C would require eight displacements. Shifting Alternative 5C to the south to avoid the Section 4(f) properties would require more than 30 residential and commercial displacements. In its current location, Alternative 5C would require use of Section 4(f) properties but it would substantially reduce the number of potential property displacements.

Minimization efforts at the Devine Chapel Farm and Poist Chapel Farm include limiting the size and locations of the stormwater swales or ditches along the roadway and locating larger stormwater drainage facilities outside the historic property boundaries to the maximum extent possible (stormwater engineering is still in design). Vegetation between the roadway and the historic farm would minimize the visual and audible effects of the proposed project.

Substantial minimization efforts were incorporated into the alternative at the Henry Hostetter Farm. Originally, the alignment took a straighter course between Hanover Road through the agricultural properties to Sunday Drive and then along Sunday Drive to an area closer to the existing Sunday Drive/Centennial Road intersection. This alignment bisected a portion of the farm in the southeast corner of the property from the rest of the property and had greater impacts to the property along Sunday Drive. When the Henry Hostetter Farm was determined eligible for listing in the NRHP, the design team revisited and refined the alignment to reduce its impact on the historic property, while also meeting the needs of the project. The designers shifted the alignment to hug the southern and eastern edges of the property and made the curve through the wood lot as tight as it can be in order to minimize the amount of land that would be bisected from the property. The alignment utilizes less of Sunday Drive and turns northeastward through the vacant lot east of the Section 4(f) property and north of the adjacent residential development, which further reduces the impact to the Henry Hostetter Farm and avoids impacting the existing driveway and access point.

Due to the adverse effect finding, PennDOT coordinated with FHWA, the PA SHPO, and consulting parties to resolve the adverse effects and drafted mitigation commitments in a formal agreement document (Memorandum of Agreement [MOA]).

The MOA was shared with the PA SHPO and consulting parties in August 2020. Within the MOA, PennDOT proposed to make a donation to Historic Gettysburg Adams County, Inc. to support their barn grant program. The program provides funding to citizens to rehabilitate historic barns in Adams County. The MOA was fully executed in September 2020 and is provided in Appendix C.

5.3 DETERMINATION OF WHICH ALTERNATIVE RESULTS IN LEAST OVERALL HARM

Based on the detailed analysis presented in Section 4.2 and the comparative analysis shown in Table 3, Alternative 5C appears to be the alternative that results in least overall harm.

Table 3: Least Overall Harm Analysis

Factors for Determining Least Overall Harm	TSM Alternative	Alternative 5C	Comparison
Impacts to Section 4(f) Properties	The alternative impacts one Section 4(f) property. The TSM Alternative would substantially alter the composition of a portion of Carlisle Street within and adjacent to the Hanover Historic District. Improvements would affect approximately 22 buildings that contribute to the district; between 14 and 22 of these properties would be displaced.	The alternative impacts three Section 4(f) properties. Alternative 5C would require 2.0 acres of the Poist Chapel Farm, 6.6 acres of the Devine Chapel Farm, and 7.3 acres of the Henry Hostetter Farm, along the boundaries of the properties. The alternative impacts active agricultural and wooded land; no buildings would be impacted.	The TSM Alternative would require the demolition and the loss of contributing structures. Alternative 5C only impacts land along the boundaries of the historic properties and does not impact the viability of the agricultural use of these properties.
1. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property).	Given the significant number of contributing structures demolished by this alternative, the impacts to the historic district cannot be completely mitigated.	The adverse impacts to the Poist Chapel Farm, Devine Chapel Farm, and Henry Hostetter Farm could be mitigated through the Section 106 process.	The impacts to historic properties caused by Alternative 5C can be mitigated better than the impacts caused by the TSM Alternative.

Factors for Determining Least Overall Harm	TSM Alternative	Alternative 5C	Comparison
<p>2. What is the relative severity of the harm to the protected activities, attributes, or features that qualify each Section 4(f) property for protection?</p>	<p>The TSM Alternative would involve demolishing at least 14 and up to 22 buildings that contribute to the Hanover Historic District. Carlisle Street, an historic thoroughfare in the district, would be permanently altered. The alternative would impact numerous contributing properties, as well as significantly diminish integrity of design, setting, feeling, association, materials, and workmanship of the Hanover Historic District.</p>	<p>Alternative 5C would involve acquiring active and contributing agricultural land from three historic farm properties; no buildings would be impacted by the alignment. The alternative would affect farmland, but it would not impact the viability of the agricultural use of the properties. The alternative would result in some diminished integrity of setting, feeling, and association of the farms.</p>	<p>The TSM Alternative would involve the demolition of 14 to 22 contributing buildings and have a greater effect on the integrity of the historic resource impacted.</p>
<p>3. What is the relative significance of each Section 4(f) property?</p>	<p>The Hanover Historic District is listed in the NRHP and has both historical (Criterion A) and architectural (Criterion C) significance spanning nearly three centuries.</p>	<p>The Poist Chapel Farm, Devine Chapel Farm, and Henry Hostetter Farm are eligible for listing in the NRHP and have historical (Criterion A) significance within the context of the region's agricultural history.</p>	<p>The Hanover Historic District is a larger historic resource, contains more contributing buildings and features, and meets more National Register criteria and areas of significance than the three farms.</p>

Factors for Determining Least Overall Harm	TSM Alternative	Alternative 5C	Comparison
<p>4. What is the view of the official(s) with jurisdiction over each Section 4(f) property?</p>	<p>The SHPO requested PennDOT consider a version of the TSM Alternative that would not require demolishing between 14 and 22 buildings, but such an approach would not meet purpose and need. It is the view of the SHPO that the TSM alternative would adversely affect the Hanover Historic District.</p>	<p>It is the view of the SHPO that Alternative 5C would adversely affect the Poist Chapel Farm, the Devine Chapel Farm, and the Henry Hostetter Farm.</p>	<p>Both alternatives would adversely affect all impacted Section 4(f) properties. PennDOT coordinated with the PA SHPO during the Determination of Effects and, based on comments and questions about the impacts to and the potential minimization efforts for the Hanover Historic District, the SHPO appeared to have more concerns with the TSM Alternative.</p>
<p>5. What is the degree to which each alternative meets the purpose and need for the project?</p>	<p>The alternative meets the purpose and need for the project. Crashes are expected to rise 3% compared to a no-build scenario, as defined in the Eisenhower Drive Traffic & Operational Alternatives Analysis, Table 22 – Highway Safety Analysis (June 2019).</p>	<p>The alternative meets the purpose and need for the project. It is expected to reduce crashes by 6% compared to a no-build scenario, as defined in the Eisenhower Drive Traffic & Operational Alternatives Analysis, Table 22 – Highway Safety Analysis (June 2019).</p>	<p>Both alternatives meet the purpose and need for the project, however the safety performance of Alternative 5C is preferable despite the addition of 3.5 miles of roadway and five new intersections.</p>

Factors for Determining Least Overall Harm	TSM Alternative	Alternative 5C	Comparison
<p>6. What is the magnitude of any adverse impacts to resources not protected by Section 4(f)?</p>	<p>The alternative would displace 44 properties (17 multi-family properties containing 69 residential units, nine single-family properties, and 18 businesses) and impact 86 additional properties.</p> <p>The alternative would disrupt an established mixed-use community on Carlisle Street.</p> <p>The alternative may have temporary and permanent impacts to environmental justice populations.</p> <p>There are 22 properties with potential hazardous waste concern. Nine would be full displacements requiring Phase II/III evaluation.</p>	<p>The alternative would displace 8 properties (five residential, one mixed-use, two commercial properties containing six businesses) and partially impact 24 additional properties.</p> <p>The alternative affects 1.8 acres of preserved farmland, 22.0 acres of agricultural security areas, four streams, and 1.3 acres of wetlands.</p> <p>There are 17 properties with potential hazardous waste concern. Five are recommended for Phase II/III investigation. One may be displaced.</p>	<p>The TSM Alternative would result in almost four times the number of partial impacts and almost six times the number of total displacements compared to Alternative 5C. It would have a larger impact on the established community, environmental justice populations, and the tax base.</p> <p>Alternative 5C would have greater impacts on natural resources in the project area, however the stream and wetland impacts will be mitigated.</p> <p>The TSM Alternative would have greater impacts on known and potential hazardous waste sites, requiring more mitigation.</p>
<p>7. What are the substantial differences in costs among the alternatives?</p>	<p>\$25-29 million</p>	<p>\$38-42 million</p>	<p>The TSM Alternative is less expensive than Alternative 5C.</p>

Based on the comparison provided in Table 3, the TSM Alternative appears to have greater impacts to both Section 4(f) property and other resources not protected by Section 4(f). Both alternatives adversely impact Section 4(f) properties; however, the impacts caused by the TSM Alternative appear to be more severe compared to the impacts caused by Alternative 5C. The TSM Alternative would impact more contributing features of a Section 4(f) property and have greater impacts to its integrity. Alternative 5C would impact agricultural resources and natural resources; however, the impacts to the agricultural operations will not affect their viability and the impacts to streams and wetlands can be mitigated. The

impacts to established communities, environmental justice populations, and the study area tax base are more severe and disruptive than the impacts to agricultural and natural resources. It appears that Alternative 5C would result in least overall harm to Section 4(f) properties.

6.0 COORDINATION WITH OFFICIALS WITH JURISDICTION

Only historic properties would be used by the proposed project. Therefore, the only Official with Jurisdiction (OWJ) is the Director of the PHMC, who serves as the PA SHPO. All coordination between PennDOT and the PA SHPO is documented on PennDOT's *PATH* website (<https://path.penndot.gov/>). Correspondence with the PA SHPO is provided in Appendix A. Documentation relating to consulting party coordination is provided in Appendix B.

The cultural resources scoping field view occurred on June 20, 2016. PennDOT and consultant staff toured the project area and developed a scope of work for cultural resources. The PennDOT Cultural Resources Professionals (CRPs) posted the Early Notification/Scoping Results Form to *PATH* on October 1, 2016. Through *PATH*, the CRP solicited consulting party participation from 33 contacts. PennDOT mailed letters to additional individuals and organizations based on their potential vested interest in historic preservation issues. In total, the Eisenhower Drive Extension Project involves 24 consulting parties and the PA SHPO.

PennDOT coordinated with the PA SHPO throughout the historic resource identification phase. On February 23, 2017, PennDOT shared the results of the reconnaissance survey, which was conducted to identify historic properties over 50 years of age within the APE. A total of 751 historic-age properties were surveyed, including previously recorded and newly documented properties. Based on the results of the reconnaissance survey and through consultation with the PA SHPO and consulting parties, PennDOT requested intensive level evaluations for 14 resources. PennDOT posted determinations of eligibility in July 2018 and solicited concurrence from the PA SHPO. Through consultation, PennDOT identified a total of 10 historic properties within the APE that are eligible for or listed in the NRHP.

As the project progressed, additional coordination with the PA SHPO and consulting parties occurred regarding alternatives and potential for effect. PennDOT hosted a public meeting on May 22, 2018 to present the project and the alternatives then under consideration and to solicit public feedback on the alternatives. PennDOT hosted a second public meeting on May 9, 2019 to provide a project update, present the preferred off-alignment alternative, and gather additional public input. The PennDOT CRP shared a memorandum summarizing the results related to an informal survey focusing on cultural resources that was included in the second public meeting. The PA SHPO and consulting parties were invited to attend the public meetings and consult with the PennDOT and consultant teams on determinations of eligibility and anticipated impacts. Opportunities to sign up as a Section 106 consulting party were also available at the public meetings.

PennDOT hosted a consulting party meeting on May 15, 2019. PennDOT sent invitations via *PATH* and mailed letters to all consulting parties, the PA SHPO, and all historic resource property owners and local historical societies. Fourteen consulting parties, composed primarily of property owners and elected officials, attended the meeting. The PA SHPO was unable to attend. The majority of the concerns voiced at the consulting party meeting related to the project alternatives and design of the project, not the project's potential to affect historic properties.

On August 22, 2019, PennDOT made a determination that the TSM Alternative would adversely affect the Hanover Historic District and that Alternative 5C would not adversely affect the three historic farms. The PA SHPO requested additional information on September 9, 2019, which PennDOT provided on September 11, 2019. The SHPO disagreed with PennDOT's finding on October 7, 2019, noting that it is the opinion of the PA SHPO that Alternative 5C would adversely affect all three historic farms. After additional consultation with the PA SHPO, PennDOT agreed with the adverse effect opinion and supplied additional requested information on November 8, 2019.

PennDOT, the PA SHPO, and consulting parties coordinated and resolved the adverse effect finding through agreed upon mitigation measures outlined in the MOA. The fully executed MOA is provided in Appendix C.

7.0 CONCLUSION

The preferred alternative is Alternative 5C, which is a complete off-alignment alternative. Alternative 1 (No Build) would avoid the use of all Section 4(f) properties but it is not prudent as it does not meet the stated purpose and need. The TSM Alternative would impact one Section 4(f) property (with multiple displacements including 22 buildings that contribute to the Section 4(f) property), would have a significant number of displacements, and would impact an environmental justice community. Alternative 5C would use three Section 4(f) properties, however the alternative would not impact associated buildings and all agricultural activities would continue on the remaining farmland. Both alternatives are prudent and feasible.

Both alternatives adversely impact Section 4(f) properties; however, the impacts caused by the TSM Alternative are more severe compared to the impacts caused by Alternative 5C. The TSM Alternative would impact more contributing features of a Section 4(f) property and have greater impacts to its integrity and would impact established communities, environmental justice populations, and would severely disrupt the study area tax base. Alternative 5C would impact three Section 4(f) resources as well as agricultural and natural resources; however, the impacts to the Section 4(f) properties do not impact any associated buildings, agricultural operations will not be affected, and the impacts to streams and wetlands will be mitigated.

Based on the above considerations, there is no feasible and prudent alternative to avoid the use of Section 4(f) resources and Alternative 5C incorporates all possible planning to minimize harm to Section 4(f) resources resulting from the use.

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APPENDIX A: CORRESPONDENCE WITH THE OFFICIAL WITH JURISDICTION

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Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

March 1, 2017

Brian Thompson, Director
Bureau of Project Delivery
Attn: Jeremy Ammerman
PA Department of Transportation
PO Box 2966
Harrisburg, PA 17105

ER 2016-8477-001-C: Eisenhower Boulevard Extension, SR 0000 Section RWY, Conewago Township, Adams County, Reconnaissance Above Ground Survey

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Thank you for submitting information concerning the above referenced project. This project is in its planning stage, therefore since potential effects are unknown as well as the APE, it is difficult for both agencies to determine an appropriate level of additional above ground survey. Below please find our comments regarding the submission.

- We concur, based upon the documentation provided that the resource “Brushtown Village,” Key # 001904 does not warrant further study. While the area may have been a linear village at one time, there has been modern construction, and it does not appear that the area as a whole has NRHP significance. However, once the APE has been refined, and there is a potential for effects, there may be individual properties that may warrant additional survey.
- We are unable to concur, based upon the documentation provided that the Mid-20th century residential district does not appear to have significance and does not warrant additional study; particularly since the suburb is directly adjacent to the Utz Potato Chip Factory. At a minimum, while researching the factory, it would be suggested that documentation be reviewed to determine if there is a correlation. If the refined APE/alternative(s) suggest that there will not be an effect, then no additional survey would be necessary.
- We are unable to concur, based upon the documentation provided, that Key # 001925 “Edgegrove” and Key # 001965, 001966, 00169 and 001971 “Conewago Township Blocks” are not worthy of additional survey as historic districts. As large groupings and having a cohesive history/development within each area, there is a potential for historic districts and/or individual resources. In addition, while perhaps outside of the current APE, Key #s 001967, 001968, 001970 and 001972 may be historically associated with the other key numbers within the APE, and that may be indicative of a larger “Conewago Township” resource.

If the alternative (s) selected for further study include these areas within their APE, then at that time, further study would in our opinion, be warranted. We strongly suggest that representatives from the PA SHPO and the District Above Ground CRP schedule a field view to those two areas once a more refined APE has been selected.

- We concur that the following properties warrant additional studies, however, if the alternative (s) will not have the potential to affect these resources, it may be prudent to consider waiting for a more refined APE before conducting further studies.

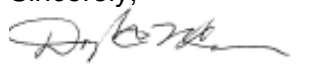
Key# 003844, 003846-58, 003868	McSherrystown Borough
Key # 077455	Hopkins Manufacturing Company
Key # 104055	St. Joseph's Academy
Key # 001901-1902	400 Chapel Road (farm)
Key # 001917	301 Oxford Avenue (farm)
Key # 001920	Oxford Avenue (farm)
Key #001922	539 Oxford Avenue (Keagy Farm)
Key #001923	687 Oxford Avenue (Farm)
Key #001929	810 Edgegrove Road (farm)
Key #001930	509 Church Street (farm)
Key #001933	326 Sunday Drive (farm)
Key #001934	3588 Centennial Road (farm)
Key #003679	5200 Hanover Road (farm)
Key #007147	600 Bender Road (farm)
Key #007148	485 Bender Road (farm)
Key #007150	100 Bender Road (farm)
Key #001974*	EMECO 805 W. Elm Avenue Utz Potato Chip Factory industrial Building on 570 Elm Avenue Farm at 5955 Hanover Road Farm at 225 North Oxford Avenue Delone Catholic High School Gettysburg Railroad

*Please verify – should Key #001974 be 001947?

- We concur with the PennDOT memo dated February 23, 2017, that individual abbreviated survey forms are not required for those properties that are within a potential historic district, or for individual properties on either Appendix B or C. However, if the alternative (s) should require that any of these buildings will be directly affected (i.e. Demolished), then at a minimum, an abbreviated survey form would be required and a determination of eligibility would need to be provided.

If you have questions, please contact Cheryl L. Nagle at 717.772.4519 or chnagle@pa.gov.

Sincerely,



Douglas C. McLearn, Chief
Division of Archaeology and Protection



Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 7, 2019

Brian Thompson, Director
Bureau of Project Delivery
Attn: Jeremy Ammerman, District 8-0
PA Department of Transportation
P.O. Box 2966
Harrisburg, PA 17105

RE: ER 2016-8477-001-W; SR 0, Sec. RWY (MPMS 58137); Eisenhower Boulevard Extension; Conewago Township, Adams County; Above Ground Resources Assessment of Effect - Additional Information

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Proposed Project

The proposed project intends to improve motorized and non-motorized safety and levels of service along Eisenhower Drive, SR 0094 (Carlisle Street), and SR 0116 (Hanover Road, West Elm Street, Main Street, 3rd Street), which are the main traffic corridors through McSherrystown, Hanover Borough, Conewago, and Penn Townships. PennDOT's preferred alternative is the Off-Alignment Build Alternative 5C (new roadway). This new roadway would begin at the current western terminus of Eisenhower Drive and continue for approximately six miles to tie into the existing SR 0116, east of the existing bridge crossing Conewago Creek South Branch. The proposed roadway would consist of two, 12-foot travel lanes, 8-foot shoulders, and swales/stormwater facilities within the PennDOT right-of-way.

Above Ground Resources

Historic Properties

The following historic properties are within the Area of Potential Effects (APE) for the preferred alternative: Conewago Chapel (Key No. 001254); Devine Chapel Farm (Key No. 001930); Gettysburg Railroad (Key No. 208778); Henry Hostetter Farm (Key No. 001933); and the Poist Chapel Farm (Key No. 001920).

The Conewago Chapel was listed in the National Register of Historic Places (National Register) in 1975, under Criterion A and C, in the areas of Religion and Architecture, for the years 1785-1959. Although no formal boundary was delineated in the National Register nomination, the boundary is assumed to be the current tax parcel, which includes the church, associated buildings, and cemetery.

The Devine Chapel Farm was determined eligible for listing in the National Register in 2018, under Criterion A in the area of Agriculture, for the years 1787 to 1940, as a significant farm within the "Small Farms, Mechanization, and New Markets" and "Diversified Small-Scale

Farming, Poultry, and Cannery Crops” periods of the Adams-York Diversified Field Crops, Cannery Crops, and Livestock Region of the Agricultural Resources of Pennsylvania context. The boundary includes the current 154-acre tax parcel, which includes the farmstead and historically associated agricultural land.

The Gettysburg Railroad was determined eligible for listing in the National Register in 2018, under Criterion A in the area of Transportation. The period of significance for the railroad is 1856 to 1942, the year construction of the railroad began until passenger service on the line ceased operation. The National Register boundaries for the Gettysburg Railroad includes the existing CSX Transportation right-of-way between Gettysburg Station and the Western Maryland Railway Freight Depot in Hanover, to include the Gettysburg Station, New Oxford Passenger Station, the Hanover Union Station, and the Western Maryland Railway Freight Depot.

The Henry Hostetter Farm was determined eligible for listing in the National Register in 2018, under Criterion A in the area of Agriculture, for the years 1800 to 1968, as a significant farm that meets or exceeds the registration requirements for change over time within the York-Adams Diversified Field Crops, Cannery Crops, & Livestock Region of the Agricultural Resources of Pennsylvania Context. The boundary encompasses the 166.5-acre tax parcel, which includes the farmstead and historically associated agricultural land.

The Poist Chapel Farm was determined eligible for listing in the National Register in 2018, under Criterion A in the area of Agriculture, for the years 1880 to 1940, as a significant farm within the “Diversified Small-Scale Farming, Poultry, and Cannery Crops” periods of the Adams-York Diversified Field Crops, Cannery Crops, and Livestock Region of the Agricultural Resources of Pennsylvania context. The boundary encompasses the 125.9-acre tax parcel, which includes the farmstead and historically associated agricultural land.

Assessment of Effects

Based on the information received and available within our files, we concur with the findings of the agency that the proposed project would have No Effect on the National Register-listed Conewago Chapel and the National Register-eligible Gettysburg Railroad. We disagree, however, on the remaining agency effect assessments, as follows.

In our opinion, the proposed project will have an **Adverse Effect** on the **Devine Chapel Farm**, the **Henry Hostetter Farm**, and the **Poist Chapel Farm**. The proposed project will include acquisition and alteration of historically related agricultural lands (woodlots and agricultural lands) for the construction of a new roadway. The new roadway would introduce a visual element that is out of scale and agricultural character within the setting of the historic property and will diminish integrity of setting, feeling, and association. In our opinion, the construction of a new roadway within a portion of each historic farm would compromise the ability of the affected farmland to convey significance. The proposed changes would ultimately result in removal of the portions of farmland within each National Register boundary.

Devine Chapel Farm: We disagree with the agency’s assessment that “Although the alternative would directly alter the farmland, it alters only a small portion along the edge of the property, which would not diminish the setting, feeling, or association of the historic property or compromise its eligibility for listing in the NRHP.” In our opinion, the new roadway construction would result in physical destruction of a portion of the property. We also disagree with the statement that while a new roadway would introduce visual and audible elements to each historic property, “visual and audible elements would not affect the integrity of the property’s significant historic features, its farmstead and farmland.” The construction of a new roadway is occurring within historically associated and contributing farmland.

Henry Hostetter Farm: We disagree with the agency's assessment that "Although the woodlot was historically present on the property, it is not considered contributing to the property, its agricultural setting, or historic function." The woodlot in the southeast corner of the property is clearly visible on the 1939 historic aerial and as noted in the agricultural context, typical farm landscapes included small crop fields, some pasture, and small woodlots. In our opinion, the new roadway construction would result in physical destruction of a portion of the property, including the historically associated woodlot and agricultural lands, as well as introduce audible and visual elements within the boundary.

Poist Chapel Farm: We disagree with the agency's assessment that "Although the alternative would directly alter the farmland, it alters only a small portion along the edge of the property, which would not diminish the setting, feeling, or association of the historic property or compromise its eligibility for listing in the NRHP." In our opinion, the new roadway construction would result in physical destruction of a portion of the property. We also disagree with the statement that while a new roadway would introduce visual and audible elements to each historic property, "visual and audible elements would not affect the integrity of the property's significant historic features, its farmstead and farmland." The construction of a new roadway is occurring within historically associated and contributing farmland.

Continued Consultation

We understand that "avoidance and minimization efforts" were addressed in the Determination of Effects report; however, the report concluded that the overall project finding for the preferred alternative would result in No Adverse Effect to historic properties. Based on the SHPO response to the effects assessment provided above, please provide documentation of consideration of alternatives that avoid or minimize effects to the identified historic properties. In addition, please provide additional information supporting the project's purpose and need. It appears from the information presented, that while it was stated that a total of eight alternatives were originally explored, only three are provided for evaluation/consideration in the documentation, with only two (TSM and 5C/off-build alignment) thoroughly documented and evaluated. Have other non-construction alternatives that have not been documented in consultation to date, such as altering traffic patterns, increased signalization, etc. been considered?

Finally, please note that the submission in Project PATH notes that "Official comment forms and minutes from the public meeting [held May 9, 2019] will be posted upon the closure of the public comment period in early June of 2019"; however, it does not appear that the meeting minutes have yet been posted.

We look forward to continued consultation with you and other consulting parties regarding design minimization and mitigation.

For questions concerning this review and/or for future consultation, please contact Emma Diehl at emdiehl@pa.gov or (717) 787-9121.

Sincerely,



Douglas C. McLearn, Chief
Division of Environmental Review



Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 27, 2019

Brian Thompson, Director
Bureau of Project Delivery
Attn: Jeremy Ammerman, District 8-0
PA Department of Transportation
P.O. Box 2966
Harrisburg, PA 17105

RE: ER 2016-8477-001-Y; SR 0, Sec RWY (MPMS 58137); Eisenhower Boulevard Extension;
Conewago Township, Adams County; Above Ground Resources – Assessment of Effect –
Additional Information

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

Based on the additional information received in response to our letter of October 7, 2019, consideration has been given to alternatives that avoid and minimize effects. In our opinion and as agreed upon by the agency, the proposed project will result in an Adverse Effect to historic properties. Specifically, the project will have an **Adverse Effect** on the **Devine Chapel Farm**, the **Henry Hostetter Farm**, and the **Poist Chapel Farm**. The proposed project will include acquisition and alteration of historically related agricultural lands (woodlots and agricultural lands) for the construction of a new roadway, that will ultimately diminish integrity of setting, feeling, and association. The construction of a new roadway within a portion of each historic farm would compromise the ability of the affected farmland to convey significance and ultimately result in removal of the portions of farmland within each National Register boundary.

With regards to mitigation, we suggest consideration of a monetary donation to Historic Gettysburg-Adams County (HGAC) to assist in their agricultural documentation efforts as well as their barn preservation grant program; however, this should not preclude consideration of mitigation measures put forth by other consulting parties. We look forward to continued consultation with you and other consulting parties regarding mitigation.

For questions concerning this review and/or for future consultation regarding above ground resources, please contact Emma Diehl at emdiehl@pa.gov or (717) 787-9121.

Sincerely,

Douglas C. McLearn, Chief
Division of Environmental Review

APPENDIX B: CONSULTING PARTY COORDINATION

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Meeting Minutes

Eisenhower Boulevard Extension Project

MPMS No.

ER No.

JMT Project No. 02-0308-012

May 15, 2019

A Section 106 Consulting Party Meeting was held at the Southeastern Adams Volunteer Emergency Services (S.A.V.E.S.) facility in Hanover, Pennsylvania on May 15, 2019 for the above referenced project. Please refer to the attachment for a list of meeting attendees.

The purpose of this meeting was to discuss with consulting parties the potential for the three alternatives to affect historic properties and to discuss ways the project team could avoid, minimize, and mitigate potential adverse effects. The meeting minutes are organized in a way that presents the Section 106-related discussions and comments first and other project-related questions and comments in a separate section at the end.

The meeting handouts included:

- Meeting Agenda
- Summary table of historic properties in the Area of Potential Effect (APE)
- Map of APE and historic properties
- Section 106 process flow chart
- Section 106 process explanation

The following items were discussed:

1. *Welcome and Introductions*

Jeremy Ammerman (JA), architectural historian for PennDOT District 8-0, began the meeting with introductions. All attendees introduced themselves by their name and whether they were affiliated with any of the historic properties in the project area. Representatives from the following properties/organizations were present (for a list of names, refer to the attached sign-in sheet):

- Hostetter Farm
- Poist Chapel Farm
- Utz Potato Chip Company
- Conewago Chapel
- Conewago Township Supervisors
- Adams County Planning Department
- Property owners

He explained the purpose of the meeting, which is to discuss the potential impact of the project alternatives on historic properties.

2. Section 106 and Consulting Parties

JA provided a brief overview of the Section 106 process. He called attention to the handouts provided to the attendees, particularly the colorful infographic which outlines the process for Section 106. JA described the directive of Section 106, which is to require federal agencies to consider how their project could affect historic properties. Within the context of Section 106, JA defined “historic property” as one that is eligible for or listed in the National Register of Historic Places. To have this designation, the property must be at least 50 years old, possess significance in one of four categories (generally: event, person, design, potential to yield information), and retain a certain level of integrity of location, design, workmanship, materials, setting, feeling, and/or association.

JA described the first two steps of the Section 106 process, which have already been undertaken for this project. The first step, project initiation, involved notifying the State Historic Preservation Office (SHPO) of the project, defining a preliminary study area or Area of Potential Effect (APE), and identifying consulting parties such as municipal governments, historical societies, and property owners. The second step, identifying historic properties, involved a reconnaissance survey and intensive level survey. The reconnaissance survey involved documenting every building over 45 years of age, which totaled 751 properties. The conclusion of the reconnaissance was a list of properties that needed to be studied in depth because they retained integrity and needed to undergo additional research and evaluation. The intensive level survey involved an in-depth analysis of 12 newly surveyed properties and a review of two previously surveyed properties. As a result of this analysis, PennDOT worked with the SHPO and identified two properties previously listed in the National Register of Historic Places and eight properties eligible for listing in the National Register.

JA briefly mentioned the third step (assessing effects) and fourth step (resolving adverse effects) but noted that they would be discussed in more depth later in the meeting.

3. Eisenhower Boulevard Extension Project – Alternatives Analysis

Matthew Nulton (MN), lead highway designer for JMT, provided an overview of the project to date. He began by noting that there are three current alternatives under consideration: no-build, transportation systems management (TSM), and one off-alignment alternative. He explained that the project began by identifying the needs of the area, which are to address roadway conditions and improve safety. Main Street in McSherrystown and Elm Street and Carlisle Street in Hanover are highly congested and experience significant delays during morning and evening rush hours. The crash rates along these routes are higher than the statewide average for similar roadway types and include both vehicular and pedestrian incidents. Roadway conditions make it difficult for emergency providers to respond efficiently because there is little room to get out of their way. MN noted that the purpose of the project is to facilitate safe and efficient travel for vehicles, bicyclists, and pedestrians through the area, and to reduce congestion, improve safety, accommodate growth, and reduce the impact of truck and commuter traffic on existing roads; essentially to address the project needs.

MN described how the team began with seven alternatives (besides the no-build alternative) and three sub-alternatives at the west end of the project. The team initially dismissed three alternatives and one sub-alternative because they would not meet the needs of the project and then dismissed two others alternatives and one sub-alternative based on public input after the last public meeting and anticipated impacts to historic properties and active and protected farmland. That left the TSM alternative (shown as alternative 1) and one off-alignment alternative and sub-alternative (shown as alternative 5C). MN briefly explained the TSM as the alternative that would make changes to the existing roadway network by upgrading intersections, adding or changing signals, widening roadways, and adding lanes in order to meet the project needs.

MN concluded by noting that the proposed roadway would have two 12-foot lanes (one in each direction), 8-foot shoulders, and swales/stormwater facilities. The roadway would be posted at 45 mph but designed at 50 mph. The team is still assessing noise impacts and stormwater requirements.

Ben Singer (BS), PennDOT Project Manager, reiterated that the team is still actively considering all three alternatives.

JA and MN noted that the TSM alternative has the potential for 53 property displacements while alternative 5C has the potential for 7 property displacements. MN clarified that displacement includes both full and partial property acquisition.

Section 106 Comments/Questions:

- Is it possible to limit the TSM alternative so it does not extend down SR 94 all the way into Hanover?
 - Traffic analyses show that these TSM improvements would be needed to meet the needs of the project.
- Does the SHPO have input on noise walls?
 - Yes, the SHPO and other consulting parties could weigh in on the design of noise walls along historic properties, if the noise analysis warrants walls and property owners agree to them. Communities benefiting from a noise wall would also be contacted and invited to provide feedback on the desired aesthetic.

4. Discussion about Assessing Effects

JA explained that the project is currently in step 3 of the Section 106 process, which is to determine effects on historic properties. He explained that this phase of the project has two parts: first, to identify whether there is an effect and second, to determine if the effect is adverse. JA provided definitions and explained that there are three designations: no property affected, historic property not adversely affected, or historic property adversely affected.



JA opened discussion with the no-build alternative, noting that the team did not believe this alternative would affect historic properties. No objections to this statement or other comments from consulting parties were voiced.

JA described the TSM alternatives and their potential to affect the Hanover Historic District. Within the historic district, JA and Lindsey Allen (LA), senior architectural historian for JMT, noted that the TSM alternative would directly affect approximately 20-30 properties, some of which would be full acquisitions. JA noted that these impacts would likely constitute an adverse effect to the Hanover Historic District because of the impact to contributing properties.

Section 106 Comments/Questions:

- Why would the improvements need to go so far into the Hanover Historic District?
 - Traffic analyses show that these improvements are necessary to meet the needs of the project.

JA described the potential impacts caused by Alternative 5C, including the three historic farms and the historic railroad. He clarified that the extension would bridge over the railroad, thereby not causing adverse effects to the historic resource. Regarding the Poist and Devine Chapel Farms, the alternative runs along the southern boundaries to maximize agricultural productivity and minimize impacts to the historic farms. At the Hostetter Farm, the alternative was modified to skirt the south/east edges to the extent possible in order to minimize impacts. This has the consequence of impacting a woodlot in the southeast corner of the property. JA explained that the team has undertaken farmer interviews and are still looking for additional feedback about how the proposed alternative would or would not impact land use. The team is still weighing all factors and have not come to a conclusion about whether the impact would be adverse or not adverse.

Section 106 Comments/Questions:

- Owners of the Poist Chapel Farm noted that the proposed alignment would not affect how they operate the farm.

5. Discussion about Mitigating Effects

JA described that the next step in the process, after assessing effects, would be to develop mitigation to make up for impacts, should they be adverse. JA listed a few common examples of mitigation projects, such as educational material for school programs, additional research and reporting, or plaques or markers. The goal is that the project would be educational and related to the properties impacted. He noted that PennDOT, the Federal Highway Administration (FHWA), and the SHPO enter into a legally binding document that obligates the Department to completing this work as part of the project.

Section 106 Comments/Questions:

- One consulting party suggested agricultural conservation for another local farm if conserved farmland is impacted on this project, and mentioned that the Land Conservancy of Adams County is an organization that does this type of thing.

6. *Next Steps and Q&A*

JA summarized the upcoming process for determining effects and developing mitigation and stressed that all of these steps include opportunities for consulting party participation and that the consulting parties and public can influence the outcome and propose mitigation and minimization ideas that could be incorporated into the project, even without an adverse effect finding. Consulting parties should look for email notifications and check the project website and Project PATH for updates.

Other non-Section 106-related consulting party questions and comments:

- Is it possible to limit the TSM alternative so it does not extend down SR 94 all the way into Hanover?
 - Traffic analyses show that these TSM improvements would be needed to meet the needs of the project.
- Please define “the corridor” that was referenced in the project information.
 - The corridor includes SR 116 and SR 94 generally through McSherrystown and Hanover.
- Is the point of the whole project to get traffic off of SR 94?
 - The goal is to allow traffic to move more efficiently through the project area, which includes SR 94.
- Initially thought that the point of the project was just to get traffic off Main Street, not to make changes in Hanover.
 - Based on traffic patterns, the two corridors (SR 94 and SR 116) could not be looked at separately.
- The majority of the off-alignment road is in Conewago but the TSM improvements are in McSherrystown and Hanover. Who would be responsible for the road? Will property owners bare any financial responsibility?
 - The new alignment would be a state route and PennDOT would be responsible for maintenance, including snowplow. If lights are installed at intersections, the township would be responsible only for maintaining the lights. The local property owners would not be responsible for any new financial burden of the state route. The maintenance fees generally come from the state gas tax.
- If the road is designed for 50 mph, will the curves accommodate that speed even if it’s posted lower? Will the actual speed be greater than that?
 - The curves will be designed to accommodate 50 mph, but speeding is a local enforcement issue.
- If there’s low enforcement, there’s bound to be higher speeds – are higher speeds taken into consideration in the noise analysis?
 - The noise analysis is based on the design speed (50 mph), not the posted speed (40 mph).
- Can speed limits be reduced to 40 mph on alternative 5C?
 - Its unlikely they would be lower, but the team can look into it. The road would be designed to be as safe as possible.
- Regarding the noise barriers, what type of treatments have been used on similar projects?

- Walls vary in color and patterns, there are options for earthen berms, plantings, retaining walls. The community affected would be involved in the decision making process. The SHPO and consulting parties may also be involved if it impacts historic properties.
- The project has always stressed the McSherrystown Main Street issues, but information in this meeting makes it sound like SR 94 is also the issue. If TSM is needed for SR 94, it doesn't look like Alternative 5C would do anything for SR 94. Traffic will still be an issue during rush hours, even with a new alignment. It's all local traffic who won't take the bypass.
- How do you know where these people are going?
 - The project included origin and destination (O&D) studies that indicate through traffic along the corridor. The project team was not able to provide details on the report.
- Conewago township people do not want this project.
 - BS and JA noted that no-build alternatives do get selected, and projects do not move forward. This is still an option for this project. JA explained that the significant recent growth in the broader Hanover area is changing the traffic patterns and that it will continue to change.
- The Adams County planner noted that there's a lot of construction in and around town, new subdivisions forthcoming, and that the TSM would do nothing to alleviate the problems in the long run. He is in favor of the build alternative.
- How wide is the roadway?
 - 40 feet
- How wide is the right-of-way?
 - This is still in design, to be determined.
- How far will the road be from rear property lines?
 - This is still in design, to be determined.
- Who controls roadway access? What's to prevent the area from being developed?
 - PennDOT controls roadway access. The state law regulates the process for obtaining a permit to connect to a limited-access roadway – it is different than a simple driveway permit. It is a lengthy and expensive process that is not always successful, even for PennDOT projects. PennDOT is not involved in local zoning and has no control over adjacent property development.
- We do not want the extension to turn into the Route 30 bypass.
- Would it be easier to gain access if elected officials change?
 - The process would remain the same regardless of who is in charge.
- Is consideration given to potential new development in the traffic models?
 - Not specifically, but growth is accounted for using local and historical trends.



The above represents a true and accurate account of the discussion during this meeting to the best of my knowledge. If there are any conflicts, misrepresentations, or omissions with the above statements, please contact the undersigned.

A handwritten signature in black ink, appearing to read 'Lindsey Allen'. The signature is fluid and cursive, written over a horizontal line.

Lindsey Allen

5/21/2019

Date

Copy:

Meeting Attendees

Project Team

Project File

Agenda

Meeting Title: Eisenhower Boulevard Extension Project – Consulting Party Meeting

Date: May 15, 2019

Time: 5:30 PM

Location: S.A.V.E.S. (Southeastern Adams Volunteer Emergency Services)
5865 Hanover Rd, Hanover, PA 17331

The purpose of this meeting is to introduce the Section 106 consultation process and discuss the alternatives analysis phase of this project.

5:30 – 5:40 PM	Welcome and Introductions	Jeremy Ammerman Lindsey Allen
5:40 – 5:55 PM	Section 106 and Consulting Parties	Jeremy Ammerman Lindsey Allen
5:55 – 6:15 PM	Eisenhower Boulevard Extension Project – Alternatives Analysis	Ben Singer Neil Beach
6:15 – 6:30 PM	Determining Effects – Discussion	Jeremy Ammerman Lindsey Allen
6:30 – 6:45 PM	Mitigating Impacts – Discussion	Jeremy Ammerman Lindsey Allen
6:45 – 7:00 PM	Next Steps and Q&A	Jeremy Ammerman Lindsey Allen

Additional Project Information

Project PATH: <https://search.paprojectpath.org/>

Project Name: Eisenhower Blvd Extension

MPMS Number: 58137

ER Number: 2016-8477-001

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



HISTORIC PROPERTIES IN THE AREA OF POTENTIAL EFFECT

Resource Name	NRHP Evaluation	National Register of Historic Places Significance	Period of Significance
Conewago Chapel (Key # 001254) 30 Basilica Drive, Conewago Twp.	Listed	<u>Criterion A:</u> Significant contribution to early Conewago valley settlement and helped to establish religion in the area. <u>Criterion C:</u> Architecturally significant Georgian style chapel and the oldest Catholic church building constructed of stone in the United States.	1785-1959
Devine Chapel Farm (Key # 001930) 509 Church Street, Conewago Twp.	Eligible	<u>Criterion A:</u> Intact farmstead with associated farmland, significant for contributions to the agricultural history of the region.	1787-1940
Emeco Office and Factory Building (Key # 208775) 805 W. Elm Avenue, Conewago Twp.	Eligible	<u>Criterion A:</u> Furniture manufacturing complex, significant to Hanover's longstanding furniture industry, particularly with the design of the 1006 Navy Chair.	1953-1968
Gettysburg Railroad (Key # 208778) Hanover to Gettysburg	Eligible	<u>Criterion A:</u> Former railroad, significant to regional settlement patterns and transportation and for its important role during the Civil War, particularly with the Battle of Gettysburg and President Lincoln's Gettysburg Address.	1856-1942
Hanover Historic District (Key # 079015) Hanover Borough	Listed	<u>Criterion A:</u> Historic district encompassing much of historic Hanover, significant in the areas of commerce, transportation, and history. <u>Criterion C:</u> Architecturally significant combination of residential, commercial, and industrial buildings, most of which represent the Colonial Revival, Pennsylvania German vernacular, Queen Anne, and American Four-Square styles.	1783-1946

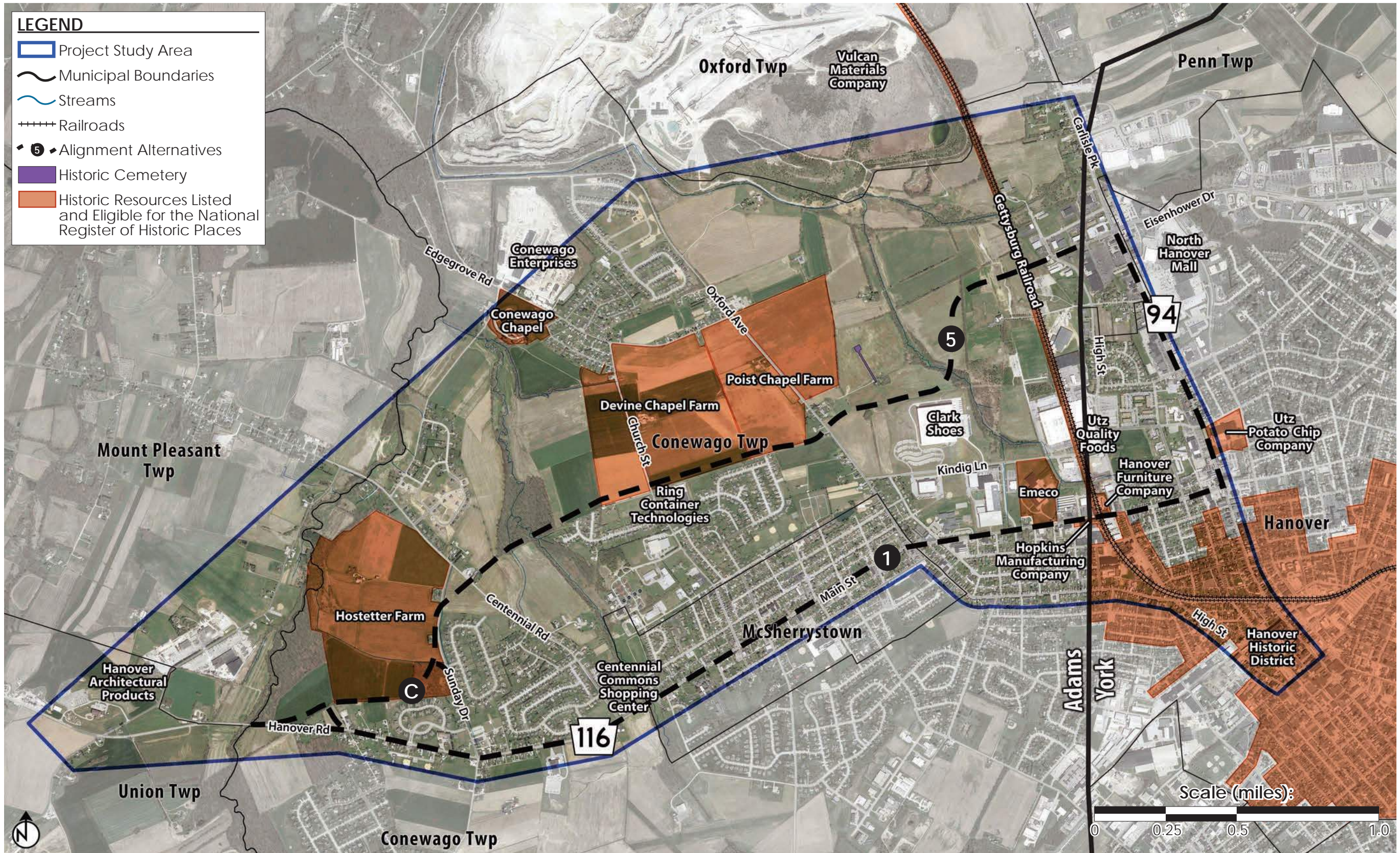
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



Resource Name	NRHP Evaluation	National Register of Historic Places Significance	Period of Significance
Hanover Furniture Company (Key # 208777) 549 W. Elm Ave, Conewago Twp.	Eligible	<u>Criterion A</u> : Brick and stone industrial building and additions, significant to Hanover's longstanding furniture industry, having consecutively housed four furniture manufacturers over 100 years.	1904-1968
Hopkins Manufacturing Company (Key # 077455) W. Elm Avenue, Conewago Twp.	Eligible	<u>Criterion A</u> : Brick industrial buildings and additions, significant as a manufacturer that evolved from horse-drawn carriages to automobiles during a transition in transportation history.	1892-1910
Henry Hostetter Farm (Key # 001933) 326 Sunday Drive, Conewago Twp.	Eligible	<u>Criterion A</u> : Intact farmstead with associated farmland, significant for contributions to the agricultural history of the region.	1800-1968
Poist Chapel Farm (Key # 001920) 444 Oxford Avenue, Conewago Twp.	Eligible	<u>Criterion A</u> : Intact farmstead with associated farmland, significant for contributions to the agricultural history of the region.	1880-1940
Utz Potato Chip Company (Key # 208782) 861 Carlisle Street, Hanover Boro.	Eligible	<u>Criterion A</u> : Company headquarters and manufacturer, significant for its role in the industrial development of Hanover and its snack food industry. <u>Criterion C</u> : Significant regional representation of the Streamline Moderne style of architecture.	1949-1971

Questions: contact Jeremy Ammerman, PennDOT District 8-0 Architectural Historian, jerammerma@pa.gov.

CULTURAL RESOURCES



THE SECTION 106 PROCESS: A SUMMARY

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to consider the effects of their projects on historic properties, and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment.

Historic properties are defined as districts, sites, buildings, structures and objects that meet the qualifications for listing in the National Register of Historic Places (NRHP).

Procedures for implementing Section 106 are outlined in regulations issued by the Council (36 CFR, Part 800, "Protection of Historic Properties", 1999). These regulations are summarized below.

➤ INITIATE SECTION 106 PROCESS

The responsible Federal agency, in this case the Federal Highway Administration (FHWA), first determines whether it has a project that could affect historic properties.

The agency will initiate the Section 106 process by consulting with the appropriate State Historic Preservation Officer (SHPO), identifying other potential consulting parties, and developing a plan to involve the public during the process. The Pennsylvania Historical and Museum Commission's (PHMC) Bureau for Historic Preservation (BHP) serves as the SHPO for the Commonwealth of Pennsylvania.

Public involvement is a key ingredient in successful Section 106 consultation, and the views of the public will be solicited and considered throughout the process.

➤ IDENTIFY HISTORIC PROPERTIES

If an agency's project could affect historic properties, the agency proceeds to identify historic properties that may be affected by the project. Section 106 review gives equal consideration to properties that have already been listed in the NRHP as well as those that meet NRHP qualifications. Unlisted properties are evaluated against the National Park Service's (NPS) published guidelines (National Register Criteria for Evaluation, *National Register Bulletin 15*, 1991) in consultation with the SHPO and other identified consulting parties, as appropriate.

If an Agency finds that historic properties are present, it proceeds to assess possible adverse affects.

➤ ASSESS ADVERSE EFFECTS

The Federal agency's assessment of adverse affects is based on Council regulations. The agency consults with the SHPO and other identified consulting parties, as appropriate, during the assessment of adverse effects on the identified historic properties.

If the agency determines that the project will have No Adverse Effect, the agency proceeds with the project.

If the agency finds that there is an Adverse Effect, the agency begins consultation to identify ways to resolve the adverse effect.

➤ RESOLVE ADVERSE EFFECTS

The agency consults with the SHPO, and other identified consulting parties as appropriate, to avoid, minimize, or mitigate the adverse effect.

Consulting party comments will be considered by the agency, who will then make a final decision regarding findings and determinations.

Consultation usually results in a Memorandum of Agreement (MOA), which outlines measures that the agency will take to avoid, minimize, or mitigate adverse effects on historic properties.

➤ IMPLEMENTATION

If an MOA is executed, the agency proceeds with its project under the terms of the MOA.

➤ FAILURE TO RESOLVE ADVERSE EFFECTS

In some rare cases, agreement may not be reached regarding ways to avoid, minimize, or mitigate the adverse effects and consultation is terminated. In this case, the Council will provide comments to the agency who must then demonstrate consideration of the comments before making a final decision regarding the project.

START

Participate in Section 106 review of PENNDOT transportation projects that may affect historic resources in your community.

Project Details
The primary navigation screen to access project information.



Exempted from further review?

Section 106 Complete

Preservation Pennsylvania and PennDOT have partnered to present the Project for Pennsylvania Transportation and Heritage (ProjectPATH). ProjectPATH provides users with a searchable database of all transportation projects programmed on the Statewide Transportation Improvement Plan (STIP).
Log on to: www.paprojectpath.org

Not Exempt?

Posting
Identify Historic Resources in Area of Potential Effect.

No historic resources present?

Section 106 Complete

Documentation



Notification and Solicitation

Initiate consultation with tribes, agencies, State Historic Preservation Office, consulting parties, and the public.

Historic Resources Present?

Posting
Assess Effects

No effect?

Section 106 Complete

Documentation



Notification and Consultation

Consult with tribes, agencies, State Historic Preservation Office, consulting parties, and the public.

Effects?

Posting
Adverse Effect

No adverse effect?

Section 106 Complete

Documentation



Notification and Consultation

Consult with tribes, agencies, State Historic Preservation Office, consulting parties, and the public.

Adverse Effect?

Posting
Resolve Adverse Effect

PennDOT consults with the State Historic Preservation Office, tribes, consulting parties, and the public to reach an agreement about ways to avoid, minimize or mitigate adverse effects. The agreement is formalized in a document that defines the steps PennDOT and parties will follow to resolve the adverse effects.

Agreement documents may take one of several forms:

- Memorandum of Agreement (MOA) or Memorandum of Understanding (MOU)
- Programmatic Agreement (PA)
- Letter of Agreement (LOA)

Section 106 Complete

Eisenhower Extension Project
Sign-in

Consulting
Party
Meeting 5/15/19

Name

Address

Email

JOAN STREVIG

Mike Smith

Carly Marshall

Fr Joseph Howard

DONALD J. SMITH

Steven J Smith

CRAIG LAUGHMAN

Pat Steffer

JOAN McANALL

Joni Swape

NICK KRAUS

Barbara Cerbaugh

Kathy Todd

Eisenhower Extension Project
Sign-in

Consulting
Party 5/15/19
Meeting

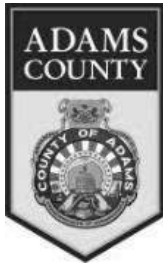
Name

Address

Email

Bill Epley





ADAMS COUNTY OFFICE OF PLANNING AND DEVELOPMENT

19 Baltimore Street, Suite 101 | Gettysburg, PA 17325
Ph: 717-337-9824 | Fx: 717-334-0786

Sherri Clayton, AICP, Director

August 13, 2018

Jeremy Ammerman
PA Department of Transportation
P.O. Box 2966
Harrisburg, PA 17105

RE: Section 106 Comments; Eisenhower Blvd Extension
S106-18-001 – Chapel Farms Rural Historic District
ER: 2016-8477-001
Description: Eisenhower Boulevard Between PA 116 and PA 94 Conewago
Township Extend Roadway

Dear Mr. Ammerman,

In accordance with the Historic Preservation Act, Section 106, the Adams County Office of Planning and Development has reviewed the Historic Resource Survey Form and evaluation for eligibility for the National Register of Historic Places. We respect the findings of the report in terms of the eligibility of Chapel Farms as a Historic District. That said, Adams County puts great value on our agricultural lands and landscapes for their historic import, as well as their long-standing and vital contribution to the local economy. The value we place on these resources is demonstrated through the preservation of the Enders Chapel Farm and the Divine Chapel Farm through Adams County's Agricultural Land Preservation program.

We fully support the Eisenhower Blvd Extension project, however we strongly urge PennDOT to select a route and design that would avoid splitting farms and be least disruptive to our historic and active agricultural landscapes.

Sincerely,

A handwritten signature in cursive script that reads "Carly Marshall".

Carly Marshall
Comprehensive Planner

From: Swope, Joni
To: [Ammerman, Jeremy D](#)
Subject: Re: PennDOT Project Status Update Eisenhower Blvd Extension
Date: Friday, August 17, 2018 4:31:51 PM

I have received information regarding the Eisenhower Blvd Extension. I attended the information meeting held at SAVES earlier as well during which questions I answered were unable to be answered. I am well aware, and have personally signed, one of the petitions from surrounding neighborhoods against the extension. I would think the numerous pathways and properties you provided as "ineligible" are significant enough to invoke reexamination of proceeding with the project. In addition, the estimated decrease in travel time saved appears to be extremely minimal for the dollars to be expended. To state such a great need to provide roadway from Hanover to Gettysburg is absurd. The existing Eisenhower Drive to Rt. 94N to Rt. 30W is a pathway that can be utilized. The route you are examining has increased, but only due to use as main fairway for residential developments which most traffic then ceases near "Brushstown". Those affected by the increased traffic time are the same who are opposed to the project. Therefore, they/we are obviously not overburdened by that "increased" traffic time. So, who is complaining? Who asked for this project? The surrounding neighborhoods did not.

The millions of dollars to be spent and increase to taxpayers to fund a project which they do not want is totally unwarranted.

Joni Swope
386 Church St, Hanover PA 17331
717-476-1416
swopej@cvcolonials.org



Cultural Resources Submission

DATE: May 14, 2019

SUBJECT:

District: 8-0
County: Adams Municipality: Conewago Township
SR: 0000 Section: RWY
Project Name: PA 272 Intersection Improvements
MPMS Number: 58137
ER Number: 2016-8477-001

TO: Andrea MacDonald, Director
Bureau for Historic Preservation
State Historic Preservation Office
PA Historical and Museum Commission

FROM: Jeremy Ammerman
District 8-0 Cultural Resources Professional
Bureau of Project Delivery, Highway Delivery Division
Environmental Policy and Development Section
Cultural Resources Unit

The Pennsylvania Department of Transportation (PennDOT), Engineering District 8-0, in cooperation with the Federal Highway Administration (FHWA), is working through preliminary design and alternative evaluations associated with the Eisenhower Boulevard Extension Project. This memorandum is designed to address and present information gathered from a public meeting for the project held on May 9, 2019. An informal survey was put together by the District 8 Cultural Resource Professional to capture public concerns related to historic resources within the project area. Over two hundred people were documented on the sign in sheet, and a total of eleven informal surveys were completed. Copies of the completed forms are attached to this document.

Viewing the forms only one of the forms completed identified themselves as a consulting party for the project. Currently to date twenty-four people are registered as consulting parties for this project. One of the forms did not answer the consulting party question, the remaining nine answered that they were not a consulting party on this project. The second questions asked on the form regarded the identified historic resources within the project area and provided an open option for other resources. Respondents were asked to rank the resources that they were most concerned about impacts to as a result of the project. Three resources (Hanover Furniture Company, Utz Potato Chip Company, and Emeco) received no response along with the other resource category. Conewago Chapel had four rankings all four placed the Chapel as most concerned. Divine Chapel Farm received four votes as the second most concerned resource. The remaining ranked resources were The Poist Chapel Farm, Gettysburg Railroad, Hostetter Farm and lastly the Hanover Historic District. Six returned forms did not contain a ranking of any resource.

The third question was geared toward the three alternatives which were presented at the public meeting. The first is the no build, the second being the Transportation System Management (TSM), and the third being Alternative 5C (offline new roadway). Results on this question were mixed as five forms included the no build as their most desirable option. This was followed by the TSM with three votes and the 5C alternative with two votes. One of the forms did not answer this question. Immediately following the ranking, a rational question regarding the respondents ranking was included. Three people had concerns about their property because of the proximity to the new offline alternative. Those same three respondents also expressed concerns regarding storm water.

While the results of some of the questions contained mixed answers with no dominant answer shining through, the survey functioned as intended. The survey provided some input into the public's thought about Cultural Resources related to the project in advanced of the consulting party meeting to be held On May 15, 2019 at SAVES. An influencing factor which could have affected the survey results were the placement of the cultural resources station being before the alternatives stations. Once the comment forms for the public meeting are gathered and finalized by the first week of June, this placement affect can be analyzed further. Upon finalization of public comments on the public meeting, those records will also be placed on the PAProjectPath website and distributed to all consulting parties.

If you have questions regarding this submittal, please contact or Jeremy Ammerman at 717.705.2667 or jerammerma@pa.gov.

Enclosure

4432/KWM/kwm

ec: J. Crum, FWHA
R. Shiffler, PennDOT BOD
B. Singer, PennDOT PM
S. Okin, PennDOT EM

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

Conewago Chapel

Divine Chapel Farm

Hostetter Farm

Poist Chapel Farm

Emeco

Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)



Please rank the three alternatives from most to least desirable.

- No Build
- Transportation System Management (TSM)
- Alternative 5C

Please provide some insight into your ranking.

Other Comments:

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

Conewago Chapel

Divine Chapel Farm

Hostetter Farm

Poist Chapel Farm

Emeco

Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)

Please rank the three alternatives from most to least desirable.

- 2 No Build
- 1 Transportation System Management (TSM)
- 3 Alternative 5C

Please provide some insight into your ranking.

Property owner right next to SC -
- Concerns on water run off b/c water is already a problem
- noise
- possibility of business eventually going in along SC

Other Comments:

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes
 No

Please order the historic resources with your utmost concern for impact to least concern.

Conewago Chapel

Divine Chapel Farm

Hostetter Farm

Poist Chapel Farm

Emeco

Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)



Please rank the three alternatives from most to least desirable.

- 2 No Build
- 1 Transportation System Management (TSM)
- 3 Alternative 5C

Please provide some insight into your ranking.

Other Comments:

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

Conewago Chapel

Divine Chapel Farm

Hostetter Farm

Poist Chapel Farm

Emeco

Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)

Please rank the three alternatives from most to least desirable.

- No Build
- Transportation System Management (TSM)
- Alternative 5C

Please provide some insight into your ranking.

*Some borders 5c build farm land
water issues now -*

Other Comments:

*Taxes
water problems*

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

Conewago Chapel

Divine Chapel Farm

Hostetter Farm

Poist Chapel Farm

Emeco

Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)



Please rank the three alternatives from most to least desirable.

- No Build
- Transportation System Management (TSM)
- Alternative 5C

Please provide some insight into your ranking.

HOME BOARDS 5C
STORM H2O

Other Comments:

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

- Yes
 No

Please order the historic resources with your utmost concern for impact to least concern.

1 Conewago Chapel

2 Divine Chapel Farm

Hostetter Farm

3 Poist Chapel Farm

Emeco

4 Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)

Please rank the three alternatives from most to least desirable.

~~No Build~~

~~Transportation System Management (TSM)~~

Alternative 5C

Please provide some insight into your ranking.

Other Comments:

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

- 1 Conewago Chapel
- 2 Divine Chapel Farm
- Hostetter Farm
- Poist Chapel Farm
- Emeco
- Gettysburg Railroad
- Utz Potato Chip Company
- Hanover Historic District
- Hanover Furniture Company
- Other (Please include description below)



Please rank the three alternatives from most to least desirable.

- ~~No Build~~
- 1 Transportation System Management (TSM)
- 2 Alternative 5C

Please provide some insight into your ranking.

Other Comments:

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

Conewago Chapel

Divine Chapel Farm

Hostetter Farm

Poist Chapel Farm

Emeco

Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)



Please rank the three alternatives from most to least desirable.

- 1 No Build
- 2 Transportation System Management (TSM)
- 3 Alternative 5C

Please provide some insight into your ranking.

I'm concerned that my property could be historic since it is 90+ years old and attached to the Post Chapel Farm. Could that be ~~more~~ researched?

Other Comments:

Judy White

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

1 Conewago Chapel

2 Divine Chapel Farm

2 Hostetter Farm

2 Poist Chapel Farm

Emeco

3 Gettysburg Railroad

Utz Potato Chip Company

3 Hanover Historic District

Hanover Furniture Company

Other (Please include description below)



Please rank the three alternatives from most to least desirable.

- No Build
- Transportation System Management (TSM)
- Alternative 5C

Please provide some insight into your ranking.

Other Comments:

Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 8-0



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party?

Yes

No

Please order the historic resources with your utmost concern for impact to least concern.

#1 Conewago Chapel

#2 Divine Chapel Farm

Hostetter Farm

#3 Poist Chapel Farm

Emeco

Gettysburg Railroad

Utz Potato Chip Company

Hanover Historic District

Hanover Furniture Company

Other (Please include description below)



Please rank the three alternatives from most to least desirable.

- 1 No Build
- 2 Transportation System Management (TSM)
- 3 Alternative 5C

Please provide some insight into your ranking.

Other Comments:

I DON'T LIKE ANY OF THE OPTIONS. DON'T KNOW THE ANSWER. I DO KNOW, WE WILL COME UP SHORT.

Fred Wilke



Please return to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

COMMONWEALTH OF PENNSYLVANIA
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Hanover Historic District

Hanover Furniture Company

Other (Please include description below)

From: Danielle Smith
To: [Ammerman, Jeremy D](#)
Subject: [External] Re: PennDOT Project Status Update Eisenhower Blvd Extension
Date: Wednesday, May 15, 2019 9:51:09 AM

***ATTENTION:** This email message is from an external sender. Do not open links or attachments from unknown sources. To report suspicious email, forward the message as an attachment to CWOPA_SPAM@pa.gov.*

We were intending to come to the event tonight (William F Smith Jr & Danielle Smith) but our daughter's college orientation is tonight (I thought I was Thursday).

My husband and I are both concerned about any plan for the extension which would cost any business or property owners their home, land, property.

Any option that utilizes emanate domain as a solution is unacceptable.

We will continue to read the information released and follow this project.

Please continue to send us information about upcoming opportunities to be involved.

William F Smith Jr & Danielle Smith

On May 14, 2019, at 2:27 PM, jerammerma@pa.gov wrote:

THE PROJECT UNDER DISCUSSION

Eisenhower Blvd Extension
Adams County

WHAT THIS IS ABOUT

PennDOT has posted information on the Project PATH website for this project
A memo was created to document results related to an informal survey focusing on cultural resources that was included in the public meeting.

Official comment forms and minutes from the public meeting will be posted upon the closure of the public comment period in early June of 2019.

WHO TO CONTACT AT PENNDOT Jeremy Ammerman(jerammerma@pa.gov)

FURTHER PROJECT DETAILS

MUNICIPALITY: CONEWAGO TWP (Adams)

SR: 0

SECTION: RWY

MPMS:58137

ER NUMBER: 2016-8477-001

PROJECT DESCRIPTION: EISENHOWER BOULEVARD BETWEEN PA 116 AND PA 94 CONEWAGO TOWNSHIP EXTEND ROADWAY

SECTION 106 Stage: Evaluation for Eligibility

SECTION 106 Effect:

To find this information, go to:

<https://search.paprojectpath.org/PostingDetails.aspx?ProjectID=46224&PostingID=28462>

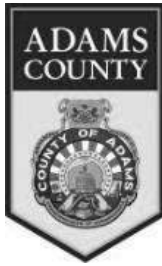
WE ARE INTERESTED IN WHAT YOU THINK

But please reply by 05/14/2019

TO UNSUBSCRIBE

If you would like to stop receiving these notifications, please click the link below, or copy and paste it into your browser.

<https://search.paprojectpath.org/Unsubscribe.aspx?U=Z3R5NUpzcW9vemR6dEcycUNjOVNCaTZibnMwaXQ5aXE1>



ADAMS COUNTY OFFICE OF PLANNING AND DEVELOPMENT

670 Old Harrisburg Road, Suite 100 | Gettysburg, PA 17325
Ph: 717-337-9824 | Fx: 717-334-0786

Sherri Clayton-Williams, AICP, Director

December 4, 2019

Jeremy Ammerman
District 8-0
PA Department of Transportation
PO Box 2966
Harrisburg, PA 17105

RE: Eisenhower Blvd Extension, Adams County

Dear Mr. Ammerman,

We have reviewed the documents related to mitigation for an Adverse Effect to the Divine Chapel Farm, the Henry Hostetter Farm, and the Poist Chapel farm for diminished integrity of setting, feeling, and association of the historically agricultural lands related to the above referenced project. Generally, our office supports mitigation projects that will actively enhance, restore, or preserve resources that share the same or similar characteristics to those affected. In this case, we strongly support projects that would support the restoration or preservation of agricultural buildings or lands within a reasonable proximity to the aforementioned impacted resources.

Our comments on the proposed mitigation ideas are as follows.

Creation of a booklet to outline the history and connection of the Conewago Chapel and its historically associated properties. We agree that educational materials on the Conewago Chapel would be valuable, if implemented with a distribution/outreach strategy in partnership with one or more local historic preservation groups. This would, however, be our least preferred mitigation option of those presented.

Monetary donation to Historic Gettysburg Adams County (HGAC). We strongly support this option with the following conditions for implementation:

- Funds should be directed towards the Barn Grant Program and used directly on grants for barn restoration/preservation projects.
- Funds should be used within Conewago Township. However, because the barn grant program provides small grants to match an owner's investment, we feel it would be reasonable to also include Union, Mount Pleasant, and Oxford Townships in the area eligible for the funds' use, if the other consulting parties agree.

We would also support the following mitigation option:

Monetary donation to the Land Conservancy of Adams County (LCAC). The LCAC is a nonprofit land trust that preserves rural lands in Adams County. With the below conditions for implementation, this would be our preferred mitigation option of those currently presented, as it would serve to preserve other historically agricultural lands in the Township in perpetuity.

- Funds should be directed specifically towards agricultural land preservation, since the resources being adversely impacted are historically agricultural lands.

- Funds could be used to restore and preserve agricultural buildings on a farm being preserved through LCAC.
- Funds should be used within Conewago Township.

It should be noted that the Adams County Office of Planning and Development regularly partners with LCAC on land preservation projects through our Agricultural Land Preservation Program.

We appreciate the opportunity to participate as a consulting party for this project. If there are any questions concerning these comments, please contact Andrew Merkel at amerkel@adamscounty.us or (717) 337-9824.

Sincerely,

A handwritten signature in cursive script that reads "Carly Marshall". The signature is written in black ink on a white background.

Carly Marshall
Comprehensive Planner - Design/Cultural

APPENDIX C: MEMORANDUM OF AGREEMENT

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MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION
AND
THE PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
THROUGH ITS STATE HISTORIC PRESERVATION OFFICER,
PURSUANT TO 36 CFR § 800.6(b)(2)
REGARDING THE EISENHOWER BOULEVARD EXTENSION PROJECT, STATE ROUTE
0000, SECTION RWY
IN CONEWAGO TOWNSHIP, ADAMS COUNTY, PENNSYLVANIA

WHEREAS, the Federal Highway Administration (“FHWA”), proposes to extend Eisenhower Drive from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown (hereafter referred to as “the Project”);

WHEREAS, the FHWA, pursuant to 36 CFR § 800.4(c), has determined, in consultation with the Pennsylvania State Historic Preservation Officer (“SHPO”), acting on behalf of the Pennsylvania Historical and Museum Commission (“PHMC”), that Devine Chapel Farm, Poist Chapel Farm, Hanover Historic District, Utz Potato Chip Company, Hanover Furniture Company, Hopkins Manufacturing Company, Gettysburg Railroad, Emeco Office and Factory Building, and Henry Hostetter Farm are eligible for inclusion in the National Register of Historic Places (“National Register”);

WHEREAS, the FHWA, pursuant to 36 CFR § 800.5(d)(2), has determined that the Project will have an adverse effect on Devine Chapel Farm, Poist Chapel Farm, and Henry Hostetter Farm due to the destruction of a portion of the properties;

WHEREAS, the FHWA has consulted with the SHPO in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. § 306108 (“NHPA”), and its implementing regulations (36 CFR § 800) to resolve the effects of the Project on historic properties;

WHEREAS, the FHWA, pursuant to 36 CFR § 800.3, has identified the following as consulting parties: Glenn Bange, Robert Breighner, Barbara Carbaugh, Mindy Crawford, Ray Dillon, Charles Doll, Sidney Gardner, Deborah Hickman, Historic Gettysburg-Adams County, Inc., Barbara Krebs, Craig Laughman, Main Street Hanover, Carly Marshall, Joan McAnall, R. Samuel Miller, Pennsylvania Archaeological Council, Preservation Pennsylvania, Charles Rider, Patrick Sheaffer, William Smith, Danielle Smith, Michael Smith, George Sneeringer, Carlton Stambaugh, Joni Swope, Glen Whisler, Lois Whisler, Brian Yealy, and William Zeigler. FHWA will continue to involve the public and consulting parties as stipulated under the National Environmental Policy Act (NEPA) of 1969, as amended, the NHPA, and 36 CFR § 800, in a manner consistent with FHWA and Pennsylvania Department of Transportation (“PennDOT”) Public Involvement Procedures;

WHEREAS, the FHWA has notified the Advisory Council on Historic Preservation (“ACHP”) of the adverse effect finding and the ACHP has declined to participate in resolving the adverse effects of the Project;

WHEREAS, PennDOT participated in the consultation regarding this Project and has been invited to sign this Memorandum of Agreement (“MOA”), thus becoming a party upon execution of this MOA;

NOW, THEREFORE, the FHWA and the SHPO agree that upon FHWA’s decision to proceed with the Project, FHWA shall ensure that PennDOT and the concurring parties implement the following stipulations in order to take into account the effects of the proposed action on historic properties.

1. Recitals

The recitals set forth above are incorporated by reference as a material part of the MOA.

2. Stipulations for Resolving Adverse Effects

- A. PennDOT shall make twenty thousand dollars (\$20,000) available to Historic Gettysburg-Adams County, Inc. (“HGAC”) to support their barn grant program subject to the terms and conditions of a separate agreement between them.
- B. The agreement between PennDOT and HGAC shall, among other things, require HGAC to:
 - a. Use the funds provided by PennDOT solely to award grants to owners of historic barns listed on the HGAC Adams County Barn Registry.
 - b. Ensure that the money is utilized solely for brick and mortar preservation of barns in Adams County;
 - c. Develop and execute criteria for awarding grants, but such criteria will consider the following: urgency of repairs, expected benefit to the longevity of the barn, historical significance, age, visibility, and unique aspects of the barn; and
 - d. Provide the parties to this MOA with a report detailing how the funds were spent within five (5) years of the execution of the agreement.

3. Administrative Stipulations

A. Personnel Qualifications

PennDOT shall ensure that all archaeological work carried out pursuant to this MOA is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior’s Professional Qualifications Standards for Archaeologists, and that all historic preservation work is carried out by, or under the direct supervision of, a person or persons meeting, at a

minimum, the Secretary of the Interior's Professional Qualification Standards for Architectural Historian Professionals (see http://www.nps.gov/history/local-law/arch_stnds_9.htm).

B. Late Discoveries

If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, PennDOT shall suspend work in the area of the discovery, and PennDOT shall immediately notify the FHWA. In compliance with 36 CFR § 800.13, FHWA shall notify, within 24 hours, the ACHP, the SHPO, and, if applicable, federally recognized tribal organizations that attach religious and/or cultural significance to the affected property. The SHPO, the FHWA, PennDOT, and Tribal representatives, as appropriate, may conduct a joint field view within 72 hours of the notification to the FHWA. The FHWA, in consultation with the appropriate parties, will determine an appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery.

C. Amendments

Any party to this MOA may propose to FHWA that the MOA be amended, whereupon FHWA shall consult with the other parties to this MOA to consider such an amendment. Section 36 CFR § 800.6(c)(7) shall govern the execution of any such amendment.

D. Resolving Objections

- a. Should any party to this MOA object in writing to FHWA regarding any action carried out or proposed with respect to the Project, or implementation of this MOA, FHWA shall consult with the objecting party to resolve the objection. If after initiating such consultation FHWA determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP, including FHWA's proposed response to the objection. Within thirty (30) days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:
 - 1) Advise FHWA that the ACHP concurs in FHWA's proposed response to the objection, whereupon FHWA shall respond to the objection accordingly;
 - 2) Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or
 - 3) Notify FHWA that the objection will be referred to comment pursuant to 36 CFR § 800.7 and proceed to refer the objection and comment. The resulting comment shall be taken into account by FHWA in accordance with 36 CFR § 800.7(c)(4) and § 110(1) of the NHPA.

- b. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation, FHWA may assume the ACHP's concurrence in its proposed response to the objection.
- c. FHWA shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FHWA's responsibility to carry out all actions under this MOA that are not the subject of the objection shall remain unchanged.

E. Resolution of Objections by the Public

At any time during implementation of the measures stipulated in this MOA, should any objection pertaining to any such measure, or its manner of implementation, be raised by a member of the public, FHWA shall notify the parties of this MOA and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this MOA to resolve the objection.

F. Duration

This MOA will expire if its terms are not carried out within five (5) years of the date of its execution. Prior to such time the FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Administrative Stipulation C above.

G. Termination

- a. Any signatory may terminate this MOA by providing notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. Termination of this MOA will require compliance with 36 CFR § 800.
- b. If at any time during the course of the Project, PennDOT cancels the Project or withdraws its request for federal funding, PennDOT will so notify the FHWA. The FHWA will notify the other signatories to the MOA, and the ACHP, that it is terminating the Agreement. The FHWA, in consultation with those parties, will consider the effects of any Project-related activities undertaken prior to Project cancellation or withdrawal of the funding request, and the FHWA will assess its responsibilities and obligations pursuant to 36 CFR § 800 and determine steps to terminate the MOA.

H. Severability

The provisions of this MOA shall be severable. If any phrase, clause, sentence or provision of this MOA is declared to be contrary to the Constitution of Pennsylvania or of the United States or of the laws of the Commonwealth the applicability thereof to any government, agency, person or circumstance is held invalid, the validity of the remainder of this MOA and the applicability thereof to any government, agency, person or circumstance shall not be affected thereby.

I. Assignment

The responsibilities included in this MOA may not be assigned by any party to this MOA, either in whole or in part, without the written consent of the Signatories.

J. Notices

- a. The contact person for each of the signatories of the MOA shall be the following:
 - 1) For FHWA: Director of Program Development, 228 Walnut Street, 5th Floor, Harrisburg, PA 17101, Telephone Number: (717) 221-4545.
 - 2) For PennDOT: Director, Bureau of Project Delivery, 400 North Street, 7th Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-3310.
 - 3) For SHPO: Deputy SHPO, 400 North Street, 2nd Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-4215.
- b. Any signatory may change its designated contact person by providing written notice to the other signatories.

4. **Counterparts**

This MOA may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

[Signature Page Follows]

Execution of this MOA by the FHWA and the SHPO, and implementation of its terms, is evidence that the FHWA has taken into account the effects of the undertaking on historic properties.

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date: _____

Name & Title: _____

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

By: Andrea L. MacDonald Date: 8/25/2020

Name & Title: Andrea L. MacDonald, Deputy SHPO

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

By: Brian G. Thompson Digitally signed by Brian G. Thompson
Date: 2020.08.23 10:52:59 -0400 Date: _____

Name & Title: **Brian G. Thompson**
Director, Bureau of Project Delivery

Approved as to Legality and Form

By: Kenda Gardner Date: 8/26/20
for PennDOT Chief Counsel

By: _____ Date: _____
Deputy General Counsel

By: _____ Date: _____
Deputy Attorney General