

January 2023

EISENHOWER DRIVE EXTENSION PROJECT

Adams and York Counties, Pennsylvania



Finding of No Significant Impact

United States Department of Transportation
Federal Highway Administration

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The Federal Highway Administration (FHWA) has determined that the Eisenhower Drive Extension Project will have no significant impact to the human environment. This determination is based on the Eisenhower Drive Extension Project Environmental Assessment (EA) (January 2022), the supporting technical reports (as listed in this Finding of No Significant Impact (FONSI)), review of the comments received during the EA availability period and the responses to those comments, and the mitigation commitments included in the EA and this FONSI.

Purpose and Needs

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. Three project needs were identified:

- Traffic congestion results in poor levels of service.
- Poor traffic safety along Hanover Road and Carlisle Street.
- Limited mobility and poor roadway connectivity/linkages.

Selected Alternative

The Selected Alternative – Alternative 5C – resulted from a feasibility analysis and development and consideration of preliminary design concepts. Various stakeholders were involved in the project development and selection process, including transportation agencies, resource agencies, municipal officials, Section 106 consulting parties, and members of the public. The process resulted in a selected alternative that addresses

the project needs while avoiding, minimizing, and mitigating impacts to the natural, socioeconomic, and human environment.

The Selected Alternative would extend Eisenhower Drive from its current terminus at High Street via a new roadway through Conewago Township, to a terminus at State Route (SR) 0116 (Hanover Road) west of McSherrystown and is known locally as the Eisenhower Drive Extension Project. The Selected Alternative consists of a two-lane collector roadway with associated stormwater management facilities and roundabouts at Oxford Avenue, Church Street, Centennial Road, and near the intersection of Hanover Road. Traffic signals and stop signs will be considered at other intersections, as appropriate.

Key elements of the Selected Alternative include the following:

- Extension of the existing Eisenhower Drive from High Street to Hanover Road, west of McSherrystown
- Two-lane Suburban Center Corridor east of CSX rail corridor
- Two-lane Rural Corridor west of the CSX rail corridor
- New traffic signal and intersection improvements to the existing Eisenhower Drive and High Street intersection
- Bridge over the CSX rail corridor
- Bridge over Plum Creek
- Roundabouts at major intersections
- Realignment and modifications to existing Hanover Road, west of McSherrystown, to establish the new roadway as the primary movement
- Realignment of existing Sunday Drive to intersect with the proposed new roadway
- Signage improvements to assist in guiding motorists with the new traffic patterns
- Linear stormwater management facilities along the corridor, with small basin facilities adjacent to proposed roundabouts

Mitigation Measures

The following summarizes how adverse impacts will be avoided, minimized, and mitigated for the selected alternative:

- Impacts to archaeological resources, air quality, threatened and endangered species and wildlife have been avoided.
- Impacts to agricultural resources, streams and wetlands, above-ground historic resources, hazardous waste, residences and businesses, environmental justice communities, noise sensitive receptors, and Section 4(f) properties have been minimized and/or mitigated.
 - **Agricultural Resources:** Impacts to agricultural lands from the selected alternative were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width of the selected alternative. Specifically:

- The selected alternative was designed to run along the edge of farm properties, where practicable, to eliminate the bisecting of farming parcels.
 - The original roadway sections included a shared use path and landscaped median, which were eliminated to reduce the selected alternative footprint and therefore impacts to existing farmland.
 - Stormwater management concepts for the selected alternative utilize linear swales along the roadway as opposed to large basins to minimize the footprint of impacts.
 - Interviews with farm owners/operators identified areas critical to farm operation and access locations for farm vehicles/equipment. As the design of the selected alternative progresses, these critical areas will be further considered and will be avoided, or suitable access will be provided where practicable.
- ***Stream and Wetland Mitigation:*** PennDOT is currently in the process of considering mitigation options for unavoidable permanent impacts to watercourses associated with the proposed project. Erosion and sedimentation controls during construction will include protective fencing and other best management practices (BMPs). Post-construction stormwater management concepts will include linear swales along the roadway as opposed to large basins to minimize the footprint of impacts. PennDOT is currently considering mitigation options for unavoidable permanent impacts to wetlands associated with the proposed project. These options, including mitigation banking and on-site or off-site mitigation, will be coordinated with resource agencies as part of the permitting process.
 - ***Floodplains:*** Impacts to floodplains are anticipated due to the construction of new roadway and stream crossings. Detailed H&H analyses will be conducted during final design to ensure that structures are properly sized for the design flood to minimize impacts to the greatest extent possible. Prior to construction, PennDOT will obtain all required state and federal water obstruction and encroachment permits. Any proposed fill within the 100-year floodplain will comply with FEMA regulations and PennDOT will coordinate with the appropriate municipalities regarding consistency with local floodplain regulations.
 - ***Above Ground Historic Resources:*** For above ground historic resources located at the Devine Chapel Farm and the Poist Chapel Farm, minimization efforts involve limiting the size and location of the stormwater management swales or ditches along the roadway and locating larger stormwater drainage facilities outside the historic properties to the maximum extent possible.

For the Henry Hostetter Farm, the alignment was shifted to hug the southern and eastern edges of the property and the curve through the woodlot was designed as tight as it can be while meeting design criteria to minimize the amount of land that would be bisected from the main part of the property. The alignment also shifted away from the property's driveway.

For mitigation, PennDOT will make a donation to the 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 mitigation is included in the Memorandum of Agreement (MOA) located in Appendix E of the Environmental Assessment document.

- **Hazardous Waste:** Hazardous materials will be handled according to the recommendations outlined in the Phase I Environmental Site Assessment. Phase II and Phase III work will take place during final design for five sites within the project area and, if necessary, special provisions will be developed to ensure proper removal of waste materials is completed prior to construction.
- **Displaced Residential and Commercial Properties:** The selected alternative involves the anticipated displacement of eight (8) properties. Of the eight (8) displacements, five (5) are residential and one (1) is a residential property that also houses a home-based business. The remaining two (2) are commercial properties which will result in the relocations of six (6) individual businesses. The selected alternative will involve partial impacts to an additional 33 properties of various uses (e.g., residential, commercial, agricultural). The number of displacements and property impacts will be further refined during final design of the project. As discussed in the EA (Section 4.3.5 – Displacements and Tax Base), displaced residents and businesses will receive relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended; Title VI of the Civil Rights Act of 1964; and the Pennsylvania Eminent Domain Code of 1964.
- **Environmental Justice Communities:** The selected alternative avoids and minimizes impacts to minority or low-income communities and limited English proficiency populations. Additionally, the selected alternative will provide beneficial effects to both Environmental Justice (EJ) and non-EJ populations by improving mobility and safety throughout the project area.
- **Noise Abatement:** For the Noise Sensitive Areas (NSAs) that warrant noise abatement consideration with the selected alternative, noise abatement in the form of vertical noise barriers was evaluated and determined to be warranted, feasible, and reasonable at several locations. The exact location, abatement type and size, aesthetic treatment, and right-of-way (ROW) requirements will be determined during the final design phase of the project and documented in the Final Noise Analysis Report.
- **Section 4(f) Resources:** The design for the selected alternative 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. A Section 106 MOA was fully executed on August 26, 2020 and the Final Section 4(f) Evaluation was prepared for the project.
- A mitigation report and Environmental Commitments and Mitigation Tracking System (ECMTS) will be developed in final design to carry the mitigation comments outlined in the EA forward in the project development process. Mitigation items will be detailed further as the design progresses and is incorporated into the design plans, special provisions and permits, as necessary.

- Agency coordination will continue as the mitigation and permitting advances. Public coordination will also continue in the form of EMS and school coordination, website updates, follow-up meetings related to access, right-of-way, and noise analysis.

Environmental Assessment/Draft Section 4(f) Evaluation and Technical Reports

The EA/Draft Section 4(f) Evaluation was approved for public availability and release to the public by the FHWA, Pennsylvania Division on January 18, 2022. The public comment period on the EA/Draft Section 4(f) Evaluation began on January 24, 2022 and ended on March 10, 2022.

On January 24, 2022, notice of the Joint Public Hearing and Availability of the EA was sent to federal, state and local agencies, local municipalities, EMS providers, local community facilities, Section 106 consulting parties, and state and local representatives. The public hearing and the availability of the EA/Draft Section 4(f) Evaluation was advertised utilizing the following methods:

- Advertisements were printed in *The Evening Sun* on January 23, 2022 and again on February 13, 2022.
- Advertisements were printed in the *Gettysburg Times* on January 24, 2022 and again on February 14, 2022.
- Advertisements were printed in the *York Daily Record* on January 24, 2022 and again on February 14, 2022.
- Letters to public officials and state and federal agencies were sent on January 24, 2022.
- An email notification was sent on January 24, 2022 to those who had subscribed to receive updates via the project website.
- The US Army Corps of Engineers, on February 8, 2022, published a notice on the US Army Corps of Engineers Baltimore District Public Notice webpage.
- A press release was issued on January 24, 2022.

The EA/Draft Section 4(f) Evaluation and supporting technical documents were available for review and download through the project website (www.eisenhowerdriveextension.com). Supporting technical documents included:

- Agricultural Operation Summary, 2020
- Alternatives Dismissal Narrative Report, August 2019
- DCNR Species Correspondence, May 2021
- Determination of Effect Report, June 2019
- Draft NRCS-CPA-106, AD 1006 Form for Farmland Impact Conversion Rating, June 2020
- Eisenhower Alternatives Analysis Report, September 2019
- Eisenhower Drive Extension Traffic & Operation Alternatives Analysis Report, June 2019
- Environmental Justice and Title VI Memorandum, 2020

- Geological Desktop Study, February 2019
- Historic Resource Survey Forms, March 2018
- New Alignment Alternatives – Dismissal Narrative Report, January 2019
- Phase 2 Bog Turtle Survey Report, July 2018
- Phase I Environmental Site Assessment Report, November 2019
- PNDI Receipt – 602909, May 2021
- Preliminary Technical Noise Report, September 2019
- Purpose and Needs Statement, July 2019
- Reconnaissance Survey Report, February 2017
- USFWS Species Correspondence, July 2019
- Wetland Identification & Delineation & Phase I Bog Turtle Habitat Assessment Report, April 2019

During the comment period, hard copies of the EA/Draft Section 4(f) Evaluation and supporting technical files were available for public review, during regular business hours, at PennDOT's Engineering District 8-0 Office and the Federal Highway Administration Office, in Harrisburg. Hard copies of the EA/Draft Section 4(f) Evaluation were also made available for public review at the following locations:

- Conewago Township Municipal Building
- Hanover Borough Building
- Penn Township Municipal Building
- Oxford Township Municipal Building
- Mount Pleasant Township Municipal Building
- Union Township Municipal Building
- Guthrie Memorial Library
- Adams County Planning Commission Office
- York County Planning Commission Office

The FHWA and the US Army Corps of Engineers held a Joint Public Hearing on February 23, 2022, at the Southeastern Adams Volunteer Emergency Services facility in Hanover, PA. The doors opened at 5:00 PM; the hearing started at 6:00 PM and ended at 8:00 PM. Plans were on display and PennDOT representatives were available to discuss the project with interested residents. The US Army Corps of Engineers, as a cooperating agency and co-chair of the public hearing, was represented and displayed information at a station in the display area. Comment forms, along with PennDOT Project Manager contact information, and copies of the EA/Draft Section 4(f) Evaluation were provided. Approximately 215 people signed in. Nineteen (19) individuals testified publicly and three (3) individuals testified privately. Fourteen (14) written comments were received at the hearing. No agency comments were received. All comments provided were reviewed and addressed. Comments and responses are included in the *Eisenhower Drive Extension FONSI Package – Attachment A: Environmental Assessment – Comments and Responses*.

Finding of No Significant Impact

This Finding of No Significant Impact (FONSI) is based on the project record, including:

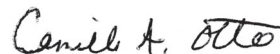
- ***Eisenhower Drive Extension Environmental Assessment/Draft Section 4(f) Evaluation (January 2022) and technical documents and studies referenced in this document;***
- ***Errata to the Environmental Assessment (Eisenhower Drive Extension FONSI Package – Section 5)***
- ***Environmental Assessment – Comments and Responses (Eisenhower Drive Extension FONSI Package – Attachment A)***
- ***Eisenhower Drive Extension Final Section 4(f) Evaluation (August 2022) (Eisenhower Drive Extension FONSI Package – Attachment E)***
- ***Memorandum of Agreement between FHWA and Pennsylvania Historical and Museum Commission through its State Historic Preservation Office, 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 (Eisenhower Drive Extension FONSI Package – Attachment F)***

The EA and associated documentation find that there is no reasonable alternative to construction of the proposed action, and the proposed action includes all reasonable measures to minimize harm to natural, cultural, and socioeconomic resources, which may result from the proposed project.

The EA and EA Responses to Comments have been independently evaluated by the FHWA and determined to discuss adequately and accurately the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. They provide sufficient evidence and analysis for determining that this project has no significant impacts, therefore an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA and associated documentation

Pursuant to: 42 U.S.C. 4231-4347
 40 CFR 1500-1508
 23 CFR 771
 36 CFR 800
 49 U.S.C. 303(c)
 23 CFR 774
 16 U.S.C. 1531-1544
 33 U.S.C. §1251 et seq. (1972)
 Executive Order 11988
 Executive Order 11990
 Executive Order 12898

01/03/2023



DATE

Camille A. Otto, Deputy Division Administrator
 Federal Highway Administration – Pennsylvania Division

Attachments

Eisenhower Drive Extension Environmental Assessment – FONSI Package (October 2022)