October 2022

EISENHOWER DRIVE EXTENSION PROJECT

Adams and York Counties, Pennsylvania







FONSI PACKAGE



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1.0 JOINT PUBLIC HEARING NOTICES

Notice of the Joint Public Hearing and Availability of the Environmental Assessment (EA) was sent to federal, state, and local agencies; local municipalities; Emergency Management Services (EMS) providers; local community facilities; Section 106 consulting parties and state and local representatives (EA Appendix F – Distribution List) on January 24, 2022.

Block advertisements were run in The Evening Sun on January 23, 2022, and February 13, 2022 and the Gettysburg Times and the York Daily Record on January 24, 2022 and February 14, 2022.

The project website was updated to include the notice, the EA document, testimony sign up, and the ability to comment on the EA via the website. An email notification was sent on January 24, 2022, to those who have subscribed to receive updates via the website.

The U.S. Army Corps of Engineers (USACE) published a public notice on the USACE Baltimore District Public Notice webpage on February 8, 2022.

2.0 JOINT PUBLIC HEARING

The Joint Public Hearing was held on February 23, 2022, at the Southeastern Adams Volunteer Emergency Services (S.A.V.E.S.) facility on 5865 Hanover Road, Hanover, PA 17331. 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 the Pennsylvania Department of Transportation (PennDOT) representatives were available to discuss the project with interested residents. The USACE, as cooperating agency and co-chair of the public hearing, was represented and displayed information at a station in the display area. Comment forms were provided along with the PennDOT Project Manager's contact information and copies of the EA. Approximately 215 people signed into the hearing. During the public hearing, 19 comments were received via public testimony and three comments were received via private testimony. Additionally, 14 written comments were received during the public hearing (See **Attachment A** for comments and **Attachment C** for public hearing information).

3.0 PUBLIC AND PRIVATE TESTIMONY

Interested individuals were able to sign up for the public testimony in the S.A.V.E.S. hall at the public hearing, via the project website www.eisenhowerdriveextension.com, or by calling JMT at (717) 741-6262. Public and private testimony sign-up sheets were also available upon arrival at the hearing. PennDOT and USACE representatives provided opening remarks that included a summary of the project purpose and need, project development and description, environmental process overview, EA notices, hearing notices, hearing rules and comment options. This information can be found in **Attachment D**.



4.0 PUBLIC AND AGENCY COMMENTS

The public had the opportunity to provide written comments through the comment period. During this timeframe, 105 comments were received from the public through the project website. Additional comments were received via email (two comments) and through regular mail submissions (33 comments). No agency comments were received. As mentioned above in Section 2.0, 19 comments were received via public testimony and three comments were received via private testimony. Additionally, 14 written comments were received at the public hearing. Comments and responses are included in **Attachment A: Environmental Assessment – Comments and Responses**.

5.0 ERRATA TO THE ENVIRONMENTAL ASSESSMENT



Based on comments received during the 45-day public comment period, seven minor updates to the EA are provided below:

Errata to the January 2022 Eisenhower Drive Extension Project Environmental Assessment (EA)

October 2022

- 1. The existing description of the TSM Alternative on page 32 should be replaced with "Conversely, the predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions."
- 2. The existing description of the Alternatives Advanced for Evaluation in the EA on page 37 should be replaced with "The reduced congestion and the improved mobility and connectivity created by Alternative 5C is anticipated to reduce the number of crashes within the study area by 6 percent when compared to the No Build conditions."
- On page 44, the units used to describe the total impacts to streams are incorrect on Table 2: Stream Impacts by Stream and Stream Type. The row should read "Total Impact (linear feet)". The table as it should have appeared is included below.

Table 2: Stream Impacts by	y Stream and Stream Type
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Stream ID	Stream Name	Stream Type	Alternative 5C Proposed Activity	Alternative 5C Impact (linear feet) ¹
WUS-1	UNT to Plum Creek	Intermittent	new culvert/bridge crossing	155
WUS-2	Plum Creek	Perennial	new bridge crossing	149
WUS-2A	UNT to Plum Creek	Intermittent	fill placement/pipe	26
WUS-5	WUS-5 UNT to South Branch Intermitten Conewago Creek		fill placement/pipe	213
WUS-6	UNT to South Branch Conewago Creek	Intermittent	new culvert/bridge crossing	410
WUS-7	UNT to South Branch Conewago Creek	Intermittent	new culvert/bridge crossing	148
WUS-8	UNT to Slagles Run	Perennial	new bridge crossing	169
WUS-8B	UNT to Slagles Run	Intermittent	fill placement/pipe	41
			Total Impact (linear feet)	1,311

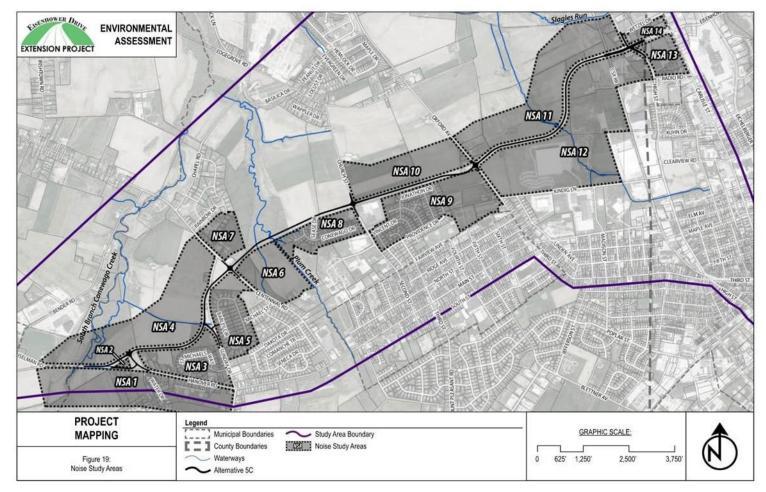
^{*} Only impacted streams are shown in this table; 8 identified streams are avoided in Alternative 5C

4. On page 70, the last sentence of the seventh paragraph should be replaced with "The district is listed under Criterion A, in the areas of commerce, transportation, and industrial history and under Criterion C, for the architectural significance in the region."

¹ Impact quantities are preliminary and are based on the overall potential impact in the current design LOD. Impacts will be further minimized and classified as permanent vs. temporary during final design



5. On page 88 and Figure 19 in Appendix A, the label for NSA 2 was inadvertently left off **Figure 19: Noise Study Areas.** The figure as it should have appeared is included below.



- 6. On page 131 under Section 9.2 Agency Coordination, the first sentence should be adjusted to "An Agency Coordination Meeting (ACM) was held in April of 2018."
- 7. On page 127, under Section 9.1.1 Local Municipality/Borough/County Meeting, additional coordination meetings were added that were inadvertently left out of the table. The table as it should have appeared is included below.

Table 1: Local Municipality/Borough/County Meetings

Meeting Attendee(s)	Meeting Type	Date	Purpose
Hanover Borough	Municipality/Borough	November 22, 2005	Provide project update and receive
Penn Township	Coordination		input related to environmental resources, traffic, and land use
Conewago Township	Municipality/Borough/County	December 16, 2005	Provide project update and receive
Union Township	Coordination		input related to environmental
McSherrystown Borough			resources, traffic, and land use
Adams County			
Mt. Pleasant Township	Municipalities Coordination	January 13, 2006	Provide project update and receive
Oxford Township			input related to environmental
	11		resources, traffic, and land use
Conewago Township	Municipality Coordination	November 30, 2006	Update Township on project status and establish coordination steps moving into Alt. Analysis development
Conewago Township	Municipality/Borough/County	April 1, 2015	Provide project overview and gain
Union Township	Coordination		understanding of future
McSherrystown Borough			development in townships/borough
Adams County	Maria in a lita /Dana cala /Carrata	May 00, 0045	Describe anniest susprieur and sain
Hanover Borough Penn Township	Municipality/Borough/County Coordination	May 28, 2015	Provide project overview and gain understanding of future
York County	Coordination		development in townships/borough
York County Planning	Traffic Modeling and	September 23, 2015	Review of 2005/2006 Traffic Model
Commission	Forecasting	September 23, 2013	and discussion of updates for
	, and the second		traffic forecasts
York County	Municipality/Borough/County	April 18, 2016	Provide project overview and
Adams County	Coordination	Manuals 00, 0047	project development updates.
Adams County Planning	Municipality/Borough/County	March 22, 2017	Provide project status update and
Conewago Township Union Township	Coordination		discussion of alternatives analysis
Penn Township			
Hanover Borough			
York County Planning			
Adams County Planning	Municipality/Borough/County	April 12, 2018	Provide project status update and
Conewago Township	Coordination		discussion of alternatives analysis
Union Township			•
McSherrystown Borough			
Penn Township			
Hanover Borough			
York County Planning			
Rep. Kate Klunk			
Sen. Rich Alloway's Office	Municipality/Porough/County	November 0, 2019	Provide preject status undete
Adams County Planning Conewago Township	Municipality/Borough/County Coordination	November 9, 2018	Provide project status update
McSherrystown Borough	Coordination		
Penn Township			
Hanover Borough			
York County Planning			
Hanover Borough	Municipality/Borough/County	August 22, 2019	Provide alternative analysis update
	Coordination		-



ATTACHMENTS



ATTACHMENT A - ENVIRONMENTAL ASSESSMENT - COMMENTS AND RESPONSES



Comments and Responses to the January 2022 Eisenhower Drive Extension Project Environmental Assessment (EA) and Section 4(f) Document

This Comments and Responses document consists of the following:

- 1. A table which summarizes the Comments received on the EA/Section 4(f). The table identifies each comment received during the Public Comment Period (January 24, 2022 to March 10,2022) and categorizes the issues raised in each comment with a letter designation. The table also identifies page numbers within the Comment and Response documents corresponding to specific commenters.
- 2. **Comments received on the EA during the comment period.** A total of 176 comments were received during the public comment period. Comments were received from county and local agencies, organizations, businesses, and citizens. Responses were provided for all 176 comments received.
- 3. **Response to comments.** The comments received by county and local agencies, organizations, businesses, and citizens are separated into three categories: those In Favor of the preferred alternative, those that are Neutral to the preferred alternative, and those that are Opposed to the preferred alternative. Responses to comments are grouped together when a singular response could be used to answer the same or very similar comments. The table below shows the codes used to identify topics of the comments and responses.

Code	Comment Category
ENG/T	Engineering/Traffic
P&N	Purpose and Need
D	Development
ROW	Right-of-way
NR	Natural Resources
CR	Cultural Resources
SR	Socio-economic Resources
PI	Public Involvement
MISC	Miscellaneous
NR/GR	No Responses Needed/General Reply



A.1 PUBLIC COMMENTS IN FAVOR OF PROJECT



Eisenhower Drive Extension Project Environmental Assessment/Section 4(f) Comments In Favor of the Preferred Alternative

#	Commentor Name	Representing				(Category o	f Comment	t				Comment	Comment Page Number	Response Page Number
			ENG/T	P&N	D	ROW	NR	CR	SR	PI	MISC	NR/GR	Number		
1	Jeff Miller	Self & Business	Х									Х	A2	1-2	1
2	Tracey Chappell	Self										Х	A3	2	1
3	Neil Wagner	Self										Х	A5	2-3	1
4	Stefanie Welty	Self										Х	A10	3	1
5	Mary Ellen McDonald	Self										Х	A11	3	1
6	Don Myer	Self										Х	A13	3	1
7	Mark Bruder	Self				Х					Х	Х	A18	3-4	1
8	Pamela Hampton	Self									Х	Х	A22	4	1
9	Henry Senatore	Self									Х	Х	A24	4-5	1
10	Anastasia Galysh	Self										Х	A33	5	1
11	William Reichart, II	Hanover Borough Council	х			Х			Х			Х	A34 & F23	5-7	1
12	Raymond Murren	Self									Х	Х	A37	7-8	1
13	Michael Hoover	Self							Х		Х	Х	A39 & A45	8-11	1
14	Kelly Duty	Self	Х								Х	Х	A40	11-12	12
15	Tara Megos	Self										Χ	A41	12	1
16	Bruce Groft	Self										Х	A46	12-13	1
17	Marcia & Charles Wilson	Self										Х	A48	13	1
18	Richard Dees	Self										Х	A50	13	1
19	Joyce Leonard	Self										Х	A56 & A57	13-14	1
20	Patrick Sheaffer	Self							Х		Х	Х	A58	14	1
21	I Ryan	Self							Х			Х	A59	14	1
22	LeRoy Baumgardner	Self				Х						Х	A60	14	1
23	Harry Mckean	Self										Х	A62	14	1
24	Pete Socks	Self										Х	A63	15	1
25	Robert Sharrah	Self							Х			Х	A64	15	1
26	Charles McKean	Self										Х	A65	16	1
27	Christopher Trone	Self										Х	A66	16	1
28	Marilyn Zanger	Self										Х	A67	16	1
29	J Zanger	Self										Х	A68	16	1
30	Mark keeney	Self										Х	A69	16	1

Code	Comment	Code	Comment
ENG/T	Engineering/Traffic	CR	Cultural Resources
P&N	Purpose and Need	SR	Socio-economic Resources
D	Development	PI	Public Involvement
ROW	Right-of-way	MISC	Miscellaneous
NR	Natural Resources	NR/GR	No Responses Needed/General Reply

							Category o	f Comment	:						Response Page Number
#	Commentor Name	Representing	ENG/T	P&N	D	ROW	NR	CR	SR	PI	MISC	NR/GR	Comment Number	Comment Page Number	
31	Brian Payne	Self							Х		Х	Х	A70	17	1
32	Woodie Witman	Self										Х	A71	17	1
33	Bruce Jones	Self										Х	A72	17	1
34	William Wheeler	Self							Х			Х	A74	17	1
35	Thomas Danner	Self							Х			Х	A75	18	1
36	Michele Sharrah	Self										Х	A77	18	1
37	Michael Tharp	Self										Х	A78	18	1
38	Hope Groft	Self										Х	A80	18	1
39	Dan Moul	Self					Х		Х			Х	A81	18-19	1
40	Lori Moul	Self										Х	A82	19	1
41	Justin Swinehart	Self										Х	A83	19	1
42	Chris Kimple	Self							Х			Х	A84	19	1
43	Clair Weigle	Self										Х	A85	19	1
44	Laura Silver	Self										Х	A86	19-20	1
45	Jane Klunk	Self										Х	A90	20	1
46	Jared Laird	Self							Х			Х	A91	20	1
47	Grace Laird	Self										Х	A92	20	1
48	Claire Laird	Self										Х	A93	20-21	1
49	Emily Heishman	Self										Х	A94	21	1
50	Sean Heishman	Self										Х	A95	21	1
51	Hailey Heishman	Self										Х	A96	21	1
52	Olivia Heishman	Self										Х	A97	21	1
53	Alexis Mills	Self										Х	A98	21	1
54	Christopher Mills	Self										Х	A99	21	1
55	Raegan Mills	Self										Х	A100	22	1
56	Torren Mills	Self										Х	A101	22	1
57	Sawyer Mills	Self										Х	A102	22	1
		Hanover Area													
58	Gary Laird	Chamber of							Х			Х	B2 & F5	22-23	1
		Commerce													
59	SueAnn Whitman	Mayor of Hanover				Х	Х		Х	1		X	B7 & F24	23-24	1
60	Justine Trucksess	Main Street Hanover				1		Х	Х	1		Х	B10	25	1
61	Scott Kurtz	Self				Х			Х			Х	B13	25	1
62	Lillian Boyer	Self									Х	Х	B16	25-26	1

Code	Comment	Code	Comment
ENG/T	Engineering/Traffic	CR	Cultural Resources
P&N	Purpose and Need	SR	Socio-economic Resources
D	Development	PI	Public Involvement
ROW	Right-of-way	MISC	Miscellaneous
NR	Natural Resources	NR/GR	No Responses Needed/General Reply

T	T					Comment	Comment	Response							
#	Commentor Name	Representing	ENG/T	P&N	D	ROW	NR	CR	SR	PI	MISC	NR/GR	Number	Page Number	Page Number
63	Denny Stem	Self							Х		Х	Х	B17	26	1
64	Ron Noel	Self							Х			Х	B19	26-27	1
65	Richard Leonard	Self							Х			Х	C1	27	1
66	Christopher Smith	Self									Х	Х	C2	27	1
67	Brian Dahler	Self									Х	Х	C3	28	1
68	Laura Silver	Self										Х	D4	28	1
69	John Shovlin	Self							Х			Х	D6	28-29	1
70	Marjorie Miosi	Self										Х	D7	29	1
71	Henry J Hoffacker	Self										Х	D9	29	1
72	Ben Dinkel	Self										Х	D10	29	1
73	Eric Mains, PE - Director	Planning and Engineering, Borough of Hanover							х		х	Х	F1	29-30	1
74	Jack R. Kay	Susquehanna Real Estate, LP Consultants for Bare Development, LP Jack R Kay COE/President							х			х	F2	30-31	1
75	Dylan B Lissette CEO	Utz Brands, Inc.						х	Х			Х	F6	31	1
76	Julia Groft	Business							Х			Х	F7	32	1
77	Lynneah Smith	Elsener Engineering Works, Inc.						х	х			Х	F8	32-33	1
78	Dr. John Scola	Hanover Public School District						х	Х			х	F9	33	1
79	Sarah Gebhart	Hanover Area Chamber of Commerce						х	х			х	F10	34	1

Code	Comment	Code	Comment
ENG/T	Engineering/Traffic	CR	Cultural Resources
P&N	Purpose and Need	SR	Socio-economic Resources
D	Development	PI	Public Involvement
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NR	Natural Resources	NR/GR	No Responses Needed/General Reply

						(Category o	Comment	t						Response Page Number
#	Commentor Name	Representing	ENG/T	P&N	D	ROW	NR	CR	SR	PI	MISC	NR/GR	Comment Number	Comment Page Number	
80	Christopher G Trone	Self and Business							х			х	F11	34-35	1
81	Karl S. Pietrzak	Destination Gettysburg						х	х			х	F12	35	1
82	Jeffrey D. Miller	Self and Business							х			х	F13	35-36	1
83	Roy A and Shirley J Bream Jr.	Self							Х			Х	F14	36-37	1
84	John R and Beverly A Long	Self							Х			Х	F15	37	1
85	Joan Buckley	Self							Χ			Х	F16	37	1
86	Stacey Noel	Self							Χ			Х	F17	37	1
87	Sheila Ann Frey	Self							Χ			Х	F18	37	1
88	Henry Sena	Self						Χ				Х	F19	37-38	1
89	Ashley Hershey	Self						Χ	Χ			Х	F20	38	1
90	Arthur and Jennifer Becker	Self and Business							Х			х	F21	39	1
91	Michael G Brown	Penn Township Board of Commissioners							Х			Х	F22 & F30	39-41	1
92	Mark Bruden	Self										Х	F27	42	1
93	Marvin Muhlhausen	Self							Χ			Х	F28	42	1
94	Randy L. Phiel/ James E. Martin/ Marty Karsteter Qually	Adams County Commissioners						Х	Х			Х	F29	42-43	1
95	Clair (CJ) Weigle III/ Kate A Klunk	State Representative										Х	E2 & F32	44-45	1

<u>Code</u>	<u>Comment</u>	<u>Code</u>	Comment
ENG/T	Engineering/Traffic	CR	Cultural Resources
P&N	Purpose and Need	SR	Socio-economic Resources
D	Development	PI	Public Involvement
ROW	Right-of-way	MISC	Miscellaneous
NR	Natural Resources	NR/GR	No Responses Needed/General Reply

Eisenhower Drive Extension Project Environmental Assessment and Section 4(f) Document Public Comments Received During the Public Comment Period January 24, 2022, to March 10, 2022 In Favor of the Preferred Alternative

Each Comment and Response was assigned an alpha-numeric number, the letters represent the **following**:

- A = Comments received via the Project Website during the Public Comment Period
- B = Public oral testimony received at the Public Hearing February 23, 2022
- C = Private testimony received at the Public Hearing February 23, 2022
- D = Written comments received at the Public Hearing February 23, 2022
- E = Public comments received via email during the Public Comment Period
- F = Public comments received via regular mail during the Public Comment Period

All written comments received via the website, via email, and oral comments recorded by the stenographer either publicly or in private at the February 23, 2022 Public Hearing, are presented as received.

PennDOT and its teaming partners, including the United States Army Corps of Engineers (USACE), a cooperating agency for this project, have made a concerted effort to ensure the general public, public officials, and resource agencies have been made aware of and had the opportunity to participate (on several specific occasions and throughout the project development process) in the development of this important transportation project. As noted in Section 9.0 of the Environmental Assessment (EA), since 2005, coordination with municipal and county staff and elected officials has been ongoing. The project website was created and has been and will continually be updated to provide project updates and provides the ability to ask questions and leave comments. Elected Officials Meetings occurred in April and May 2015; April 2016; March 2017; April and November 2018; and August 2019. Agency Coordination Meetings were held in April 2018 and December 2021. Public meetings were held in June 2018 and May 2019, and the public comment period for the Environmental Assessment was held January 24 through March 10, 2022, which included a Public Hearing with testimony on February 23, 2022. PennDOT will continue with public, public official, and agency outreach efforts as the project progresses.

The following response applies to all comments below:

Thank you for your comments.

A2. Jeff Miller 186 Panther Drive, Hanover, PA 17331 1/24/22 Comment #2

I am writing to voice my personal and my business' support of the Eisenhower Extension preferred alternative. I believe that it provides the best outcome for the greater Adams-Hanover community.

When I moved to the McSherrystown area almost 20 years ago to start my career, I purchased a home in the Sherry Village neighborhood that borders the preferred alternative to the south, near the Church Street intersection. Wherever I drove myself or my family, the one consistent premise was to avoid the traffic congestion and unsafe pedestrian conditions of Main Street in McSherrystown (State Route 116). So, even 20 years ago when I first heard of the potential proposals for a road similar to what is now known as the preferred alternative, I was in full support.

Today, I am the CFO of a growing business in South Central PA, and we have a branch location very close to the preferred alternative in Conewago Twp., Adams County. With the perspective of my business experience added to my 20 years of residence in Conewago Twp. (all within a half mile radius of the McSherrystown Borough), my support of the preferred alternative option is now even stronger.

I believe that the preferred alternative option is the only way to improve the area's roadway system, by:

- Easing traffic congestion, reducing drive times for the area on heavily congested roadways
- Limiting the number of large trucks on the narrow roads of McSherrystown Borough
- Improving safety within the study area, which experiences higher-than-average accident frequency when compared to similar roadways within the Commonwealth
- Enabling the area manufacturing and distribution industries to thrive and provide infrastructure for growth
- Preserving the necessary walkability and foot traffic for downtown Hanover and McSherrystown residents and businesses alike

It is also my strong opinion that the other alternatives or No Build are not appropriate nor safe options for the McSherrystown or Hanover Communities. The preferred alternative option is the only alternative that will support safer roadways and provide traffic congestion relief in the area. I support the preferred alternative as the best option to address the current and future needs of the greater Adams-Hanover area.

A3. Tracey Chappell

Hanover 1/24/22 Comment #3

We are new to the Hanover area. We find it very dreadful to drive through McSherrystown to get from point A to point B. We are looking forward to this extension as it would seem to bring relief from the traffic congestion getting around.

A5. Neil Wagner

Gettysburg, PA 1/25/22 Comment #5

The extension of Eisenhower Dr. has been needed for years now. Driving through McSherrystown has become terrible and sometimes dangerous, especially at rush hour. I understand that farm land will be used, but that option is better than the one taking people's homes and businesses. I'm in favor of extending Eisenhower Dr. as soon as possible. Thank you.

Neal Wagner Gettysburg, PA

A10. Stefanie Welty

Chapel View Development 1/28/2022 Comment #10

I live in a neighborhood right off of where the new road will go through, and as far as I'm concerned, you can't build it fast enough! I understand the frustration of the farmers that will be losing land, but they really should be taking that up with their fellow farmers who sold their land to developers. At this point, our current infrastructure is not sufficient for the population. Personally, outside of the people who will be directly affected by the road, I think most people are up in arms about this because they don't like change. We're talking about a two-lane road, not an 8 lane highway.

A11. Mary Ellen McDonald

229 S 2nd Street 1/28/2022 Comment #11

While I am new to the area, I find that Route 116 through McSherrystown and connecting with Route 94 to be very dangerous pieces of road. If I plan to travel anywhere in the area, I must, in most cases, travel one of these to connect elsewhere. There are large trucks, buses, commuters traveling from and to Gettysburg, and various other business trucks providing services to Hanover and local areas. The roads are inadequate as It is obvious the community has outgrown its highway system as the community continues to grow. It is a lovely area and people wish to live here. Building is continuing in all areas of the area. With that fact comes the need for expansion and growth in all areas needed for a healthy and safe community. The extension is a necessary step in that growth. Change is part of our lives, please embrace the change and growth needed for a safe community! Thank you.

A13. Don Myer

Hanover 1/28/2022 Comment #13

I propose to go forward with plans to access Rd. The benefits outweigh risks. We got to look over the lifetime and review future of area. This needs to be done and its hard decision since farmer is affected. But progress in safety and if it's the only source then go forward.

A18. Mark Bruder

North St, McSherrystown 2/10/2022 Comment #18

Comment received via regular mail

The Eisenhower Drive extension project preferred alternative bypass is needed immediately. The community is growing at a rapid pace. Alternatives like traffic lights on Route 116 in McSherrystown, widening roadways, etc. will cost more, displace residents, cause increased traffic issues, and will need more expensive traffic corrections in the not-to-distant future.

Compare the bypassed Hampstead, MD to the non-bypassed Manchester, MD. Manchester traffic is a nightmare. Please expedite this project. "

A22. Pamela Hampton

212 Barley Circle Hanover, PA 17331 2/12/2022 Comment #22

I recently received a 2-page (front and back) anonymous announcement regarding the public meeting for the Eisenhower Drive Extension. This announcement was so full of misleading and downright incorrect information that I felt I must comment on the Extension project. I live in the Murren Manor development of Conewago Township which is where the Extension will start/terminate. I am fully in support of the Extension project. I work on Eisenhower Drive and must contend with the traffic that is on Rt. 116. This traffic is only going to get worse with the planned 90-house Eagle Rock development that will be at the intersection of Rt. 116 and Centennial Drive. I believe that the current traffic on Rt. 116 is a detriment to businesses on Main Street in McSherrystown. It is difficult to park on Main Street to exit your vehicle without fear of having your door hit by a passing vehicle. And, for the few businesses that have parking at the rear of their properties, it is virtually impossible to turn onto Main Street at certain times of the day. Likewise, if you want to turn from Main Street to one of the side streets, it backs up traffic for many blocks. The second option of the Transportation System Management plan would be a band-aid to resolve the traffic situation at the cost of losing the tax base of the 53 effected homeowners and businesses. The final option of not doing anything is really not an option in that ignoring a situation is never a solution to a problem. My vote is for the Eisenhower Extension, and it cannot happen soon enough.

A24. Henry Senatore

Hanover 2/15/2022 Comment #24

"Traffic and safety impacts for Alternative 5C were evaluated, compared to the No Build conditions. Overall, all signalized intersections will operate better, and delays will be reduced at unsignalized intersections by up to six (6) minutes. Additionally, travel time through the study area will improve significantly. Traveling through the study area on Alternative 5C will take just over six (6) minutes and, due to the shift of traffic to the new alignment, there will be a reduction of travel time along the existing roadways by over ten (10) minutes. This same trip, if the Extension would not be built, will take almost 27 minutes. (!!!) The reduced congestion and the improved mobility and connectivity created by Alternative 5C is also anticipated to reduce the number of crashes within the study area by 10 percent when compared to No Build conditions. Doing nothing was not a reasonable approach. So now we're in the development stage of reviewing the Environmental Impacts & Doing nothing.

FULL SPEED AHEAD!"

A33. Anastasia Galysh

No address given 2/16/2022 Comment #33

My opinion is we go forward with the 5C plan. As the population grows, (since 2020, the population has gone up by 2,802: info from city-data.com) the roads become more congested with different vehicles. As the 5C plan states, that plan only plans on taking parts of 7 different farmlands with compensation to those farm owners, and adjusted road walls to block any noise from disturbing homeowners. And most importantly, homes and businesses won't be taken from people, and accidents will be less common.

A34. William Reichart, II

990 McCosh Street, Hanover PA - Hanover Borough Council President 2/17/2022 Comment #34

"Hanover Borough Council Hanover Borough, York County, PA An Equal Opportunity Borough

February 16, 2022

Neil Beach Johnson, Mirmiran, & Dongson, Inc. 220 St. Charles Way, Suite 200 York, PA 17402

RE: Eisenhower Drive Extension Project

Dear Mr. Beach,

As you are aware, the Eisenhower Drive Extension Project, located in York and Adams Counties, involves Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Avenue, and Third Street) which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township and Penn Township. The proposed Project addresses the heavy congestion and higher-than-average crash frequency of roadways within these municipalities.

Of the three design alternatives: the No-Build Scenario, the Transportation System Management (TSM) Option, and the Alternative 5C (offline new roadway), the Hanover Borough Council resolved to formally support Alternative 5C (Res. No. 1257). Please consider this communication as reinforcement of the Council position against the No Build Scenario and the TSM Option, and in favor of Alternative 5C

The Environmental Assessment (EA) of the project, published January 2022, affirmed the critical state of the corridors in question. At least three of the involved intersections have a Level of Service (LOS) rating of E or F with unstable, forced, or breakdown traffic flow offering virtually no usable traffic gaps and requiring vehicles to move in lockstep. Additionally, overall driver comfort level is poor. (EA pg. 12) Of note, the current Average Annual Daily Traffic (AADT) on Carlisle Street is expected to increase from

19,000 Vehicles Per Day (VPD) to 24,000 and north of Eisenhower Drive from 15,600 to 19,000 VPD, exceeding the capacity of the two-lane roadways. (EA pg. 13) With the No Build Scenario, further congestion is projected by 2042 affecting at least six additional intersections and dropping their LOS ratings to the E/F range.

Crash data observed from 2010 to 2014 calculated an above-average crash rate (1.90 and 2.18 for Second Street and Fifth Street intersection and Fifth Street and Oxford Avenue intersection, respectively). This is well above the statewide average of 1.77 for similar roadways. More alarming, of 88 crashes recorded during the study, two resulted in fatalities and three involved pedestrians. (EA pg.13)

The need for a resolution to the increased traffic congestion is self-evident and is paramount to the health, safety, and welfare of the Hanover community. Of the options, the No-Build Scenario only allows the problem to fester with an ever-increasing burden on the already troubled throughfares. The TSM Option involves public seizure of 53 properties by right of eminent domain, displacing businesses and historically valuable properties and affecting a multitude of citizens. Due to the loss of these properties, as well as an unknown number of partial seizures, the TSM Option will also cause a decrease in Hanovers tax roll and a loss of revenue from utility services such as water, sewer, and trash collection.

In conclusion, the Hanover Borough Council remains in strong favor of Alternative 5C and wishes to express its support over the alternatives.

Should you have any questions regarding this communication, please do not hesitate to contact me or P. Eric Mains, PE, Director of Planning and Engineering at 717-797-4210. Thank you for your attention in this matter.

Respectfully,

William Reichart, II President Hanover Borough Council The Borough of Hanover Cc: Nan Dunford, Borough Manager

F23. William Reichart, II President

Borough of Hanover 44 Frederick Street, Hanover, PA 17331

Dear Mr. Beach,

As you are aware, the Eisenhower Drive Extension Project, located in York and Adams Counties, involves Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Avenue, and Third Street) which are main traffic corridors through McShenystown Borough, Hanover Borough, Conewago Township and Penn Township. The proposed Project addresses the heavy congestion and higher-than-average crash frequency of roadways within these municipalities.

Of the three design alternatives: the No-Build Scenario, the Transportation System Management (TSM) Option, and the Alternative SC (offline new roadway), the Hanover Borough Council resolved to formally

support Alternative SC (Res. No. 1257). Please consider this communication as reinforcement of the Council's position against the No Build Scenario and the TSM Option, and in favor of Alternative SC

The Environmental Assessment (EA) of the project, published January 2022, affirmed the critical state of the corridors in question. At least three of the involved intersections have a Level of Service (LOS) rating of E or F with unstable, forced, or breakdown traffic flow offering virtually no usable traffic gaps and requiring vehicles to move in lockstep. Additionally, overall driver comfort level is poor. (EA pg. 12) Of note, the current Average Annual Daily Traffic (AADT) on Carlisle Street is expected to increase from 19,000 Vehicles Per Day (VPD) to 24,000 and north of Eisenhower Drive from 15,600 to 19,000 VPD, exceeding the capacity of the two-lane roadways. (EA pg. 13) With the No Build Scenario, further congestion is projected by 2042 affecting at least six additional intersections and dropping their LOS ratings to the E/F range.

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In conclusion, the Hanover Borough Council remains in strong favor of Alternative SC and wishes to express its support over the alternatives.

Should you have any questions regarding this communication, please do not hesitate to contact me or P. Eric Mains, PE, Director of Planning and Engineering at 717-797-4210. Thank you for your attention in this matter.

Respectfully,

William Reichart, II President Hanover Borough Council The Borough of Hanover

A37. Raymond Murren

350 Fairview Ave, McSherrystown PA 17344 2/20/2022 Comment #37

[&]quot;I support the Eisenhower Extension Project - Preferred Alternative project as described on the website.

I think it is important to remember that no matter what option is chosen, it is going to negatively impact some residents. As such, I think it is important that there should not be commercial development along the extension."

A37. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

A39. Michael Hoover

765 Hershey Heights Road, Hanover, PA 17331 2/23/2022 Comment #39

Good day:

I am in support of the proposal for Eisenhower Drive extended from High Street in Penn Township, York County, to the Brushtown area of Conewago Township, Adams County.

The project is long overdue. The plans have been discussed for nearly 40 years. Talks became earnest in 1990 when Hanover Borough joined in a public private partnership to build the more than \$4 million Eisenhower Drive from Route 194 to Route 94.

Penn Township then invested more than \$2 million to rebuild and widen Eisenhower Drive from Route 94 to High Street.

One of the biggest quality of life issues and public safety issues in this community is horrific investments in our transportation network. With continued delays the solutions become more expensive, controversial and complicated as vacant land become developed.

Poor transportation is an invitation for our community's major employers to look elsewhere. It is good business on their part. As the road continue to clog and cause delays, it becomes more expensive moving goods and materials.

There will be a day if there are not improvements that employers like Utz Quality Foods, Campbell's Soup, Hanover Foods, Arm and Hammer, Yazoo Mills, Oxford Containers, I can go on, are wooed across the nearby state line in Maryland with tax incentives and an incredible transportation network.

As a community the project was supported in the 1990s by Conewago Township and McSherrystown Borough in Adams County and Penn and Hanover in York. Berwick Township and Oxford Township also supported Eisenhower extended politically and among the people.

What is changes? A select group of NIMBYS have been vocal and invested into attorneys and a misinformation campaign to kill the project. They were successful in changing the leadership in Conewago Township and reversed the political position supporting the project.

They know PennDOT is easily spooked. The squeaky wheel gets the attention. And PennDOT is more than happy to spend limited highway funding elsewhere where it is welcomed.

That is historically how PennDOT has operated for decades.

But it is hardly fair. More than 40,000 residents and their political leaders in York County support Elsenhower Extended. The state legislative leaders who represent our community also support the project as a vital to our prosperity. They include Rep. Klunk, Moul and Torren and Sen Mastriano.

The Extension is also supported by the Hanover Area Chamber of Commerce, Downtown Hanover Inc., the York County Commissioners who represent nearly 500,000 residents and Adams County Planning, which represents nearly 100,000.

Many residents in Conewago and McSherrystown support the project but are being drowned out by the opposition.

Clearly the community supports Eisenhower Extended. The question is will PennDOT listen to the fact based, will of the people or the misinformed, inflamatory cries of the NIMBYs.

The reality: the first leg of Eisenhower Extended is being developed with or without PennDOT. The plans call for upwards of 1000 homes dumping four to six lanes of traffic onto Oxford Avenue with no plan for transportation improvements if PennDOT walks away.

I will urge my leaders in Penn to simply not allow development in Conewago to access Eisenhower Drive at High Street if it is not part of a broader, comprehensive plan for Eisenhower Extended. Either Conewago is part of the solution, or they can accept accountability for their lack of foresight with this project.

The problems in the shadows of Eisenhower Drive go far beyond Eisenhower Extended. Efforts to improve Eisenhower Drive at Moulstown and Flickinger Roads is stalled until there is some finality with Eisenhower Extended. This intersection has needed dire attention for decades. The Route 94 corridor from Eisenhower Drive in Hanover to East Berlin Road in Adams County has nearly two thousand homes proposed with no comprehensive transportation plan or coordination.

Sometimes leaders have to lead. Our local, business, county and state leaders have in supporting this project. Now it is time for PennDOT to do what is right from an engineering, economic viability, and public safety standpoint for the future of the Hanover community.

Feel free to contact me on this matter.

I have spoken to my elected officials and your project managers.

Thank you,

Mike Hoover

heymrhoov@gmail.com

A45. Michael Hoover

765 Hershey Heights Road, Hanover, PA 17331 on the York-Adams County line 2/24/2022 Comment #45

Good evening:

After listening to testimony presented at the Feb. 23 hearing sponsored by PennDOT at SAVES in Conewago Township, Adams County, I want to offer a few additional thoughts:

From my perspective, the audience was largely even in support and opposition of the Eisenhower Extended option. I heard little support for the demolition of nearly 50 properties in Hanover Borough. The no build option is nonsensical as outlined by the issues and analysis in the engineering study.

To suggest that the 8 minutes a vehicle trip a day saved by Eisenhower Extended is meaningless and not worth the investment is shortsighted and misleading.

The 8 minute savings a trip equates to over 15 minutes a day as people make at least two trips; 105 minutes a week; 104 hours a year.

In real time, people would spend the equivalent of 4.3 days a year not spent in a vehicle or a car with Eisenhower Extended.

4.3 days a year; nearly 50 days a year in a car over 10 years and 150 days a year over 30 years.

That is the math projected over time with a 8 minute savings per vehicle trip.

That is just for one person. Multiply that saving by 40,000 vehicle trip and that is real, economic and time management savings. On fuel. On quality of life. For businesses.

I listened to the emotional arguments over the loss of open spaces. If we applied the emotional toll as a basis to accept or reject a transportation project, we would never have another highway, airport, mass transit, reservoir or public infrastructure improvement built.

I did hear the farmer who was impacted most. He estimated he would initially lose four acres to the project. Initially, because surely he would look for additional open spaces to grow his crops and supplement his agricultural income. He would not eat the loss.

Lastly: One of the most impassioned presentations came from Tom Weaver. Understand that the public did not have the opportunity to vet the veracity of Mr. Weaver's comments.

My memory is Mr. Weaver supported Eisenhower Extended as the mayor of McSherrystown, an Adams County Commissioner and candidate for State House. He saw the logic and foresight and need for this vital transportation project to the region's quality of life, as do I.

It is only now in his newfound position as Conewago Township supervisor that Mr. Weaver has reversed and flopped his position. In fact, he was part of a slate of candidates who narrowly withdrew the support of Conewago Township leaders in a now split 3-2 decision.

HIs comments are disingenious and deserve a fair and transparent vetting.

Mr. Weaver is not a lawyer. Yet as per his historic pattern, he gave his layman's legal analysis of why he believes the project is not legally sound citing legal precedents in other states but admitting it did not include Pennsylvania.

The development that the residents bemoan is happening regardless of the Eisenhower Extension debate.

It is no secret that one of the region's largest employers, Utz Quality Foods, is interested in buying the land between High Street and Oxford Avenue for warehousing, which will negate plans for more than 1,000 homes. The warehouses would generate jobs, fortify Utz's presence as an employer, pay property taxes while not burdening our schools, public safety and public services.

If PennDOT walks away, that corridor will be flooded with homes with four to six lanes of traffic dumped on Oxford Avenue with no predictable or foreseeable overall transportation plan.

PennDOT has enough information to do the right thing. Eisenhower Extended is supported on a non-partisan and non-political analysis by engineers. The project also has the support of local and state government elected officials who represent the overwhelming number of residents, businesses and property owners. Each state House Representative and State Senator support the project.

Please do not let a vocal pocket of NIMBYs kill this transportation project which is vital to our future prosperity and quality of life.

Sincerely,

Mike Hoover heymrhoov@gmail.com

A40. Kelly Duty

110 Highland Ave. Abbottstown, PA 17301 2/23/2022 Comment #40

"I am the Planning & Zoning Manager for the Town of Thurmont, MD and I have worked in this profession for over 22 years. I am unable to attend due to a work obligation and I am grateful that I am able to comment via your wonderfully designed project website.

I am in support of the Eisenhower Drive Extension Project for our community. It will give us a long need transportation improvement which will have long lasting economic benefits and facilitate safe and efficient travel while improving the level of service on the existing roadway network.

I strongly support the roadway being a limited access roadway and this controlled access corridor be adhered to by the municipalities that control development in around this new streamlined connection. The municipalities must address future access and circulation needs and existing areas of concern. Existing streets will need to be improved while this new roadway is constructed to support growth and expansion of our area. The limited access must be protected so that business goods, commercial

services and commuter traffic is efficiently transported, and all other traffic is accommodated. An overall street system plan is used to guide investments in making the street network safe and well suited to existing and future traffic loads. And as the area develops, neighborhoods are interconnected and the logical extension of existing and planned streets and trails are made.

I would offer the recommendation that an asphalt trail be constructed while this roadway is constructed. This trail would allow for another modality of transportation while not causing much of a price increase. This trail could be designed within the road right of way and built to be both beautiful and functional with a complete set of features that make it a joy to drive on or walk or bike along. The planned roundabouts will provide traffic calming, slowing traffic speeds where necessary to ensure a safe and pleasant pedestrian experience.

I appreciate the ability to submit my comments and I look forward to this road connection being made in the not-so-distant future.

Sincerely, Kelly Duty

A40. Response:

Thank you for your comment.

Based on previous coordination with the public and municipalities, the roadway will advance as a limited access highway, and is being designed to improve safety and reduce congestion on existing SR 116 and therefore is not intended to be part of a bicycle route or include bicycle facilities. It is anticipated that bicyclists will use existing facilities, which will see reduced traffic volume/congestion along SR 116 as a result of proposed project, which will help to improve pedestrian and bicycle safety along SR 116.

A41. Tara Megos

208 Main St, 2/23/2022 Comment #41

We live on Main St in McSherrystown and have to cross Main St multiple (4-6) times a day from 2nd Street and are very frustrated with the traffic. We often will have to take a right then a left to cross, which holds up traffic on Main Street even more. I would be fine with a traffic light somewhere along the residential areas of 116 (which is not really a long-term solution), but also think the extension is a good idea as well- as long as it minimizes eminent domain. Something has to happen.

A46. Bruce Groft

Hanover, PA 2/25/2022 Comment #46

"I am 100% IN FAVOR of the project. I have been traveling Route 116 daily for work for over 30 years. I have driven the road before many of the traffic lights have been installed. Coming home at night is a NIGHTMARE. You never have to have traffic speed enforcement because you are never able to drive the speed limit because of the traffic. My daily commute is 38 miles one way; to be stuck behind the

massive amount of slow-moving trucks & traffic is extremely frustrating. Road rage: drivers passing in no passing zones is a daily occurrence. Hanover and ALL the surrounding communities continue to build more and more housing communities. The NO build option NEEDS TO BE REMOVED FROM THE TABLE.

Thank you"

A48. Marcia & Charles Wilson

386 Hill Road, Mt. Pleasant Township, Adams County 2/25/2022 Comment #48

"We STRONGLY favor the construction of the bypass! Living here since 1986, we've watched the congestion, gridlock, and safety concerns grow each year. This is a project that should have gone forward much earlier, but for some mis-guided opinions that it would ruin the local atmosphere and environment.

We treasure our rural area, but we recognize that the population is increasing and there is need for planned roadways for increasing traffic. Our small roads and streets are not designed for heavy volume and heavy weight traffic.

Our daughter's family moved to Hanover Borough from Western Pennsylvania in November 2021, and they, too, strongly support the bypass after only two months of observation."

A50. Richard Dees

229 South St Hanover, Pa 17331 Conewago Twp. Adams County 2/26/2022 Comment #50

"Option 5C is the only option there is. No build is out. Due to the farms that have been sold in the project area that will be developed for residential housing that will add much more traffic the Eisenhower Project must continue. Should have been completed years ago.

Thank you."

A56. Joyce Leonard

319 Fairview Ave, McSherrystown 3/1/2022
Comment #56

"The Eisenhower Extension, in my view, is greatly needed. On any given day from any intersection in town, it is very difficult to enter Main St. due to traffic flow of 3 - 4 blocks long. The majority of those that spoke at the meeting do not access Main St, have homes built on ""farmland"" or have a political agenda. Mr. Weaver stated that the majority of residents are against the project, not sure who he canvassed but our family was not.

A57. Joyce Leonard

319 Fairview Ave, McSherrystown 3/1/2022 Comment #57 Please refer to prior comments...Due to the increase of tractor trailer traffic, our roadways are unable to handle the wear and tear of the truck traffic and were not built for such traffic loads. As our area is developing at a rapid pace, if this project is not completed there will not be anywhere in the future for the traffic to go. Thank you!

A58. Patrick Sheaffer

151 Villa Vista Ave. Hanover, PA. 17331 3/1/2022 Comment #58

I am the owner of the Sheaffer farm, 301 Oxford Ave., and the Preferred Alternative 5C will have a profound impact on me economically. I estimate 12 acres more or less will be taken. Even though I will incur a sizable financial lose, I am in favor of the highway. My land and the adjoining properties have the potential of adding over 400 homes in the future and that will have devastating effects on traffic flow and emergency response to name a few. The highway is truly essential for the community.

A59. I Ryan

Hanover Pa 17331 3/3/2022 Comment #59

I am in support of the Eisenhower Drive Extension project for the following reasons:

- 1. Population growth has increased each year due to the continuous building of new homes and businesses in the Greater Hanover Pa Areas.
- 2. With each new home, a minimum of two more vehicles drive on the road.
- 3. Influx of home delivery options for goods and services has also increased putting more home delivery and service vehicles on the roads, throughout Greater Hanover Pa. Areas.

Consequently, with building new homes, and businesses, funding for road improvements go hand in hand.

I would have been in favor of a moratorium of new construction, of homes and businesses in the area, however, that option is now no longer feasible.

A60. LeRoy Baumgardner

901 Van Cleve Lane 3/3/2022 Comment #60

"I attended the public meeting and listened to all the comments that people made. It appeared to me that all the people that were against the project were against it simply because they're going to lose some property. None of them offered a good suggestion on how the project should proceed.

In my opinion the project must proceed as the surrounding areas are growing and traffic problems will only get worse in the future. My only concern is that Eisenhower drive is 4 lanes 2 lanes in each direction. I believe the rights away should be secured now which would allow the roadway to be

expanded to 4 lanes in the future when traffic conditions demand the road should have additional lanes added."

A62. Harry Mckean

126 Onyx Rd. New Oxford, PA 17350 3/6/2022 Comment #62

The Eisenhower extension project, as I see it, has been thoroughly evaluated and will serve our community as a safe alternative to navigating local smaller municipal roads. I am full support of this project and look forward to its timely construction. Everyone I talk to is in favor of the project.

A63. Pete Socks

70 Race Track Rd., Hanover, PA 17331 3/6/2022 Comments #63

I am in McSherrystown multiple times a week and making a left onto Main Street from various side streets at certain times is like taking your life into your hands. The congestion is unbelievable. I am in favor of the Extension project for multiple reasons including routing truck traffic out of the densely populated town areas of McSherrystown and Hanover.

A64. Robert Sharrah

124 South Third Street McSherrystown, PA 17344 3/6/2022
Comments #64

"As a resident of the Borough of McSherrystown and practicing Professional Land Surveyor in Adams and York Counties, I strongly support the construction of the Eisenhower Drive Extension.

There is significant congestion in and along Main Street in the Borough that can be relieved by reducing some of the thru-traffic volume on Main Street. This reduction in thru-traffic will naturally include a reduction in truck traffic in the small Borough.

This more direct route with less congestion will also help in reducing response times for emergency services.

Lastly, construction of the limited access roadway will allow industrial development on the northeast end of the route, thereby creating good local jobs. As a corollary comment, the primary host municipality could revise its Zoning Map to remove some residentially zoned lands and convert them to industrial. This would have the added beneficial effect of improving the tax base without requiring additional municipal services.

In conclusion, I strongly support the construction of the Eisenhower Drive extension as there are far more positive benefits than negative effects."

A65. Charles McKean

New Oxford, PA 3/6/2022 Comment #65

Hello. I am writing this letter to send my support for the Eisenhower extension project. This extension is critically important for the benefit of this area. The amount of traffic that goes through McSherrystown currently is a major safety hazard and there needs to be another alternative route. I am only 23 years old and I have the common sense to recognize that this town is in dire need of this incredibly beneficial project. As business and development continues to expand, an opportunity as beneficial as this cannot be missed out on. Please take these factors into deep consideration as we hope that you can make the right decision for this area. Thank you.

A66. Christopher Trone

350 3RD Street 3/6/2022 Comments #66

To whom it my concern, I feel that this Eisenhower Drive Exension Project will benefit large volume of residents and also many businesses. Keep in mind that upon completetion, this will service our community for the present and forever. As we all know some people are apposed to this. This is not the majority. What we need to keep in mind is that this Exension has been in the works and talked about for over 20 plus years. There must be a reason!!!!! Time to move forward.

A67. Marilyn Zanger

Littlestown PA 3/6/2022 Comments #67

I believe it is in the best interest of all who travel in the area of Eisenhower Drive to approve the extension project.

A68. J Zanger

22 Digges Ct. 3/6/2022 Comments #68

I feel that it is in the best interest of the area, to continue with the extension project.

A69. Mark Keeney

14 Deer Dr. 3/6/2022 Comments #69

I support the Eisenhower extension project to relieve the congested areas in McSherrystown and Hanover.

A70. Brian Payne

Littlestown, PA 3/7/2022 Comments #70

This project needs to move forward. Everyone on this side of town goes to Hanover almost daily. We have lived here for 22 years; traffic and congestion has tripled. 116 and 194 need relief so maintenance can be safely performed. Commerce continues to grow in the Hanover and surrounding so the infrastructure must support it.

I understand that some residents will be impacted negatively but the safety of so many utility workers, rescue workers, pedestrians, travelers and intown residents far outweighs that negative.

It is important to allow commerce and infrastructure to grow. In the 22 years we have lived here it is really nice to see buildings that have been boarded up for years starting to improve and new businesses begin and thrive. There needs to be safe and efficient passage for this area to continue to grow in a possitve direction.

A71. Woodie Witman

110 kevin dr. Comments #71 3/7/2022

For continued growth of the Hanover area, including the downtown district, this project is long overdue.

i grew up on Dart Drive and as a kid played in the fields we now call Eisenhower Drive. the level of discussion to build that road is exactly the same as the extension. Everyone back then understood that an extension would be the next step.

A72. Bruce Jones

35 Spring Garden Ave. Hanover Pa 3/7/2022 Comments #72

We have been waiting years to see this road installed. This will relieve so much traffic from downtown Mcsherrystown.

This will help the trucking issues around town as well.

I'm in support of this project.

A74. William Wheeler

Gardners Pa 3/8/2022 Comments #74

With living and working in and around Hanover my entire life I believe the Eisenhower Drive Extension will ease traffic congestion and provide a unique opportunity for Hanover to keep growing and prospering.

A75. Thomas Danner

60 Segovia Ct. 3/8/2022 Comment #75

I agree with the York County/Adams County Eisenhower Extension/Bypass. As a acting Berwick Twp. Supervisor /Adams County, the positive impacts on both residential and commerce is vital to the infrastructure of the community. The future growth of this region solidifies the need for congest related solutions.

A77. Michele Sharrah

124 South Third Street McSherrystown, PA 17344 3/8/2022 Comments #77

As a resident of the Borough of McSherrystown, this project will relieve the significant congestion on Main Street in the Borough. There are times when we cannot get from our house on South Third Street onto Main Street for several minutes due to the excessive volume of traffic on Main Street.

Please fund this project that has been talked about and needed for more than twenty years."

A78. Michael Tharp

No address given 3/9/2022 Comment #78

Need a by-pass badly. Traffic will only get heavier.

A80. Hope Groft

Littlestown, PA 3/9/2022 Comment #80

I use route 116 and this bypass would be in the best interest of PA driver's.

A81. Dan Moul

Hanover 3/9/2022 Comment #81

I travel to and from my home to Hanover daily. Having to sit in traffic on Main Street, McSherrystown, causes me to be late to appointments even though I add additional time due to the increased traffic. I can imagine how frustrated other drivers must be, maybe even to the point of ending doing business in Hanover. What had taken 5-10 minutes in travel time now takes 20-25 minutes on a good day to get where I need to be. This increase in travel time is worse during commuter times, school buses, etc. The construction of the Eisenhower Drive Extension will alleviate traffic congestion in McSherrystown

[&]quot;I strongly support the Eisenhower Drive extension project.

24/7/365, end vehicle idling while sitting in traffic which is an environmental hazard, increase the safety of both vehicular and foot traffic, and above all end driver frustration.

A82. Lori Moul

Hanover 3/9/2022 Comment #82

I live just outside of McSherrystown and dealing with the traffic backup daily is unacceptable. I am completely in favor of the Eisenhower Drive Extension.

A83. Justin Swinehart

Franklin County, PA Comment #83 3/9/2022

I am in favor of the Eisenhower extension. I periodically drive through Adams County and this would help ease the current congestion throughout McSherrystown.

84. Chris Kimple

Adams County 3/9/2022 Comment #84

At times I must travel to Hanover for medical appointments. Due to the unknown travel time because of delays occurring in McSherrystown, I avoid going to Hanover for any reason, including shopping, unless absolutely necessary. The construction of the Eisenhower Drive Extension will greatly reduce traffic congestion and delays. For this reason and many others, including safety, I fully support this project.

A85. Clair Weigle

No address given 3/9/2022 Comment #85

I am reaching out to provide written testimony concerning the Eisenhower Extension Project. I write in support of the project, as having followed the conversation over the last several years it is clear that the time to make major improvements to the greater Hanover community is now. The information provided against the project promotes inaccurate information that is only driven by an emotional reaction and not by facts. The congestion in this area and the potential long-term ramifications should nothing be done far out way any negative opinions about this project moving forward. I kindly ask that PennDOT move forward with this project. Thank you.

A86. Laura Silver 414 Dart Dr 3/9/2022 Comment #86 I have followed this project only for the last 3-4 years, but understand that as traffic increases with more development, the current road and traffic congestion will only increase. Therefore, even as I am not fond of giving up farm land, the "Preferred Alternative 5C" is the best solution given all of the issues and desired results. Please take these comments into account when making this decision. Thank you.

A90. Jane Klunk

Hanover Borough 3/9/2022 Comment #90

I am supportive of the Eisenhower Drive Extension Project. I believe it will help alleviate traffic congestion in the region and will help to route truck traffic out of town. Right now our side streets are seeing wear and tear because of trucks and cars finding alternative routes through McSherrystown and Hanover Borough. If we do not move forward with this project, we will see major traffic gridlock for years to come.

A91. Jared Laird

Hanover Borough 3/9/2022 Comment #91

It is critical that the Eisenhower Drive Extension project move forward to meet current and future infrastructure and traffic needs. Traffic congestion in parts of Hanover Borough and especially in McSherrystown Borough can be alleviated with the extension project. Backups heading east or west on Elm Ave and through McSherrystown will only continue to get worse if the project does not go through. We will also continue to see increased traffic on side streets if nothing is done to address the increased traffic volumes. If this project doesn't happen now, it never will. And, this is not acceptable for future generations of York and Adams County residents. I think about what this area will be like in 30+ years when my daughters are my age. If this project does not come to fruition, we will be sentencing them to a lifetime of traffic and gridlock.

A92. Grace Laird

Hanover Borough 3/9/2022 Comment #92

I write this comment of support on behalf of my daughter, Grace Laird. While she is only a child, she will grow up in this community and be impacted by a decision on the Eisenhower Drive Extension Project. I write to ask that the project move forward to ensure that she and her generation are not faced with gridlock and traffic congestion in our community. If we do not do this project now, it will never happen. And when she is my age, she will be sitting in even more traffic than I sit in now.

A93. Claire Laird

Hanover Borough 3/9/2022 Comment #93 I write this comment of support on behalf of my daughter, Claire Laird. While she is only a child, she will grow up in this community and be impacted by a decision on the Eisenhower Drive Extension Project. I write to ask that the project move forward to ensure that she and her generation are not faced with gridlock and traffic congestion in our community. If we do not do this project now, it will never happen. And when she is my age, she will be sitting in even more traffic than I sit in now.

A94. Emily Heishman

Conewago Township 3/10/2022 Comment #94

I have to drive across McSherrystown on a daily basis. The traffic congestion is terrible. Crossing Main St is dangerous due to the amount of traffic. I am in favor of the Eisenhower Drive Extension Project.

A95. Sean Heishman

Conewago Twp 3/10/2022
Comment #95

I am in favor of the Eisenhower Dr Extension. We need this to alleviate the congestion through Main St.

A96. Hailey Heishman

Conewago Twp 3/10/2022
Comment #96

I am in favor of the Eisenhower Dr Extension Project. Our current roads cannot sustain the amount of traffic that all of this new building has brought.

A97. Olivia Heishman

Conewago Twp 3/10/2022
Comment #97

I am in favor of the Eisenhower Dr Extension Project.

A98. Alexis Mills

Thomasville, Pa 3/10/2022 Comment #98

I am in favor of the Eisenhower Ext project to alleviate congestion.

A99. Christopher Mills

Thomasville, PA 3/10/2022 Comment #99

I am in favor of the Eisenhower Drive Extension Project.

A100. Raegan Mills

Thomasville, PA 3/10/2022
Comment #100

I am in favor of the Eisenhower Extension Project.

A101. Torren Mills

Thomasville, PA 3/10/2022 Comment #101

I am in favor of the Eisenhower Extension

A102. Sawyer Mills

Thomasville, PA 3/10/2022 Comment #102

I am in favor of the Eisenhower Extension

B2. Gary Laird

No address given

Good evening. My name is Gary Laird. I'm President of the Hanover Area Chamber of Commerce. The Hanover Area Chamber of Commerce supports the Eisenhower Extension 5C Alternative. This project is critical to the continued development of business and industry in the Hanover region. There has been no significant transportation improvement projects in our area for almost 50 years yet our area continues to experience significant residential, commercial and industrial growth. The 5C option will address traffic congestion by improving drive times, improve safety within the study area, enable businesses and manufacturing companies the opportunity to grow, support economic growth in the area and preserve the character and continued economic revitalization of downtown Hanover.

The Hanover Chamber has been involved with this project since 2007 and has actively solicited feedback from the business community during that period. Overwhelmingly there is strong support from small business as well as the largest employers in the area. The data gathered during the traffic study phase clearly indicates the local roadways are near or at capacity and drive times and traffic safety will be a major concern if this project does not move forward. The 5C option is the only alternative that we are aware of that will support safer roadways and provide traffic congestion relief to the area. Thank you.

F5. Gary M Laird

February 23, 2022

Dear Mr. Drda,

The Hanover Area Chamber of Commerce supports the Eisenhower Extension 5C alternative. This project is critical to the continued development of business and industry in the Hanover region. There

have been no significant transportation improvement projects in our area for the past 50 years, yet our area continues to experience significant residential, commercial, and industrial growth. The 5C option will:

- Address traffic congestion by improving drive times
- Improve safety within the study area
- Enable businesses and manufacturing companies the opportunity to grow
- Support economic growth in the area
- Preserve the character and continued economic revitalization of downtown Hanover

The Hanover Chamber has been involved with this project since 2007 and has actively solicited feedback from the business community During that pierid. Overwhelmingly, there is strong support from small business, and the largest employers in the area. The data gathered during the traffic study phase clearly indicates that local roadways are near or at capacity and drive times and traffic safer will be a major concern if this project does not move forward.

The 5C option is the only alternative that we are aware of that will support safer roadways and provide traffic congestion relief in the area.

B7. SueAnn Whitman

Hello, I'm SueAnn Whitman

Good evening. My name is SueAnn Whitman and I am the Mayor of Hanover. As you are aware, the Eisenhower Drive Extension Project located in York and Adams Counties involves Eisenhower Drive, State Route 94, State Route 116, which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township and Penn Township. The proposed project addresses the heavy congestion and higher than average crash frequency of roadways within these municipalities.

The need for a resolution to the increased traffic congestion is self-evident and is paramount to the health, safety and welfare of the Hanover community as a whole. Of the options, the No Build scenario only allows the problem to fester within an ever-increasing burden on the already troubled thoroughfare. The TSM option involves public seizure of 53 properties by right of eminent domain displacing businesses and historically valuable properties and affecting a multitude of citizens. Due to the loss of these properties as well as unknown number of partial seizures, the TSM option will also cause a decrease in Hanover's tax roll and a loss of revenue from utility services such as water, sewer and trash collection.

We, like McSherrystown Borough and Penn Township, need not wait until the future to experience the burden of freight traffic and our respectful few municipalities. The study clearly articulates that the problem exists already. Unacceptable levels of operation already exist at pertinent intersections with near capacity traffic volumes.

While pundits might opine that this is a Hanover Borough problem, I would offer that truck traffic and the need to move products to, around and through our community is not a Hanover Borough specific function. It is community-wide, and the related impacts and benefits should be appropriately distributed. The proposed Eisenhower Drive Extension Project has been thoroughly studied and well thought-out by PennDOT for the most efficiency and the least amount of impact to people, the land and the environment.

It is for all above reasons that I, SueAnn Whitman, as the Mayor of Hanover am truly hopeful that the project sponsors remain steadfast to the intent and goal of this effort for the Eisenhower Drive Extension Project Alternative 5C to mitigate current traffic issues. If this project either does not proceed at all or proceeds as a TSM option, the community of Hanover, not just the Borough, will be sentenced to a lifetime of traffic-related delays and safety issues, a lifetime that starts today. Thank you.

F24. SueAnn Whitman / Borough of Hanover

44 Frederick St Hanover PA 17331 February 23, 2022

As you are aware, the Eisenhower Drive Extension Project, located in York and Adams Counties, involves Eisenhower Drive, SR 94 and SR 116 which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township, and Penn Township. The proposed Project addresses the heavy congestion and higher- than-average crash frequency of roadways within these municipalities.

The need for a resolution to the increased traffic congestion is self-evident and is paramount to the health, safety, and welfare of the Hanover community as a whole. Of the options, the No-Build Scenario only allows the problem to fester with an ever- increasing burden on the already troubled throughfares. The TSM Option involves public seizure of 53 properties by right of eminent domain, displacing businesses and historically valuable properties and affecting a multitude of citizens. Due to the loss of these properties, as well as an unknown number of partial seizures, the TSM Option will also cause a decrease in Hanover's tax roll and a loss of revenue from utility services such as water, sewer, and trash collection.

We, like McSherrystown Borough and Penn Township, need not wait until the future to experience the burden of freight traffic in our respective municipalities. The study clearly articulates that the problem exists already. Unacceptable levels of operation already exist at pertinent intersections with near capacity traffic volumes.

While opponents might opine that this is a Hanover Borough problem, I would offer that truck traffic, and the need to move products to, around, and through our community is not a Hanover Borough specific function. It is community wide, and the related impacts and benefits should be appropriately distributed.

The proposed Eisenhower Drive Extension Project has been thoroughly studied and well thought out by PennDOT for the most efficiency and the least amount of impact to people, the land and the environment.

It is for all the above reasons, that I, SueAnn Whitman as the Mayor of Hanover am truly hopeful that the project sponsors remain steadfast to the intent and goal of this effort for the Eisenhower Extension Project Alternative 5C to mitigate current traffic issues. If this project either does not proceed at all, or proceeds as the TSM option, the community of Hanover, not just the Borough, will be sentenced to a lifetime of traffic related delays and safety issues — a lifetime that starts today.

Respectfully,
ON BEHALF OF THE COUNCIL OF THE BOROUGH OF HANOVER
SueAnn Whitman, Mayor

B10. Justine Trucksess

My name is Justine Trucksess. I'm the Executive Director of Main Street Hanover. We're a nationally accredited Main Street program support and drivedowntown revitalization. It's our opinion that the TSM alternative or No Build option are not appropriate or safe options for the Hanover community. The 5C option is the only alternative proposed that will supports afer roadways and provide traffic congestion relief in the greater Hanover area.

We understand that the Eisenhower Extensionwill improve traffic and roadway systems throughout thecommunity reducing drive times, as has already been stated, improving safety within the study area which experiences higher than average crash frequency and fatalities compared to similar roadways in the Commonwealth; meet the needs for the future of our growing community; support the overall economic growth of the region and the project has been studied by local and regional leaders for the past 30 years; and most importantly from my organization, the Eisenhower Extension will preserve the character of the downtown district. Our Main Street program has done a great deal to improve the downtown and a project like what's proposed in the TSM alternative would effectively decimate the downtown corridor by increasing traffic in our historic center square. The downtown district's character would drastically change if the primary two-lane streets were widened to accommodate four lanes of traffic. This proposed alternative is notacceptable as it would destroy the integrity of ourdowntown.

In summary, the project as proposed is to facilitate safe and effective travel for vehicles and pedestrians throughout the study area. Improvements will reduce congestion, improve safety, accommodate growth and reducethe impact of truck traffic and commuter traffic on the existing roads. 5C is the only option still proposed that meets those needs. Thank you.

B13. Scott Kurtz

965 Carlisle St

Hi My name is Scott Kurz. My wife and I, we own 965 Carlisle Street and main reason I'm standing here in front of you is because of confusion and I don't have anything in writing. I just saw that tonight that TSM thing was going to come down 97 or Carlisle Street past our building and our building was one of the ones that was going to be destroyed. I saw that was taken off the table, but I got a call from Kay Klunk's office in mid-December. They said, hey,there's nothing happening and I have been holding off doing things in my business. So I asked is there anything in writing? The answer was no. So this came up. So I just decided I would come here and make my statement, but I didn't know that that was off the table, but I say don't put it back on the table from that standpoint. You have a tough decision to make on this and I just would not like to see it come down Carlisle Street because of those 50 places that would be destroyed and ours being one of them. Thank you very much.

B16. Lillian Boyer

Well, I wasn't prepared for thisthis evening. So I don't have anything in writing. I'm speaking to you as a citizen, resident of Conewago Township. I know I'm in the minority the wayit sounds, but I am in favor of 5C simply because I livedin McSherrystown for a long time and I know what the trafficis like on 116. I also lived over on off Carlisle Pike.

Should an emergency happen at my home where Iwould require an ambulance or a fire truck, I'm screwed, quite frankly, because till an emergency vehicle gets from here, not that any fault of SAVES

or anyone else, but till theyget through town to get over to the Target area, my five minutesis up. If someone is having a heart attack,they're dead. I might as well just callthe coroner.I'm looking at it as, yes,it's only five minutes, but in an emergency situation, thosefive minutes count. That's all I have to say. Thank you.

B17. Denny Stem

My name is DennyStem I've lived in the area almost40 years.36 of those years are within a quarter mile where one of these roundabouts will beon the bypass. I was born and raised on ourfamily farm. When I first heard of the bypass, I was not sure if I wanted it or not. It would increase the traffic past my home and increase the noise and I thought about the loss of farmland, but the more I thought about it, the more I knew it would be goodfor our community.

It takes traffic away from three of our schoolswhere our children, our grandchildren, get on the bus and theywalk. It would remove traffic from a some traffic fromthe retirement community at the endof McSherrystown. It will get a lot of the truck traffic out of McSherrystown and off of some of our local roads. It will help truck traffic with threeof our larger shippers in the area as well as help trucksnot going through Hanover, but going out Eisenhower Drive tothe Penn Township Industrial Park.

This road from my understanding is little cost toour community and should be maintained by the state, plowedand things like that. It would help bring industry to ourarea, more jobs. Those industries pay taxes. Discourage development, which overcrowds our already overcrowdedschools. Industries would not do that It removes a lot of thetraffic going through McSherrystown going to the Golden Mile and I'm sure there's nobody in this room that likes the Golden Mile unless they go out to Wal-Mart, go out there to eat or goto Lowe's, then it's pretty nice. We would lose farmland, yes, but what some of you may not know we have already lost a lot of it, more farmland along this road, more acres than thisbypass will require.

It should help, like she just said, with not onlythe ambulances and the fire trucks getting to our homes, but remember we got volunteers that got to get here to getthose ambulances and fire trucks toour homes. It would help their lead time too. Would we lose farmland? Yes, but probably less than the developments are gonna take and some of thoseare already approved. Some of those farms that we're heretrying to save have already been destroyed withdevelopment.

Hopefully you will agree we may not like it, butwe need it. Our children need it. Our grandchildren need it and our community needsthis bypass. Let's not think of ourselves. We should think be thinking about our children, the safetyof our family as well asour community. Thank you for your time.

B19. Ron Noel

Hello, folks My name is Ron Noel, I'm not gonna take up five minutes of your time. just want you to know that I have been living out here since 1971 on Chapel Road when the traffic consisted of three or four tractors and two cars a day, okay, but that has nothing to do with it. I'd like for you to think a little bit if you go outside of Conewago Township to Oxford Township and theother townships around here at all the open land that'savailable, I'd like to see our Township remain rural, but it's not gonna happen, okay? But while we go out and look at the otherplaces around, okay, and stop and think

what happens if somelarge company comes in and builds one hell of a large warehouseand you've gottrucks coming? Where are they going to go? Through the center of town? Sure, they are. That's the only way and I'm sure quite a few of ya's get frustrated when you gowhen you're on the side street and try to get onto Main Streetand there's nothing coming but car after car A-A aftercar.

So I'd like for ya just to think about, you know,10,15 years from now what this place is going to be like, okay, as the other townships allow development, we're gonna havecars, we're gonna have trucks. We're gonna have all types of stuff. So just think about it and that's all I have to say. So thank you.

C1. Richard Leonard

I just want to say that I am for the bypass and I think for several reasons. Our land development in the area, I mean, it's also zoned thatway now. And they're putting up 90 homesaroundhere, rightover here. And then they're going to just tore down the swimming poolin McSherrystown. And they're putting apartment buildings in there, which is all going to be in the Main Street. For the safety of the people, I hate to see the farmland go, also; but it'stoo late. It's too late You know, and most of the people here probably is going to speak, and I'm also one of them. I built on farmland, you know, and the development. And it's a lot of development isalready here. And all them people aregoing to be so And for the safety of the people that travel 116, and also the truck traffic, our roads in McSherrystown and out Conewago Township and Conewago itself and up through there, trucks are traveling them routes and the roads aren't built for that. They're not built to handle the truck traffic, youknow. So, I think having the bypass, you know, would help. And it's going to be on the edge of the farmland, which everybody is saying about it's gonna be on the edge, not going through the middle. So, I think for that, you know, it's a good project in the area. And, I mean, it's beingdone everywhere. I mean, I have a son that lives in New Jersey; and they have the same problem. They're selling off their farmland down there and it's building up and they had to puta bypass. It's working out fine. It's working out fine. So, you know, say it's just something that And I think a lot of the people -- It's a shame to say this, but a lot of it is political football that they'reusing it. And they're going tohear it tonight. Some of these people out here are going to use this for a political platform. And that's wrong. That is wrong. So, and I guess that is about it.

C2. Christopher Smith

I want to tell you that I am a lifelong resident of McSherrystown and Conewago Township. I've lived 30 years in McSherrystown and 30 years in Conewago Township. I now live in Indian Ridge, which is less than a half a mile from where the extension willgo. McSherrystown's Main Street was never built to tolerate the amount of traffic. The constant flow of trucks from thenearby quarry has helped to deteriorate Main Street to the point of disrepair. Main Street is now polluted, old, full of potholes, and was never built to weigh that amount of traffic, as was Brushtown. I absolutely feel the extension is necessary to divert as much traffic as possible around McSherrystown so the Borough can return to some peace and quiet that it was meant tobe. That's all. Thank you.

C3. Brian Dahler

45 Main Street

Well, I live at 45Main Street. So, when traffic gets busy, people use my driveway as a lane to get through, you know, from the alley to themain street. So, they'll cut through and, you know, try to save 30 seconds, I guess, which my daughter and so almost got hit getting out of my vehicle because somebody was driving throughmy property. My dogs actually got hit in thealley during this heavy traffic period because people use the alleyway to, you know, fly down to try to save time on getting ahead of the traffic We have three bus stops just down at my house. Now, this is throughout the day: Three, you know, three buses pick up in the morning at the same stop and drop off three busloads three different times every day.

So, in the morning, it's hectic. In the evenings, it's hectic. And then you got the truck traffic, which just last night I was woken up at 2:00 in the morning with my windows vibrating on my home. And it's the trash that comes off the street on my house, on my property. The soot that comes from the road, you know, just everything in general. I mean, it's so hard to explain it all when unless you actually live on Main Street and deal with it on a regular daily basis. I'm hearing people that are talking about losing property that are going to get paid for that property I would imagine. But, yet they don't deal with anything that we're dealing with right now.

So, I just think that this bypass is something that's needed to happen I mean, I was born and raised in McSherrytown. When I was a kid riding my bike, I didn't have to worry about getting hit crossing Main Street. I didn't You know; wedidn't see this amount of traffic coming thisway. The Eisenhart extension is going to do great things for the people of McSherrystown for our living standards alone. Main Street it's unbearable todrive down. There's so many potholesand whatnot. And when they do cut up the street, they put it back and if gets tore right back up from the flow of trucks and whatnot. And I really can't, you know, how to say this, back off the truck traffic becauseit's tremendous. And now I know thatthe truck the truckers have certain routes that they have to follow. I wasn't awareof that. But the routes that they are supposed to go, go right past my house every single day, you know, all hours of the day and night. And it's just absolutely ridiculous. And, I mean, I own a third ofan acre. I don't have much property. And if they go to take any from whoever because of this build not going through, who's it gonna effect more. I mean, I don't know what all theoptions are. But I image that none ofthem are going to be as good as the Eisenhart extension,so. That's pretty much all I got to say. I'm just tired of this damn traffic likeit is. So, yeah, that's about it.

D4. Laura Silver

414 D Dr. Hanover, PA 17331

I have followed this topic/ issue since before the pandemic and I'm glad it is still in the works. As a residence of Hanover since 2003, I have noticed a general increase in traffic and believe a bypass would help. I am in favor of Preferred Alternative 5C simply because it actually bypass developed areas a bit. With more and more houses and various businesses and other living styled construction, we need something to alleviate congestion and peak time traffic. Thank you for all the effort on this project.

D6. John Shovlin

775 Allwood Dr.

I would strongly recommend the preferred alternative it impact the least numbers of properties reducing the amount of traffic out of Mcsherrystown. Traffic will be able to move along the proposed

route. It will have less of an environmental impact. I would prefer to have the traffic dump by Olive Garden. That will make more sense.

D7. Marjorie Miosi

221 Providence Dr.

I am for the extension. With the area growing it is needed. Too much traffic and accidents.

D9. Henry J Hoffacker

565 Carlisle St. - Owner

Bypass alternative with Eisenhower going direct to Hanover Rd. Adams County makes sense as it is environmentally friendly and preserved many businesses and historic residences and Hanover Boro. That would be revised from the other plan. Traffic in front of my office at 565 Carlisle it is if often very congested. The alternative plan would lessen it greatly. I'm in favor of this Alternative greenhouse bypass.

D10. Ben Dinkel

East York PA

I think it is good to get cars off Main Street in McSherrystown. Thank you.

F1. Eric Mains, PE - Director

February 18, 2022

Dear Mr. Beach,

This letter is being provided as further Borough support of the proposed Alternative 5C road alignment, currently being vetted for public comment. This office, which provides the role of all planning and engineering functions for the Borough of Hanover, is strongly in favor of both the urgency and necessity of the project and of the proposed route.

The opposition to this project is largely predicated on "speculation of the future." It is rooted in concerns about potential future impacts of development that would occur along this route. While in some cases a road project can help to promote growth, it is not the function or responsibility of a road infrastructure project to drive land use policy. That should rest with the Board of Supervisors and their Zoning Hearing Board, leveraging zoning code and land use policies for the municipality. If Conewago Township desires to control growth along the proposed route, then it should review, revise, and enforce its zoning ordinance regulations to work in concert with PennDOT's designation of this as a "limited access" route. The combination of those efforts could curtail the ability to increase the levels of development in this area. Whether the road project happens or not, the Township is going to see development proposals and will need to address its strategy to control growth in the municipality.

For the Borough, and for this department, our support for the project is largely predicated on a "realization of the present", not "speculation of the future." We, like McSherrystown Borough and Penn Township, need not wait until the future to experience the burden of freight traffic in our respective

municipalities. The study clearly articulates that the problem exists already. Unacceptable levels of operation already exist at pertinent intersections with near capacity traffic volumes.

While opponents might opine that this is a Hanover Borough problem, this department would offer that truck traffic, and the need to move products to, around, and through our community is not a Hanover Borough specific function. It is community wide, and the related impacts (and benefits) are most appropriately distributed.

The opposition, while demonstrating an imposing visual and vocal presence, has not, to this department's knowledge, yet provided a differing traffic study, expert opinion, or any other document of engineering nature to support any of their claims. All the "pushback" thus far seems to be emotionally based in creating a fear of future development. As an aside, it is ironic when the residents of dense residential communities, who have no issues with the roadways serving their neighborhoods having been built across farmlands, are suddenly the champions of stopping further development without offering constructive solutions of how to make their communities function smoothly both in the near term, as well as the distant future.

It is for all the above reasons, that this department is truly hopeful that the project sponsors remain steadfast to the intent and goal of this effort the Eisenhower Extension Project Alternative 5C to mitigate current traffic issues. If this project either does not proceed at all, or proceeds as the TSM option envisioned, the community of Hanover (not just the Borough) will be sentenced to a lifetime of traffic related delays and safety issues – a lifetime that starts today.

Should you have any questions regarding this communication, please do not hesitate to contact me. Thank you for your time and attention in this matter.

Respectfully submitted,

P. Eric Mains, PE – Director

F2. Jack R. Kay / Susquehanna Real Estate, LP Consultants for Bare Development, LP March 4, 2022

Dear Mr. Beach:

Bare Development, LP is the owner of various land parcels that include about 100 acres that appear to be in the pathway of the proposed Eisenhower Drive Extension Alternative SC in Adams County, Conewago Township. Joan McAnall and her sister, Barb Carbaugh, principals of Bare Development, have asked Susquehanna Real Estate to assist in the use evaluation of their properties and to offer testimony for the PennDOT public hearing on their behalf.

PennDOT's recommended Alternative 5C will most certainly affect the tracts of land in Conewago Township owned by Bare Development. With regard to the anticipated overall benefit to the Greater Hanover community af addressing the ever-increasing problems associated with traffic, high accident rates and overall congestion influencing the quality of life, Bare Development is generally in favor of Alternative SC. Without this investment in transportation infrastructure, these existing problems will only get worse.

Eisenhower Drive Extension would be a generational improvement to the transportation infrastructure of the Greater Hanover Area.

Sincerely,

Susquehanna Real Estate, LP Consultants for Bare Development, LP Jack R. Kay CEO/President

F6. Dylan B Lissette CEO

900 High Street Hanover PA 17331 November 3, 2021

Utz Brands, Inc., supports the Eisenhower Extension project 5C alternative. We support the SC option for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community. We believe the 5C option is the only way to improve the area's roadway system because it will:

- Address traffic congestion, reducing drive times for the area on already heavily congested roadways
- Improve safety within study area which experiences higher-than-average crash frequency when compared to similar roadways within the Commonwealth
- Enable businesses and manufacturing companies the opportunity to continue to grow
- Supports overall economic growth of the area
- Project has been studied and supported by local leaders and regional transportation planning organizations for the past 30 years
- Preserve the character of the downtown district

The Eisenhower Extension project will provide safer and easier access for our approximately 1500 associates working at our 4 manufacturing facilities, 3 warehouses and 1 office complex in the North Hanover area.

Daily, we have many tractor trailers delivering raw materials into our facilities and leaving our warehouses with finished goods to our customers. The Project will help to alleviate the traffic congestion around the Kindig/High Street intersection, which can be very daunting for the community during the peak hours of the day.

It is our opinion that the TSM Alternative or No Build are not appropriate or safe options for the Hanover Community. The 5C option is the only alternative that we are aware of that will support safer roadways and provide traffic congestion relief in the area. We support the SC Alternative as the best option to address the current and future needs of the greater Hanover area.

Sincerely,

Dylan B Lissette CEO

Utz Brands, Inc.

F7. Julia Groft

August 24, 2021

Dear Christopher Drda,

My organization is writing to support the Eisenhower Extension project 5C alternative. We support the DC option for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community.

We believe the 5C option is the only way to improve the area's roadway system because it will provide a much-needed improvement to the traffic system in the community while also meeting the future needs of our growing community. This Project has been studied and supported by local leaders and regional transportation planning organizations for the past 30 years.

I have led my business in this region for ten years. In this time, my organization has connected thousands of people with local employment. Our town needs these local employers to flourish and grow. It is vital that Hanover remain the best option for these key locations. The right infrastructure is such a key and basic part of making sure we are a business-friendly community.

It is my opinion that the TSM Alternative or No Build are not appropriate or safe options for the Hanover Community. The 5C option is the only alternative that will support safer roadways and provide traffic congestion relief in the area. I support the SC Alternative as the best option to address the current and future needs of the greater Hanover area.

Sincerely,

Julia Groft
Vice President, Operations Manpower

F8. Lynneah Smith

September 1, 2021

Dear Christopher Drda,

I am writing on behalf of Elsner Engineering Works, Inc. to support the Eisenhower Extension project 5C alternative. We support the 5C option for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community.

We believe the 5C option is the only way to improve the area's roadway system because it will

- Address traffic congestion, reducing drive times for the area on already heavily congested roadways.
- Improve safety within study area which experiences higHer-than-average crash frequency when compared to similar roadways within the Commonwealth.
- Meet the needs for the future of our growing community.
- Enable businesses and manufacturing companies the opportunity to continue to grow.
- Support overall economic growth of the area.
- Preserve the character for the downtown district.

This project has been studied and supported by local leaders and regional transportation planning organizations for the past 30 years. ELSNER has been an integral member of the Hanover community for over 80 years. As we continue to grow as a business, so will our needs for adequate transportation for our employees and economic growth for our community.

It is our opinion that the TSM Alternative or No Build are not appropriate or safe options for the Hanover Community. The SC option is the only alternative that will support safer roadways and provide traffic congestion relief in the area. We support the SC Alternative as the best option to address the current and future needs of the greater Hanover area.

Lynneah Smith

Director of Human Resources Elsner Engineering Works, Inc.

F9. Dr. John Scola Superintendent / Hanover Public School District 403 Moul Ave Hanover PA 17331 September 3, 2021

Dear Christopher Drda,

As the Hanover Public School District Superintendent of Schools, I am writing to support the Eisenhower Extension project 5C alternative. We support the 5C option for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community.

We believe the 5C option is the only way to improve the area's roadway system because it will

- Improve the traffic and roadway system in the community
- Address traffic congestion, reducing drive times for the area on already heavily congested roadways
- Improve safety within study area which experiences higher-than-average crash frequency when compared to similar roadways within the Commonwealth
- Meet the needs for the future of our growing community
- Enable businesses and manufacturing companies the opportunity to continue to grow
- Supports overall economic growth of the area

This project will improve the safety for Hanover Public School District students and meet the needs of our students and their families for years to come by growing our local businesses.

Sincerely,

Dr. John Scola Superintendent Hanover Public School District

F10. Sarah Gebhart

September 7, 2021

Dear Christopher Drda,

As a member of the Hanover Chamber of Commerce Board of Directors, I am writing to support the Eisenhower Extension project 5C alternative. Of the options under consideration, I believe 5C s the best suited to improve the area's roadway system because it will:

- Improve the traffic and roadway systems in the community
- Address traffic congestion, reducing drive times for the area on already heavily congested roadways
- Improve safety within study area which experiences higher-than-average crash frequency when compared to similar roadways within the Commonwealth
- Meet the needs for the future of our growing community
- Supports overall economic growth of the area
- Preserve the character of the downtown district

The Hanover Chamber of Commerce has done a great deal to improve downtown Hanover. The TSM alternative would effectively decimate the downtown corridor by increasing traffic. This would not only negatively impact the community and businesses functioning in and around Hanover but will also worsen traffic congestion. The significant level of traffic congestion that already exists negatively impacts all community members and visitors who are traveling throughout Hanover and discourages recreational travel to downtown. The 5C option is the only alternative that will support safer roadways and provide traffic congestion relief in the area.

It is our opinion that the TSM Alternative or No Build are not appropriate or safe options for the Hanover Community. The 5C option is the only alternative that will support safer roadways and provide traffic congestion relief in the area. I support the 5C Alternative as the best option to address the current and future needs of the greater Hanover area.

Sincerely,

Sarah Gebhart

Hanover Chamber of Commerce Board of Directors

F11. Christopher G Trone

350 Third St Hanover PA 17331

My home/business/organization is writing to support the Eisenhower Extension Project Plan 5C. We support Plan 5C for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community. It will address traffic congestion, reduce drive time, improve safety, and meet the needs of the growing community. Also, unlike the TSM Alternative, Plan 5C will not decimate more than 50 homes and businesses on Carlisle Street in Hanover — including ours.

It is our opinion that neither the TSM Alternative nor the No Build options are an appropriate resolution for the Eisenhower Extension Project. The TSM Alternative would be a devastating financial blow to the

Hanover community not to mention destroy my home/business and the homes/businesses of at least 50 others up and down Carlisle Street in an unprecedented manner. Further, No Build is not an appropriate option as it fails to meet the needs of a rapidly growing community — particularly in South, Hanover, where much of the growth and development is centered and thus where new roadways are most needed. Further, Plan 5C will have a minimal impact on a handful of farms and barns, unlike the devastation the would be wrought to Carlisle Street by the TSM Alternative.

In sum, we support Plan 5C as the best and only option to address the current and future needs of the greater Hanover area.

F12. Karl S. Pietrzak / Destination Gettysburg 1560 Fairfield Road • Gettysburg, PA September 17, 2021

Dear Mr. Drda,

I'm writing to you today on behalf of Destination Gettysburg, the official Destination Marketing Organization for Adams County, to support the Eisenhower Extension project 5C alternative. We support the 5C option for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community.

We believe the SC option is the best way to improve the area's roadway system because it will meet the needs for the future of our growing community and enable residents and visitors alike to have access to the amenities in the area. It is important for visitors to have authentic experiences in the towns they visit and protecting the ambience of the downtown district is vital to providing this experience.

Destination Gettysburg promotes all areas of Adams County, and we believe it's important that projects like the SC Eisenhower Extension project move forward to help preserve the character of the downtown district. The proposed TSM alternative would negatively impact the downtown corridor by significantly increasing traffic in the historic Center Square.

It is our opinion that the TSM Alternative or No Build are not appropriate or safe options for the Hanover Community. The 5C option is the only alternative that will support safer roadways and provide traffic congestion relief in the area. We support the 5C Alternative as the best option to address the current and future needs of the greater Hanover area.

Thank you for your consideration.

F13. Jeffrey D. Miller, CPA 307 Church St Hanover PA 17331 September 20, 2021

Dear Christopher Drda,

I am writing to voice my personal and my business' support of the Eisenhower Extension project 5C alternative. We believe that the SC option for the Eisenhower Extension project provides the best outcome for the greater Adams-Hanover community.

When I moved to the McSherrystown area almost 20 years ago to start my career, I purchased a home in the Sherry Village neighborhood that borders the proposed 5C alternative to the south, near the Church Street intersection. Wherever I drove myself or my family, the one consistent premise was to avoid the traffic congestion and unsafe pedestrian conditions of Main Street in McSherrystown (State Route 116). So, even 20 years ago when I first heard of the potential proposals for a road similar to what is now known as option 5C, I was in full support.

Today, I am the CFO of a growing business in South Central PA, and we have a branch location very close to the proposed option SC in Conewago Twp., Adams County. With the perspective of my business experience added to my nearly 20 years of residence in Conewago Twp. (all within a half mile radius of the McSherrystown Borough), my support of the DC option is now even stronger.

I believe that the 5C option is the only way to improve the area's roadway system, and the leadership and ownership of Bobcat of Adams County share this belief. We see the SC alternative as a solution that can address a litary of needs in the area:

- Ease traffic congestion, reducing drive times for the area on heavily congested roadways
- Limit the number of large trucks on the narrow roads of McSherrystown Borough
- Improve safety within the study area, which experiences higher-than-average accident frequency when compared to similar roadways within the Commonwealth
- Enable the area's manufacturing and distribution industries to thrive and provide infrastructure for growth
- Preserve the necessary 'walkability' and foot traffic for downtown Hanover and McSherrystown residents and businesses alike

It is also our strong opinion that the TSM Alternative or No Build are not appropriate or safe options for the McSherrystown or Hanover Communities. The 5C option is the only alternative that will support safer roadways and provide traffic congestion relief in the area.

We support the SC Alternative as the best option to address the current and future needs of the greater Adams Hanover area.

Sincerely,

Jeffrey D. Miller, CPA

F14. Roy A and Shirley J Bream Jr.

507 Carlisle St Hanover, PA 17331

My home-business/organization is writing to support the Eisenhower Extension Project Plan SC. We sup ort Plan 5C for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community. It will address traffic congestion, reduce drive time, improve safety, and meet the needs of the growing community. Also, unlike the TSM Alternative, Plan SC will not decimate more than 50 homes and businesses on Carlisle Street in Hanover-- including ours.

It is our opinion that neither the TSM Alternative nor the No Build options are an appropriate resolution for the Eisenhower Extension Project. The TSM Alternative would be a devastating financial blow to the Hanover community--not to mention destroy my home/business and the homes/businesses of at least

50 others up and down Carlisle Street in an unprecedented manner. Further, No Build is not an appropriate option as it fails to meet the needs of a rapidly growing community--particularly in South, Hanover, where much of the growth and development is centered and thus where new roadways are most needed. Further, Plan 5C will have a minimal impact on a handful of farms and barns, unlike the devastation that would be wrought to Carlisle Street by the TSM Alternative.

In sum, we support Plan 5C as the best and only option to address the current and future needs of the greater Hanover area.

F15. John R and Beverly A Long

939 Carlisle St Hanover PA 17331

(Same letter as **F14 with this additional comment**.) We are in our 70's and are on limited income Soc sec. This house was the only decent one we could find in our price range when we had to move two years ago. If you take our home, we don't know where we will go.

F16. Joan Buckley

935 Carlisle St apt 2 Hanover PA 17331

(Same letter as **F14 with this additional comment**) I have lived in this apt for 20 years. I am a senior citizen and cannot afford much more than I pay now. Please think of the citizen in this area.

F17. Stacey Noel

535 Carlisle St Hanover PA 17331

Same letter as F14

F18. Sheila Ann Frey

964 Carlisle St Hanover PA 17331 September 23,2022

(Same letter as **F14 with this additional comment)**. Not only will this take away my home (964) which I live in and have grown up in (all I have left of my mom and Dad) it will take away my other property (966 Carlisle St) which is my rental, my income and retirement income. My mom and dad worked all their life to purchase and pay for these homes. It would devaste me not only financially but emotionally. This was their home!!! This is my home!!! This is where I live!!! This is where my heart and memories are!!! My dad's last wish was for me to have these homes. To take care of his family! So, it would destroy his las wish, my home, my income, my retirement ans this is just my 2 properties!!! My story made short! Just look at all of the other homes as well and their stories.

F19. Henry Sena

9351 Dull Ct Hanover, PA 17331

Just a brief letter to inform you that I am in support of the 5C Option to remedy what will increasingly become a traffic headache in the Adams/York counties area. After reviewing the options, attending public meeting, reading newspaper accounts & citizen comments, I think that 5C should proceed - or should have proceeded years ago!

Option 5C would:

• Improve the traffic and roadway system by addressing traffic congestion in an area that already experiences frequent vehicle crashes & will only deteriorate with the constantly growing community. Option 5C is not only good for drivers but also would support the continued growth Of businesses and manufacturing companies who need access to roadways. As previously mentioned, the project has been studied and is supported by local leaders as well as regional transportation planning organizations - this option has essentially been on the radar for the past 30 years & NOW is the time to assure that project planning is finalized in order to preserve the character of the subject downtown district as well as serve the public that needs to have safe, timely travel through Adams/York.

F20. Ashley Hershey, CPA/ITP, MBA Manager October 1, 2021

I am writing to support the Eisenhower Extension project 5C alternative. I support the 5C option for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community.

I believe the 5C option is the only way to improve the area's roadway system because it will not only improve safety within the study area, which experiences higher-than-average crash frequency when compared to similar roadways within the Commonwealth; but it will also support overall economic growth in the area. This is a project that has been studied and supported by local leaders and regional transportation planning organizations for the past 30 years and will preserve the character of the Downtown District.

Both working at an organization in the area and serving on the board of the Hanover Chamber of Commerce, I am closely tied with the Main Street Program, which has done a great deal to improve the downtown. A project like what is proposed in the TSM alternative would effectively decimate the downtown corridor by increasing traffic in our historic Center Square. The downtown districts character would drastically change if the primary arteries were widened to accommodate four lanes of traffic on Carlisle St. The 5C option is the only alternative that will support safer roadways and provide traffic congestion relief in the area.

It is my opinion that the 5C option is the only alternative that will support safer roadways and provide traffic congestion relief in the area. I support the 5C Alternative ds the best option to address the current and future needs of the greater Hanover area.

Sincerely,

Ashley Hershey, CPA/ITP, MBA Manager

Brown Schultz Sheridan & Fritz

F21. Arthur and Jennifer Becker / Becker Real Estate Holdings

529 Carlisle St Hanover PA 17331 September 1, 2021

Dear Mr. Drda,

Our real estate company is writing to support the Eisenhower Extension Project Plan SC. We support Plan 5C for the Eisenhower Extension project as it provides the best outcome for the greater Hanover community. It will address traffic congestion, reduce drive time, improve safety, and meet the needs of the growing community. Also, unlike the TSM Alternative, Plan 5C will not decimate more than 50 homes and businesses on Carlisle Street in Hanover-- including our business and many of our investment properties, which are currently being used as thriving rental homes and businesses for over 25 people.

It is our opinion that neither the TSM Alternative nor the No Build options are an appropriate resolution for the Eisenhower Extension Project. The TSM Alternative would be a devastating financial blow to the Hanover community--not to mention destroy our rental properties and retirement income as well as the homes/businesses involving at least 50 other buildings up and down Carlisle Street. Further, No Build is not an appropriate option as it fails to meet the needs of a rapidly growing community--particularly in South, Hanover, where much of the growth and development is centered and thus where new roadways are most needed. Further, Plan SC will have a minimal impact on a handful of farms and barns, unlike the devastation that would be wrought to Carlisle Street by the TSM Alternative.

In sum, we support Plan SC as the best and only option to address the current and future needs of the greater Hanover area.

F22. Michael G Brown

February 21, 2022

RESOLUTION NO. 984

A RESOLUTION IN SUPPORT OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION'S EISENHOWFR DRIVE EXTENSION PROJECT INITIATIVE PLANNED AS A BYPASS TO RELIEVE THE CONGESTED COMMERCIAL TRAFFIC FROM THE HANOVER BOROUGH ALONG THE ROUTE WITH PICKUPS AT THE EXPANDED EISENHOWER DRIVE AND ROUTE 94, KNOWI'I AS PLAN #5C, WHICH WOULD HAVE MINIMAL TO NO IMPACT ON AGRICULTURAL LANDS AND LIMITED IMPACT ON RESIDENTIAL HOMES.

WHEREAS, The Eisenhower Drive Extension Project is located in York and Adams bounties, involving Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Avenue, Third Street) which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township and Penn Township; and

WHEREAS, the above mentioned roadways are heavily congested, do not move traffic as efficiently as needed, and experience higher-than-average crash frequency when compared to similar roadways within the Commonwealth; and

WHEREAS, for many years the Eisenhower Drive Extension Project had been planned as a bypass to relieve the congested commercial Half from the Hanover Borough and move it along the new route,

with pickups at the expanded Eisenhower Drive and Route 94, having minimal to no impact on agricultural properties and limited impact on residential homes, rind

WHEREAS, The Pennsylvania Department of Transportation's "TSM Alternative Option" would negatively impact Hanover Borough, widen intersections, place new signal patterns, and most notably, this plan would include the public seizure of 53 vibrant properties through eminent domain, which could be considered one of the largest public seizures of commercial and residential property in the Central Pennsylvania region; and

WHEREAS, Hanover Borough has over 4,113 people per square mile and the TSM Alternative plan will displace businesses and possibly hundreds of citizens: rind

WHEREAS, If the TSM Alternative Option were to be implemented, Hanover Borough will be devastated financially resulting in the loss of 53 properties and an additional unknown number of partial seizures from the tax rolls, as well as revenue from service of water, sewer, and garbage collection, just to rime a few; and

WHEREAS, The TSM Alternative Option initiative is being considered at a time when there are major revitalization efforts in process where local commercial momentum is strong with substantial commercial investment; and

WHEREAS Downtown Hanover is the urban center of the region and is posed to be a walkable community where people are able to shop and thrive with a level of reasonable comfort and pedestrian safety which occurs through funneling pass- through traffic away from the downtown area as prescribed in the preferred 5C Bypass Plan.

NOW THEREFORE, BE IT HEREBY RESOLVED that the Penn Township Board of Commissioners hereby conveys its opposition to the Pennsylvania Department of Transportation's TSM Alternative Option which will have maximum impact on Hanover Borough; on behalf of the citizens, Penn Township Board of Commissioners formally proposes removal of the TSM Alternative out of consideration as a planned project in our area; and do hereby support the implementation of the preferred 5C Bypass Plan for the overall benefit of all citizens in the region.

RESOLVED AND ENACTED, this 21st day of February 2022.

F30. Michael G Brown

February 21, 2022

RESOLUTION NO. 984

A RESOLUTION IN SUPPORT OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION'S EISENHOWER DRIVE EXTENSION PROJECT INITIATIVE PLANNED AS A BYPASS TO RELIEVE THE CONGESTED COMMERCIAL TRAFFIC FROM THE HANOVER BOROUGH ALONG THE ROUTE WITH PICKUPS AT THE EXPANDED EISENHOWER DRIVE AND ROUTE 94, KNOWN AS PLAN #5C, WHICH WOULD HAVE MINIMAL TO NO IMPACT ON AGRICULTURAL LANDS AND LIMITED IMPACT ON RESIDENTIAL HOMES.

WHEREAS, The Eisenhower Drive Extension Project is located in York and Adams Counties, involving Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Avenue, Third Street)

which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township and Penn Township; and

WHEREAS, the above mentioned roadways are heavily congested, do not move traffic as efficiently as needed, and experience higher-than-average crash frequency when compared to similar roadways within the Commonwealth: and

WHEREAS, for many years the Eisenhower Drive Extension Project had been planned as a bypass to relieve the congested commercial Haffic from the Hanover Borough and move it along the new route, with pickups at the expanded Eisenhower Drive and Route 94, having minimal to no impact on agricultural properties and limited impact on residential homes; and

WHEREAS, The Pennsylvania Department of Transportation's "TSM Alternative Option" would negatively impact Hanover Borough, widen intersections, place new signal patterns, and most notably, this plan would include the public seizure of 53 vibrant properties through eminent domain, which could be considered one of the largest public seizures of commercial and residential property in the Cenoal Pennsylvania region; and

WHEREAS, Hanover Borough has over 4,113 people per square mile and the TSM Alternative plan will displace businesses and possibly hundreds of citizens: and

WHEREAS, If the TSM Alternative Option were to be implemented, Hanover Borough will be devastated financially resulting in the loss of 53 properties and an additional unknown number of partial seizures from the tax rolls, as well as revenue from service of water, sewer and garbage collection, just to name a few; and

WHEREAS, The TSM Alternative Option initiative is being considered at a time when there are major revitalization efforts in process where local commercial momentum is strong with substantial commercial investment; and

WHEREAS, Downtown Hanover is the urban center of the region and is posed to be a walkable community where people are able to shop and thrive with a level of reasonable comfort and pedestrian safety which occurs through funneling pass- through traffic away from the downtown area as prescribed in the preferred 5C Bypass Plan.

NOW THEREFORE, BE IT HEREBY RESOLVED that the Penn Township Board of Commissioners hereby conveys its opposition to the Pennsylvania Department of Transportation's TSM Alternative Option which will have maximum impact on Hanover Borough; on behalf of the citizens, Penn Township Board of Commissioners formally proposes removal of the TSM Alternative out of consideration as a planned project in our area; and do hereby support the implementation of the preferred 5C Bypass Plan for the overall benefit of all citizens in the region.

RESOLVED AND ENACTED, this 21st day of February 2022.

Board of Commissioners of Penn Township

F27. Mark Bruden

North St McSherrystown

The Eisenhower Drive extension project, preferred alt, bypass is needed immediately. The community is growing at a rapid pace. Alternatives like traffic lights on route 116 in McSherrystown widening roadways, etc. will cost more, displace residents, cause increased traffic issues, and will need more expensive traffic corrections in the not to distant future.

Compare the bypassed Hampstead MD to no bypassed Manchester, MD. Manchester Traffic is a nightmare! Please expedite this project!

F28. Marvin Muhlhausen

The proposed by-pass around the north side of McSherrystown is absolutely essential for the well-being of the residents of Hanover and surrounding area. Population growth, housing development, and necessary businesses and supporting services continues to advance. Without more and better roads, Hanover and surrounding areas will have more and more choke points in its transportation system.

The by-pass is the least invasive of the proposed solutions for vehicular traffic through McSherrystown and northwestern part of Hanover, whether one considers economics, practicality, or history.

The by-pass should be developed as soon as possible.

F29. Randy L. Phiel/ James E. Martin/ Marty Karsteter Qually 117 Baltimore St., Room 201, Gettysburg. PA 17325 February 28, 2022

Dear Mr. Singer,

we are writing regarding the Eisenhower Drive Extension Project that is proposed for Adams and York Counties. Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Street, 3rd Street) are main traffic corridors through McSherrystown Borough and Conewago Township in Adams County and Hanover Borough and Perm Township in York County. We are aware that these roadways are heavily congested, do not move traffic efficiently, and experience higher-than-average crash frequency when compared to similar roadways within the region and throughout the Commonwealth.

The project involves extending Eisenhower Drive through Conewago Township, from where it currently ends at High Street to Hanover Road (SR 116) west of McSherrystown. This project has been studied for more than thirty-years in Adams County and is necessary to support the transportation needs of this community. While much of the infrastructure outlined in the 5-C Alternative, presented by PennDOT, will be in Adams County; this project has always been viewed as a regional project that will benefit more than 60,000 people throughout the Hanover Urbariized Area. The Adams County Transportation Planning Organization (ACTPO) was designated as an MPO because of this urbanized area.

Many alternatives, including other off-road alignments and various other improvements have been studied over the years. Upon the completion of the Environmental Assessment for the project, there now remains two options for consideration, the 5-C Alternative and the no-build option. We support the

5-C Alternative which has been studied and supported by local leaders and our regional transportation planning organizations for more than 30 years. We believe this project would:

- Improve the traffic and roadway system throughout the region,
- Address traffic congestion and reduce drive times on already heavily congested roadways,
- Improve safety within the study area which experiences higher-than-average crash frequency when compared to similar roadways within the Commonwealth,
- Meet the needs for the future of our growing community,
- Enable businesses and manufacturing companies the opportunity to continue to grow,
- Support the overall economic growth of the area,
- Preserve the character of the local downtowns in this area.

We strongly feel that the no-build alternative or doing nothing is not an option as this region continues to grow.

Some 30+ years of planning that went into the development of this project include both local and regional efforts such as:

- The adopted Adams County Comprehensive Plan (1991) which identifies the need for a McSherrystown Relief Corridor,
- The Southeast Adams County Transportation Study conducted in1994 as an update to the County Comprehensive Plan, which specifically identifies the Eisenhower Drive Extension as necessary to relieve expected increases in traffic volume in that region of the county. It further suggests that this extension is the only alternative that will provide long term relief in that area, and
- The Hanover Area Transportation Study, sponsored by PennDOT in 1997, included hey
 recommendations to improve transportation circulation in that area, specifically, the need to
 extend Eisenhower Boulevard beginning at High Street and extending to SR 116 west of
 McSherrystown.

There has been additional work on other projects to help support this project including the work of the Adams County Agricultural Land Preservation Program and Conewago Township in preserving farmland that has significant historical value as well as production value for the township. This joint venture ensured that along with preserving this valuable farmland, there would be adequate means to allow for a transportation route to alleviate traffic in this region of the county should it become necessary.

We are aware of the time, effort and dollars that have been spent to move the Eisenhower Extension Project forward. As a result of years of study and analysis, the presence of existing adopted planning policy regarding this project, and the diligent work conducted on this project by PennDOT, we feel this transportation project needs to come to fruition. The Eisenhower Extension is the only solution that will provide the long-term traffic congestion relief and the infrastructure necessary to serve this area. We appreciate the work that PennDOT has done to date analyzing alternatives and working through the NEPA process. We want you to know that we support this project and the regional benefit it will provide for the residents of Adams and York Counties alike. Thank you for moving this project forward.

Sincerely,
ADAMS COUNTY COMMISSIONERS

E2. Clair (CJ) Weigle III

118 Carlisle Street, Suite 300 | Hanover, PA 17331

Good afternoon,

I wanted to send along a letter from Representative Klunk that we would like to have submitted regarding the Eisenhower Extension Project.

Please let me know if you need anything else from me.

Thank you.

SEE LETTER BELOW

F32. Kate A Klunk

March 9, 2022

To Whom It May Concern:

As the State Representative for the 169th District I have been a part of discussions regarding the Eisenhower Drive Extension project since I took office in 2015. My constituents have spoken to me over the past several years regarding their opinions on this Eisenhower Drive Extension project. As a public servant, I have the responsibility to make sure that the people who I represent have their voices heard.

I can safely say the people of the 169th House District have spoken loud and clear and have made their position known on this issue. Over the years, they have expressed their deep concerns as to the devastation that could be caused to our community by pursuing the Transportation Systems Management known as the TSM Alternative or even the No Build or doing nothing alternative. The overwhelming majority see the 5C extension alternative as the option that will benefit our entire region for the short term and for the long-term.

I have heard from individuals, businesses, non-profits, and local elected officials. They have all communicated to me and many of our other elected officials their support of the 5C extension alternative. Our local York County elected officials and the York Area Metropolitan Planning Organization have all passed resolutions supporting the 5C extension alternative with the understanding that the project would have huge upside potential for many facets of our lives including addressing traffic management issues; vehicle and pedestrian safety; future community growth; and for general improvements to our downtown community.

It is unlikely that our community and region will have another chance to take on a monumental project such as this to address so many long-standing transportation management and safety issues. Like I said before, the TSM and No Build or do nothing alternatives will not address these major concerns.

We finally have a regional transportation alternative before us that will help to ensure a brighter future for our community for generations to come. We have a chance to not be bogged down with outdated infrastructure and congestion. We have a chance to have a transportation alternative that will address traffic delays and noise, accidents, and safety concerns. We have an alternative before us that will give

us a chance to watch our community truly address the transportation issues that have and will continue to plague our region. We finally have an alternative that helps us plan for an address the future transportation needs of this entire York-Adams region.

I encourage PennDOT to listen to the needs and concerns of the residents in my district. I implore PennDOT to think about the future benefit this Eisenhower Extension project will have on our entire region. The time is now, and we must act to address our community's transportation needs for generations to come.

I thank you for your time and consideration.

Sincerely,

Kate A. Klunk



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A.2 PUBLIC COMMENTS NEUTRAL TO PROJECT



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Eisenhower Drive Extension Project Environmental Assessment/Section 4(f) Comments Neutral to the Preferred Alternative

ш	Commentor Name	Representing	Category of Comment										Comment	Comment	Response
#			ENG/T	P&N	D	ROW	NR	CR	SR	PI	MISC	NR/GR	Number	Page Number	Page Number
1	Mark Moore	Self									Χ		A4	1	2
2	Carol Greenholt	Self										X	A7	2	2
3	Andrew Smith	Self	Х										A44	2	2
4	Mike Staub	Self									Χ		D5	3	3

<u>Code</u>	Comment	<u>Code</u>	<u>Comment</u>
ENG/T	Engineering/Traffic	CR	Cultural Resources
P&N	Purpose and Need	SR	Socio-economic Resources
D	Development	PI	Public Involvement
ROW	Right-of-way	MISC	Miscellaneous
NR	Natural Resources	NR/GR	No Responses Needed/General R



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Eisenhower Drive Extension Project Environmental Assessment and Section 4(f) Document Public Comments Received During the Public Comment Period January 24, 2022, to March 10, 2022 Neutral to the Preferred Alternative

Each Comment and Response was assigned an alpha-numeric number, the letters represent the following:

- A = Comments received via the Project Website during the Public Comment Period
- B = Public oral testimony received at the Public Hearing February 23, 2022
- C = Private testimony received at the Public Hearing February 23, 2022
- D = Written comments received at the Public Hearing February 23, 2022
- E = Public comments received via email during the Public Comment Period
- F = Public comments received via regular mail during the Public Comment Period

All written comments received via the website, via email, and oral comments recorded by the stenographer either publicly or in private at the February 23, 2022 Public Hearing, are presented as received.

Responses are provided at the end of each comment received. The following response is applicable to all comments:

Thank you for your comment(s). PennDOT and its teaming partners, including the United States Army Corps of Engineers (USACE), a cooperating agency for this project, have made a concerted effort to ensure the general public, public officials, and resource agencies have been made aware of and had the opportunity to participate (on several specific occasions and throughout the project development process) in the development of this important transportation project. As noted in Section 9.0 of the Environmental Assessment (EA), since 2005, coordination with municipal and county staff and elected officials has been ongoing. The project website was created and has been and will continually be updated to provide project updates and provides the ability to ask questions and leave comments. Elected Officials Meetings occurred in April and May 2015; April 2016; March 2017; April and November 2018; and August 2019. Agency Coordination Meetings were held in April 2018 and December 2021. Public meetings were held in June 2018 and May 2019, and the public comment period for the Environmental Assessment was held January 24 through March 10, 2022, which included a Public Hearing with testimony on February 23, 2022. PennDOT will continue with public, public official, and agency outreach efforts as the project progresses.

Responses are provided at the end of each comment received.

A4. Mark Moore

Susquehanna Township, Dauphin County 1/24/22 Comment #4

Are there any plans to make Eisenhower Dr a two or three-digit route at some point?

A4. Response

Thank you for your comment. It has not yet been determined whether or not Eisenhower Drive will become a three-digit route. It will be a designated State Route, but the route number will be determined later in the design process.

A7. Carol Greenholt

453 Carlisle St. Hanover, Pa. 17331 1/26/22 Comment #7

As I have gotten older (62) and not much open to change I do however, understand that change will come. Since progress and growth are inevitable and unstoppable let us therefore cause the least amount of damage to the least amount of people.

Those 'least' of the people should be compensated nicely and fairly taking into account the sacrifices they are making. Then the governing body can rest in the knowledge that all done was honest, fair and necessary to benefit the people and area as a whole.

A7. Response

Thank you for your comment.

A44. Andrew Smith

344 3rd Street, Conewago Twp, Hanover 2/24/2022 Comment #44

"Traffic moving west along State Route 116 from Hanover travel through a short stretch of Conewago Township, then must make a left turn at a traffic light onto Main Street at the edge of McSherrystown.

While not at all times, at busier traffic times, these vehicles have a difficult time turning left due to oncoming traffic on Oxford Avenue heading straight onto 116/3rd Street. When this Oxford Ave. traffic is heavy, the westward 116 travelers mentioned above have a difficult time turning left. Indeed, at times, only one car can make a left each traffic light cycle a car that sits in the intersection until the light turned red. This is obviously not ideal and potentially unsafe.

With the addition of a roundabout at Oxford Avenue allowing traffic to leave the extension, more traffic will certainly be heading into this intersection, increasing the difficulties for those heading west on 116.

If the extension is implemented as planned and a roundabout is added along Oxford Avenue, the intersection at Midway's 3rd Street/116 and Main Street at the edge of McSherrystown must be considered. At minimum, a left turn traffic signal should be added for those on 116 needing to turn left and continue heading west."

A44. Response.

Thank you for your comment. PennDOT takes your input under advisement and will investigate the situation during final design to evaluate if intersection improvements are warranted.

D5. Mike Staub

208 Panther Dr.

My question is on my second property on 5560 Hanover Rd. Will there be an architect or consulting arborist on the design team reviewing how the project will impact adjacent heritage trees? What steps are they taking to protect trees next to the right of way?

D5. Response

Thank you for your comment. PennDOT will only remove trees directly impacted by project construction, either permanent improvements or in areas where temporary access is required for construction. PennDOT will work with local municipalities to evaluate tree removal in areas along the corridor and determine if tree replacement can be accommodated in areas of temporary impact.



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A.3 PUBLIC COMMENTS OPPOSED TO PROJECT



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Eisenhower Drive Extension Project Environmental Assessment/Section 4(f) Comments Opposed to the Preferred Alternative

	Commentor Name		Category of Comment												
#		Representing	ENG/T	P&N	D	ROW	NR	CR	SR	PI	MISC	NR/GR	Comment Number	Comment Page Number	Response Page Number
1	Rebecca Smith	Self		Х									A1	1-2	2-3
2	John Buffington	Self										Х	A6	2	3
3	Diane F. Strausbaigh	Self	Х						Х				A8	3	3-4
4	Trevis Ledford	Self			Х								A9	4	4
5	Mary Jane Schnurer	Self			Х								A12	4	5
6	Pam & Leon Little	Self			Х			Х					A14	6	6
7	Jacqueline Althoff	Self					Х						A15	6	7
8	Fred Widdowson	Self			Х								A16	7	7
9	Joni Swope	Self	Х				Х	Х	Х		Х		A17 & B5	7-11	11-13
10	David Vega	Self										Х	A19	14	14
11	Thomas Klunk	Self				Х	Х						A20 & B8	14-15	15-16
12	Timothy Klunk	Self					Х						A21	16	16
13	John Strevig	Self	Х				Х				Х		A23	17-18	18-19
14	Nick McDaniel	Self, Business	Х			Х							A25	19-20	20-21
15	Corey Trevorson	Self	Х	Х									A26	21	21
16	Giana Hoddinott	Self	Х										A27	21	21-22
17	Olivia Snyder	Self				Х							A28	22	22-23
18	Zepheil Stevensons	Self	Х										A29	23	23-24
19	Brandon Warfield	Self										Х	A30	24	24
20	Walter Abdul-Jabbar	Self	Х				Х						A31	24	24-25
21	Giulia Felippone	Self					Х		Х				A32	25	25
22	Mike Omlor	Self										Х	A35	25	25
23	Keirhan Boyle	Self					Х	Х					A36	26	26-27
24	Steven Smith	Self			Х								A38	27	27-28
25	Ronald Hinkel	Self	Х										A42	28	28-29
26	Anthony Staub	Self	Х		Х	Х	Х						A43	29-30	30-32
27	Michael Mackey	Self										Х	A47	32	33
28	William Duffy	Self										Х	A49	33	33
29	Sandra Cooper	Self	Х										A51	33	33-34
30	Kelsey Cooper	Self			Х		Х						A52	34	35
31	Christopher Berchock	Self										Х	A53	35	35-36
32	Bryan Martin	Self			Х	Х	Х						A54 & F3	36	36-37
33	Kimberly Topper	Self			Х								A55	37-38	38
34	Travis Sherman	Self										Х	A61	38	38
35	Scott Klunk	Self	Х				Х	Х	Х				A73	38-40	40-42
36	William Popovich	Self										Х	A76	42-43	43-44
37	Seth Vigoletti	Self			Х		Х	Х					A79	44	44-46
38	Ted Evgeniadis	Lower Susquehanna Riverkeeper Association	х		х		х		х	х	х		A87, B6, &F26	46-53	53-58

Code	Comment	Code	Comment
ENG/T	Engineering/Traffic	CR	Cultural Resources
P&N	Purpose and Need	SR	Socio-economic Resources
D	Development	PI	Public Involvement
ROW	Right-of-way	MISC	Miscellaneous
NR	Natural Resources	NR/GR	No Responses Needed/General Rep

		Representing	Category of Comment												
#	Commentor Name		ENG/T	P&N	D	ROW	NR	CR	SR	PI	MISC	NR/GR	Comment Number	Comment Page Number	Response Page Number
39	Ellen Ryan	Self			Х								A88	58-64	64-65
40	Marco Ugarte	Self										Х	A89	65	65
41	Danielle Smith	Self	Х										A103	65-67	67-69
42	Sharon Hershey	Self	Х								Х		A104 & B9	69-71	71
43	Seth Smith	Self	х	х	х		х						A105, B1, & F31	71-75	75-77
44	Tom Weaver	Self			Х								В3	77-78	78-79
45	Fred Wilke	Self										Х	B4	79	79-80
46	Robert Miller	Self, Business										Х	B11 & D11	80-83	83-84
47	Jeanne Smith	Self	Х	Χ	Х	Х	Х	Х	Х				B12	84-85	85-88
48	Adam Smith	Self										Х	B14	88-89	89-90
49	Earl Black	Self										Х	B15 & F4	90	90-91
50	Adam Jones	Self		Χ							Х		B18 & D8	91-92	92
51	Donna Baumgartner	Self				Х							D1	92-93	93
52	Belinda & Kevin Nagle	Self										Х	D2	94	94
53	Jim Fletcher	Self										Х	D3	94	94-95
54	Daniel P Colgan	Self										Х	D12	95-96	96
55	Charlotte Shaffer	Self										Х	D13	96-97	97-98
56	Larry Hartlaub	Self										Х	D14	98	98-99
57	David & Belinda Vega	Self										Х	E1	99	99
58	Donald & Sandra Long	Self										Х	F25	99-100	100-103
59	David & Dennis Zinn	Self			Х								F33	104	104-107

<u>Code</u>	<u>Comment</u>	<u>Code</u>	<u>Comment</u>
ENG/T	Engineering/Traffic	CR	Cultural Resources
P&N	Purpose and Need	SR	Socio-economic Resources
D	Development	PI	Public Involvement
ROW	Right-of-way	MISC	Miscellaneous
NR	Natural Resources	NR/GR	No Responses Needed/General Reply

Eisenhower Drive Extension Project Environmental Assessment and Section 4(f) Document Public Comments Received During the Public Comment Period January 24, 2022, to March 10, 2022 Opposed to the Preferred Alternative

Each Comment and Response was assigned an alpha-numeric number, the letters represent the following:

- A = Comments received via the Project Website during the Public Comment Period
- B = Public oral testimony received at the Public Hearing February 23, 2022
- C = Private testimony received at the Public Hearing February 23, 2022
- D = Written comments received at the Public Hearing February 23, 2022
- E = Public comments received via email during the Public Comment Period
- F = Public comments received via regular mail during the Public Comment Period

All written comments received via the website, via email, and oral comments recorded by the stenographer either publicly or in private at the February 23, 2022, Public Hearing, are presented as received.

Responses are provided at the end of each comment received. The following response is applicable to all comments:

Thank you for your comment(s). PennDOT and its teaming partners, including the United States Army Corps of Engineers (USACE), a cooperating agency for this project, have made a concerted effort to ensure the general public, public officials, and resource agencies have been made aware of and had the opportunity to participate (on several specific occasions and throughout the project development process) in the development of this important transportation project. As noted in Section 9.0 of the Environmental Assessment, since 2005, coordination with municipal and county staff and elected officials has been ongoing. The project website was created and has been and will continually be updated to provide project updates and provides the ability to ask questions and leave comments. Elected Officials Meetings occurred in April and May 2015; April 2016; March 2017; April and November 2018; and August 2019. Agency Coordination Meetings were held in April 2018 and December 2021. Public meetings were held in June 2018 and May 2019, and the public comment period for the Environmental Assessment was held January 24 through March 10, 2022, which included a Public Hearing with testimony on February 23, 2022. PennDOT will continue with public, public official, and agency outreach efforts as the project progresses.

A1. Rebecca Smith

3426 Centennial Road 1/24/2022 Comment #1 Hello,

I have just refinanced my house due to my husband passing away unexpectedly in November 2021. The people behind this project have been dragging their feet for over 4 years now. You can't blame all of this on Covid. We were told we would have solid information in late fall of 2021. That came and went. I had to refinance after my husband's passing for financial reasons. Now, in January 2022, you are telling me that we have to listen to all of the political mumbo jumbo again. What problem is this road going to solve???? Please tell me. You are still going to build a 1954 style road for 2022 traffic. None of these

little towns were made for the population explosion we are seeing. All this will do is shift the traffic jam to another route. There is never any foresight in these plans. You will build this road and then build it up and turn it into another Eisenhower Drive. Remember the York bypass???? That was going to divert all of the traffic out of town. How did that work out? That bypass is an absolute disaster. This needs to be put to a stop. I don't want to lose my home. My last memories of my husband are in that house, in that yard, on our porch, etc. It is criminal and so insensitive to demand people give up their homes in the name of your misguided idea of progress.

Respectfully yours, Rebecca Smith

A1. Response:

Thank you for your comment. PennDOT, the Federal Highway Administration (FHWA), cooperating agencies, and the project team are sorry for your loss.

The proposed project will address the following needs as presented in Section 2.2 Purpose and Needs of the Environmental Assessment:

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

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes that the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources/properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Due to COVID-19 gathering restrictions, the public hearing was delayed in 2020. Per FHWA, the project was not permitted to hold a virtual only hearing and required some level of face-to-face interaction. In 2021, FHWA then approved a hybrid approach (combined virtual and in-person) but due to local gathering restrictions, the project team was still unable to hold the hearing. However, throughout the delay, the project website was maintained, and the public could still post questions and concerns via the website.

A6. John Buffington

Edgegrove 1/25/22 Comment #6 No Build. Let's update all existing roads and intersections.

A6. Response:

Thank you for your comment.

Section 3.3 and Table 1 of the EA explains why the no build alternative is not a reasonable alternative.

A8. Diane F Strausbaugh

522 E Walnut St 1/28/22 Comment #8

I don't believe you should take someone's land and future generation's property, that supplies food for people, and keep historical sites that do nothing but sit there. If traffic is the problem, why don't you try to come up with more public transportation? It will not only solve the traffic problem but also help with the environment. How about a share a ride program? People work hard to have land and it's not right for the government to come in and just take what they want.

A8. Response:

Thank you for your comment.

Rabbittransit currently operates three main fixed bus routes that serve the Hanover area and run within or adjacent to the project area. With regards to ride share programs, Commuter Services of Pennsylvania (1-866-579-RIDE) already offers carpool, vanpool, walking and other options for Adams, Berks, Carbon, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Monroe, Perry, Pike, Schuylkill and York counties. Additional public transportation projects / public transportation funding are at the discretion of the regional metropolitan planning organization.

Cultural resource analysis was conducted in accordance with Section 106 of the National Historic Preservation Act, as amended (NHPA), 36 CFR 800, and Executive Order 11593. In accordance with 36 CFR 800, PennDOT, through consultation with the Pennsylvania State Historic Preservation Office (PA SHPO) and consulting parties, identified above-ground historic resources that are eligible or listed in the National Register of Historic Places. Analysis of alternatives was completed to determine impacts to these eligible and listed historic resources. In accordance with 36 CFR 800.6, FHWA and PennDOT resolved adverse effects to historic resources by developing mitigation in consultation with the PA SHPO

and consulting parties. Consultation resulted in a formal agreement document (Memorandum of Agreement) that was shared with the PA SHPO and consulting parties and executed in September 2020.

Section 4(f) analysis was conducted in accordance with the U.S. Department of Transportation Act of 1966 and Section 2002 of PA Act 120. These documents require identification of publicly owned parks, recreation areas, and wildlife/waterfowl refuges, as well as public and private historic sites that are subject to use for transportation purposes and projects. Use of these sites, which is defined as an adverse impact to, or occupancy of, a Section 4(f) property, 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 for such use. Section 4(f) evaluation found that there is no feasible and prudent alternative to avoid the use of Section 4(f) resources. The preferred alternative incorporates all possible planning to minimize harm to Section 4(f) resources resulting from the use.

A9. Trevis Ledford

Moul ave Hanover 1/28/2022

Comment #9

We don't want to lose anymore farmland joe Myers burkentine bonton builders and many others need to quite be developing in the Hanover area we don't have the infrastructure for it either nor should we accommodate it let's keep Hanover a small snack food town that it is and has grown to be. All the developments that have sprung up in the last 30 years especially in Penn twp. Is a travesty an where is the water coming from and I hope not from the Susquehanna.

A9. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A12. Mary Jane Schnurer

Adam County 1/28/2022 Comment #12 "Do not build the extension. Stop building new developments. Even if the extension is built, there will be an increase in vehicle congestion due to more people moving into new housing.

Once houses and roads are built, farmland and the open beautiful scenery will never recover. Preserve the area for future generations."

A12. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Per the January 2022 Environmental Assessment, under Section 3.3 Alternatives Development, Alternatives Advanced for Evaluation in the Environmental Assessment: Traffic and safety impacts for Alternative 5C were evaluated for the design year (2042) and compared to the No Build conditions. As noted in the Traffic & Operational Alternatives Analysis technical report, future traffic projections were based on regional growth rates from both Adams County Transportation Planning Organization and York County Planning Commission. The growth factors used to develop traffic projections was 1.05% up to the opening year and 1.21% up to the design year (2042). Overall, all signalized intersections will operate at LOS D or better and delays will be reduced at unsignalized intersections by up to six minutes. Additionally, travel time through the study area will improve significantly. Traveling through the study area on Alternative 5C will take just over six minutes and, due to the shift of traffic to the new alignment, there will be a reduction of travel time along the existing roadways by over ten minutes. This same trip during the No Build conditions will take almost 27 minutes. The reduced congestion and the improved mobility and connectivity created by Alternative 5C is anticipated to reduce the number of crashes within the study area by six (6) percent when compared to No Build conditions. This decrease is attributed to the shift of traffic from the existing roadway network, which consists of on-street parking, a significant number of driveways/access points, and narrow or non-existent clear zones, to a new alignment that incorporates 12-foot travel lanes, standard width shoulders, and clear zones.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A14. Pam & Leon Little

9 Sease Drive Hanover PA 17331 1/28/2022 Comment #14

We are against the Eisenhower Drive Extension. We personally enjoy the peace and quiet of our neighborhood. We don't want to have an overpass adjacent to our home. Please preserve the farmland surrounding the historic and beautiful Sacred Heart Basilica. Thank you.

A14. Response:

Thank you for your comment.

As noted in the Noise section of the Environmental Assessment (Section 4.3.3), the analysis identified several areas along the proposed corridor, which includes the residence at 9 Sease Drive, that are warranted, reasonable, and feasible to install noise barriers. The exact location, abatement type and size, aesthetic treatment, and right-of-way treatments will be determined during the final design phase of the project and documented in the Final Noise Analysis report. The final design noise analysis will refine the noise modeling effort, including coordination with the affected public to define the desires of the benefitted communities.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

No impacts are anticipated to the lands surrounding the National Register of Historic Places (NHRP) Listed Sacred Heart Basilica/Conewago Chapel facility as a result of the preferred alternative. The Sacred Heart Basilica/Conewago Chapel is located outside the limits of disturbance of Alternative 5C. Please refer to Section 4.2.1 Above-Ground Resources of the Environmental Assessment for information regarding impacts to Historic Resources.

A15. Jacqueline Althoff

Littlestown 1/29/2022 Comment #15

I know I do not actually live in the immediate area you're referring to. But I do want you to know I hate coming to Hanover to shop because of Eisenhower Drive. We have a lot of Marylanders who come to shop. I've lived in this area for almost 50 years. I used to enjoy Hanover. I realize we do need to make changes in that area. But if it will take away more farmland. I remember all the beautiful farms in this whole area until the developers have built homes faster than you could blink. They have all know and of new homes in Littlestown but no new stores so we need to travel to Gettysburg, Hanover, and Westminster. The price of gas is outrageous. I truly hope there is a better solution to this situation.

A15. Response

Thank you for your comment.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A16. Fred Widdowson

New Oxford 1/30/2022 Comment #16

I believe it is a mistake to expand Eisenhower Drive to the west of McSherrystown. The loss of farmland around here is appalling with the greatest benefits going to greedy and unscrupulous developers. Why must local governments insist on turning the area into a Pennsylvania version of Pikesville?

A16. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A17. Joni Swope

386 Church St, Hanover PA 2/7/2022 Comment #17

"To All to Whom This Concerns:

As a 40+ yr resident of Conewago Twp, I have seen much development in the area. It is impossible to not have development, but you need to be aware of what is good for the area. After a review of the

Environmental Assessment and the stated need for this project, I would like to address the following concerns.

Please note: (1) the order of listed appearance does not represent order of importance as all are important, and (2) quotes are taken directly from the Assessment document.

MONETARY

The monetary cost is astronomical for the reported 4-7 minutes of time to be saved. A bridge over railroad tracks itself is an enormous expense. As stated in the Assessment, PennDOT anticipates state and potential federal funding for this project, but the extent of federal funding is unknown. This is NOT what has been publicly stated previously. The Assessment stated, Traffic will still be an issue during rush hours, even with a new alignment. How can a justification of monetary expenditure be made when the Assessment itself makes this statement? It is further stated 5C would have no impact on public services. Additional roadways, most specifically in rural Conewago Twp will require additional services as roads currently do not exist. At the May 15, 2019, Consulting Party meeting, representatives stated any lights installed at intersections will be the responsibility of the township to maintain. Speed enforcement will be responsibility of the local township; obviously a service not required where no roads currently exist. In addition, the elephant in the room is this area is prone to sinkholes and blasting from a local industry occurs continually requiring sinkhole repairs on existing local roadways.

LOCAL SUPPORT

The majority of this project is in Conewago Twp. Twp officials have submitted written communication to PennDOT and other authorities indicating the Twp does NOT support the continuation of the project. Petitions have previously been signed and submitted. Representation at meetings has been evident of No Build. The lack of support from the township in which a vast majority of the project will occur should be sufficient to dismiss this project.

NATIONAL HISTORICAL REGISTRY PROPERTIES

The proposed path will have an effect on several national historical registry properties. The proposed mitigation efforts regarding this impact is to provide educational materials on those properties. In addition, a payoff of \$20,000 is to be made to Historic Gettysburg-Adams County. Although these local properties do not generate income as historic Gettysburg does, all efforts should still be taken to maintain the integrity of the settings. Historic Gettysburg-Adams County should be embarrassed to enter into such an agreement to accept such monies.

WILDLIFE

There will be an impact on wildlife in the area. A bypass will encroach upon the homes and habitats of animals, their feeding grounds, and lead to decreased populations. We have already lost all evidence of pheasants in the area. Other wildlife populations have decreased as building has increased. The proposed area is home to wildlife such as deer, fox, owls, squirrels, coyotes, raccoons, and eagles. It will not be long until we will need to supply educational material on this wildlife. Section 4(F) of the Assessment states wildlife/waterfowl refuges may only occur if no feasible and prudent avoidance alternative to such use exists The No Build alternative meets the criteria for No harm. The Assessment (4.1 Natural Resources) repeatedly stated because of the extensive cover of croplands a detailed evaluation of project area wildlife species was not considered appropriate for this project. The extensive cover of croplands being eliminated and the disruption to woodlands are major factors that will impact project area wildlife. Any wildlife that remains within the compromised habitat will have much greater risk of becoming roadkill, thus reducing populations as well.

AIR QUALITY

An air quality assessment was not completed for this project and states it will meet all requirements. The 5C disrupts agricultural land. It is unimaginable to assume the air quality will not be affected. With increase of pollutants from vehicles and other sources, meeting these requirements is not comforting. Large cities started in this same manner and now have air pollution at unacceptable levels without mitigation efforts other than to remain indoors at times.

NOISE

The 5C Build will create substantial noise increase over existing levels. It is stated, Noise abatement measures (barriers) must achieve noise reduction and be receptive to affected property owners With 5C we lose green areas and are provided a barrier/wall in its place. The requirement of being receptive to a barrier design versus definitive approval by affected property owners are not the same and afford the property owners no guarantee.

NEED

The origin and destination study of 2015 indicates that regional travel contributes to the congestion and poor roadway levels of note is that 100% of the intersections noted as currently operating unacceptably are unsignalized. Of the intersections projected to operate unacceptably in a 2042 No Build scenario, only two are signalized. Only 3 are identified as unacceptable during both AM and PM peak and two of those are unsignalized. As previously mentioned, the Assessment stated, Traffic will still be an issue during rush hours, even with a new alignment. Any legitimate traffic concerns being stated as the need for the 5C Build would only push those concerns to the Brushtown/Bonneaville areas. Thus, the proposed actions would result in ignorance and lack of concern about the larger picture. As stated previously, the vast majority of the 5C Build is within Conewago Twp. In light of petitions signed and representation at meetings, it is evident No Build would meet the will of the people who will be affected by this every single day. It appears those in favor of 5C are those who will benefit financially from this project.

The Assessment states the need for the project because the area is congested to the point unable to efficiently move traffic, especially during morning and evening rush hours. Many local areas exhibit heavy congestion at ALL hours of the day; SR94 which runs N/S is a prime example. To be successful, this project would also need to address SR 94 and it does not. It is further stated without this project, it will take more than 5 minutes just to turn onto or cross SR116 from one of the side streets in McSherrystown. This traffic, which is being generated from high density neighborhoods from the side streets will not be alleviated with the proposed 5C Build. A question was asked at the 5/15/2019 Consulting Party meeting as to where these people are going. The project team was not able to provide details of what points vehicles were entering or leaving the roadway. The 5C Build will push that traffic onto Church Street and Oxford Avenue to the traffic circles. These roads will now become congested, high traffic roads. In 3.2 Environmental Overview, note is made of the schools within a mile or less of SR116/Main Street intersection The 5C Build will not alleviate congestion and/or safety concerns to which school traffic contributes. How many of the stated vehicle and pedestrian accidents have occurred at just that one particular site? Due to poor traffic planning at that site to enter/exit two notable businesses, it most likely is an area prone to accidents, both pedestrian and vehicular. The 5C Build will not alleviate this. It should be noted the stated traffic studies address concerns about PM peak hours conditions and not ALL hours. Many residents as well as the PA historic preservation office questioned whether other non-construction alternatives such as altering traffic patterns, signals, etc. were given adequate consideration. In addition, there are roads in the area in greater need of efforts to

resolve severe congestion which would not require a build but rather alterations of traffic patterns, signals, etc. Such alternatives will better serve EVERYONE in the Hanover area and not just the several commercial/industrial sites being catered to with lack of concern about residents.

INDIRECT EFFECTS

The Assessment discusses the indirect effects attributable to the 5C and lists future degradation or loss of streams and wetlands This project is promoted to be a Limited Access Highway. This may be true initially, but what about the future? We saw the York bypass morph into overflowing commercial property and become highly congested with traffic with many people stating we need a bypass for the bypass. The existing Eisenhower Drive is another example of addressing traffic concerns which has generated another commercial district. It is stated in the Assessment that zoning and land controls limit any further development as adjacent land is predominantly residential and industrial as well as Preserved Farmland. These zoning and land controls obviously are not currently limiting the 5C Build/project. It was previously stated Conewago Twp does not offer support for the project. Why would we assume these same zoning and land controls will be any more effective in the future than now?

HARM

The Assessment repeatedly states the 5C appears to result in least overall harm. No Build results in NO harm. This project is allowing the government to inflict harm on property owners in the area. Is the need for some patience of drivers significant enough to inflict this harm? The legal definition of harm is loss of or damage to a person right, property, or physical or mental well-being. This Assessment discusses concrete measurables but does not take into consideration unmeasurable. This Assessment does not address the impact of homeowner's mental well-being and their right to be able to continue the enjoyment of their current way of life and use of their properties. This Assessment does not discuss the harm being done to property values. This Assessment briefly mentions harm to noise levels and air quality, both of which have effects on persons physical well-beings. We need to stand by DO NO HARM and reject this project.

Joni Swope

B5. Joni Swope

No address given

Good evening. As a 40-plus year resident of Conewago Township, I have seen much development in the area. It is impossible to not have development, but you need to be aware of what is good and responsible for thearea. The following are concerns related to the 300-plus page assessment:

Monetary.

The cost is astronomical for the reported four to seven minutes of time to be saved. A bridge over railroad tracks itself is an enormous expense. As stated in the assessments, "PennDOT anticipates state and potential federal funding for this project, but the extent of federal funding is unknown. This is not what has been previously stated in public meetings. In addition, the assessment stated, "traffic will still be an issue during rush hours even with a new alignment. "How can a justification and monetary expenditure be made when the assessment itself makes this statement?

Local support.

The majority of this project is in Conewago Township. Township officials have submitted written communication to PennDOT and other authorities indicating the Township does not support the

project. Petitions have previously been signed and submitted. Representation at meetings has been evident of no build.

National Historical Registry properties.

The proposed path impacts several National Historical Registry properties. The solution regarding this impact is to provide educational materials about these properties and a payoff of \$20,000 to Historic Gettysburg, Adams County.

Wildlife.

A bypass will encroach upon the homes and habitats of animals, their feeding grounds and lead to decreased populations. We have already lost all evidence of pheasants. Other wildlife populations have decreased as building has increased. The proposed area is home towildlife such as deer, fox, squirrels, owls, coyotes, skunks, raccoons, hawks and eagles. It will not be long until we need to supply educational material on wildlife.

Air quality and noise.

Due to time limitations, I've opted not to discuss here, but common sense will tell youthese will be one hundred percent affected. As stated previously, the vast majority of the 5C build is within Conewago Township. The signed petitions and representation at meetings is evidence the No Build willmeet the will of the people who will be affected by this every single day. It appears those in favor of 5C are thosewho benefit financially from this project.

Many residents as well as the PAHistoric Preservation Office question whether othernon-constructional alternatives such as altering traffic patterns, signals, etcetera here given adequate consideration and east-westroadway will not alleviate anynorth-south traffic. There are roads in the area in greater need of efforts to resolvesevere congestion. Other alternatives as well as the direction to other traffic areas will better serve everyone in the Hanover area and not just the several commercial industrial sitesbeing catered to with this project. And finally, harm. The assessment repeatedly states 5C appears to result in "leastoverall harm. However, No Build results in no harm. A more extensive written Response: has been submitted by me to be included in part of the public record. I encourage everyone to go online and read not only my comment, but all the other ones being submitted. Thank you

A17 and B5. Response:

Thank you for your comments.

Funding: Section 1.0 Introduction/Project Description of the Environmental Assessment states that PennDOT anticipates state and potential federal funding for the project, but the extent of the federal funding is unknown as this time. Project planning is being completed assuming some level of federal funding.

Support: The advancement of a project is based on the Project Purpose and Need which is discussed in Section 2.0 Purpose and Need of the Environmental Assessment. Additionally, stakeholder input was

utilized throughout the project and is outlined in Section 9.0 Agency and Public Involvement of the Environmental Assessment.

Historic Registry Properties: PennDOT and FHWA followed the National Historic Preservation Act (NHPA) Section 106 Process which resulted in the agreed upon resolution of Adverse Effect to Historic Properties and ultimately the execution of a Memorandum of Agreement (MOA) with identified mitigation measures agreed upon by FHWA, PennDOT, the PA State Historic Preservation Office (SHPO), and the consulting parties. The MOA is located in Appendix E of the Environmental Assessment, and within the Draft Individual Section 4(f) Evaluation, Appendix C, found in Appendix H of the Environmental Assessment. In addition, PennDOT worked to develop alignment alternatives that avoided or minimized impacts to Section 4(f) resources. Because the project does not have an alternative that meets the project purpose and needs and completely avoids all Section 4(f) Resources, the project must assess the alternatives carried forward and determine the alternative that results in the least overall harm, which in this case is Alternative 5C. Please refer to Appendix H, (Section 4(f) Evaluation, Section 5.3, Table 3), of the Environmental Assessment.

Wildlife: As noted in the Environmental Assessment, Section 4.1.8 Wildlife: Based on review of the Pennsylvania Game Commission (PGC) and the Pennsylvania Fish and Boat Commission (PFBC) Wildlife Action Plan Mapping tool, (wildlifeactionmap.pa.gov), "species of greatest conservation need" are present within Adams and York Counties. These species include: the Allegheny woodrat, North American least shrew, and various bats, birds, reptiles, amphibians, and invertebrates. Because these species are identified by the state as a conservation need, it is assumed they could be considered target species per PennDOT Publication 13M (DM-2), Chapter 20 Wildlife Crossings.

A target species is defined as a species that has been identified as the subject of conservation or monitoring actions. However, because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate for this project.

Therefore, while wildlife is present within the project area, particularly within the Plum Creek Corridor, surveys for target species as identified by the PFBC Wildlife Action Planning tool were not considered appropriate for this project based on the surrounding land use being composed of active croplands and developed properties. As noted in Mitigation in Section 4.1.8, PennDOT continues to investigate the use of wildlife crossings and exclusionary devices to protect wildlife within the project area. Mitigation measures will be further investigated in final design and in coordination with the appropriate agencies (Pennsylvania Department of Environmental Protection (PA DEP), PFBC, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE)).

No wildlife or waterfowl refuges are located within the project area.

Air Quality: The information presented in the Environmental Assessment in Section 4.3.2, Air Quality: noted that there would be no significant adverse impact to carbon monoxide (CO), particulate matter (PM), mobile source air toxins (MSATs), and greenhouse gases (GHGs) with the preferred alternative. Based on this information, the project will meet all applicable air quality requirements of National Environmental Policy Act (NEPA) and as applicable, federal and state transportation conformity regulations.

Noise: As noted in the Noise section of the Environmental Assessment (Section 4.3.3), the analysis identified several areas along the proposed corridor that are warranted, reasonable, and feasible to install noise barriers. The exact location, abatement type and size, aesthetic treatment, and right-of-way treatments will be determined during the final design phase of the project and documented in the Final Noise Analysis report. The final design noise analysis will refine the noise modeling effort, including coordination with the affected public to define the desires of the benefitted communities.

Need: Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway network by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative includes improvements along both SR 0116 and SR 0094. Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety, as well as minimizing property impacts. Specific to the concern of traffic turning onto or crossing SR 0116, the indirect benefits of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives.

Indirect Effects:

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Harm: The Assessment of Least Overall Harm is utilized when determining Section 4(f) Resource impacts due to a transportation project. Because the project does not have an alternative that meets the project purpose and needs and completely avoids all Section 4(f) Resources, the project must assess the alternatives carried forward and determine the alternative that results in the least overall harm, which in this case is Alternative 5C. Please refer to Appendix H, (Section 4(f) Evaluation, Section 5.3, Table 3), of the Environmental Assessment.

Public Involvement: Per Section 9.1.1 Local Municipality/Borough/County Meetings of the Environmental Assessment: Since 2005, coordination with municipal and county staff and elected officials has been conducted. This has primarily included Conewago and Penn Townships, McSherrystown and Hanover Boroughs, and Adams County. Others who were also included in the coordination were Oxford, Union, and Mt. Pleasant Township, as well as York County. The project team used these meetings to provide project updates and gather thoughts and opinions from municipal and county leaders related to the alternatives under consideration. For additional information regarding the full extent of Public Involvement please refer to Section 9.1 Summary of Public Involvement Activities of the Environmental Assessment and refer to the response provided on Page 1 of this Comment Response Document which is pertinent to all comments received.

A19. David Vega

2/10/2022

Comment #19

Comment received via email

Please be aware that there is tremendous opposition to the currently proposed 5C option of the Eisenhower Extension Project. Such a project would absolutely decimate the Conewago Township area in Adams County, PA."

A19. Response:

Thank you for your comment.

A20. Thomas Klunk

3370 Centennial Road 2/11/2022 Comment #20

"The 120-foot easement stops at my doorstep. You never ask me for an easement through my farm, but you already have every bridge, engineered and ready to go! Where are my property rights? There is better way, take parking from main street McSherrystown both sides and put in,left turning lanes were needed,116 was never improved in a 100 years!! You cannot take this road back, after the Historic

farms around the chapel have been ruined and built on. Also preserving nature, like 4 breeds of squirls also the deer.

The consideration for the Chesapeake Bay, soil erosion Is enough to say stop don't build it! This is a commercial land grab to promote commercialism for the big box stores, when all the rest of the stores are going out of business. Whenever big roads go in, the the crime rate will go thruogh the roof, did anyone compare the crime rate, before and after eisenhower drive was installed. The crime rate went up! Do we need crime around this area, like the first golden mile, NO.

B8. Thomas Klunk

I'm no good at this public speaking stuff. I'm just gonna touch on a couple things here. I think the historic park, this is a travesty to build this road. The other thing is just like the bigger property owners around me know that they put that in the preservation zone and put in a key 120-foot easement behind me and, you know, where's my property rights at? Where are they? You know?

The bigger development home developer puts homes in right beside me. Okay, it wasn't fair to stop him, but now that the houses are there, guess what? They're gonna take more of my property. Oh, that's great. Okay. Where's my property rights at? Where are they at? You know, I'm not gonna have no farm rent left at all and, you know, PennDOT did not do their homework here, because there's really no traffic here. They're trying to pull something.

Hanover what they did years ago on the other side of the Hanover putting that Golden Mile in was put in bysomebody else out of this area that had nothing to do with this state and then when they put it in, oh, now it sour fault. Now it sour problem to bail them out? You know, where was the aforethought of putting that in? Where was it?

Okay. We don't have traffic here. If this road goes in, we're gonna have we're gonna have a lot more trafficand all the roads aregonna interconnect. McSherrystown is gonna have more traffic, not less Go through the center of York. Everybody gets off the bypass at York to cut time andgo through the center of York because it's sometimes faster. Okay. That's what we are gonna have here.

Okay. All they want to do is putcommercialism, spread the commercialism out this way and it's not fairto people. I live there. I let everybody alone. I don't bother anybody, okay. Now, they're not only gonna take myfarm, they're gonna take something I worked my whole life for withmy family and then, you know, they're going to take my serenity too, they're gonnatake that. Okay. I know. Nobody cares. That's all right.

A20 and B8.'Response: Thank you for your comment.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.

- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

A21. Timothy Klunk

508 Delone Avenue, Mcsherrystown, PA 17344 2/12/2022 Comment #21

I do not want the road to go through. I do not want the erosion. I do not want the farmland lost.

A21. Response:

Thank you for your comment.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A23. John Strevig

247 Johnathon Drive 2/15/2022 Comment #23

"THIS AREA IS A RESTATEMENT OF PENNDOT STUDY AREA STUDY AREA FEATURES

Roadway Conditions

Eisenhower Drive and S.R. 116 travel corridors are the main traffic corridors through McSherrystown and Conewago Township, Adams County, and serve as a primary east-west link between Penn Township / Hanover Borough and destinations west of McSherrystown.

SR 116 and SR 94 in McSherrystown and Hanover are congested to the point that they are unable to efficiently move traffic, especially during morning and evening rush hours. In fact, conditions are bad enough that they are labeled unacceptable in traffic analyses; characteristic include roads in constant traffic jam, incidents cause significant delays, and unpredictable travel time. Conditions are particularly poor in McSherrystown. As of 2017, S.R. 116 carries 16,100 vehicles per day through the Borough of McSherrystown. The existing two-lane roadway is already near capacity, and traffic volume is expected to grow to 19,200 vehicles per day by 2040. If no improvements are made to the transportation network by then, it will take more than 5 minutes just to turn onto or cross over SR 116 from one of the side streets in McSherrystown.

The crash rates for most roadways in the study area, and particularly along SR 116 and SR 94, are higher than the statewide average rates for similar roadway types. Accidents include rear-end and angled crashes, crashes involving pedestrians, and several crashes resulting in fatalities. Emergency vehicles have a hard time responding to incidents due to the lack of space for cars to move out of the way and disabled vehicles along SR 116 and SR 94 have very few places to move out of the travel lanes due to narrow shoulders, no median, or unrestricted on-street parking. Environmental Constraints

The study area has various environmental features. Several streams and associated wetlands and floodplains are the main aquatic resources in the project area: South Branch Conewago Creek, Plum Creek, and an Unnamed Tributary to South Branch Conewago Creek. A large portion of the study area consists of productive agricultural lands, including Agricultural Security Areas. There are several historic resources that are listed in, or eligible for listing in the National Register of Historic Places, including the Hanover Historic District and several historic farms. A large portion of the project area contains a high probability for historic or pre-historic archaeological resources. The CSX Railroad is located along the east side of the project area with trains running two to three times daily. Community Amenities

Several public and parochial schools are located within the study area. There are no hospitals, but there is one elderly care facility located in the west end of McSherrystown. High-density residential neighborhoods are primarily located in the southern portion of the study area. Additional residential neighborhoods occur within the northern portion of the project area adjacent to agricultural lands. Rabbittransit, the York Adams Transportation Authority, features three main fixed bus routes that serve the Hanover area and run within or adjacent to the project area. There are no established bike routes located within or immediately adjacent to the project area; however, sidewalks are available for pedestrians within McSherrystown and Hanover Boroughs.

THIS IS THE END OF THE RESTATEMENT OF PENNDOT STUDY AREA

Response:

Let us look at the above. The proposed Eisenhower Drive and S.R. 116 projects projected costs is \$47,000,000 million; however, until completed, with the cost overrun will exceed \$50,000,000. This project will take many acres of farmland out of production to construct a two-lane highway. No one has addressed these questions: 1) MET-Ed High Tension Lines along the proposed right-of-way in the Sherry Village area; 2) Already overburden, Storm Water issues along the corridor; 3) How will the peace and quiet of the area be addressed; 4) How will the present homes along the corridor be protected from heavy truck ground vibration, with the projected truck traffic; 5) How will the safety and; security of the children and the families be protected along the corridor? All the above questions and others are generated by this project to save 5 minutes of travel time, as stated at previous public meetings, over the next 20 years. PennDOT has never answered any of the above 5 questions? I would offer the following: Modified TSM, can be accomplished, by improving S. R.116 through the borough of McSherrystown by, eliminating parking on both sides of the route through McSherrystown, there is alley access, on both sides of the route, to the rear of the on street properties; place a computerized and camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the Intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the Intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the Intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the Intersection of L.R. 116, Mount Pleasant Road & District Computerized and Camera traffic signal light at the Intersection of Camera Third St, and other intersection as need to coordinate traffic flow; allow turning lanes at cross streets; have the borough of McSherrystown to use a delayed red signal on the south bound lanes on Oxford Ave & amp; High St. Also, to relieve the pressure to the west and east, PennDOT could better spend the Multimillion-dollar project funds to widen S.R. 0094 from the Subaru Building to the Lincoln Highway, Rt 30, East, West, Ramp, North at Cross Keys. (I know that S.R. 94 narrows at the quarry; however, technology exists to Bridge this area). The state may have to assist the borough of Hanover with improvements to High St and a signal at Kindig Lane and High Street. I do not think PennDOT need not make additional improvements south of Carlisle St. and West Elm. The intersection of West Elm and High St will need upgraded. This would preserve all the farmlands in questions, requires no-disturbing of stream crossings, the disruption of historical sites, eliminates the transfer of all the McSherrystown traffic problems, to and creating new ones to the properties in Conewago Township. This Modified TSM, deserves a Response: with facts and/or appendix.

By John and Judy Strevig 247Johnathon Drive McSherrystown, PA 17344

A23. Response:

Thank you for your comment.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

All utilities owners within the project corridor will be coordinated with directly during the design process. The design team will coordinate with Met-Ed to determine if their high-tension overhead power lines are affected by the project.

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersections that warrant a signal based on the projected levels of service.

Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety. The elimination of on-street parking would allow for better flow of traffic along SR 0116. However, this would not do anything to reduce overall volume or improve traffic operations at intersections along SR 0116.

As noted in the Noise section of the Environmental Assessment (Section 4.3.3), the analysis identified several areas along the proposed corridor that are warranted, reasonable, and feasible to install noise barriers. The exact location, abatement type and size, aesthetic treatment, and right-of-way treatments will be determined during the final design phase of the project and documented in the Final Noise Analysis report. The final design noise analysis will refine the noise modeling effort, including coordination with the affected public to define the desires of the benefitted communities.

With regards to how present homes along the corridor be protected from heavy truck ground vibration, with the projected truck traffic, studies such as "The Impact of the Type and Technical Condition of Road Surface on the Level of Traffic-Generated Vibrations Propagated to the Environment", and others, indicate that truck traffic on a smooth roadway is typically imperceptible or barely perceptible within 30 to 60 feet of a roadway and typically does not reach levels adequate to cause structural damage. As currently designed, nearly all of the homes along the project corridor are at least 90 feet from the roadway (98 feet from the travel lane). Therefore, impacts to properties from vibration is not anticipated and protection is not necessary.

The project will be designed in accordance with current PennDOT design quidelines for highway safety.

A25. Nick McDaniel

375 BASEHOAR SCHOOL RD LITTLESTOWN PA 17340 2/15/2022

Comment #25

I currently rent the property at 5490 Hanover RD, this is Nicks Garage that I started in 2015. The shop has been there since the early 80s. My concern is how the extension is going to be running directly through a portion of the land my business is on. The extension will direct all major traffic coming into McSherrystown away from my business. The turn off will be directly at our driveway entrance and will make difficult for truck and trailers to come in and out of my shop, as we do trailer, rv and truck inspections. The bypass may turn customers away because of hard to enter our driveway. My landlord Earle Black is also wanting to sell the property to me this year, but not sure what I should do, because

the bypass will be taking 3 acres of the property. I don't want to pay for the whole property to only lose half of it within a year to an unknown amount. With all these concerns I am hoping the other alternatives are highly considered, not only for me but others that may lose businesses and homes because of this bypass. I believe with simple signs and directions, traffic could be directed away from Mcsherrystown, like most streets having signs saying local traffic only, or downtown Hanover one way and Mcsherrystown the other way. Could save allot of money and heart ache. Hopefully all voices are herd. Thanks Nick

A25. Response:

Thank you for your comment.

With regards to vehicular ingress and egress to the existing driveway, the design team will investigate all driveway modifications along the project corridor during final design and propose improvements to the extents feasible to meet the existing access conditions.

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersections that warrant a signal based on the projected levels of service.

Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety, as well as minimizing property impacts. The use of a one-way paired roadway network would have negative impacts not incurred by the evaluated build alternatives. The residential properties on the potential roads parallel to Main Street would be impacted by higher traffic volumes as compared to traffic associated with the no-build or either the TSM or Alternative 5C alternatives.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts, and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

 Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.

- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

A26. Corey Trevorson

Sunnyvale Trailer Park 2/16/2022

Comment #26

With so many people working from home, and less people actually traveling the roads, why would this extension even be needed? The traffic data collected by PDOT does not accurately represent today's traffic patterns. COVID Era traffic is vastly different from the data that was collected in the early 2000's. 20+ years is a huge change in the advancement of driving patterns and the behaviors of drivers.

A26. Response:

Thank you for your comment.

The proposed project will address the following needs as presented in Section 2.2 Purpose and Needs of the Environmental Assessment:

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

The traffic data used in the analysis is from 2015 when the alternatives analysis was initiated and was projected using standard industry traffic analysis practices. Based on a comparison of traffic volume trends from FHWA's Office of Highway Policy Information Travel Monitoring, traffic volumes on most of the region's/nation's roadways have returned to pre-pandemic levels.

A27. Giana Hoddinott

10 John Edward Drive 2/16/2022

Comment #27

"I think that the roads should stay the same because one it is five minutes longer to Hanover when right now it's 15 minutes. I think we should fix the roads we have now instead of wasting money on a new road. Also taking away farmland would take away some of the profits that they make and their children may not be able to build on their land when it could be past down through generations.

A27. Response:

Thank you for your comment.

As noted in Section 3.0 Project Development of the Environmental Assessment, improvements to local roads were considered through the development of a Transportation Systems Management (TSM) alternative. This alternative consisted of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specific to safety. The predicted number of crashes for the TSM would be approximately 3% higher when compared to the No Build conditions. Conversely, the predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A28. Olivia Snyder

51 Oak Crest Ct 2/16/2022 Comment #28

I believe that the no build option is the best option for the Eisenhower Extension project. My reasoning behind this option is that it is not fair for farmers to lose their farmland for drivers to save five minutes on the road. The compensation the farmers would receive for taking their land would not make up for lost profits. If the town would go with the TSM option, it is not fair for the citizens to give up their homes and lifestyles for a road. A lot of money goes into building this new road, not only building the road, but compensating property owners. Property owners would have to pay for movers and possibly increased taxes at their new home. This problem is not a huge issue to me, I believe that the money should be better spent elsewhere like fixing potholes or adding turning signals on the traffic lights.

A28. Response:

Thank you for your comment.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of

the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Section 3.3 and Table 1of the EA explains why the No Build alternative is not a reasonable alternative.

A29. Zepheil Stephenson's

Philippines 2/16/2022 Comment #29

"In my personal opinion, I think that the 5C plan shouldn't be put into effect because of the current and ongoing pandemic. With people working at home and workers staying off the roads, we shouldn't even consider the plan to change and put in a new road when we can't even solve the problem which is the current pandemic. We should look forward to keeping the roads the way they should so that people who are struggling in the farm business will still have their land during the pandemic so that they can keep making money during this time of struggle.

A29. Response:

Thank you for your comment.

The traffic data used in the analysis is from 2015 when the alternatives analysis was initiated and was projected using standard industry traffic analysis practices. Based on a comparison of traffic volume trends from FHWA's Office of Highway Policy Information Travel Monitoring, traffic volumes on most of the region's/nation's roadways have returned to pre-pandemic levels.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A30. Brandon Warfield

2/16/2022

Comment #30

"I think the no build alternative because we can use this money to fix the roads of Hanover. We all know that Hanover has multiple roads with potholes, and we can use this money to fix the roads.

A30. Response:

Thank you for your comment.

Section 3.3 and Table 1 of the EA explains why the No Build alternative is not a reasonable alternative.

A31. Walter Abdul-Jabbar

McSherrystown, Pennsylvania 2/16/2022

Comment #31

"I believe that they should do the ""No Building Alternative"" because farmers could lose their lands and crops, and that land has been passed down for generations and generations, so I don't think that they would be willing to just give it all up for a couple more minutes of travel. Also, with covid, a lot of people have been working from home and there are less cars on the road every day. I think they should focus more on improving the roads we already have, instead of putting in a new road that might not make that much of a difference.

A31. Response:

Thank you for your comment.

Section 3.3 and Table 1 of the EA explains why the No Build alternative is not a reasonable alternative.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

The traffic data used in the analysis is from 2015 when the alternatives analysis was initiated and was projected using standard industry traffic analysis practices. Based on a comparison of traffic volume

trends from FHWA's Office of Highway Policy Information Travel Monitoring, traffic volumes on most of the region's/nation's roadways have returned to pre-pandemic levels.

A32. Giulia Felippone

2/16/2022

Comment #32

"I think that the best decision is the No Build option. I think it not fair to take people's properties and lands because that their way to supply their family. Thanks to that land they make profit and to make it they need every part of their land. To make a change we need every one of you the same idea for the land, every piece of land is needed to make profit.

Another idea could be to work on public transportation or fix, without taking properties, the roads that already exist. Public transportation is very important. In the United States there is not a good public transportation service and this needs to be fixed, it also helps reduce pollution and will make people ride buses and not go with their car."

A32. Response:

Thank you for your comment.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Rabbittransit currently operates three main fixed bus routes that serve the Hanover area and run within or adjacent to the project area. With regards to ride share programs, Commuter Services of Pennsylvania (1-866-579-RIDE) already offers carpool, vanpool, walking and other options for Adams, Berks, Carbon, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Monroe, Perry, Pike, Schuylkill and York counties. Additional public transportation projects / public transportation funding is at the discretion of the regional metropolitan planning organization.

A35. Mike Omlor

No address given 2/18/2022 Comment #35 **Comment provided via phone call** I don't feel the build alternative is necessary.

A35. Response:

Thank you for your comment.

Section 3.3 and Table 1 of the EA explains why the No Build alternative is not a reasonable alternative.

A36. Kierhan Boyle

No address given 2/20/2022 Comment #36

"As a local resident and historian, I believe the Eisenhower Drive Extension is another example of wanton and transient desire to modernize at the expense of historical and natural resources to Adams County. The land in the preservation zone as related to the near by historic farms and chapel are one of the key elements of historical significance in this area. To build a road through that land would destroy this cultural landmark for the false belief that it would promote business as there are already various routes and roads available for people to use in their navigation. Without perserving these cultural and natural resources we are leaving behind a community with disregard for passing this on to our child and future generations.

One argument for this extension is to promote business in Hanover but we are forgetting that brick and mortar buildings are no longer the norm of stores that people access and that most shopping is being done digitally. This would only allow people to save roughly 1 - 2 minutes in transportation to arrive at an almost empty mall and rarely used shopping centers. All this extension does is put more tax payer money into the pockets of developers to design and build useless roads on the false promise of economic growth and development.

This road will also disrupt the natural resources in the area and displace local wildlife from their habitat for the notion of our own ease of use. It will cut down on available habitat for animals and also negatively impact our local farmers who rely on the land to grow the food necessary for us to eat. With these resources being wasted on the false pretense of benefits we are only making it hard for our future generation to enjoy the beauty or our nataral biom and cutting down on the vital land necessary for our farmers to support our local community.

I my humble opinion this road is a waste of time, money, and resource that could be better used in other locations to benefit more people. "

A36 Response:

Thank you for your comment.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

PennDOT and FHWA followed the National Historic Preservation Act (NHPA) Section 106 Process which resulted in the agreed upon resolution of Adverse Effect to Historic Properties and ultimately the execution of a Memorandum of Agreement, with identified mitigation measures agreed upon by FHWA, PennDOT, the PA State Historic Preservation Office (SHPO), and the consulting parties.

Wildlife: As noted in the Environmental Assessment, Section 4.1.8 Wildlife: Based on review of the Pennsylvania Game Commission (PGC) and the Pennsylvania Fish and Boat Commission (PFBC) Wildlife Action Plan Mapping tool, (wildlifeactionmap.pa.gov), "species of greatest conservation need" are present within Adams and York Counties, and include the Allegheny woodrat, North American least shrew, and various bats, birds, reptiles, amphibians, and invertebrates. Because these species are identified by the state as a conservation need, it is assumed they could be considered target species per PennDOT Publication 13M (DM-2), Chapter 20 Wildlife Crossings. A target species is defined as a species that has been identified as the subject of conservation or monitoring actions. However, because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate for this project.

Therefore, while wildlife is present within the project area, particularly within the Plum Creek Corridor, surveys for target species as identified by the PFBC Wildlife Action Planning tool were not considered appropriate for this project based on the surrounding land use being composed of active croplands and developed properties. As noted in Mitigation in Section 4.1.8, PennDOT continues to investigate the use of wildlife crossings and exclusionary devices to protect wildlife within the project area. Mitigation measures will be further investigated in final design and in coordination with the appropriate agencies (Pennsylvania Department of Environmental Protection (PA DEP), PFBC, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE)).

A38. Steven Smith

509 Church St 2/23/2022 Comment #38

"I am completely against the Eisenhower drive extension. It does not meet the needs of downtown Hanover. Hanover is entered by means of Rt 116 from Gettysburg and Spring Grove, Rt 194 from the north and south and Rt 94 North and South. Rt 116 only goes to Gettysburg and through Spring Grove. Neither of which have little industry. The bypass will only serve Gettysburg residents to easily commute to the shopping centers on the north end of Hanover. This bypass will also serve developers who want to profit of off valuable farmland. This residential overdevelopment will only add to the tax burden of Conewago township. It will also add to the tax Burden of McSherrystown. I understand once the bypass is built, the existing Rt116 will be handed to McSherrystown borough to maintain. Currently the State maintains this stretch of road. Are the residents prepared to pay for the rise in maintenance cost? I also contend, if this Road does move forward against the wishes of Conewago township residents, that the state preserves all farmland with 1 mile of the proposed highway. This will help ensure the integrity of our rural community and valuable farmland. This plan will keep the extension as limited access. If the government has no problem condemning land to build roads, it should not have any problem saving our soils as part of the project.

A38. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands

adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A42. Ronald Hinkel

334 Barley Circle, Hanover, Pa. 17331 2/24/202

Comments #42

"I attended the meeting on 2/23/22 at S.A.V.E.S. and one thing that was not discussed was the access from Sunday Drive to the bypass. If the project goes forward, why not make Sunday Drive a dead-end road at the bypass. All homeowners on Sunday Drive below the bypass would still have access to 116. Wheat Drive and Easton Way would have access to 116 from Sunday. Access for the by-pass would be available for those living on Sunday (or bordering Sunday) would have access to the bypass from 116 or Centennial. If this is truly to be a limited access bypass why have the roundabout on 116, the access at Sunday (not even a roundabout) and the roundabout at Centennial. Seems to somewhat defeat the purpose of limited access. That would also limit the impact for those living on Sunday Drive that would lose property to realign and widen Sunday Drive below the bypass.

I'm still not sold that the bypass is needed for the small amount of time that it will save and really how much it will save in traffic on Main St. in McSherrystown. How much traffic on Main St. is from those coming from the Gettysburg area to the Golden Mile area? I think most of the traffic which is at rush hour, is from local people that live in the area and work outside of Hanover. Unless they live/work on either end of the bypass it really will not reduce that type of traffic. What it really will do is provide easy access for the large business such as Utz and Clarks. Why should the taxpayers pay for the large business convenience? Traffic issues on Main St. in McSherrystown can also be helped by limiting some of the side streets onto Main Street and then making those streets that you would allow onto main street traffic light controlled. "

A42. Response:

Thank you for your comments.

The preferred alternative maintains the connections of Centennial Road, Church Street, and Oxford Avenue, as well as Sunday Drive to provide similar connectivity and access for the traveling public to reduce traffic volumes on PA 116. As currently shown, the realignment of Sunday Drive potentially impacts one property owner. The design team will look to maintain the existing roadway width of Sunday Drive to limit potential impacts to additional properties. The limited access designation for the Eisenhower Drive Extension relates to limiting access to adjacent properties. Intersecting roadways still need to access the Eisenhower Drive Extension.

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of the existing roadway network by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative includes improvements along both SR 0116 and SR 0094. Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety, as well as minimizing property impacts. An indirect benefit of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives.

Regarding the travel time comment, refer to the Traffic & Operational Analysis report for data pertaining to travel times between the Littlestown Road / Bender Road intersection of SR 0116 and the existing Eisenhower Drive intersection with SR 0094. The anticipated travel time increase between existing (2017) and No Build (2042) is approximately 8 to 9 minutes. Based on design year 2042 projections, the travel time reduction when comparing the preferred alternative (Alternative 5C) to the No Build condition is approximately 15 minutes when traveling along the new alignment.

A43. Anthony Staub

5 Tiffany Court, Hanover, PA, USA 2/24/2022

Comments #43
"My wife and La

"My wife and I are opposed to this project. The proposed roadway would about our property. This will cause our property value to decline. It has been determined that 51 privately owned homes will be confiscated by rule of eminent domain, which will result in displacement of the families, many of which have been lifelong residents in the area. Where will these families go! These people are told they will receive fair market value for their properties. With the cost of land and building materials in the current economy, I do not think these folks will be able to reestablish a homestead relative to what they have now. This will be a major burden to each one of them economically, physically, and mentally. It may force these folks to relocate away from Conewago Township, which in turn may be detrimental to their employment status. It may cause their children to attend different schools and establish new friends and suffer the mental anguish of losing old friends. Many of these families have extended family members living in close proximity to them. How will this affect those relationships? So how will the government establish a ""fair market value"" for their properties? How will my wife and I along with all the other homeowners that are located along this highway be compensated for our decline in property value? This issue has not been addressed by the government. In regard to the farmers that will be negatively impacted, my heart goes out to you. I cannot begin to understand how you all must feel. I think it is deplorable that the government would confiscate even a shovel full of dirt from your properties. The local multi-generational farming families is what made our community the great community that is today. The government regulations imposed upon you in recent years concerning run off and the Chesapeake Bay was a burden in and of itself for you to contend with. Now the government wants you to give up part of your land. You have my utmost admiration for remaining steadfast in your convictions. Everyone in our community owes you a great deal of gratitude. Our local government officials should be supporting the ""No Build"" effort in order to protect your property. Concerning the environmental impact this road will have will devastate the area to no end. There will on occasion be significant

flooding as we have seen in the past, only worse and more frequently. All the folks that have property in close proximity to Plum creek, Conewago creek, and Slagle's run have witnessed this, and had to take detours on more than one occasion. The combination of water runoff from this road and the effects of global warming will increase the chances of severe flooding. I for one do not which to purchase flood insurance to protect our property. Flood insurance is extremely expensive. Flooding also impairs a farmer's schedule to have access for planting and harvesting. Again, I ask who pays the price now and into the future for this highway? To me it is kind of ironic that on one hand the government wants to create buffer zones along creeks and streams to prevent runoff, and yet they propose to build a highway that will create more runoff. Concerning wildlife, I think all would agree that this highway will deplete many of God's creatures. If the highway is put in, I would expect not to see deer in my yard anymore, or snapping turtles laying eggs in the spring in the adjacent field, nor ducks in the swell that runs through our yard, etc. What I expect to see is more varmints in the back yard scavenging through the trash and debris left by passersby that have no respect for the environment. I urge you to drive across ""The Golden Mile"" and observe all the litter in the wooded areas and stream. It is bad enough that the area is so littered, but there is no effort by local officials to clean it up or prevent it from happening! Does anyone truly believe that our state government is going to prevent this from happening in our back yards? Those of us that border the proposed area for the highway will lose more time picking up trash than any time saved traveling to the north end of town via using this highway. Concerning commercialization, It is my understanding that no industrial, commercial, or retail development can take place on the farms that are registered in land preservation. That being said, I am concerned with advertisements in the form of billboards. I now enjoy and have the privilege of viewing the Sacred Heart Basilica from a distance. Being of the Catholic faith, me and my family do not take the possibility of losing this precious view lightly. No compensation could ever be rendered if we were to lose this view. I humbly realize that losing such an immaculate view, frails in comparison to those folks that would lose their entire properties. I only wish to express to those that want the highway built, there are those of us that will have great sedimentary loss in a profound way with the construction of this highway. I pray that the Army Core of Engineers will take this into consideration when they examine the esthetic value our community has on each of us. I have one last concern I wish to share, and it regards safety on the highway. With the proposed speed limit set at 45 mph, I am certain we will experience an increase in fatal accidents. With the distance between turnabouts, Teenagers and inexperienced drivers sharing the road with 80,000-pound tractors with loaded trailers is a recipe for disaster. By building this highway, a venue will be established that will provide the means for this to happen. TRAVELERS WILL DIE ON THIS HIGHWAY. No one wants to think about such things, but with the ever-increasing problem with distracted driving it has become a reality. I would rather see a hundred fender benders on Main Street than a young adult losing their life in a horrific accident.

A43. Response:

Thank you for your comment.

Per the Environmental Assessment, Alternative 5C would potentially partially impact 41 individual properties (many of these impacts would consist of partial land acquisitions). Eight of the potential 41 properties would displace residential and/or commercial structures. Of the eight potential displacements, five are residential, one is a residential property that also houses a home-based business, and two are commercial properties (consisting of a total of six businesses).

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT

notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

Wildlife: As noted in the Environmental Assessment, Section 4.1.8 Wildlife: Based on review of the Pennsylvania Game Commission (PGC) and the Pennsylvania Fish and Boat Commission (PFBC)Wildlife Action Plan Mapping tool, (wildlifeactionmap.pa.gov), "species of greatest conservation need" are

present within Adams and York Counties, and include the Allegheny woodrat, North American least shrew, and various bats, birds, reptiles, amphibians, and invertebrates. Because these species are identified by the state as a conservation need, it is assumed they could be considered target species per PennDOT Publication 13M (DM-2), Chapter 20 Wildlife Crossings. A target species is defined as a species that has been identified as the subject of conservation or monitoring actions. However, because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate for this project.

Therefore, while wildlife is present within the project area, particularly within the Plum Creek Corridor, surveys for target species as identified by the PFBC Wildlife Action Planning tool were not considered appropriate for this project based on the surrounding land use being composed of active croplands and developed properties. As noted in Mitigation in Section 4.1.8, PennDOT continues to investigate the use of wildlife crossings and exclusionary devices to protect wildlife within the project area. Mitigation measures will be further investigated in final design and in coordination with the appropriate agencies (Pennsylvania Department of Environmental Protection (PA DEP), PFBC, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE)).

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

The Eisenhower Drive Extension will be designed in accordance with the appropriate PennDOT design standards and guidelines with regards to highway safety. The traffic driver / vehicle composition will be similar to other regional arterials in the area with respect to driver experience and vehicle size. The predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative.

A47. Michael Mackey

58 Barley Circle, Hanover PA 17331 2/25/2022 Comment #47

past our backyard. No trucks are allowed now on Sunday Drive and car traffic is relatively light. What the bypass would do to us is add hundreds of vehicles or more daily, along with their noise and exhaust, to pollute and congest an area we chose to live because of its quiet, pastoral nature. It is unconscionable to take the long-neglected traffic problems of Hanover and York County and put them literally in my backyard. I support the "no build" option. After defending our nation for 20 years in the US Army, I didn't think I would have to worry about government seizure of property through eminent domain that

disadvantages my family for the benefit of another town or county. Please let me enjoy my military

My house is on Barley Circle and Sunday Drive runs right behind it. The proposed bypass would go right

retirement in the peace and quiet I now enjoy in Conewago Township.

A47. Response:

Thank you for your service and thank you for your comment.

As noted in the Noise section of the Environmental Assessment (Section 4.3.3), the analysis identified several areas along the proposed corridor, including the area adjacent to the residence at 58 Barley Circle, that are warranted, reasonable, and feasible to install noise barriers. The exact location, abatement type and size, aesthetic treatment, and right-of-way treatments will be determined during the final design phase of the project and documented in the Final Noise Analysis report. The final design noise analysis will refine the noise modeling effort, including coordination with the affected public to define the desires of the benefitted communities.

A49. William Duffy

Conewago township 2/25/2022

Comment #49

I believe that this project will destroy our community and way of life. It is unfair to the farmers of the land that will be taken, and this project destroys the history and appeal of our area. I believe not building is the best option.

A49. Response:

Thank you for your comment.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A51. Sandra Cooper

East Berlin 2/27/2022

Comment #51

I lived near McSherrystown from 2004-2021. Putting in a bypass through privately owned land is morally wrong, as well as devastating to local wildlife, habitat, and historical topography. Your article states one of the reasons for the new build is for safety?! How?! Quite contrary, a new build will encourage more motorist resulting in more hazardous accidents, and possibly new outlets for criminal activity. Your reasoning and theories behind this build tell us, the constituents, one thing; this build is being done for greed.

A51. Response:

Thank you for your comment.

Regional traffic volumes do not increase due to a new highway being built. Regional traffic volumes typically increase due to general population increase and / or new development / redevelopment.

Regional traffic volumes in the area of the Eisenhower Drive Extension are expected to follow a similar pattern and are not anticipated to increase as a direct result of this project.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

The Eisenhower Drive Extension will be designed in accordance with the appropriate PennDOT design standards and guidelines with regards to highway safety. The traffic driver / vehicle composition will be similar to other regional arterials in the area with respect to driver experience and vehicle size. The predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative.

A52. Kelsey Cooper

Adams County Conewago Township 2/27/2022 Comment #52

"Hi, I feel as though this extension is not needed. The amount of current roads in the area that can alleviate traffic around main street are significant. These roads are used daily for current traffic along with tractor trailer traffic. Rush hour and school dismissals are still going to make main street busy even with this extension. All roads in any area are busy around rush hour. I feel that we need to take some of this money and build better ally ways to allow off street parking and take away on street parking on main Street. We would have better viewing capabilities and safer driving with a wider road. Taking away farm land and homes from people who have spent decades creating their livelihoods and homes is a horrific thing to do. Traffic that is occurring in the area is from multiple developments being built, adding more influx of people. Limiting this and stopping this would stop the current influx. Utilities in the area are already struggling to sustain the amount of influx in homes and usage. Emergency services are also straining to sustain with the increase of people and traffic. Adding another road creating more traffic to flow, higher speeds make it incredibly dangerous for those driving and those living near by with children and pets. This will not only increase taxes for current residents who do not want the bypass, but add more in years to come to sustain this bypass. If you will not have this bypass in your back yard, you should have no say in it. If Saving five minutes on your drive is your only benefit while the rest of the community pays for the brunt, you should have no say. Too much farm land is disappearing in Adam's County and adding a high speed bypass is NOT the solution to a problem that can be fixed in many other ways. Route 30 was originally suppose to be a bypass, Eisenhower drive was meant to be a bypass. To create another is to add more influx of traffic and people. Hanover is a small town of local folks, not some big and upcoming city where you want to add a casino. Keep your bypass. Keep your developments. You are going to drive away the local community, neighbors and folks who raised this town on what it is now. We do not want to be another York, Lancaster, Philadelphia Thank you. -Kelsey C."

A52. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

The elimination of on-street parking would allow for better flow of traffic along SR 0116. However, this would not do anything to reduce overall volume or improve traffic operations at intersections along SR 0116.

In addition to the reduction in travel time, an indirect benefit of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives. The predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A53. Christopher Berchock

Hanover 2/28/2022

Comment #53

Absolutely not! Construction is destroying more and more farmland, soon enough we won't have any left! Not to mention this will obviously entice more business or homes. Our electrical grid can't handle it! We already have power loss during peak usage! I live off Broadway near Eisenhower, and travel 30/94 often. I do not see the need for a bypass.

A53. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access

roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A54 and F3. Bryan Martin
3440 CENTENNIAL RD
2/28/2022
Comment #54
"To Whom it may concern/Neil Beach,

I'm writing to you concerning the Eisenhower Drive Extension Project. I live at 3440 Centennial Rd in Conewago Township. We recently had our house built and is right next to the red brick house that would be destroyed if this road goes in. Our house sits really close to the red brick house and based on mapping on the roundabout. Our house would be right on the corner. It's very concerning to be right on the corner of the roundabout. This is designed for truckers to use this route instead of going through town. To be hearing every truck brake squealing for the roundabout is quite nerving. I'm also concern with drunk drivers missing the roundabout turn and coming through my house. We built this house knowing about the project, but the road is now closer to my property than it was before. In fact, it is now taking a chunk of my property in the back. I also feel like the value for my property will decrease as no one wants to live right on the edge of a roundabout. I'm also concerned with the water runoff and how that is going to impact my property.

My house was approved by the township and county in July of 2021. If the township wanted to do this project, they should have not allowed J.A. Myers to build houses on this land. I feel like this is unfair to not only my neighbors whose houses would be destroyed but for mine and my family's safety. We have 3 children and I'm very concern!

Thanks, Bryan Martin 717-688-9606 3440 Centennial Rd Hanover, PA 17331

P.S. I will also be mailing in a copy of this with a visual of where my house sits vs the roundabout.

A54. Response:

Thank you for your comment.

From a safety standpoint, roundabouts are safer than signalized intersections. Roundabouts reduce both the number of crashes and the severity of crashes. PennDOT follows all pertinent design standards and

guidelines when designing their facilities with regards to safety and vehicle accommodation. The project will incorporate guide rail where appropriate along the corridor in areas where required by design to protect the traveling public from roadside hazards and may be deemed appropriate along your property.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

The full extent of right-of-way impacts are still being determined as preliminary engineering continues. PennDOT will coordinate with individual property owners and tenants. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

A55. Kimberly Topper

190 Cedar Ridge Road New Oxford 3/1/2022 Comment #55

I live just off Centennial Road in New Oxford. I am from Midway originally. I travel through McSherrystown often. Anyone from the area realizes there are heavy flow times for traffic going

through McSherrystown. However, my greatest concern for this "bypass" is that the people "in charge lie". We all know that the promise that this new road won't become an urban sprawl and another Golden Mile is going to be another lie. Money talks and the big money that owns land across where this road development is happening will create an urban sprawl. I don't want to be sitting on my front porch on Cedar Ridge Road looking at what the folk on Hershey Heights Road are seeing. Nothing but neon lights and road traffic. Let's face the truth, once the urban sprawl starts it is like a cancer and just continue to grow. That is what this new road is going to become. I'm not saying it could be controlled, I am say it won't because money talks and when pockets get lined nothing else (even the rural sense of community) will matter.

A55. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

A61. Travis Sherman

493 KRALLTOWN RD Wellsville PA 17365 34/2022

Comment #61

Full Disclosure- I am the District Chairman of the York County conservation district and I am a landowner in both York and Adams County. Also, spent lots of time in Brushtown as a child as my grandmother lived at the 116 and water street. This project is in my opinion totally unnecessary to provide egress to the area of Brushtown and beyond. That is a rural area, and this is just a project to make those areas more in line to develop. The likes of our area contractors really want this to help line their pockets with taxpayers' gifts like this. Furthermore, Penn Dot completed a project in my area Creek Road in east Berlin going to Kralltown square. They paved it, then came back and cut culverts in. Totaling 15 and the road as now rougher than ever. It has been like this for 10 years. This road is about the same length of what they are proposing. This is due to incompetency at the top levels of Penn Dot along with the Army corp of Engineers who completed the Bridge at this intersection too. Again, I feel this is an unnecessary project as Penn Dot can't even maintain what they have along with all the bridges.

A61. Response:

Thank you for your comment.

The project needs are detailed in Section 2.0 of the EA

A73. Scott Klunk New Oxford, PA 3/7/2022 Comment #73 Thank you for soliciting public feedback. I would like to go on record as AGAINST the 5C alternative for various reasons:

First, the JMT traffic study did not solicit feedback from local residents and officials who have studied the traffic patterns in the area for decades. Because of this it has serious flaws in its assumptions:

- * Any traffic coming North on SR94 through Hanover who need to get to McSherrystown/Littlestown/Gettysburg will NOT continue all the way past the mall to reach Eisenhower Drive then turn West. They will still follow SR116 from center square, left on SR194, right on High, through Midway; or they will continue on SR94 then left on Elm. It is human nature, plus the traffic is actually lighter than on the section of SR94 north of center square.
- * The backups that occur on Main Street are almost entirely personal vehicles, and are caused by increased traffic traveling West on Main Street then trying to make left turns onto Third Street/Mt. Pleasant Road. The increased traffic on this road was noticed years ago by PennDOT and a signal was installed to the South with great success (intersection of Mt. Pleasant/SR194). McSherrystown Borough has been asking PennDOT for a traffic signal at this location for decades but has been ignored. The proposed signal should go here (not Second Street).
- * McSherrystown Borough has also asked PennDOT to seize property to add turn lanes to the intersection at Main/Elm and Oxford/Third. Again, this request has been ignored for decades.
- * There should definitely be a traffic signal added at the intersection of Kindig Lane with High Street. It is also recommended to align Clearview Road with Kindig Lane to make a true four-way intersection (as an added benefit Utz could expand their employee parking over the current Clearview Road).
- * The TSM alternative completely ignored looking into separate East/West routes through McSherrystown similar to many other towns in PA. For example, make Main Street 2 lanes headed Westbound from Oxford Avenue to Academy Street, then make South Street 2 lanes Eastbound from Academy to Third Street. Why was this not considered by the JMT study?

Concerning the substance of the EA, there are many errors/omissions:

- * P.12; Traffic study did not seem to differentiate between the number of personal cars vs. commercial trucks.
- * P.44; The off-site or ""banked"" mitigation would NOT replace the loss of almost 1400 acres within the affected watershed (the report notes this replacement would happen in another municipality).
- * P.88; Why is there no noise study info between NSA7 and NSA10? This is a section that directly impacts property on the NRHP (Sacred Heart Basilica).
- * P.88; Where is region NSA2 on the map?
- * P.88; Was noise considered on the routes that will become ""feeder"" roads (Oxford Ave, Church/Second Street, Centennial Road)?

* P.115; Shows Hanover Historic District as ""Listed"" on the NRHP, but on P.70 it shows HHD as ""Eligible"" (this is a major error that causes confusion).

Next, while I admire the representatives from Downtown Hanover who spoke at the meeting, their logic is also not correct. For starters they are basing their stance on the info that was supplied by JMT, which has already been proven to be flawed. Also, any of the proposed bypass options will NOT alleviate traffic on Route 94 through the downtown Hanover district. Most vehicles causing the high amount of traffic through Hanover is continuing on the North/South route (SR94). So even if the bypass is constructed, in a few years traffic will still be heavy from center square to Dart Drive (where the current expanded lanes begin). At some point this section of SR94 will still need to be addressed by PennDOT.

Finally, the two municipalities who will be most impacted by the 5C alternative (McSherrystown Borough and Conewago Township) have both gone on record numerous times as AGAINST the bypass options. They are also on record IN FAVOR OF the TSM alternative. Why is PennDOT ignoring their stance and favoring the people from Hanover, who are responsible for creating the traffic in the first place?

In closing, I join the MAJORITY of people who are calling on PennDOT to re-instate the TSM alternative with new study based on the correct parameters and assumptions. Correcting a few problem intersections with cost-effective timed signals makes much more sense than applying a \$40 million band-aid which will not have the desired outcome."

A73. Response:

Thank you for your comment.

Regarding the various traffic comments, refer to the Traffic & Operational Alternatives Analysis that was provided as part of the technical file during the public comment period for detail on the analysis conducted. Specifically, to the questions raised, the analysis for all alternatives was conducted with the understanding that a new alignment alternative would not capture all traffic from SR 94. The Transportation System Management (TSM) alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections.

Regarding the traffic and safety comments, traffic operations were summarized in the Environmental Assessment and discussed in more detail as a part of the Traffic & Operational Analysis report, which was provided in the project technical file during the public comment period. Refer to Section 3.1 of the Traffic & Operational Analysis report for a discussion on the methodology for developing future traffic projections. Regarding the travel time comment, refer to the Traffic & Operational Analysis report for a data pertaining to travel times between the Littlestown Road / Bender Road intersection of SR 0116 and the existing Eisenhower Drive intersection with SR 0094. The anticipated travel time increase between existing (2017) and No Build (2042) is approximately 8 to 9 minutes. Based on design year 2042 projections, the travel time reduction when comparing the preferred alternative (Alternative 5C) and No Build conditions is approximately 15 minutes when traveling along the new alignment.

In addition to the reduction in travel time, the other operational benefits to Alternative 5C include increased safety and operations of traffic within the project study area. The predicted number of crashes

for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative. An indirect benefit of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives. In addition, Alternative 5C will include a reduction in average daily traffic off approximately 25% along SR 0094 within the project study area.

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. However, based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety.

The use of a one-way paired roadway network would have negative impacts not incurred by the evaluated build alternatives. The residential properties on the potential roads parallel to Main Street would be impacted by higher traffic volumes as compared to traffic associated with the no-build or either the TSM or Alternative 5C alternatives.

Regarding Pg. 44 of the Environmental Assessment comment: PennDOT assumes the comment was referring to the 1,311 linear feet of stream impacts, not 1,400 acres. This information will be corrected in an Errata sheet that will be made public. Per Section 4.1.1 and 4.1.2 of the Environmental Assessment, PennDOT is considering the purchase of stream and wetland banking credits to offset the potential impact of 1,311 linear feet of streams and 1.3 acres of wetlands with the development of the preferred alternative. Should mitigation bank credits not be available at the time they are needed for permitting activities, PennDOT will work to define either on-site or off-site mitigation development opportunities or utilize the in-lieu fee program. Mitigation commitments related to stream and wetland impacts will be defined during final design to satisfy 25 Pa. Code, Chapter 105 and Federal Clean Water Act, Section 404 permit requirements and in coordination with the appropriate agencies (PA Dept. of Environmental Protection, US Army Corps of Engineers, PA Fish and Boat Commission).

Regarding the lack of noise information between Noise Study Area (NSA) 7 and NSA 10 (pg. 88 of the Environmental Assessment comment), this area is composed of agricultural lands. These specific properties are identified as undeveloped lands not permitted for development, identified as Land Use Category G. Due to this designated category, no noise testing was conducted. This area will be analyzed in the final noise report to provide noise contours to aid municipalities in future planning. No noise impacts are anticipated to the National Register of Historic Places (NHRP) Listed Sacred Heart Basilica facility with the preferred alternative.

Regarding the location of NSA 2 on Figure 19 of page 88, this label was inadvertently left off the figure. This information will be corrected in an Errata sheet that will be made public.

Regarding the question about noise analysis for "feeder" roadways into the project study area, the noise study for this project involves roadway improvements including a new roadway alignment, making this a Type I noise analysis. A Type I study is performed when new highways are constructed, existing highways are expanded, or there is significant change in the horizontal or vertical alignment of the roadway. Portions of Oxford Avenue, Centennial Road, and Sunday Drive that are within the limits of disturbance for the preferred alternative were analyzed but portions of these roadways that are not proposed to be altered by change to their vertical or horizontal alignments, were not analyzed for noise impacts.

Regarding the Hanover Historic District (HHD): The HHD is Listed in the National Register of Historic Places (NRHP) under Criterion A and C. This information will be corrected in an Errata sheet that will be made public.

A76. William Popovich

17344 Conewago township 3/8/2022

Comments #76

"The Eisenhower Drive Extension Project (EEP) is more than a highway – it is an AGENDA. The agenda is to destroy the happy, beautiful and serene semi-rural Eastern Adams County and replace it with yet another disgusting, high-density overdeveloped sprawl-scape so prevalent in thousands of formerly beautiful regions in Pennsylvania and America. In a tried-and-true formula realized in those thousands of unfortunate communities, Eastern Adams County quality of life will be pulverized and its residents socked with massive tax increases that will force out thousands of existing residents to make way for tens of thousands of new ones.

The nameless, faceless, soulless Bureaucrats of the Eisenhower Drive Extension Project smugly smile and gloat over the destruction they wreak.

The highest-level Social Engineers of America decided long ago that beautiful, nice, quiet, thriving, successful, low-density living spaces are no longer allowed and must be replaced by ugly and crowded Socialist paradises.

PennDOT ignores its billion-dollar docket of thousands of unfunded, unrepaired and neglected highways and bridges, preferring instead to squander its tax collections on political favor pork projects like EEP. Federal Highway Administration officials never met a Sprawlway they didn't like, and EEP is no exception.

The Eisenhower Drive Extension Project (EEP) is more than a highway – it is an INVASION. EEP is an invasion of sovereign peoples' private property by graders, rollers, backhoes, caterpillars and orange-clad surveyors. The EEP Invasion force is every bit as destructive as an invading army. Only invading armies conquer and possess other region's farmland. EEP proponents wish to destroy farmland. Your tax dollars at work!

Less farmland, you see, is more sustainable. Less food is more sustainable. High-density apartments, high-rises, townhouses and the like are more sustainable. Crowded population centers are more sustainable than the traditional town-and-country arrangement with ample and widespread low-density living, farmlands, and greenspace. Overtaxed, miserable populations are more sustainable than happy,

traditional populations. Americans, especially Pennsylvanians, have too much food anyway. They need to get in step with the rest of the world and make do with less. This is sustainability.

There is indeed a MASSIVE new influx of vehicular traffic coming from the low-density, non-industrial, non-commercial areas west of Hanover, PA, going all the way to Chambersburg. This new influx will consist of resurrected souls from General Meade and General Pickett's 1863 armies, who will come back to life, man their tractors, and clog SR 116 eastbound into McSherrystown and Hanover. ACTPO has an interesting reason to exist in the Adams County government structure. Their mission is to urbanize all that magnificent farmland and open space on the east side of the County. Your tax dollars at work.

The most neglected travelways in the entire Pennsylvania Commonwealth are the thousands of miles of potholed, weather-beaten, neglected roads and highways in the Greater Hanover region, both in Adams and York County. Repairs into the hundreds of millions of dollars would be required to fix them. But PennDOT knows better how to expend your scarce Transportation Improvement Dollars! They will add yet another political highway to WRECK the countryside and NEGLECT for another hundred years.

And how about those Do Nothing "Preservation Societies" all over the Commonwealth? There are dozens of them, but our favorite is the grossly mis-named "Land Conservancy of Adams County." They've been in existence for a long time — but haven't said one little word about the destruction machine called the Eisenhower Drive Extension Project! Not one word. Land Conservancy conserves nothing. The "Land Conservancy" has been neatly silenced and gutted by the Build, Build, and more Build ACTPO bunch in the Adams County Government, and the Sprawl, Sprawl, and more Sprawl elected commissioners.

Unresponsive governmental Bullyocracy is all the rage in America these days! Every level of government, from the highest Federal Deep State commissars to the somnolent dolts of Township and Borough government, these urchins of governance march all in lock-step to the prevailing dictums of Mandatory Sprawl, USA. Everything that's wrong with modern American Bullyocracy is present in the multi-level dictatorship of the You-Will-Have-EEP coalition of tax-funded terrorists in Governmental office.

Finally, there is cash. All the government-connected EEP "agencies" and their contract cohorts have magnificent access to America's levers of power, and by extension, money. There are MILLIONS of dollars to be extorted through EEP, and EEP primaries are bound and determined to get their hands on them! Opposition from taxpayers and citizens? Don't make me laugh. It's like taking candy from a baby.

The demonic Eisenhower Drive Extension Project agenda was ginned-up decades ago in a proverbial, smoke-filled room, far from the prying eyes of ordinary citizens who would foot the bill and suffer its consequences. Conceived in sin, born of iniquity, EEP is EVIL and should be terminated with all speed."

A76. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access

roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

A79. Seth Vigoletti

Sherry Village- Mcsherrystown PA 3/9/2022 Comment #79

"The proposed extension will take homes and land from hard working county residents- the same tax paying residents who have worked their entire lives for their property. The few benefits of this extension are for a neighboring town/county that didn't have the for-site or planning 30+ years ago when developing the existing Eisenhower Drive. Now, Adams County residents are to sacrifice. Historically registered properties will be affected by this extension, and the only recommendation (per PA Historic Preservation) is to "consider monetary donations to Historic Adams County." How is this acceptable to the property owner?

The environment and wildlife in the area will also be affected— and I question if a thorough study was performed on the surrounding areas. This was an area of discussion but was cut short due to time restrictions at the public hearing- however this needs to be researched with more detail. The environment across the globe is already suffering and now PADOT and local politicians encouraging this within our county.

The second option (TSM option) was declined, and while PADOT and the engineers will stand behind a report stating "unacceptable traffic" existing in the area, the congested traffic is only for short period of time- just like every other small town in the county. The extension won't reduce traffic thru town, however improvements to existing intersections and revised/added signals might help the flow of traffic- all for much cheaper than \$37million dollars. Furthermore, with the failing infrastructure in the state, doesn't if make sense to use the money for repairs rather than a roadway not needed?

This entire bypass doesn't consider the people or residents of the county. This bypass is for the benefit of a few people with financial gains to be had. Constant sprawl and development aren't what the County residents want and these concerns need to be heard. This extension is an insult to the county residents and our lifestyle.

A79. Response:

Thank you for your comment.

As stated in Section 4.2.1. of the Environmental Assessment and based on coordination with PA State Historic Preservation Office (SHPO) and consulting parties, "PennDOT will make a donation to Historic

Gettysburg Adams County, Inc. to support their barn grant program." This donation will be in addition to determined property impacts and associated compensation to the private property owner. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Wildlife: As noted in the Environmental Assessment, Section 4.1.8:Based on review of the Pennsylvania Game Commission (PGC) and the Pennsylvania Fish and Boat Commission (PFBC)Wildlife Action Plan Mapping tool, (wildlifeactionmap.pa.gov), "species of greatest conservation need" are present within Adams and York Counties, and include the Allegheny woodrat, North American least shrew, and various bats, birds, reptiles, amphibians, and invertebrates. Because these species are identified by the state as a conservation need, it is assumed they could be considered target species per PennDOT Publication 13M (DM-2), Chapter 20 Wildlife Crossings. A target species is defined as a species that has been identified as the subject of conservation or monitoring actions. However, because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate for this project.

Therefore, while wildlife is present within the project area, particularly within the Plum Creek Corridor, surveys for target species as identified by the PFBC Wildlife Action Planning tool were not considered appropriate for this project based on the surrounding land use being composed of active croplands and developed properties. As noted in Mitigation in Section 4.1.8, PennDOT continues to investigate the use of wildlife crossings and exclusionary devices to protect wildlife within the project area. Mitigation measures will be further investigated in final design and in coordination with the appropriate agencies (Pennsylvania Department of Environmental Protection (PA DEP), PFBC, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE)).

The traffic analysis evaluated the peak morning and evening traffic conditions, as well as the average daily traffic within the study area. An indirect benefit of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives. In addition, the predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The

predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

A87, B6 and F26. Ted Evgeniadis

Mount Wolf 3/9/2022 Comment #87 Johnson, Mirmiran, & Thompson, Inc. 220 St. Charles Way, Suite 200 York, PA 17402

Attn: Neil Beach

RE: Eisenhower Drive Extension Project – Environmental Assessment – Public Comments

Introduction

The Lower Susquehanna Riverkeeper Association (LSRA) appreciates the opportunity to provide comments following the February 23, 2022, joint public hearing on the Eisenhower Drive Extension Project (project) Draft Environmental Assessment (EA) and Section 4(F) Evaluation Document. As detailed herein, LRSA is requesting that an Environmental Impact Statement (EIS) be required to ensure comprehensive evaluation and planning of the proposed project.

As acknowledged in the EA, the purpose of an EA is to determine whether an EIS is required because the proposed project may cause a "significant impact" on the environment. LRSA concurs with this stated purpose and reiterates that this is the appropriate purpose of an EA. The EA may not substitute for an EIS or serve as a kind of "EIS-lite." Once the analysis indicates that the effects of the contemplated construction activity may be "significant," the agency or agencies involved must determine that a Finding of No Significant Impact (FONSI) is not appropriate and that an EIS is needed and must then proceed to initiate the preparation of that document. The decision to develop an EA (instead of proceeding directly to an EIS) is a choice made by the government agency(ies) involved, with foreknowledge that should significant impacts be discovered they would be required to, in effect, start the National Environmental Policy Act (NEPA) process anew. The draft EA demonstrates that the proposed project, in particular the designated "preferred option," will have a significant environmental impact. The preferred alternative involves the construction of miles of new highway, covering or extensively degrading acres of active prime farmland, increasing pollutant-laden runoff into nearby streams, negatively and permanently impacting wetlands, and adversely affecting historic properties.

LSRA understands that the requirement to initiate an EIS is not an empty exercise. An EIS must include a formal public scoping process. Such a process is particularly needed for this project. Although some outreach was performed as the draft EA was developed, this process was not appropriately advertised to the public and did not allow for public involvement and thus did not create an equal opportunity for

participation by interested parties. Yet, despite the fragmentary nature of the outreach efforts, a premature decision was made to eliminate project alternatives except the most preferred and grandiose option. Although a range of alternatives were initially prepared, the draft EA limits itself to the legally required "no action" alternative and the preferred alternative, leaving only an "all or nothing" choice. Such a decision deprives interested parties of the opportunity to discuss in depth a full range of choices and the varied environmental impacts of those choices. If carried through to the decision phase, this restriction of alternatives will negatively impact the ability of decision-makers to make a fully informed choice, a requirement of the NEPA. Because of these deficiencies and lack of public participation in the process, LSRA demands that an EIS and/or further studies be completed to address the following issues.

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The EA states that the "karst like" physiographic characteristics of the landscape have caused numerous noted closed depressions and sinkholes throughout the project area and that a potential exists for sinkholes and groundwater contamination to occur during construction. As such, LRSA concludes that the project will have a significant impact on the regional landscape and affected communities. LRSA believes it to be arbitrary and capricious to conduct subsurface investigations during the final design phase of the project to define areas of concern. Investigations should begin during the conceptual design phase, or more appropriately, completed during preparation of an EIS so that these issues and locations can be identified, evaluated, and alternatives considered to properly mitigate concerns. It is prudent to assess and perform subsurface infiltration and boring studies prior to the final design. Since this project is funded in part by taxpayer dollars, a high priority should be afforded during the baseline data collection and conceptual level design phase to avoid excess spending and future increased tax hikes on affected communities on a project that may be deemed inappropriate for construction if this issue is not fully vetted early in the process. Furthermore, since karst features are confirmed across the project area, stormwater issues are highly concerning as those best management practices will absorb that water, allowing it to percolate through the karst features and create further sink holes and depressions. Studies have confirmed that increased stormwater to an area with karst geology will further exacerbate the rate of sinkhole development and can result in increased rates and distances of contaminated water transport within the aquifer. It would be wise to be cognizant of the probability of sinkhole development and taking safety in account. Potential losses due to damages from bridge collapses, road cave-ins and vehicle accidents should be fully assessed now so that the design and alternatives can be properly evaluated.

As also indicated in the Dawood Engineering, Inc. (Dawood) Geological Desktop Study, groundwater and water well contamination is a concern given the shallow depth to bedrock and static water levels. The community has suffered from groundwater and water-well contamination in the past, and as such, it is necessary to assess further contamination through a complete EIS given the karst geology which increases contaminant transport in groundwater. We demand these concerns be addressed through an EIS and infiltration testing and borings should be completed now before moving forward so that all practicable alternatives are known and assessed.

Environmental Stream and Wetland Resources

Another serious flaw in the draft EA is its failure to carefully consider the full range of the impacts on streams and wetlands. These streams and wetlands are a part of the watershed of the Lower Susquehanna River and Chesapeake Bay, both of which are ecosystems under severe environmental

stress. The draft EA limits its focus to the direct impacts on nearby streams and wetlands without full consideration of the contribution to the cumulative effects of this and many other proposed and ongoing activities on the Lower Susquehanna and the Chesapeake Bay. Such a cumulative impact analysis is also a requirement of the NEPA process. The State of PA is investing much needed time and effort into protecting its waters. Given the demands of the Chesapeake Bay Total Maximum Daily Load (TMDL), Pennsylvania (PA) counties are having an even more challenging time achieving the required reductions of pollutants to its waterbodies, especially with new loads proposed to be allocated to PA counties due to the failure of the Conowingo Watershed Implementation Plan1. It is prudent to assess how this project will affect both local TMDLs and the Chesapeake Bay TMDL reduction goals. LRSA again demands that an EIS be completed to evaluate potential cumulative impacts the project may have on water quality within the Lower Susquehanna River and Chesapeake Bay Watersheds.

The streams that the preferred alternative will impact are listed as impaired under the State's Section 303(d) list based on Aquatic Life and Recreational uses. Sources of impairment are attributed to urban runoff/storm sewers and channelization and habitat alterations associated with surface mining and agricultural operations. Further degradation by altering stormwater patterns in an already impaired waterway will further exacerbate the goals of attaining their designated uses and removing that waterbody from the impaired list. The entire length of Plum Creek is impaired for aquatic life and recreational uses. The South Branch Conewago Creek is also impaired for similar uses. The no-build option would not cause further harm to our waterways and should be further assessed in light of cumulative water quality impacts outside of the project specific footprint. An EIS should be developed to demonstrate how the preferred alternative will not interfere with attainment of designated uses and any associated TMDLs.

Furthermore, the project is in a critical water planning area. There are not a lot of water resources, and the extent of wetland impact is concerning. Wetlands improve water quality and can intercept runoff from surfaces prior to reaching open water and remove pollutants through physical, chemical, and biological processes. They are also beneficial for erosion control, flood abatement, habitat enhancement, water supply, recreation, partnerships, and education. The draft EA limits its focus to the direct impacts on nearby streams and wetlands without full consideration of the contribution to the cumulative effects of this and many other proposed and ongoing activities on the Lower Susquehanna and the Chesapeake Bay. This problem is exacerbated by what can only be called wishful thinking about possible mitigation efforts that are not described and about the availability of wetland banking credits. Furthermore, it also appears feasible to shift the road alignment to the north to avoid wetland impacts altogether, but this alternative has not been fully assessed and is a requirement (avoiding impacts) for obtaining a wetland or stream impact permit.

Compensatory mitigation is intended to be a last resort used only to compensate for those impacts that could not be practicably avoided or minimized. As mentioned above, avoidance of wetlands, which is the first option required by regulation to be evaluated, has not been fully assessed. Negotiations between permittees and state and federal agencies regarding offset ratios and requirements allows for existing degraded resources to be offset with less stringent mitigation requirements. Adverse impacts occurring to stream and wetland resources, regardless of the values and services they provide and only when they cannot be avoided, should be assessed and offset with the most stringent mitigation requirements as possible to ensure that impacted resources are properly mitigated for and that the mitigation efforts result in long-term, self-sustaining ecosystems that are protected in perpetuity.

Additionally, if the project is not fully evaluated from an impact perspective, how can appropriate mitigation requirements be established? Due to unforeseen complications often experienced during the design phase of a development project, initially anticipated stream and wetland impacts increase, and therefore the need for compensatory mitigation also increases. This scenario leads to a fallacy in the EA reporting, especially if a FONSI determination is made. Consumption of mitigation banking credits, even if available (and this is not certain), is itself a significant impact given the inevitable demand for such credits for other projects. The EA explains that PennDOT has acquired wetland banking credits which can be used to mitigate for wetland impacts within the Lower Susquehanna River Watershed. However, given the scarcity of banking credits, purchasing credits from adjacent watersheds outside the impacted watershed is disingenuous to properly mitigate the short-term, and especially long-term, effects of the project and will further degrade the potentially impacted resources. LRSA also understands that the two mitigation banks located in the Lower Susquehanna River Subbasin which may provide offset credits for this project are located adjacent to Interstate 83 (I-83). Are there any guarantees that the ongoing I-83 widening projects will not have adverse impacts on the mitigation banks and if so, how are these banks ensuring long-term offset requirements? LRSA demands that compensatory mitigation and alternatives that first avoid and then minimize wetland impacts be fully evaluated through an EIS.

Terrestrial Communities & Derived to Species The proposed project bisects apparent wildlife corridors along the impacted waterways. Proper planning for addressing the crossings has not been evaluated. The EA suggests that because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate. LRSA feels that the lack of a detailed evaluation of impacts to project area wildlife is negligent and is required by the NEPA process.

Of notable importance, the Least Shrew (Cryptotis parva), a PA Endangered Mammal Species, was not listed or identified under the EA's Threatened and Endangered Species reporting and should be included and studied. The mammalian species was listed as an endangered species in PA in 1990. According to the PA Natural Heritage fact sheet (NatureServe, 2007), the critically imperiled farmland shrew inhabits meadows, pastures, old fields, and other non-forested habitats. These habitats have a high probability of being present within the project area and as such, intense habitat and presence/absence surveys must be conducted pursuant to PA law. The NEPA process at a minimum requires these impacts be considered and given the likelihood of adverse impacts, evaluation through the EIS process is warranted. Additionally, the Pennsylvania Natural Diversity Index (PNDI) receipt failed to list the Least Shrew as an endangered species, and since no study was performed on the prevalence around the preferred alternative project area, a habitat evaluation and presence/absence surveys are again, warranted. Survey records indicate that the species was identified within the project area. The greatest threat to the species is the continued loss of croplands to development. LRSA demands that an EIS be completed to address appropriate wildlife crossings and evaluate habitats of the Least Shrew and confirm no further studies are required for other terrestrial species.

The determination of potential effects letter from the U.S. Fish and Wildlife Service (FWS) regarding the federally listed endangered bog turtle should be updated to ensure validation, as the determination letter, dated July 9, 2019, has exceeded the two-year validation period and therefore is no longer valid (expiration date July 9, 2021). Updated correspondence is necessary.

Aquatic Communities

When fish run into man-made barriers, such as roads or bridges, they must be able to pass through. To get from one side of a road or bridge to another, fish typically pass-through culverts. Obstructions like bridges and culverts can disrupt typical migration and passage to spawning grounds or more available food sources. Also, many culverts can be easily overwhelmed by rain or other weather-related events creating velocity barriers for fish migration. Culverts that are too small can create fast-moving water, harming juvenile fish that are not yet strong swimmers. Culverts can also become sedimented and create physical barriers to fish passage, particularly during low flow periods. Culvert installation is proposed as part of the project and detailed in the EA, and such, fish passage and survival are important considerations. A detailed report identifying how PennDOT plans to support fish communities and limit adverse impacts is requested. More natural designs should be explored, and culverts should be avoided. The no-build option would not cause further harm to fish passage and should be pursued. An EIS should be developed to assure proper fish passage and limit harm to fish and other aquatic species. Furthermore, at a minimum, PennDOT should consult with the Pennsylvania Fish and Boat Commission to determine the best fish passage alternatives at each stream crossing, a process which should be completed during the EIS process.

FEMA & Floodways

The EA claims no increase in the FEMA floodplain. It may be assumed that planning to oversize culverts/bridges would drive this finding but there are other potential concerns as it is unclear on how the project was determined to have no effect. The project is proposed to cross streams with FEMA flood zones classified as both A and AE. These zones are highly likely experience flood events. Extensive modeling to identify upstream and downstream FEMA floodplain impacts should be evaluated, particularly considering the high-density residential areas downstream whose homes and communities have a high probability of being adversely impacted by any watercourse and drainage feature changes. Also, the EA explains that the preferred alternative will not result in an increase in the potential for flood damage in the project area. What the EA does not factor in is climate change, a requirement for the NEPA process reinstated in Executive Order 13990. Climate change will certainly impact flood damages as time continues and increased run off from the highway would worsen flooding circumstances. We demand that an EIS be completed to address the effects of climate change on the project area pursuant to the NEPA process and Executive Order 13990 and considering its perpetual time horizon of existence. The EIS should detail how PennDOT plans to counter potential impacts from climate change, and how mitigative measures proposed will avoid or reduce excessive future maintenance, as well as alternatives considered in light of this impact.

Infrastructure Development & Expansion

In addition, the establishment of highway and associated infrastructure in areas outside the existing developed area has the distinct potential to (and, indeed, may be designed to) spur property development activities, such as residential housing tracts or commercial construction. These direct and predictable consequences of the project would themselves cause additional impacts to farmland, streams, and wetlands. Such real estate development activities would also trigger significant socioeconomic impacts. Increased suburban development by constructing the highway fuels more pollution (both water and air) but also puts strains on current resources and infrastructure. Many schools are at or approaching capacity. This is not just a highway that will cut through farm fields, historical properties, and water features, it will be the force behind a suburban sprawl that many residents of the surrounding communities have vocally opposed. In any event, the NEPA process requires a cumulative impact

analysis that considers these likely indirect impacts, and the EA does not fully assess this cumulative impact analysis. These should be evaluated through preparation of an EIS.

Agricultural Landscape

Alternative 5C would directly impact 40.0 acres of productive agricultural land across twelve farming operations. Specific impacts of concern are as follows

- 2.9 acres of preserved farmland spanning two farming operations,
- 23.8 acres of agricultural security areas,
- 32.4 acres of clean and green parcels, and
- 21.2 acres of agriculturally zoned land.

The farmland in the project area and the precious soil that is present has enormous benefits for human and livestock consumption, among other values. To alter or impact prime agricultural land and already preserved farmland impacts our food supply and quality of life. A series of studies by the American Farmland Trust shows that agricultural land is increasingly being converted, fragmented, or paved over threatening the integrity of local and regional food systems. Of special concern, is the loss of farmland to low density residential development at the edge of urban and suburban areas. "The United States is home to 10 percent of the planet's arable soils—the most of any country on Earth. Yet even here, in what appears to be a vast agricultural landscape, only 18 percent of the continental U.S. is Nationally Significant land. As we face growing demand for high quality food and environmental protection along with increasingly complex challenges from epidemics, extreme weather, and market disruptions, it is especially important to protect the land best suited to intensive food and crop production, including fruits, nuts, vegetables, and staple grains." Currently, only few states require administrative review of eminent domain actions. Pennsylvania for example, empowers "authorities to prevent takings of enrolled land through eminent domain" (Freedgood et al, 2020). We must continue to protect the land that is fertile which provides sustenance for our society. The no-build alternative would have no impact on agricultural lands and should be more thoroughly evaluated through the EIS process.

Summary Conclusion

LRSA feels that the draft EA is inadequate in identifying a comprehensive evaluation of the proposed project. An EIS should be required to fully evaluate the potential impacts associated with the proposed project and to identify the best and agreed-upon approach by all stakeholders and participants invested in the project. Specifically, the draft EA does not satisfy the NEPA process by not providing a cumulative impact analysis as required by NEPA, not fully evaluating and vetting alternatives other than the preferred alternative, and not complying with Executive Order 13990 by fully considering the impacts of climate change. LRSA appreciates the opportunity to provide comments and encourages improved communication and public involvement moving forward. LRSA also appreciates the time and effort afforded in review and serious consideration of the concerns indicated above. Should you have any questions or comments regarding the substance of this comment letter, please contact me.

Thank You,
Ted Evgeniadis
Lower Susquehanna Riverkeeper & Executive Director
Lower Susquehanna Riverkeeper Association

CC: Federal Highway Administration

PennDOT Engineering District 8-0
Conewago Township
Hanover Borough
Penn Township
Oxford Township
Mount Pleasant Township
Union Township
Guthrie Memorial Library
Adams County Planning Commission
York County Planning Commission

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B6. Ted Evgeniadis

My name is Ted Evgeniadis. I serve as Lower Susquehanna River Keeper, and I oppose the Alternative 5C. And just for the record, traffic was a little lightcoming in here today. It didn't take me much time at all long toget here I want to talk about some of the impacts here to local waterways and wildlife and I have a lotto say. Probably not gonna have enough time to say it, but I'm gonna do my best.

So, you know, this is the EnvironmentalAssessment. There is something else that comesafter this. We have found that there is significant impact and that is theEnvironmental Impact Statement and as acknowledged by me the EA, thepurpose of the EA is to determine whether an Environmental Impact Statement is required because the proposed project may cause significant impact onthe environment. This is the only appropriate purpose of an EA. The EA may not substitute for an EIS or serve as a kind of EIS light. Once the analysis indicates the effects of the contemplated construction activity may be significant, the agency or agencies involved must determine that a finding of no significant impact is not appropriate and an EIS is needed and must then proceed to initiate the preparation of that document.

The decision to develop an EA instead of proceeding directly to an EIS is a choice made by the government involved with the foreknowledge that should significant impacts be discovered; they would be required to in effect start the NEPA process anew. The draft EA demonstrates that the proposed project, in particular design preferred option, will have a significant impact. This is not surprising since

the preferred alternative involves the construction of miles of new highway covering or making practically unusable acres of prime farmland causing runoff into nearby streams, negatively impacting willing wetlands and rendering harm to historic properties.

The requirements to initiate an EIS here is not an empty exercise. An EIS must employ a formal scoping process. Such a process is particularly needed for this project. Although some outreach was performed as the draft EA was developed, this process was not public and thus, did not create a level playing field for all interested parties. Yet, despite the fragmentary nature of the outreach efforts, they lead to a premature decision to eliminate all project options except the most grandiose. Although a range of alternatives was originally prepared, the draft EA limit I to legally required no action alternative and a preferred alternative leaving them all or nothing choice. Such a decision deprives interested parties of the ability to discuss in-depth of range of full range of choices and the varying environmental impacts of these choices. The character of the decision phase of this restrictive alternative will negatively impact the ability of the decision makers to make a fully informed choice.

We demand an EIS to be completed or further studies to be completed to address the following issues: So given the EA states karst like features have caused numerous noted closed depressions and sinkholes throughout the project area and that there is a potential for sinkholes and ground water contamination during construction, so we can conclude that this project will have a significant impact.

To say that subsurface investigation should include should occur in the final design to the fine areas of concern is arbitrary and capricious. Investigation should begin in the pre-final design or more appropriately completed through an environmental impact statement. It would be prudent to assess the performed subsurface infiltration and boring studies now, not during the final design. Why bother proceeding with the project and wasting taxpayers' dollars throughout the process if the project was in fact deemed inappropriate for construction to begin with?

Furthermore, since the project area haskarst features similar issues are highly concerning asbest management practice will slow down water.

All right. To wrap it up, basically I got alot here. Go online. Rea it. We'll be providing a lot more technical comments, but basically we gota lot to worry about here. There are fish passage concerns. We have impaired waters; Plum Creek, South Branch, CodorusCreek. These are impaired waters. All right. The impacts of stormwater entering these waters are going to cause complete devastation. I was gonna finish my thought that karstgeology allows for sinkholes. So if we have increased stormwater runoff coming off this highway into an area that'skarst geology, we're going to see more sinkholes.

All right. So that's just one of many and then you got to deal with, along with everything else, about suburban development. Yeah, that's in the works. They're already planning it before this thing happens. All right. This is going to happen if this goes through. We are going to see suburban sprawl all over the place. Is that what people want? People want more of that? I don't think that people in this room want to see that. I don't think the farmers in this room want to see that And with that, I guess, I'm out of time, but please check out my comments and they will be available.

A87, B6, and F26. Response: Thank you for your comments. Regarding public involvement and public input, please see Section 9.0 of the Environmental Assessment. Two public open house plans displays (June 2018 and May 2019), and the project website (https://www.eisenhowerdriveextension.com/), provided opportunity for the public to ask questions, raise concerns, discuss alternatives and discuss the project overall. The Environmental Assessment public comment period (January 24, 2022 through March 10, 2022), and the Public Hearing on February 23, 2022, provided the public opportunity to express their opinions and concerns regarding the proposed project.

Both open houses were advertised in three local newspapers (the Gettysburg Times, the Hanover Sun, and the York Daily Record), on the project website, and via PennDOT District 8-0 Public Involvement website. The Public Hearing was announced on January 24, 2022, and again prior to the Public Hearing on February 14, 2022 in the Gettysburg Times and the York Daily Record, and on January 23, 2022, and February 13, 2022 in the Hanover Sun. Additionally, PennDOT published a press release, announcing the availability of the Environmental Assessment, public comment period and hearing on the PennDOT District 8-0 website as well as the project website, and the US Army Corps of Engineers (USACE), Baltimore District published a Public Notice on February 8, 2022. The public has been able to ask questions and receive updates via the website since its launch in 2019. In addition, local municipal and county meetings, as well as meetings with elected and public officials, state and federal agencies, and cultural resources consulting parties were conducted throughout preliminary engineering. Additionally due to COVID-19 gathering restrictions, the public hearing was delayed in 2020. Per FHWA, the project was not permitted to hold a virtual only hearing and required some level of face-to-face interaction. In 2021, FHWA then approved a hybrid approach (combined virtual and in-person) but due to local gathering restrictions, the project team was still unable to hold the hearing. However, throughout the delay, the project website was maintained, and the public could still post questions and concerns via the website.

Regarding scoping and the Alternatives limited to two in the Environmental Assessment:

Scoping: Following guidance outlined in PennDOT's Publication 10B – Design Manual Part 1B (Post-TIP NEPA Procedures), the NEPA process began for the Eisenhower Drive Extension project as a part of a Scoping Field View meeting. The meeting was attended by representatives from PennDOT District 8-0, PennDOT Central Office, FHWA, and the project consultant team. This meeting was conducted on July 11, 2016. Based on preliminary data collection and review of the existing field conditions, PennDOT and FHWA concluded that the anticipated NEPA Class of Action/Environmental Level would be an Environmental Assessment, as the significance of the impacts were not yet known. During the past several years, the project team has been completing the environmental and engineering studies, coordinating with the various review agencies, conducting municipal and public outreach efforts, developing impact assessments, and identifying avoidance, minimization, and mitigation efforts for the proposed action.

Alternatives limited to two in the Environmental Assessment: Per Section 3.3 of the Environmental Assessment, the alternatives development process considered a broad range of transportation solutions to solve the transportation needs in the area. The alternative development process was conducted in two phases: Conceptual Alternatives and Evaluation and Detailed Alternatives Development and Evaluation. Having two alternatives in the Environmental Assessment is valid under the requirements of NEPA.

The project started out with six off-alignment alternatives, 3 sub-alignments, the no build and the Transportation System Management (TSM) alternative. These alternatives were investigated and dismissed or carried forward as appropriate. Please refer to Section 3.0 Project Development in the Environmental Assessment, and Table 1 in Section 3.3 of the Environmental Assessment which walks through each alternative investigated, the reasons for dismissal (if applicable), and whether or not the alternative meets the project purpose and need and /or if it has excessive impacts. The Alternatives Impact Analysis and the Dismissal memos were also available in the technical files posted on the project website during the public comment period. The alternatives were brought before the public in June of 2018 and refined alternatives were brough to the public in June of 2019.

Regarding Geology and Groundwater: PennDOT Publication DM-1B and PennDOT Publication 293 provide guidance regarding subsurface investigations for PennDOT Projects. The processes are recommendations; however, each project is different and investigations during the process will vary depending on the project itself. Specific to the Eisenhower Drive Extension Project, initial evaluations of the study area were performed during the alternatives analysis phase of the project. Domestic wells and karst geology are noted within or adjacent to the preferred alignment. Per the Environmental Assessment, PennDOT will complete subsurface investigations to identify karst and groundwater features, as necessary, during the final design phase of the project and will minimize and/or mitigate impacts to these resources through the use of erosion and sediment controls, post construction stormwater management, well monitoring, and well abandonment and replacement if needed. If karst features are identified and are determined to impact the stability of a specific area, and cannot be mitigated for, the alignment could be modified to account for such situations. It is also important to note that PA Department of Environmental Protection (PA DEP) will look at the environmental impacts of the project during permit review and will address concerns regarding geology and groundwater at that time. PennDOT will implement minimization and mitigation efforts as dictated by the permit requirements.

Regarding Environmental Stream and Wetland Resources. Cumulative and Indirect effects were discussed in Sections 5.0 and 6.0 respectively, of the Environmental Assessment. The cumulative impact on wetlands is based on identifying the potential wetlands that would be impacted from known past developments, directly by the project, and future development areas. PA DEP and USACE are responsible for environmental protection. Consequently, PennDOT works with PA DEP / USACE to follow the regulations outlined by the resource agencies.

Regarding impacts to streams and wetlands, aquatic resources and compensatory mitigation: The project team understands the concerns regarding potential impacts to the Susquehanna River Watershed. Per Section 4.1.1 and 4.1.2 of the Environmental Assessment document, PennDOT is considering the purchase of stream and wetland banking credits to offset the potential impact of 1,311 linear feet of streams and 1.3 acres of wetlands with the development of the preferred alternative. Should mitigation bank credits not be available at the time they are needed for permitting activities, PennDOT will work to define either on-site or off-site mitigation development opportunities or utilize the in-lieu fee program.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction

Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

PA DEP and the USACE through its approval processes are responsible to review impacts to said resources and require mitigation measures for unavoidable impacts. Mitigation commitments related to stream and wetland impacts will be defined during final design to satisfy 25 Pa. Code, Chapter 105 and Federal Clean Water Act, Sections 401 and 404 permit requirements, in coordination with the appropriate agencies (PA DEP, USACE, PA Fish and Boat Commission (PFBC)). PennDOT will provide appropriate mitigation for impacts as directed through the permitting process.

Regarding Cumulative Impacts. Cumulative Impacts were analyzed in conjunction with the guidance provided Indirect and Cumulative Effects (ICE) desk reference (PennDOT Publication 640), and in the American Association of State Highway and Transportation Officials (AASHTO) publication titled Assessing Indirect Effects and Cumulative Impacts Under NEPA (AASHTO Handbook 12).

Regarding a northern alignment to avoid wetlands, please refer to Section 3.3 Alternatives Development, and Table 1 in Section 3.3. Three northern Alignments were studied for this project, Alignments 2, 3, and 7 and were dismissed per reasons outlined in the Environmental Assessment; Alternatives 2 and 7 were dismissed in the conceptual phase because they did not meet the project purpose and need, while Alternative 3 was dismissed because it had excessive environmental impacts.

Regarding I-83 and mitigation. PennDOT District 8-0 is evaluating both the I-83 and the Eisenhower Projects to ensure proper wetland mitigation is implemented to both projects. In coordination with PA DEP, PennDOT anticipated approximately one (1) acre of wetland impacts as result of the Eisenhower Drive Extension project and purchased one (1) acre of wetlands to mitigate for this impact. However, the new protocol has put this mitigation effort in flux. The Department is still unsure how the new credits will play into the new functional protocol. PennDOT will continue to coordinate with PA DEP and the USACE to resolve these issues. PennDOT has been proactive in the effort to mitigate for stream and wetland impacts, if credits cannot be purchased, PennDOT will work to define either on-site or off-site mitigation development opportunities or utilize the in lieu-fee program.

Regarding Wildlife. As noted in the Environmental Assessment, Section 4.1.8 Wildlife: Based on review of the Pennsylvania Game Commission (PGC) and the Pennsylvania Fish and Boat Commission (PFBC)Wildlife Action Plan Mapping tool, (wildlifeactionmap.pa.gov), "species of greatest conservation need" are present within Adams and York Counties, and include the Allegheny woodrat, North American least shrew, and various bats, birds, reptiles, amphibians, and invertebrates. Because these species are identified by the state as a conservation need, it is assumed they could be considered target species per PennDOT Publication 13M (DM-2), Chapter 20 Wildlife Crossings. A target species is defined as a species that has been identified as the subject of conservation or monitoring actions. However, because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate for this project.

Therefore, while wildlife is present within the project area, particularly within the Plum Creek Corridor, surveys for target species as identified by the PFBC Wildlife Action Planning tool were not considered appropriate for this project based on the surrounding land use being composed of active croplands and developed properties. As noted in Mitigation in Section 4.1.8, PennDOT continues to investigate the use

of wildlife crossings and exclusionary devices to protect wildlife within the project area. Mitigation measures will be further investigated in final design and in coordination with the appropriate agencies (Pennsylvania Department of Environmental Protection (PA DEP), PFBC, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE)).

Regarding Endangered Species. Threatened and Endangered (T&E) Species coordination and investigation was completed appropriately. The PNDI search in 2019 indicated two species of concern, the Shumard's Oak and the Bog Turtle.

Coordination with Department of Conservation and Natural Resources (DCNR) occurred regarding the Shumard's Oak. DCNR determined that no impact was likely to result from the proposed 5C Alignment.

Coordination with US Fish and Wildlife Service (USFWS) occurred regarding the Bog Turtle. A Phase 1 Bog Turtle Assessment was conducted where marginal habitat was identified. A Phase II Bog Turtle Survey was completed and no bog turtles were observed. In 2019 USFWS concluded that construction of the project would not affect the bog turtle.

The Pennsylvania Natural Diversity Inventory (PNDI) was run again in 2021 and the project area no longer occurs within the current extant range of the bog turtle recognized by USFWS. The PNDI will expire in the spring of 2023 and will be updated at that time. If additional species are identified or if additional coordination is required to update former decisions, coordination with the appropriate agencies will occur.

Regarding the Least Shrew, PennDOT reviewed the Conservation Planning database, and County Natural Heritage Inventory for Adams and York Counties and noted that the Least Shrew is not a species of concern within the project area. No other T&E species were identified as being potentially present, therefore no other T&E agency correspondence was required.

Regarding fish passages, as noted in Section 4.1.8 Wildlife, of the Environmental Assessment, under Mitigation: "...the potential to utilize wildlife crossings and exclusionary devices, including: open bottom culverts at perennial stream crossings; larger bridge structures to increase the span of existing floodplains to improve stream corridor stability as well as allow animal passage; the use of choke out designs at rock embankments; the use of herp fences at culverts; and installation of fish baffles in culverts, will be further investigated in final design and in coordination with the appropriate agencies (PA DEP, PFBC, USFWS, USACE)."

Regarding FEMA and floodways, as noted in Section 4.1.3 Floodplains, of the Environmental Assessment, hydrologic and hydraulic (H&H) studies will be conducted during preliminary engineering to satisfy requirements of the FHWA policy 23 CFR Part 650, Subpart A, Section 650-117. Peak flows will be computed using the hydrologic methods and models described in PennDOT Design Manual 2, Section 10.6.C, and hydraulic analyses will be performed using the USACE HEC-RAS River Analysis System program. This analysis will ensure that structures are properly sized for the design flood and impacts to the base flood are minimized to the greatest extend possible. Prior to construction of the preferred alternative, 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.

Regarding Climate Change. Greenhouse Gas (GHG) and Climate Change were discussed in Section 4.3.2 Air Quality.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Regarding Agriculture. Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

No National Environmental Policy Act (NEPA) decision has been made with respect to the Eisenhower Drive Extension Project. The Final NEPA decision could range from: revisit previously studied alternatives, prepare an Environmental Impact Statement, Do Nothing (No Build), or the issuance of a Finding of No Significant Impact (FONSI). The NEPA decision will be made in the late summer/fall of 2022.

A88. Ellen Ryan

36 Franklin Drive 3/9/2022

Comment #88

"We must not only protect the countryside and save it from destruction; we must restore what has been destroyed and salvage the beauty and charm of our cities. (Boroughs, Townships, Hamlets) Once our natural splendor is destroyed, it can never be recaptured. And once a man no longer walks with beauty or wonder with nature, his spirit will wither, and his sustenance is wasted..." Lyndon B. Johnson. PA Constitution, Article 1, Section 27/PA Constitution states; the people have a right to clean air, pure water and to the preservation of the natural, scenic, historic, and esthetic values of the environment. The quotes above clearly explain why so many oppose the Eisenhower Drive Extension. It must be canceled in order to protect the community against the agricultural, health, ecological, environmental and social injustices the Preferred Eisenhower Extension plan presents.

The preferred plan for the Eisenhower Drive Extension is clearly a sprawl agenda for developers. It is not financially sound and a poor allocation of federal dollars. How can PennDOT, ACTPO, Federal Highway Authority and the Army Corps of Engineers recommend federal dollars for the EEP when so many bridges and existing roads remain unsafe? As far as growth, let's remind everyone that PA lost Congressional seats because the growth in the country is in the Sunbelt. EEP through Conewago will not solve traffic issues, except create more, and more importantly it will not protect the countryside and save it from destruction. What are the arguments against urban sprawl?

"Although some would argue that urban sprawl has its benefits, such as creating local economic growth, urban sprawl has many negative consequences for residents and the environment, such as higher water

and air pollution, increased traffic fatalities and jams, loss of agricultural capacity, increased car dependency, https://prs3.com/5-negative-effects-of-urban-sprawl/

Anyone confused about Why the Preferred EEP must be scrapped should find the Alabama Band music video on YouTube and listen to the wisdom in the lyrics of the Alabama's Band Hit song, Pass It on Down. It is an environmental song that should be played before every county, borough, township, city, state, and national meeting, including ACTPO, PennDOT, Federal Highway Authority, and Army Corps of Engineer Meetings. Pass It on Down is an environmental song that should be played before every Transportation, Planning and Rezoning Board meeting.

Locally grown food matters more today than ever. Food security is real. Hunger is a problem in the United States and here in Adams County. Food Banks, businesses, restaurants, need farmers. Today, any community may be threatened with cyber-attacks, fuel shortages, power grid outages, contaminated water, water rationing, supply chain issues, civil unrest, and natural disasters. No Farms...No Food. Additionally, Conewago Township residents overwhelmingly, want to preserve green space and farms in the Township as reported in the Summer 2021 survey conducted for the Township Planning Board by Gannett and Fleming. People live here and move here because they love the scenic views and its beauty. That's why they live here rather than in the Hanover Borough. Many residents are refugees from the overcrowded, sprawled Maryland, Washington DC area and they understand that Urban boundaries matter.

Before the Covid, petitions were submitted to PennDOT with well over 500 signatures opposing the EEP through historic and scenic Conewago Township. There still is a lot of opposition to the preferred option. More people showed up for meetings than the meeting room could accommodate at the Township to oppose the EEP going through Conewago Township. People attended numerous meetings to oppose the Road. Facebook pages existed for the purpose of opposing the road. The 2020 Election for supervisors went to the Court of Common Pleas to settle the Write In candidate controversy. The main issue in the election was EEP. Finally, the court appointed the No Build candidates to the board. Anti-EEP Citizens paid the legal fees. Everyone knows the road is political and the builders want it so they can develop every square inch of the county. If left unchallenged by people, builders, and developers will seek to develop every square inch of available land.

The most contentious issues in the Township have been the EEP, the disappearance of a beloved iconic pool, the loss of the UTZ Soccer Fields, proposed water rate increases, unreliable trash collections, and the endless parade of developers peddling their site plans for unwanted sprawl during the 2020-2022 Covid on going Pandemic Emergency. The Eisenhower Drive Extension preferred road option fails to future proof the very existence of local farms, fresh locally grown food and food security. The new road and further developments will further challenge: concerns about storm water management, quality and quantity of water, clean air, diverse wildlife habitats, and beautiful, restorative surroundings, not just for residents today but for generations to come. ACTPO's support for the EEP through Conewago Township is not practical, insightful, or remotely sensitive to Conewago residents, as well as the farmers who do not want the urban sprawl this road will bring. The mission to solve traffic problems is pure fantasy. The EEP will destroy more vital life-giving lands. Citizen opposition to the Eisenhower Extension bypass through pristine agricultural lands is strong and in 2020 Conewago and McSherrystown went on record against the major project.

Why do we need another STATE ROAD in Conewago Township when so many roads, including State Road 116 have been totally ignored for traffic signals or any maintenance? Additionally, a Township official reported they no longer sweep the state roads in the township because of debris removal regulations. For decades, the rush hour traffic through Historic McSherrystown could have been solved with a couple of traffic lights, or at least one on Second Street, Third Street or Fifth Street with help from PennDOT. Essentially the insane lack of traffic signals, stop signs, one way, no left turn solutions have continued on State Road 116, Oxford Avenue, High Street and Kindig because developers and contractors want it to justify the new road to bring urban sprawl to the Eastside of Adams County. The deliberate failure to prevent the installation of traffic controls on the roads listed above created the unsafe and hazardous conditions. It is that simple. Small boroughs are truly marginalized by the complicated, exhaustive process to get any traffic controls because they simply do not have the staff available to complete and submit the bureaucratic paperwork. The deliberate failure to address traffic concerns through installations of cost-effective Stop signs, Traffic signals, etc. is a social injustice, financially unsound, and highly discriminatory. For years students wrote reports and made videos about the traffic control problems on State Road 116 and when they presented common sense solutions, they were told the road didn't have the fatal accident quota necessary for the State to install a traffic light. Really?

A hazardous and dangerous traffic existed at the intersection of Mt Pleasant Road and State Road 194 in Conewago Township. The only reason the intersection has a traffic light today is because a local resident paid for it in exchange for No Traffic on a road through his property.

Since the traffic is EAST of McSherrystown through the Hanover Borough and into York County, it is not justifiable to build the road through Conewago Township in Adams County. Moreover, the social, agricultural and environmental and ecological injustices justify the NO Build option. Thousands of Agricultural acreage have disappeared in Adams County, while the Land Conservancy Board only managed to preserve miniscule farm acreage. What is most troubling about land preservation is that the Land Conservancy appears to be housed in the ACTPO Department and ACTPO has been the driving force to push for the EEP through scenic Conewago Township, even with so much opposition. The new road will harm the local businesses in the Historic Borough and township. Roundabouts are totally unsafe for pedestrians and very confusing for motorists.

Furthermore, the developers trying to get final approval for their plans in Conewago Township desperately need the unwanted and unnecessary road to obtain a green light to go forward. The pressure for this road location is from developers who want not only to develop Conewago, but to further develop the open land on State Road 116, west heading into Gettysburg. All of this will lead to urban sprawl with more traffic, more environmental issues, more crimes, and higher taxes. The preferred option will not solve the traffic issues in overdeveloped Hanover Borough.

Water is the Golden Goose. Overall planning in the region never addresses the water crisis and the competition for water. Just where is the environmental impact study? The Clean Water Act passed by Congress in 1972, is ignored with countless violations and rare enforcement. Water Wars are real. Water is gold. "Current treatments eliminate infectious diseases like typhoid, cholera and dysentery, but to call the process purification is a misnomer." https://www.nytimes.com/2013/08/27/science/a-quest-for-even-safer-drinking-water.html Clean air and pure water are constitutional rights and excluding and ignoring this is an egregious health injustice. Water is a huge issue and much discussion and research about the tap water conclude that life-threatening contaminants exist, as well as parasites, causing

health issues. Itching, skin issues, rotting teeth, brain tumors, liver problems, gastrointestinal illnesses, heart conditions, and cancers are health issues to name a few, and water is sometimes the suspect. However, the annual water reports state tap water meets legally acceptable standards with a list of the acceptable amounts of identified contaminants present in the water. Many of the identified contaminants impact the vulnerable and immune compromised although they meet legally acceptable standards. Those who can afford it, spend money on bottled water because many people believe their tap water is not exactly safe. It may meet legally acceptable standards; however, people read and hear stories about the many health threats and illnesses connected to the water. Protecting clean water quality and quantity remain concerns. Just google water, and there are countless articles about water. Also, Municipal Authority Meetings as well as Zoning Meetings in the Township are not livestreamed or video archived. Residents who cannot attend meetings are left in the dark. Transparency is a huge issue. More public awareness about water, roads, and zoning is necessary. Local government decisions impacts quality of life.

Many children and adults suffer with respiratory illnesses and asthma is at all-time high. Air quality index alerts provide daily ratings about the air quality each day. Often, the ratings are not good. More traffic will not help. Plum Creek is listed as an impaired waterway and it sometimes floods. The soil in the Township is sink hole prone and the area has a history of them. This road is a very bad idea. In fact, Sherry Village, has had a history of flood issues over the years when the Fire Department has had to pump water out of basements and the preferred Road plan will come right next to Jonathan Drive in Sherry Village.

The preferred road option does not preserve farms and protect farmers. Marginalizing the importance of farming and a local food supply threatens food security and fails to protect the community food supply chain issues caused by unforeseen emergencies and black swan events. Relying on transporting food products from Florida and California is very dangerous and shortsighted. Wildfires, hurricanes, droughts, floods, and other climate changes may interfere with growing seasons at any time. Locally grown food products remain paramount because all communities are vulnerable to possible power grid outages, water contamination, rationing, cyber-attacks, rising fuel issues, fuel shortages, and civil unrest. Locally grown food is more important than ever. No Farms... No Food is not an option. Removing more local agricultural lands from production is truly a catastrophic social injustice. Hunger is a huge issue in this country and continuing to remove pristine farm land is immoral and unjust. Destroying more pristine farm land is suicidal. Russia and China are both leasing and buying agricultural lands in Africa and South America. The Russian/Ukraine conflicts over the centuries included food security. Ukraine is known as the breadbasket of Europe.

Eliminating all alternatives, except the one that directly destroys more farmlands because other municipalities expressed opposition is arbitrary and capricious. Opponents to the preferred plan also have property rights and countless valid reasons for their opposition. Why are the rights of residents who oppose the preferred road subordinate to those who want it? What ever happened to equal protection under the law? If PennDOT succeeds in building the Eisenhower Drive Extension, and the build everything in sight industry succeeds in urbanizing the area with unsightly and unwanted sprawl, with no more available land, the next step will be an Expressway through Hanover Borough into Maryland to Interstate 795 to Baltimore. Here's how it will unfold. The Department of Transportation and the State will seize thousands of properties claiming they have outlived their usefulness; bulldoze them to build a four, five, six, or eight lane freeway. This is how the government built the Washington Beltway and how major highways come about. The real agenda is to build a highway into Baltimore.

Why are the rights of farmers less important than the rights of corporations, businesses and residents outside of Conewago and McSherrystown? Why are the rights of residents who oppose the preferred road subordinate to those who want it? The argument about how the road is needed to attract businesses to generate more revenue for the Borough has serious flaws. In fact, the zoning and planning in Adams and York fail the region and have resulted in serious unintended consequences that have continued to create winners and losers. Let's just examine the so-called Miracle Mile and the North Hanover Mall. The mall is dying and has been for decades. Incidentally, it is owned by an out-of-state company who owns most of the other failed malls across the nation. These out of state investors buy malls, raise the rents, and do absolutely nothing to improve or maintain them. Nearby communities also have malls that remain empty with few customers and empty parking lots on lands that were once prime agricultural farms. Will we have to import all of our food when all the farm lands have disappeared? If left unchallenged, builders and developers will seek to develop every square inch of available land.

Instead of having ordinances and policies to protect and preserve and conserve agricultural lands, PA municipalities and counties create winners and losers, as well as blight, by approving more warehouses, malls, strip malls and site plans for more subdivisions, etc. on thousands of acres of rich Agricultural lands. As a result, farms are disappearing at an alarming rate and no one is paying attention or cares. When the companies move their operations, or fail, the communities are left with vacant abandoned buildings and warehouses and properties. You only have to drive around the area to see many failed businesses, or the high turnover of business properties in the area. On Eisenhower Drive, a former restaurant chain is now a car wash, a former craft store is now a Donation store, while a popular furniture store closed its doors and another popular department store also remains vacant with for sale signs. In addition, many new strip malls have vacant storefronts. Farms have to be forever.

Before Chambers of Commerce and corporations adopted the make everything in China, India, and Vietnam etc. business model, Hanover and surrounding communities were manufacturing powerhouses. Local employers and workers flourished and prospered. If the Borough wonders why they have declining revenues, drive around and look at all the businesses that have disappeared, moved to Mexico, or China, or simply failed. It is alarming. Furthermore, businesses and people are migrating to freer states because the taxes are lower, and regulations are more business friendly. The only substantial growth comes from the retiree population. PA lost Congressional seats and Sunbelt states gained them. What's more, numerous businesses folded in the Borough as a result of the Eisenhower Drive. Has the Borough kept tract of the businesses that have failed over the years? Although, hundreds of acres of the richest and most productive agricultural land were bulldozed for this failed retail mall, has anyone investigated why it failed, or have any remorse about the destruction of the most productive and rich soil and farms in the world. No Farms ... No Food.

The reason for eliminating all the other alternatives as stated by a presenter at the public hearing was alarming. It is obvious that the Eisenhower Extension Project is a political road and the public hearing is a required theatrical gesture to check the box to comply with the public hearing and feedback requirements. While the road plans have been in progress for almost twenty years, even in its earliest stages, the need to improve the traffic through McSherrystown was misleading then, as it is today. The agenda always was and is to support the build everything in sight agenda and to urbanize Eastern Adams County. Fly over drones targeted the rural area for a long time. New roads never improve traffic. Just take a trip south and look at the Washington DC Beltway. This road was supposed to improve traffic safety, etc. However, it only led to more sprawl, more congestion, and to non-stop unwanted,

exponential growth. If anyone drives across the Cross Bronx Expressway in NY and any other NY Expressway, Parkway, Freeway, they will encounter the work of the Power Broker, Robert Moses, an unelected bureaucrat, who single handedly transformed New York and destroyed it. Let's remember Northern Virginia, Maryland, and places like the Bronx, Queens, Staten Island, LA, and most metropolitan areas once were rural and agricultural and desirable places to live until the build everything in sight industry overbuilt and destroyed them. Once the Verrazzano's Bridge in NY was built connecting Brooklyn, NY to beautiful, rural, farm borough of Staten Island in New York City, it became another overcrowded urban sprawl nightmare. Urban boundaries matter. For numerous agricultural, environmental, ecological, health, and social injustices, the Preferred Eisenhower Drive Extension Road through Conewago Township must be canceled. It is unjustifiable to build another new road when so many existing roads remain in disrepair and lack simple, cost-effective traffic control solutions.

Destroying the land that feeds us is an extreme social injustice. It is time to revitalize our current cities and make them safe places to live and work, not build new metropolitan areas. This would give builders, contractors and developers lots of work and money. Not everyone wants to live in an urban community. People on the Eastside of Adams value their rural, historic and scenic views as much as those on the west side of Adams County. EEP through Conewago will not solve traffic issues, except create more, and more importantly it will not protect the countryside and save it from destruction. It must be canceled in order to protect the community against the agricultural, health, ecological, environmental and social injustices the Preferred Eisenhower Extension plan presents.

Thank you for advertising the Public Hearing for February 23rd 2022 in the Gettysburg Times, The Evening Sun, The York Daily as well as The York Dispatch. To improve your efforts to publicize your projects and public hearings, please advertise future public hearings in the Hanover Merchandiser because it is a free paper that is delivered to every household in Conewago Township, McSherrystown, Hanover, and surrounding communities. Recently, Conewago conducted a survey and they sent out a flyer about how to participate. It came to the residents through the free weekly merchandiser delivered to every residence. As a result, Conewago Township had significant resident participation. This would not have occurred if the survey only was advertised in the Gettysburg Times. In the future, please also contact the local TV stations to cover the event. Where was WGAL, ABC12 and the Harrisburg stations? Also consider public service announcements on the local radio stations.

References

Quest for Even Safer Drinking Water

https://www.nytimes.com/2013/08/27/science/a-quest-for-even-safer-drinking-water.html "The 53,000 water utilities in the United States deliver some of the safest drinking water in the world — a public health victory of unrivaled success that began in 1908 with chlorination campaigns in Jersey City and Chicago. Still, millions of individual cases of waterborne diseases occur annually and related hospitalization costs approach \$1 billion each year. In 2007 and 2008, the most recent years for which figures are available, the Centers for Disease Control and Prevention recorded 164 waterborne disease outbreaks, almost entirely from protozoan cysts of the parasite Cryptosporidium."

See links to Toxic Water Series by Investigative Journalist Charles Duhigg and more

https://www.nytimes.com/interactive/projects/toxic-waters/index.html

https://www.nytimes.com/2010/03/15/us/15water.html

https://www.nytimes.com/2009/09/13/us/13water.html

https://www.nytimes.com/2009/12/17/us/17water.html

https://fmr.org/new-york-times-toxic-waters-series

http://uswateralliance.org/about-us

https://www.amazon.com/Power-Broker-Robert-Moses-Fall/dp/0394720245

https://www.roadex.org/e-learning/lessons/environmental-considerations-for-low-volume-

roads/environmental-issues-related-to-road-management/

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2936977/

Benefits of Land Conservation – Headwaters Land Conservancy

https://headwatersconservancy.org/benefits-of-land-conservation/

A88. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersections that warrant a signal based on the projected levels of service.

Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety. Specific to the concern of traffic turning onto or crossing SR 0116, the indirect benefits of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction

Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

A89. Marcos Ugarte

355 Orchard Dr Hanover, PA 17331 3/9/2022 Comment #89

I am opposed to the Eisenhower Drive Extension project. I have lived in Hanover for 28 years and have driven to, through and around McSherrystown on almost a daily basis since then. The traffic would be eased with a traffic light at Main Street and 3rd Street, and 'No Parking' rules on Main Street implemented. The immense amount of spending and disruption to farms and homes that the bypass will create, will not alleviate local truck traffic that must get to the multitude of manufacturers in the Hanover area. The traffic on Main Street builds with morning and afternoon commuting but is never unbearable and only a slight inconvenience at best. An overlooked area of congestion and perhaps an area to utilize PennDOT funds, is the intersection of High Street and Kindig Lane. A traffic light at this intersection would greatly improve traffic flow...as well as widening the intersection to allow large trucks to navigate the turn there. A bypass will not fix the small roads that the trucks still need to use to reach their destinations in Hanover. Again, I am a long time resident and after attending the townhall meeting at SAVES on February 23, 2022 and reading the environmental assessment I am opposed to a bypass.

A89. Response:

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway network by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersections that warrant a signal based on the projected levels of service. Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety.

The elimination of on-street parking would allow for better flow of traffic along SR 0116. However, this would not do anything to reduce overall volume or improve traffic operations at intersections along SR 0116.

A103. Danielle Smith

610 Main Street, McSherrystown PA 17344 3/10/2022

Comment #103

"This project was required to have an existing road improvement as part of the selection process, per PennDOT and ACTPO. However - the architects of this projects PURPOSELY chose improvement projects that were KNOWN to be in restricted areas (historic districts) in order to cattle shoot the options down to the 5c as the only executable option.

This project should be rejected on that reason alone... it was dishonest and a fraud - in order to secure Federal funds needed.

"PROJECT OVERVIEW

The Eisenhower Drive Extension Project is located in York and Adams Counties. Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Street, 3rd Street) are main traffic corridors through McSherrystown, Hanover, Conewago Township, and Penn Township. These roadways are heavily congested, do not move traffic as efficiently as needed, and experience higher-than-average crash frequency when compared to similar roadways within the Commonwealth. This project involves extending Eisenhower Drive through Conewago Township, from where it currently ends at High Street to Hanover Road (SR 116) west of McSherrystown. The design team is considering new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network."

"The primary purpose of the project is to facilitate safe and efficient travel for vehicles, bicyclists, and pedestrians through the study area. Improvements will reduce congestion, improve safety, accommodate growth, and reduce the impact of truck and commuter traffic on existing roads. The secondary purpose of the project is to provide a modern roadway that promotes and enhances multi-use alternatives, such as bicycling and walking, within and surrounding the study area."

This project fails to meet the stated purposes on multiple levels:

With 3 schools in less than a mile of each other (McSherrystown) and multiple shift factories located within 3-5 miles of McSherrystown - this bypass (5c) will not not reduce traffic on 116 in McSherrystown, because it will be redirecting traffic from116 to the existing Eisenhower Drive - which is a retail area. Only a small portion of traffic coming through McSherrystown is going to Eisenhower drive... they are going to businesses in the immediate area, downtown Hanover or South Hanover, the minimal amount of mitigation of traffic the 5c may bring will be completely wiped out when the development plans (that are WAITING on the 5c to be approved) are put into effect. One of which MAY NOT be approved because it will not have a second exit unless it is granted access to the 5c (which is supposed to be limited access (they already submitted a request to be approved for a roundabout, but PennDot stated that they cannot approve access to a limited access roadway that has not been approved yet.

Where will the safe access for bicyclist be? Certainly not along a 45-mph roadway - even police complain about the unsafe travel of bike and pedestrian traffic along the current Eisenhower drive, why would the bypass be any better? There are current sidewalks in McSherrystown, but even with the bypass - the road is not buckle friendly and there are no improvements that would suggest that will change.

The 5c in no way diverts or eliminates ANY traffic from the rout 94 study area.

There are no plans that allow or show for growth accommodation - as its stated as a limited access roadway and the 5c is solely designed to funnel traffic from gettysburg into Eisenhower drive. Which coming from Gettysburg the MOST EFFICIENT way into Eisenhower Drive (even with this 5c) for commercial trucks in down rt. 30 into Cross Keys, turning south on rt. 94 and coming into the existing Eisenhower Drive that way. Now while I recognize that UTZ and Clarks expansion and the other plans waiting to be approved (if the 5c is approved) could benefit from this roadway - their business interest is not the stated purpose for this project and private land should not be condemned and consumed for business benefits (if they want the land they should buy it).

There are a large number of businesses in McSherrystown (one next to my house) who get large commercial truck deliveries, those tucks and that traffic will still need to come through here. Especially trucks that are coming off rt. 15 & that need to come to McSherrystown, and areas of Hanover from Elm Av to South Hanover (including downtown).

This proposal could have offered something SIMPLE such as a light on 116 at Main & Damp; 3rd (as has been asked for by McSherrystown) as part of an existing roadway improvement - with cross walk. That light being timed with the existing lights at Centennial and another at the intersection by Turkey Hill and Hardee's would do more to improve that safety and drivability of the area than the proposed 5c. But because the goal seemed to be to propose the TMS (and other alternatives) in an area where Historic status restricts the improvements.... the only REAL option to pick is no build.

Emanate Domain should only be employed as last resort - for instance where the welfare, safety or health is a primary objective. Given that the designers of this project failed to offer a viable alternative to the 5c (that would improve an existing roadway) - no now should loose their home, business or land to this project. Given the farms that will have crop land consumed that actually farm them - loss of land (in addition to the loss from run off) is feasible to be enough loss to cause them to loose their farm or force them to sell (which will most likely be to developers). Farmers - home owners and businesses should not loose their property (in part or whole) if there was not an HONEST effort to work with municipalities to identify and improve existing roadways.

McSherrystown Borough was not listened to or consulted on what they wanted. If they were listened to their letter supporting the NO BUILD (which was sent to PennDot and ACTPO) would have ended the conversation. Equally Conewago Township, where the 5c will run through sent letters supporting the no build, yet they are being ignored. Both municipalities are being dictated to - excluded from the conversation and being rolled over by the county, state and outside entities. THIS IS WRONG! Please do not allow this project to go through, taking peoples property if the architects of this plan can put an honest effort in presenting the public with actual existing roadway improvements which might help. Instead, please deny so this money can be allocated to improve existing roadways and safety projects in Adams County (even Conewago Township and McSherrystown) that those municipalities are seeking and told there isn't money for that could actually HELP people who live in these areas. Danielle Smith

A103. Response: Thank you for your comment.

Transportation System Management (TSM) and Operations is defined as a "set of strategies to optimize the performance of operations of an existing infrastructure through implementation of multimodal, cross-jurisdictional systems, services and projects designed to preserve capacity and improve security, safety, and reliability of a transportation system." Intersections were identified for analysis / improvements based on historic traffic and safety data, as well as field observations by the project team. Initial observations of the unsignalized intersections within the Borough of McSherrystown showed that these intersections operated similarly to each other. This included efficient operations along SR 0116 and less than efficient operations at the stop-controlled side streets, especially during peak traffic periods. The intersections of 2nd Street and 5th Street were identified for further studies as 2nd Street provided a regional connection to the north and 5th Street provided a regional connection to the south. While the 3rd

Street intersection also provided a regional connection to the south, the 5^{th} Street / Blettner Avenue corridor provided a more direct connection to the west side of Hanover Borough, as well as connections to industrial centers along Blettner Avenue and Ram Drive. Also, standalone intersection improvements to just 3^{rd} Street and Main Street (SR 0116) would not meet the project purpose and need. Improvements at this one intersection would not reduce congestion, improve levels of service, or provide better roadway connectivity throughout the project study area, including SR 0094 and SR 0116.

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersections that warrant a signal based on the projected levels of service.

Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety. An indirect benefit of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Based on previous coordination with the public and municipalities, the roadway will be advanced as a limited access highway and is being designed to improve safety and reduce congestion on existing SR 116 and therefore is not intended to be part of a bicycle route or include bicycle facilities. It is anticipated that bicyclists will use existing facilities, which will see reduced traffic volume/congestion along SR 116 as a result of proposed project, which will help to improve pedestrian and bicycle safety along SR 116.

As noted in Section 9.0 – Pubic and Agency Coordination, 9.1.1 – Local Municipality/County Meetings, PennDOT has met with municipal and county staff regarding this project since 2005. This coordination

has included meetings with Conewago and Penn Townships, McSherrystown and Hanover Boroughs, and Adams County. Others who were also included in the coordination were Oxford, Union, and Mt. Pleasant Township, as well as York County. PennDOT used these meetings to provide project updates and gather thoughts and opinions from municipal and county leaders related to the alternatives under consideration. The input and comments received were documented and used to help shape the Build Alternative alignments. See Table 16 in the EA for an overview of the local official meetings.

A104. Sharon Hershey

303 Oxford Avenue, Hanover, PA 3/10/2022 Comment #104 The Garbage Mindset

There seems to be the mindset that any open space or field is fair game for people to dump their garbage. Throughout decades or riding horses through neighboring farms, I have been amazed, baffled, and disgusted by the amount of garbage I have encountered: mattresses, books, sports trophies, exercise equipment, furniture, clothing, appliance ... all just dumped out on a farm field with the intent that someone else will deal with it.

Very little respect is paid to rural inhabitants and their land. During the time that Pat Shaffer has owned the farm next to me, countless pickup trucks have gone back the lane loaded with garbage. Sometimes it was yard waste from one of his other properties, often containing Styrofoam cups and plastic bottles that only got as far as the closest fencerow. That meant that I had to forage through the waste before any nonbiodegradables blew into my horses' pasture. Other times, the trucks were loaded with discarded appliances and furniture that were dumped into the areas that have been meadows for centuries due to the large number of ground springs.

People who own 4-wheelers and snowmobiles but have no land of their own feel free to ride all over open fields as they please, with no regard to crops or lawn landscaping. I have had to repair/replace fencing and shrubbery more than once due to damage from their vehicles.

Therefore, it was no surprise that the York County Commissioners had no problem deciding that the solution to the Hanover traffic problem was to dump it into Adams County, and, most specifically, Conewago Township. After decades of greedy development and poor planning, their solution to their uncontrolled sprawl is to just dump into the open countryside, regardless of how many lives they ruin. How often from town residents have I heard, ""It's only a farm compared to losing houses? A household or a small business building can be relocated. How do you relocate a farm and a person's entire way of life?

A story from Scripture about the prophet Nathan and King David: ""There were two men in a certain town, the one rich and the other poor. The rich man had a very large number of sheep and cattle, but the poor man had nothing except one little ewe lamb he had bought. He raised it, and it grew up with him and his children. It shared his food, drank from his cup, and even slept in his arms. It was like a daughter to him. Now a traveler came to the rich man, but the rich man refrained from taking one of his own sheep or cattle to prepare a meal for the traveler. Instead, he took the ewe lamb that belonged to the poor man and prepared it for the one who had come to him."" (2 Samuel 12: 1b-4) How similar to our situation: rich York County has such contempt for us and our way of life that they have no problem taking as much as they can from us with no regrets. We have seen examples of Hanover prohibiting

truck traffic in areas ""except for local deliveries"" in elite neighborhoods, but York County, in its greed to develop more and more revenue, but not willing to do restructuring within, is so eager in its scorn for our rural lifestyle and love of open land that they callously want to take all of that away from us.

Because previously we have not been allowed to ask questions, I will include some here:

- 1. Each week before I can mow my front yard, I need to pick up garbage from passing vehicles. How much more will that increase?
- 2. What about my property's value? Part of it's value is the serenity of its location. With the extension going right next to me and a roundabout in very close proximity, I am certain I will not be happy living in my house. Who else would knowingly want to buy it and live here?
- 3. How am I going to get into and out of my driveway with a roundabout so close?
- 4. Who is going to take care of the unpaved areas next to the roadway and the run-off collection pond? The stretch from 305 Oxford Avenue to the township building, on both sides, has been an embarrassing overgrown mess for years. Local residents who don't even own that land have tried to make it look more presentable.
- 5. How much damage is going to be done to my front lawn? The last utility company project that involved the front of my property resulted in run-off and mud in my driveway from the adjacent field after every measurable rain. I had to haul in topsoil to rebuild the bank and replant shrubs to control that engineering mess. Instead of my rich topsoil, I was left with a wide swath of clay and shale across my front lawn.

B9. Sharon Hershey

303 Oxford Ave

I brought a prop, butno notes. My name is SharonHershey. I live 303 Oxford Avenue, which is right where they're planning to put in one of the new roundabouts. I've lived on my property for 67 years. Before that, for over 300 years, my family, my ancestors have lived on that same land, which can be attested to by the fact that we have our family cemetery in that area.

As I thought about what to say this evening, there were several concepts that cameto mind. I don't have facts. I can't quote facts. What really prompted me to speak was the unbelievable statements that people have madeto me of "well, it's only going through farmland. "As I said, I've lived there all of my life and my ancestors havelived there.

There's a story that was written in The Bible abouta very rich man and he had lotsof possessions. Contrary to that was a very poor man and all he had wasone lamb. He loved that lamb. A stranger moved into the area or came into the areaand the rich man, instead of solving his problem by taking oneof his own animals, took the poor man's lamb and slaughteredit. The story was told to a very rich king, King David, andwas told because King David, despite everything that he had,took someone else's wife and committed murder and as I thoughtabout that story, I thought how pertinent it isto us. York County created their problems, wealthy York County, and now theywish to put their problems into the hands of Conewago Townshipand make us pay for theirpoor planning. No one has told me why this is essential for us to bear the burden of YorkCounty.

I am appalled at the contempt at which peoplehold our life-style in Conewago Township as they look down uponus and our livelihood, as they look down upon and evaluate the value of our land and our ancestry andour heritage. The contempt that they have for us feeling that they can just take

our land and do as they will with it, land that has beenour soul and our food for all ofthese centuries. Thank you.

A104 and B9. Response:

Thank you for your comment.

The traffic volume on Oxford Street north of the Eisenhower Drive Extension is not anticipated to increase appreciable beyond typical population growth. However, PennDOT cannot predict the amount of litter along your property's frontage.

Ingress and egress to your driveway will be the same as it is in the current condition. The roundabout will actually slow traffic through the area.

The unpaved areas within PennDOT right-of-way and the stormwater management best management practices (BMPs) will be maintained by PennDOT on a regular basis.

PennDOT's project will only impact the area necessary to construct the proposed project. All disturbed areas will have topsoil installed and be reseeded. Areas outside of the proposed construction area that are temporarily impacted during construction will be returned to their pre-construction condition.

A105. Seth Smith

509 Church St 3/10/2022

Comment #105

My name is Seth Smith. I spoke at the public hearing, and I want to take this opportunity to address other concerns that I could not at the hearing, due to time constraints, as well as respond to a few of the comments made by others.

Much has been said regarding the need to alleviate traffic through McSherrystown and 116 into Hanover. To that end, traffic studies have been done and the EA was produced to justify building a new road to bypass McSherrystown under the auspices that it would achieve that goal. There are several issues with this analysis.

One issue with the analysis is that it makes assumptions regarding the increases in traffic, without identifying the sources of the traffic, and further purposely limits the boundaries of the study so as to allow assumptions to be made regarding the effects of the extension. By looking at a satellite image, it is clear to see that there the sources of truck traffic through Hanover and McSherrystown are not originating to the East, as there is minimal industry and no evidence of warehousing between Hanover and Gettysburg. Any truck traffic coming from the South, North on Rt 15, have the ability to use the Rt30 highway to SR94 to quickly arrive to the North side of Hanover. However, there is industry and warehousing in the McSherrystown area, but the proposed Eisenhower extension only services a smaller percentage of it, specifically Clarks and Utz. The bulk of industry in this area is in fact South of McSherrystown and will not be serviced by the proposed extension. Further, several of the proponents of the road spoke about truck traffic in center Hanover, suggesting that the proposed extension would alleviate this traffic. Quite the opposite, truck traffic through Hanover will not be affected as the only routes out of the industrial area to the South of McSherrystown is via SR194 through Hanover and Littlestown, and SR116 through McSherrystown.

The EA suggests that there is a predicted 22% increase in traffic into McSherrystown by 2042. By simply looking at the protected lands map, it is clear that this is overly inflated to further attempt to justify the extension. Thousands of undeveloped acres are either considered preserved or are protected as Ag Security Areas, with more acres being added every year.

With regards to the safety issues caused by the no-build option compared to the extension, by surmising that the extension satisfies the need of the project suggests that the safety issues are caused solely by the volume of traffic in the study area and by reducing some of the traffic, that the safety issues will therefore be eliminated. This is also false. The design of the traffic patterns in the study area require work, regardless of the extension option, in order to meet the stated safety goals of the project. Also, I see a conflict of interest in having JMT do the analysis on the alternatives. There would be minimal benefit to JMT to suggest an alternative other than the extension, as they would then be awarded a major contract to design 2 bridges and several miles of road, including all of the engineering studies that would be required. As with all engineering analysis, the end results can be swayed by changing the boundaries of the system being analyzed. In this case, I believe that the boundaries were unfairly drawn in order to cause the most harm during the analysis of the TSM, but then also redrawn during the analysis of the extension to make the extension seem more beneficial than it really is. For example, the TSM includes work on SR94 South of Elm Avenue. This is where the majority of houses/displacements occur. Looking at a map, it is clear that the extension will have no positive or negative effect on traffic through the center of Hanover. Traffic moving SR94 South of Elm Avenue will still need to move through this corridor, regardless of the extension.

I wish I had more time to review all of the information that was put forth by JMT. A quick review of the information provided shows that the worst-case information was provided, inflammatory words were used, and the boundaries of the study areas were biased in order to make the TSM appear less palatable. PennDOT needs to take a closer look at this report before wasting millions of taxpayer dollars to fund a project that has minimal benefit.

Thanks,

Seth Smith

B1. Seth Smith

509 Church Street

Hello. My name is Seth Smith and I along with my father Steve and my brother Brent own the farm at 509Church Street. I'm here tonight to speak out in opposition against the Eisenhower Project. The proposed Eisenhower extension passes through the southernmost boundary of our farm. The current estimate shows that we will lose oversix acres or over four percent of our tillable acres. This is some of the most fertile land in Pennsylvania that will be destroyed forever, land that has been in our family for four generations with a fifth generation in training and historic land that's been farmed since the 1700s.

For us personally this represents a reduction in our farm's income by four percent not just once, but every year for the rest of our lives and all the generations afterward. We love farming it is in our blood. We farm because we believe in preserving the land, our heritage and supporting our community. We give our nights, weekends, and vacations to the farm, because we believe in the positive effects of agriculture both to our communities and to our environment. Without farms there will be no food and our way of life will be in serious peril. We don't take any personal income from our farm. We only hope

to make each year we only hope each year

to make enough to pay the bills for the next year. Taking away these acres from our farm will make it more difficult each year afterwards. This extension is unnecessary. According to the PennDOT website, the benefit of the extension is only during the rush hour times and even then, the benefit of the motorist is a mere five minutes. Compared to other locations such as York, Lancaster and Harrisburg, a five-minute transit delay is not significant.

Further, the report claims that this road has an above average crash rate without presenting any actual data or figures that can be reviewed in the data. We use these roads daily and have not experienced road conditions to be in constant traffic jam as described on the website. The website also notes that the traffic volume is expected to grow by 2040. I believe this will be even more true if a road is added as it will encourage increased residential development in Adams County and specifically Conewago Township to further support commercial development in York County. Adams County planners must be aware that this will saddle Adams County taxpayers for higher taxes while York County will reap the true tax benefits of this development.

Further state study residential development costs townships anywhere between \$1.03 to \$1.48 of expenses for every dollar of taxes collected. This means that the tax burden will increase for the whole of the Township due to this increased development. Evidence of this increased development is already occurring. There are three developments along or near the proposed extension are already in planning stages. If this extension is ultimately built, these developments along with other businesses must not be allowed direct access to the extension as it will further reduce the supposed benefits of this project.

If this project is deemed necessary and farmland is destroyed, land could be taken from around the project area and put into preservation to make up for those lost acreswhich would help preserve and maintain the agriculturalbackground and history of Conewago Township. McSherrystown residents also need to realize that the maintenance associated with Route116 will become the responsibility of McSherrystown also increasing their taxes as well.

The TSM alternative will setupto fail. It increases the affected area to Route 94 south of Elm Avenue. When approached about why this is, the Response: is noted in the meeting minutes of the EA was that traffic analysis showthat the TSM improvements would be needed to meet the product needs of the project. Absent from the explanation is how andwhy this is so. Traffic entering the square in

Hanover willstill go through several traffic lights before reaching the TSM portion of the project on Route 94. Also missing from this is why these modifications are required for the TSM yetnot required for the 5C Alternative. Traffic has no ability to bypass the square in Hanover as a result of the 5C Alternative. So, if this improvement is to be required for the TSM, they should likely also be required for the 5C Also missing from the TSM were other alternatives such as repaired the one-way streets through McSherrystown similar to York and State College and other towns and cities through the Commonwealth. This could be an alternative that increases traffic flow through the town using existing paved roads and meet the needs of the project, yet it's not considered despite being bought up to project engineers.

I also question as a taxpayer if this is the most responsible use of our tax dollars. In the State of Pennsylvania as of 2019 there were 3,770 structurally deficient bridges. Further, 61 bridges in Adams County were structurally deficient and 104 bridges were structurally deficient in York County. As was

recently demonstrated in Allegheny County, bridges are literally falling down in Pennsylvania because of lack of maintenance. It confuses me as to why with all the deficient bridges in Adams County and York County why the Planning Commission and PennDOT's Response: would be to add two more bridges instead of fixing infrastructure that already exists. To further illustrate this, PennDOT is considering adding tolls to major bridges such as the South Bridge in Harrisburg. I'm asking you to please reconsider several things. Please re-evaluate the data and necessity of this extension. Second, please re-evaluate the TSM alternative and remove the unnecessary parts of it. And third, please understand that just because the businesses of Hanover and the Planning Offices of Adams County is in favor of this does not mean that it is in the best interest of the area. Thank you.

F31. Seth Smith

To whom it may concern,

My name is Seth Smith. I spoke at the public hearing, and I want to take this opportunity to address other concerns that I could not at the hearing, due to time constraints, as well as respond to a few of the comments made by others.

Much has been said regarding the need to alleviate traffic through McSherrystown and 116 into Hanover. To that end, traffic studies have been done and the EA was produced to justify building a new road to bypass McSherrystown under the auspices that it would achieve that goal. There are several issues with this analysis.

One issue with the analysis is that it makes assumptions regarding the increases in traffic, without identifying the sources of the traffic, and further purposely limits the boundaries of the study so as to allow assumptions to be made regarding the effects of the extension. By looking at a satellite image, it is clear to see that there the sources of truck traffic through Hanover and McSherrystown are not originating to the East, as there is minimal industry and no evidence of warehousing between Hanover and Gettysburg. Any truck traffic coming from the South, North on Rt 15, have the ability to use the Rt30 highway to SR94 to quickly arrive to the North side of Hanover. However, there is industry and warehousing in the McSherrystown area, but the proposed Eisenhower extension only services a smaller percentage of it, specifically Clarks and Utz. The bulk of industry in this area is in fact South of McSherrystown and will not be serviced by the proposed extension (see attached maps). Further, several of the proponents of the road spoke about truck traffic in center Hanover, suggesting that the proposed extension would alleviate this traffic. Quite the opposite, truck traffic through Hanover will not be affected as the only routes out of the industrial area to the South of McSherrystown is via SR194 through Hanover and Littlestown, and SR116 through McSherrystown.

The EA also fails to address the impact that the proposed extension will have on the existing portion of Eisenhower Drive. During the busiest portions of the day, Eisenhower drive, especially the East end where it intersects SR194 (Broadway), is extremely congested, with significant backups at the light cycles. With the suggested traffic increases, Eisenhower Drive will be even more congested.

The EA suggests that there is a predicted 22% increase in traffic into McSherrystown by 2042. By simply looking at the protected lands map, it is clear that this is overly inflated to further attempt to justify the extension. Thousands of undeveloped acres are either considered preserved or are protected as Ag Security Areas, with more acres being added every year.

With regards to the safety issues caused by the no-build option compared to the extension, by surmising that the extension satisfies the need of the project suggests that the safety issues are caused solely by the volume of traffic in the study area and by reducing some of the traffic, that the safety issues will therefore be eliminated. This is also false. The design of the traffic patterns in the study area require work, regardless of the extension option, in order to meet the stated safety goals of the project. Also, I see a conflict of interest in having JMT do the analysis on the alternatives. There would be minimal benefit to JMT to suggest an alternative other than the extension, as they would then be awarded a major contract to design 2 bridges and several miles of road, including all of the engineering studies that would be required. As with all engineering analysis, the end results can be swayed by changing the boundaries of the system being analyzed. In this case, I believe that the boundaries were unfairly drawn in order to cause the most harm during the analysis of the TSM, but then also redrawn during the analysis of the extension to make the extension seem more beneficial than it really is. For example, the TSM includes work on SR94 South of Elm Avenue, and yet is excluded from the evaluation of the extension. This is where the majority of houses/displacements occur. Looking at a map, it is clear that the extension will have no positive or negative effect on traffic through the center of Hanover. Traffic moving SR94 South of Elm Avenue will still need to move through this corridor, regardless of the extension.

I wish I had more time to review all of the information that was put forth by JMT. A quick review of the information provided shows that the worst case information was provided, inflammatory words were used, and the boundaries of the study areas were biased in order to make the TSM appear less palatable. PennDOT needs to take a closer look at this report before wasting millions of tax payer dollars to fund a project that has minimal benefit. Further, a more comprehensive evaluation of the entire Hanover area needs to be considered, especially considering traffic patterns to the South and East of Hanover.

Thanks, Seth Smith

A105, B1, and F31. Response: Thank you for your comment.

The proposed project will address the following needs as presented in Section 2.2 Purpose and Needs of the Environmental Assessment:

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

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

The project was evaluated, and the proposed build alternative was established to balance providing regional traffic improvements, that improve safety and operations, and minimizing impacts to the to the project and surrounding area. A detailed traffic analysis was conducted as per industry standards,

utilizing local zoning and project growth rates. The analysis was completed by the consultant and review by PennDOT. Based on detailed traffic and environmental analysis, PennDOT and FHWA determined that the No Build and TSM alternatives did not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety.

The use of a one-way paired roadway network would have negative impacts not incurred by the evaluated build alternatives. The residential properties on the potential roads parallel to Main Street would be impacted by higher traffic volumes as compared to traffic associated with the no-build or either the TSM or Alternative 5C alternatives.

Regional traffic volumes do not increase due to a new highway being built. Traffic volumes increase due to general population increase and / or new development.

Regarding Agriculture. Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Regarding the traffic and safety comments, traffic operations were summarized in the Environmental Assessment and discussed in more detail as a part of the Traffic & Operational Analysis report, which was provided in the project technical file during the public comment period. Refer to Section 3.1 of the Traffic & Operational Analysis report for a discussion on the methodology for developing future traffic projections. Also, refer to the Traffic & Operational Analysis report for data pertaining to travel times between the Littlestown Road / Bender Road intersection of SR 0116 and the existing Eisenhower Drive intersection with SR 0094. The anticipated travel time increase between existing (2017) and No Build (2042) approximately 8 to 9 minutes. The travel time reduction when comparing the preferred alternative (Alternative 5) to the No Build condition, based on the design year 2042 projections, is approximately 15 minutes when traveling along the new alignment.

In addition to the reduction in travel time, the other operational benefits to Alternative 5C include increased safety and operations of traffic within the project study area. The predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative. An indirect benefit of Alternative 5C, which also includes improvements to one intersection along existing SR 0116 (Main Street and Racehorse Road/Sunday Drive), is a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116, with no other existing intersection improvements, as compared to the No Build and TSM alternatives. In addition, Alternative 5C will include a reduction in average daily traffic of approximately 25% along SR 0094 within the project study area. A final indirect benefit of Alternative 5C is the anticipated reduction in truck traffic along SR 0116. The new roadway would provide a more direct east / west route for trucks whose origin and destination points include Clarks and Utz, as well as other distribution locations in Penn Township.

Regarding the responsibility of maintenance of SR 0116 through McSherrystown. PennDOT will continue to maintain SR 0116 through McSherrystown under both the Build and No-Build alternatives.

B3. Tom Weaver

No address given

I'm a lifelong resident of this area. Perhaps a little more importantly this evening I've had the pleasure of serving in a lot of public offices as Deputy Secretary of the Commonwealth. I was a researcher for the Pennsylvania Senate. I'm a former Adams County Commissioner, Conewago Township Supervisor and an official in the Borough of McSherrystown I put that on the record not to flaunt anything, but to simply say that I have been assessing public policy input on public policy issues for nearly 40 years and I can tell PennDOT with one hundred percent certainty and without hesitation that the greater community of Conewago Township and the Borough of McSherrystown does not support the Eisenhower Drive Extension Project or the preferred alternative. The vast majority of residents are opposed to it.

The community is overwhelmingly opposed not because of some, not in my become backyard syndrome. Rather, the community opposition is based on clear and factual data, some of which you have already heard, that this extension project without question or without any ambiguity or argument will lead to the following:

The destruction of residential quality of life, the destruction of quality and productive farmland, the destruction of historical resources that are in fact recorded and protected on the National Registry of Historic Places, that being the Conewago Chapel and the Jesuit Farms.

Additionally, the proposed route is in direct conflict with the land use regulations of Conewago Township. The proposed roadway will place residential, commercial and industrial vehicular traffic that transverses regulated agricultural and residential uses. The commercial and industrial nature of this traffic is not a use permitted by right in those zones. That is a practical argument in many states and I'm not sure about Pennsylvania it is also legal argument and should be made a legal argument in Pennsylvania if it is not.

I'm prepared to be involved with the community in looking into these legal aspects. With that being said, however, PennDOT should move forward with alternative one and re-evaluate the TSM or Total Systems Management approach. As you already heard, it's not a perfect approach. It does need some revision.

PennDOT's mission to facilitate safety and ensure efficient travel will be met if the TSM Alternative is reevaluated and although the TSM approach will impact approximately 50 isolated properties, it will not have near not near, the comprehensive destruction and devastation on the quality of life that the Eisenhower Extension Project will produce.

TSM will improve many intersections in the studied impacted area, including but not limit to Kindig Lane and High Street; Kindig and Oxford; Second and Main; Fifth and Main; Oxford and Main in the Borough of McSherrystown as well as other problematic intersections in the Borough of Hanover. Two additional

enhancements that can be made to the TSM is to eliminate parking on the south side of Main Street in McSherrystown. Most of that side of the street is commercial and a few residential places that would need parking, parking can be given to those in the rear. That would enhance the TSM Project.

But secondly, PennDOT must rescind the recently awarded highway occupancy permit given right next door to the Eagle Rock development, nearly a 100-home residential development, that will dump an estimated 300 more daily trips onto a study area of 116 that's been looked at for 20 years. Somebody needs to tell me why PennDOT would issue a permit in a study area that they know is already deteriorating. So, in summation, the proposed Eisenhower Drive Extension cannot legally be built, I do not think, and efforts to do so will be met with strong community litigation. The TSM alternative reevaluated appears to me to be the mosteffective and least intrusive destructive choices and the TSM shouldbe amended to eliminate parking on the south side ofMcSherrystown on Main Street and to eliminate the recently granted highway occupancy permit to Eagle Rock development that will further deteriorate the CentennialRoad intersection. Thank you.

B3. Response:

Thank you for your comment.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Per Section 3.3 Alternatives Development, Detailed Alternatives Development and Evaluation, TSM Alternative: The TSM Alternative would have a Section 106 adverse effect to the Hanover Historic District, and unavoidable impacts to a Section 4(f) resource. The TSM alternative has the potential to impact 22 contributing properties to the Hanover Historic District. Fourteen of these contributing properties would be displaced and the remaining eight properties would be potentially displaced.

The TSM Alternative would have an excessive impact on the community through significant property impacts. In total, including the properties within the Hanover Historic District, the TSM Alternative has the potential to 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, resulting in tax base impacts to the community. The TSM Alternative would also impact environmental justice populations, and it has the potential to encounter a greater amount of hazardous residual waste.

Regarding development and PennDOT HOP's. PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. PennDOT does review and issue permits specific to Highway Occupancy Permits (HOP's). PennDOT has responsibilities to accommodate both HOP Applicants/Permittees and the traveling public. It is in the public interest to regulate the design, construction, drainage and maintenance of accesses, local roads, utility facilities, and other property and structures within the state highway right-of-way in order to preserve safe and reasonable access, safe and convenient passage of traffic, as well as protect the structural integrity of the highway.

As noted in the Traffic & Operational Alternatives Analysis technical report, future traffic projections were based on regional growth rates from both Adams County Transportation Planning Organization and York County Planning Commission. The growth factors used to develop traffic projections was 1.05% up to the opening year and 1.21% up to the design year (2042).

B4. Fred Wilke

No address given

I'm Fred Wilke, W-I-L-K-E. I'm not a speaker so to speak and I was gonna come up here and Iwas gonna plan on bashing all the Administrations that got usthis far, but I'm not going to do anything there exceptmake enemies. So I will just talk about my personal concernshere.

As for the Wilke property, it will destroy whatwe have worked for towards for 50 years. The turnabout is going right into our property and along our property andtaking acreage away from us. Currently you plan to take a road frontage along with acreage. We will then have to put upwith the excess noise of trucks gearing down, destruction of wildlife in the area, pollution and litter.

Now, I'd like to say a little bit about thelitter. I maintain a road frontage along my property on both sidesof the road. That's a state road. They do a sloppy job and every time I mow it I got to stop what I'm doing to clean up the mess and I can't imagine that it's gonna be any better on the Eisenhower Drive. There's so much litter you just can't believe it.

We have no choice in the outcome, because if wedo not want to sell, you will take our property by eminentdomain. The remainder of our property will be less resalevalue forever. We also get rent from a local farmer for theacreage that's been a success as well asthe farmer. When taking our land who pays the cost of having the deed redone andeverything else that will need tobe redone. Certainly, I certainly do not want to pay the same taxes as I am paying now and nothave the acreage I havenow.

Also, what I'd like to say by this eminent domain when you stop and think about it and all this other stuffthat's going on, this is kind oflike socialism. It is being forced on you. So, think about it folks. I'm done.

B4. Response:

Thank you for your comment.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

B11. Robert Miller

3176 Hanover Pike, Conewago Township

Good evening My name is Robert Miller. 3176 Hanover Pike, Hanover, Conewago Township. I've been a resident of Conewago Township for 48 years and the owner of a business located on Main Street, McSherrystown for 33 years. During my business term on Main Street I've participated in and observed the development and growth of the traffic and traffic problems there.

Based on my years of traveling in the area subject to this hearing that is State Routes 94 and 116, which are locally known as Carlisle Street, Third Street, Main Street, Hanover Road, I can attest to the fact that the major area of congestion is Main Street, McSherrystown. The congestion on Main Street has existed for more than 30 years and during that time it has been ignored.

The 20-plus years of planning studies have always focused on the desire of the planners to do a bypass of McSherrystown rather than consider an implement of traffic controls on Main Street.

It seems as though none of the planners could ever see the realities of controlling theactual traffic on Main Street and here we go again wanting tospend 47-plus million dollars and consume hundreds of acres of prime agricultural land.

I am sure much time, money and resourceswere expended to develop the lengthy environmental assessmentreport on which the Eisenhower Extension Projectis based. The Section 2.1 is called existing roadwaynetwork lists: "The following intersections are currently operatingunacceptable; Main Street and Fifth Street unsignaled; Main Street andsecond street, unsignaled; High Street and Kindig Lane, unsignaled."

While I agree and that everyone knows the High Street, Kindig Lane is a tragedy waiting to happen. Everyone who would drive, I'm sorry, anyone who would drive Main Street during peak hours would quickly tell you that the real intersection problem on Main Street is at Third Street, not Fifth or Second. This is a major underlying fallacy of the Eisenhower Drive Environmental Assessment. They missed the boat.

This oversight tells me that the real facts of the area were not utilized, but rather someone's desire to achieve a particular objective as so-called traffic experts been awake over the last 30 years, they would have moved many years ago to install a traffic signal at the intersection of Main Street and Third Street. This is what is really needed to control the traffic on Main Street.

As a point of reference -- okay. I'm running out of time. I'd like to make a reference point here, but I'm going to jump onto something else here. I will be submitting this in writing. I'd also -- I'm going to say this. The intersection at 194 and Mount Pleasant Road, which was a problem for many years, a traffic signal was put up there. That's been corrected. This is why we need a traffic signal on Main Street.

So, anyway, both Borough of McSherrystown and Conewago Township have made statements and I'm attaching those to my presentation or to what I'm submitting in opposition to these. So I won't read that and save time here.

There's a simple solution tocorrecting the unacceptable operation of these three intersections outlined above: One, install a traffic signal at the intersection of Main Street and Third Street of McSherrystown. This will alleviate the deeply diverted traffic to MainStreet and Second to Main Street and Fifth Street, because everybody tries to work around. If you know you can get through the intersection, you'll go there. Second, install a traffic signal at the intersection of High Street and Kindig Lane. People can get through.

In conclusion, I ask Pennsylvania Department of Transportation to not waste 47-plus million dollars and hundreds of acres of agricultural land, but insteadredirect the funds needed to an approach to accomplish effective traffic control in McSherrystown and the intersection of HighStreet and seven seconds, I'll tell you I came through that intersection this evening, Third Street, in 30 seconds. It was a timing thing. Okay? Where is the cost benefit analysis by the way for this particular project? Thank you very much.

D11. Robert W. Miller

3176 Hanover Pike, Hanover, Pa 17331

February 23, 2022

I have been a resident of Conewago Township for 48 years, and the owner of a business located on Main St., McSherrystown, Pa. for 33 years. During my business term on Main St., I participated in and observed the development and growth of the traffic and traffic problems.

Based on my years of traveling in the area subject to this hearing, that is "SR 0094 and SR 0116 which are locally know as Carlisle Street, and Third Street, Main Street, and Hanover Road", I can attest to the fact that the MAJOR AREA OF CONGESTION IS MAIN ST., McSHERRYSTOWN! The congestion on Main St. has existed for more than the 30 years, and during that time it has been IGNORED. The 20 plus years of Planning Studies have ALWAYS focused on the desires of the planners to do a By-pass of McSherrystown, rather than consider and implement traffic controls ON MAIN ST. It seems as though none of the planners could EVER SEE the realities of controlling the actual traffic flow ON MAIN ST. AND HERE, WE GO AGAIN, WANTING TO SPEND \$47 plus Million dollars and consume Hundreds of Acres of Prime Agricultural Land.

I am sure much time, money and resources were expended to prepare the lengthy Environmental Assessment report on which the Eisenhower Extension Project is based. Section 2.1 Existing Roadway Network lists "The following intersections are currently operating unacceptably:

- Main Street and Fifth Street (unsignalized)
- Main Street and Second Street (unsignalized)
- High Street and Kindig Lane (unsignalized)"

While I agree that everyone knows the High Street and Kindig Lane is a tragedy waiting to happen, anyone who would drive Main St. during peak hours would quickly tell you that the Real Intersection Problem on Main St. is at Third Street, not Fifth or Second. This is a major underlying facility of the Eisenhower drive Extension Project Environmental Assessment. This oversight tells me that the real facts of the area were not utilized, but rather someone's desire to achieve a particular objective. Had the so-called traffic experts been awake over the last 30 years, they would have moved many years ago to install a traffic signal at the intersection of Main St. and Third Street. This is what is really needed to control the traffic on McSherrystown.

As a point of reference, I would like to point out another Conewago Township intersection that was Operating Unacceptably—that is the intersection of SR0194 and Mt. Pleasant Road. I live near this intersection and travel thru it twice a day for nearly 30 years, and always "holding my breath" in hopes that I was not an accident victim. Several year ago, a traffic signal was installed. Now all those who pass through it can do so with security and within a reasonable time.

Even if the Eisenhower Drive Extension Project were to be carried out, Main St. McSherrystown would see very little traffic decrease, as it is the main feeder street for some 50 plus businesses; 3 Schools, 2 Churches, the Post Office and the Borough Office.

Please consider the following items of evidence that the proposed Eisenhower Drive Extension Project does not meet the approval of the Municipalities which are most directly affected:

• February 27, 2020—Borough of McSherrystown letter stating "we strongly encourage that you take great caution in your contemplation of the project and in doing so reject the progression of each of the current plans (SC and TSM) and move to redesigning the project with a more reasonable and acceptable growth pattern which will allow emergency service, the school district and area utilities; and finally the residents of the area time to deal with the impact of that growth in a more measured way." (See copy attached)

• March 24, 2020—Conewago Township letter stating, "the Board of Supervisors support the No Build Alternative and propose that other nonconstruction alternatives, "such as alter:ng traffic patterns, increased signalization, etc." be utilized to achieve the desired goal of relieving intermitting traffic conge5tion..." (see copy attached)

There is a simple solution to correcting the "unacceptable operation" of the three intersections outlined above:

- 1. Install a traffic signal at the intersection of Main St. and Third Street, McSherrystown, this will alleviate the diversion of traffic to the Main St. and Second Street and Main St. and Fifth Street intersections.
- 2. Install a traffic signal at the intersection of High St. and Kindig Lane, Hanover. In conclusion, I ask the Pennsylvania Department of Transportation to NOT waste \$47 plus Million and hundreds of acres of prime agricultural land, but instead REDIRECT THE FUNDS NEEDED to an approach to accomplish effective traffic control in McSherrystown and the intersection of High Street and Kindig Lane

Robert W. Miller 717-676-6180

B11 & D11 Response:

Thank you for your comment.

Transportation System Management (TSM) and Operations is defined as a "set of strategies to optimize the performance of operations of an existing infrastructure through implementation of multimodal, cross-jurisdictional systems, services and projects designed to preserve capacity and improve security, safety, and reliability of a transportation system." Intersections were identified for analysis / improvements based on historic traffic and safety data, as well as field observations by the project team. Initial observations of the unsignalized intersections within the Borough of McSherrystown showed that these intersections operated similarly to each other. This included efficient operations along SR 0116 and less than efficient operations at the stop-controlled side streets, especially during peak traffic periods. The intersections of 2^{nd} Street and 5^{th} Street were identified for further studies as 2^{nd} Street provided a regional connection to the north and 5^{th} Street provided a regional connection to the south. While the 3^{rd} Street intersection also provided a regional connection to the south, the 5^{th} Street / Blettner Avenue corridor provided a more direct connection to the west side of Hanover Borough, as well as connections to industrial centers along Blettner Avenue and Ram Drive. Also, standalone intersection improvements to just 3^{rd} Street and Main Street (SR 0116) would not meet the project purpose and need. Improvements at this one intersection would not reduce congestion, improve levels of service, or provide better roadway connectivity throughout the project study area, including SR 0094 and SR 0116.

Build alternatives consisted of a variety of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersections that warrant a signal based on the projected levels of service.

Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety.

Per Section 3.3, Table 1 Alternatives Analysis Summary, TSM: Based on the detailed resource evaluations, input from the local community, and coordination with agency representatives, the TSM alternative was dismissed from further studies. Justification for dismissal was previously discussed in the Detailed Alternatives Development and Evaluation writeup. In addition, the TSM Alternative falls short of addressing a key element of the purpose and need for the project, safety. The predicted number of crashes is expected to be 3% higher when compared to the No Build conditions.

B12. Jeanne Smith

I have a few observations regarding this proposal. You're gonna spend 30 million dollars to create new roadways in Adams County. This is to bypass around McSherrystown, but just Main and Elm Streets. Supposedly this is to limit the many accidents on those streets. Really? Are there a disproportionate number of accidents on those streets compared to other streets in the area? The police log for January, according to Gettysburg Times, did not record traffic accidents for Main Street, just domestic disturbances and they were on North Street. Although there was an accident on Main and Fourth Streets this week. That would be one accident.

This is going to create more roads to be maintained and plowed and policed. Several housing developments in the building stages around Hanover as we speak have already developed additional roadways to be dealt with. This preferred alternative, according to your website, will include two-lane roads with accompanying side areas, bridges, traffic signals, three roundabouts and realignments to name a few improvements. All this for 30 million dollars. This will take a few year and in all probability that price will increase due to inflation and other issues that arise.

Do you actually think this is a sound investment given that there are many roads in our area that already need improvement to be safe? Not to mention the bridges already in use that are need of repair. Think what that amount of money could do to improve our already existing problem areas. Just this morning I heard there will be a project costing three and a half million dollars for a bridge on Route 116 and that will take at least two years. How many bridges and roundabouts, not to mention barriers and other constructions can be built using 30 million bucks.

What will you do when the two roads of traffic feed into Route 116 leading to Gettysburg? When you come back in a few years, you might decide that you need move more houses and more farmland to enlarge that roadway. Is this just the beginning of your improvements? That roadway will lead inevitably to the Historic Battlefield area. That issue will be nonstarter because of the Battlefield's significance.

Again, according to your website, there are a significant number of vehicle crashes in the area. There are no figures mentioned in that study for the public to see. There was one recorded accident last week on Main and Fourth. One accident, not a significant amount given that accident will occur when you have drivers on the road.

Wouldn't traffic signals limit the problems on Main Street? Perhaps Mount Pleasant Road and Main Street? Why are you not trying a less evasive, less costly method of controlling traffic instead of tearing

up people's lives and homes? This seems excessive to me. Yes, there is traffic on Main Street as there is on any street at certain times of the day. Waiting for a few cars to pass so you can enter those streets does not appear to be a great hardship when compared to uprooting people's lives for the sake of a few minutes wait time. Just yesterday I did have to wait for six cars to pass before I could enter Main Street from a side street. It wasn't a huge problem.

Keep in mind that this is rural Adams County, not a metropolitan area. There are many other traffic problems in Hanover that have longer wait times for traffic to flow smoothly. Try studying traffic patterns on Carlisle Street and Berwick. These areas are very congested.

Environmental concerns do not seem to bother you either. You have acknowledged that this is an historic area, which has listings on the National Registry of Historic Places. What happens if when you're tearing up the land for your project, you run into artifacts of anything let's try that again. Your website states that a large proportion of the projected area contains a high probability for historic or prehistoric archeological resources. Are you going to ignore that when you tear up the land? Once you tear up that land, you can't go back. You can't back out of it and then what about sinkholes? This area does have history of sinkholes.

Your comment that this will inconvenience a few people is inaccurate. You should have amended that to say these people. The landowners in question whether they own farmland or personal property have purchased it, paid taxes on it, have sweated over it, maintained it for generations. Have you even walked to the areas in question? Spoken to each individual who will lost property? Have you seen the backyards and fields which will be diminished by the project? As the residents of Sherry Village understand, they will have some sort of sound barrier to look at on their property forever. Already several farms have been sold to developers, which will of course mean more roads for the township to police and upkeep. Why are we even considering adding to this burden for the sake of creating a faster way to get to the shopping mecca of Eisenhower Drive?

Once the farmland is gone, where will your food be grown? We are described as rural America, but for how long? Adams County is building a great agricultural region, but that could change drastically with the inroads limiting farmlands. One of your proposals was to -- was eliminated by 50 plus homes were on the chopping block. Since this present proposal deals primarily with farmland some things are better proposing.

Farmland is just as important as the land on which the houses are built. Next part, I will just sign. Thank you.

B12. Response:

Thank you for your comment.

As noted in Section 3.0 Project Development of the Environmental Assessment; improvements to local roads were considered through the development of a Transportation Systems Management (TSM) alternative. This alternative consisted of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall

traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersection that warrant a signal based on the projected levels of service.

Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety. The predicted number of crashes for the TSM would be approximately 3% higher when compared to the No Build conditions. Conversely, the predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative.

The proposed project will address the following needs as presented in Section 2.2 Purpose and Needs of the Environmental Assessment:

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

Regarding Geology: Regarding Geology and Groundwater: PennDOT Publication DM-1B and PennDOT Publication 293 provide quidance regarding subsurface investigations for PennDOT Projects. The processes are recommendations; however, each project is different and investigations during the process will vary depending on the project itself. Specific to the Eisenhower Drive Extension Project, initial evaluations of the study area were performed during the alternatives analysis phase of the project. Domestic wells and karst geology are noted within or adjacent to the preferred alignment. Per the Environmental Assessment, PennDOT will complete subsurface investigations to identify karst and groundwater features, as necessary, during the final design phase of the project and will minimize and/or mitigate impacts to these resources through the use of erosion and sediment controls, post construction stormwater management, well monitoring, and well abandonment and replacement if needed. If karst features are identified and are determined to impact the stability of a specific area, and cannot be mitigated for, the alignment could be modified to account for such situations. It is also important to note that PA Department of Environmental Protection (PA DEP) will look at the environmental impacts of the project during permit review and will address concerns regarding geology and groundwater at that time. PennDOT will implement minimization and mitigation efforts as dictated by the permit requirements.

Regarding the traffic and safety comments: Traffic operations were summarized in the Environmental Assessment and discussed in more detail as a part of the Traffic & Operational Analysis report. Refer to Section 2.3.3.3 for a summary of existing crash data and Section 3.3 for the safety analysis of the various alternatives. If interested, the public can access crash data via PennDOT's Pennsylvania Crash Information Tool (https://crashinfo.penndot.gov/PCIT/welcome.html) to see crash statistics on the roadways within the project corridor. For study purposes, PennDOT utilizes the previous 5 years of available crash data for their analyses.

Historic Registry Properties: PennDOT and FHWA followed the National Historic Preservation Act (NHPA) Section 106 Process which resulted in the agreed upon resolution of Adverse Effect to Historic Properties and ultimately the execution of a Memorandum of Agreement (MOA) with identified mitigation measures agreed upon by FHWA, PennDOT, the PA State Historic Preservation Office (SHPO), and the

consulting parties. The MOA is located in Appendix E of the Environmental Assessment, and within the Draft Individual Section 4(f) Evaluation, Appendix C, found in Appendix H of the Environmental Assessment.

Regarding Archaeological resources: Per Section 4.2.2 Archaeological Resources of the Environmental Assessment, the archaeological investigation was conducted in accordance with Section 106 of the National Historic Preservation Act (NHPA), 36 CFR800, and Executive Order 11593. A Phase I Identification Survey along the entire Alternative 5C corridor was conducted, and a Phase II evaluation was conducted on a portion of the Area of Potential Effect as determined by the Phase I survey. No features were found in the Phase II evaluation. The PennDOT archaeologist, acting on behalf of FHWA, determined that Alternative 5C and the No Build would not affect National Register of Historic Places (NHRP) eligible or listed archaeological resources. Potential alignment modifications during final design will be reviewed to determine if additional testing is required. The archaeological report is available in the Project Technical Files.

Regarding late discoveries: The MOA, found in Appendix E of the Environmental Assessment, states in Part B, if any unanticipated discoveries of historic properties or archaeological sites are encountered during implementation of the undertaking, PennDOT shall suspend working 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 Advisory Council on Historic Preservation (ACHP), the PA State Historic Preservation Office (SHPO), and, if applicable, federally recognized tribal organizations that attach religious and/or cultural significance to the affected property. The PA SHPO, 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.

Regarding property acquisitions / right-of-way: The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.

- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Regarding Agriculture: Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Regarding development:

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

B14. Adam Smith

Hello I'm a resident of Oxford Avenue whose family will be greatly affected by this egregious abuse of eminent domain. Many people fought hard to get this item off the agenda in the past and it was with great surprise that my family learned on the 11 o'clock news that our house was in jeopardy once again. I have begged for some sort of transparency since this process began. However, last time a meeting was held here, I found out I had been lied to.

Despite being promised for years that no one would lose property along Oxford Avenue, my two neighbors were wiped off the map and I had to report it to them. Then the representative told me when I inquired about the security of my property and the neighbors, that there are always slight adjustments when it comes to roundabouts. To think my three sons, wife and our neighbors' houses that we have owned for generations are slight adjustments are the epitome of greed and a slap in the face. PennDOT spokesman stated on the news that the only people who would benefit from this are the developers. Unfortunately, I know the Golden Rule. He who has the gold makes the rule. Thus, to the representatives here this evening who fought hard after this proposal was removed from the project plan to make a workable concept after what has been termed a COVID pause, which is clearly a farce, shame on you.

This was done out of the eye of the public with no solid evidence and with the TSM proposal that was specifically designed to approve funding, not a tangible option. The first time I brought this up at a Township meeting three years ago, the Supervisor told me that I was crazy to think my neighbor's and I's properties were in danger, there were so many better options and other availablelands, right? And I still can't get an answer to why people would lose homes for fiveminutes of travel. The guy in the

back walked away from me right.

To me, this is greed, and we oppose this extensionand I believe it's absolute insanity that people can losetheir hard work, land and homes for three minutes of travel acouple times a day. Thank you.

B14. Response:

Thank you for your comment.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

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- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

As noted in Section 3.0 Project Development of the Environmental Assessment, improvements to local roads were considered through the development of a Transportation Systems Management (TSM) alternative. This alternative consisted of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most effective compilation of improvements to the existing roadway network which best improves the traffic operations. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. However, based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety. In addition to reducing travel

times, the predicted number of crashes for Alternative 5C would be approximately 6% lower than No-Build conditions and 9% lower than the predicted number of crashes for the TSM alternative. The indirect benefits of Alternative 5C will include a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116 as compared to the No Build and TSM alternatives.

B15. Earle Black

I kind of feel guilty being up here cause I'm here about myown problem. I've owned property here since 1970 out at the endof Brushtown where the first roundabout's gonna go. Then they want to go up through the three acres I have there beside the garage and cut across the sign, go across the driveway and put a million dollar business outof business. Somebody didn't plan too good when there's over 200 feet of road frontage that they could move the entrances around instead of trying to take the signs and the driveway. I mean, somebody's notthinking. If you like at that map back there, the first thing theytake is our property.

Why couldn't you just let the people inMcSherrystown forget that roundabout and McSherrystown and Brushtowngo straight out the way they always do without thatfirst roundabout? I understand some of it, but I can't see whatthis is gonna do to everybody in the Township and it's hard on everybody. So, I wasn't well prepared for this. I'm not a good speaker but thank you.

F4. Earle Black

180 High Rock Rd Hanover PA 17331

I own the property at 5460 Hanover Rd. I live in the region hills off of I94 so as I turned onto High Street at the Eisenhower Ext it took me 7 minutes to get to your meeting at the borough town fire house so what is the big hurry for people to get to Eisenhower Dr. to spend 40 plus million dollars. Maybe 2 traffic lane n McSherrystown and no parking on either side of Main St and create left/ right turn at different side streets might improve traffic flow at the busiest times of the day. That may be a place to start.

Another thought is when you're coming down from Gettysburg, as you get close to the left turn to the bypass, how about a large sign with a left turn arrow and a straight arrow for traffic that wants to go into Brush town or McSherrystown and all the traffic will take the bypass as this time 116 become a one-way road. This will eliminate the 1st roundabout in which that area is partly wetlands the other reason is I own the 3 acres you want to use to get back to 116. I paid 100 thousand dollars for that land with sewer roughly 25 years ago.

The money you would save by eliminating the roundabout, the road and property purchase would save a lot of money which could be used to upgrade Sunday Dr for Conewago Twp which has a fairly new Intersection and Traffic lite. This would give Sunday Dr, centennial Rd and Oxford Ave. access to the bypass with the money's saved would probably pay for the traffic lights in McSherrystown. Thanks for taking the time to read and think about these suggestions.

B15 and F4. Response: Thank you for your comment. The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

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- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Regarding the westernmost roundabout, as currently designed, having existing PA 116 tee into the proposed Eisenhower Drive Extension at a roundabout is a safer configuration than having a stop-controlled or signalized wye intersection at the western end where existing PA 116 meets the proposed alignment. Roundabouts are inherently safer than signalized or stop-controlled intersections in most cases and will provide better traffic flow through the intersection reducing delays.

B18. Adam Jones

Hello, Thank you for taking mycomments. What I'm most interested in is why do we need to build a bypass? What is the traffic that would go from Eisenhower through 116? Because for me the most important thing is the environmental impact. How much how much exhaust would this cause? How much would it damage our climate? Of course, how would it affect my drinking water from our well? And this is more of a question than a comment I suppose; why are we not using the rail line if it's a truck issue and not a passenger car issue? I'm curious if we cannot find a more environmentally safe way to transport goods from point A to point B? That's my biggest concern and if it's an issue of personal travel, then is there other ways that we can possibly build a mass transit system? I am not sure and I don't know how much that has been looked at, but the most important thing to me is that it doesn't damage our air both here or anywhere, our water and of course the wildlife, which has a lot of people did talk about really well and I would just really like to think about what is what causes the congestion and is there a way we can alleviate the congestion without building this in its place? I don't know the

answer, but hopefully we can figure it out. Thank you.

D8. Adam Jones

1053 Irishtown Rd New oxford, PA

I would really appreciate a response adamdavidjones@gmail.com. What are the vehicles that cause congestion? If it is trucks, can't we use rails instead? The problem as I see it is this will cause more climate pollution instead of building mass transit and using less environmentally damaging transit. Let's build mass transit instead. Additionally, the trash that will come from many cars will pollute the land and our well water possibly. The litter is a big problem for me. I do not see how, and east/west corridor helps Hanover borough. The trash and the air pollution is the worst part. This doesn't help our country's climate commitment. 267-208-9904.

B18 & D8. Response:

Thank you for your comment.

The proposed project will address the following needs as presented in Section 2.2 Purpose and Needs of the Environmental Assessment:

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

Vehicles idling in a queue and not driving at a constant speed (i.e., constantly accelerating and decelerating due to traffic signals and congestion) cause more pollution than vehicles moving at relatively constant appropriate speeds along less congested roadway utilizing roundabouts instead of traffic signals (e.g., the Eisenhower Drive Extension).

The majority of the traffic causing congestion are passenger vehicles during the peak traffic hours. Trucks make up less than 10% of the traffic and, while playing a factor, are not the cause of the congestion within the study area. Rail does play a part in the movement of goods; however, it is best for long distance shipping of non-perishable goods and cannot deliver the final mile for the vast majority of shipping.

Regarding mass transit: Rabbittransit currently operates three main fixed bus routes that serve the Hanover area and run within or adjacent to the project area. With regards to ride share programs, Commuter Services of Pennsylvania (1-866-579-RIDE) already offers carpool, vanpool, walking and other options for Adams, Berks, Carbon, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Monroe, Perry, Pike, Schuylkill and York counties. Additional public transportation projects / public transportation funding are at the discretion of the regional metropolitan planning organization.

D1. Donna Baumgartner

3408 Centennial Rd. Hanover 02/22/2022

To whom it may concern:

I am writing about the Eisenhower Drive project. My name is Donna Baumgartner and I live at 3408 Centennial Rd. Hanover which is supposed to become a circle according to the plan. I am a divorced single mother. I have busted my butt to keep this home all these years. I also have a business on the premises for 13 years in May. My business is my only source of income. I have worked very hard on my

business to get where it is now. In the last 3 years I have had winterized, replace the well pump, replace the foot valve in the well and some other parts, redone the shop floor and all also redid 2 bathrooms and had my inground pool redone that alone was \$8,600. If this road come thru, I will lose not only my house but my business as well and it will completely disrupt my life. I will have to start all over. I will need to find a place suitable and money to set it up, also have to be in the same area to keep my clients. I currently have a 3-bedroom house, a separate living area with its own entrance, my shop with its own entrance, a cart port and 2 car garage, an Olympic size inground pool with a pool house and covered deck. I just had my mortgage refinance, and my payment are now \$825 a month you tell me where I will ever find a new place for that amount you can't even rent that cheap. I have 7 animals 3 dogs and 4 cats I will not get rid of. This road will completely uproot everything in my life. Are you going to compensate for all that I'm losing? Fair market value is not going to be enough for me to start over. Please consider all of this in making your decision its not just a bypass it is my life.

Donna Baumgartner

D1. Response:

Thank you for your comment.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

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- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

D2. Belinda and Kevin Nagle

293 Jonathan Drive, Mcsherrystown, PA 17344

I vote no build!

- Poor air quality in my neighborhood/ Yard with the tractor trailer traffic immediately behind my yard. I moved to a suburb and property to backed up to farmland for this reason. Asthma in our family.
- 2. I'm for preserving green space + farmland.

I say, "Don't Build!"

The benefit doesn't outweigh the cost to all these people affected by it

D2. Response:

Thank you for your comment.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

Per Section 4.3.2 – Air Quality of the EA document, the preferred alternative will meet all applicable air quality requirements of NEPA (carbon monoxide, particulate matter, mobile source air toxins, and greenhouse gases), and, as applicable, federal and state transportation conformity regulations. As such, the preferred alternative will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of U.S. National Ambient Air Quality Standards (NAAQS).

D3. Jim Fletcher

Hanover, PA

\$34 million is way too much money to spend on (*illegible word*) the minimal amount of traffic in McSherrystown. The greened and dairy farms do not need to be sacrificed for traffic flow to be alleviated. A couple of new lights or circles could help the traffic flow as well. Way too much to spend!!!

D3. Response:

Thank you for your comment.

As noted in Section 3.0 Project Development of the Environmental Assessment, improvements to local roads were considered through the development of a Transportation Systems Management (TSM) alternative. This alternative consisted of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. However, based on

detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety.

D12. Daniel P Colgan

338 Main St McSherrystown, PA February 27, 2020

On behalf of the Borough Council of McSherrystown, Mr. William Smith; President; and under that authority, I am relaying to you the action of a motion passed by our full council at our public meeting on February 12th, 2020 positioning the Borough of McSherrystown against any and all of the plans currently on the table for the project known as the "Eisenhower Drive Extension Project" and presenting that position to you now with the encouragement of revisiting the project planning in its entirety to find a more acceptable route or in lieu of that; that it move forward in planning with what has become known as the "No Build" option.

It is our position that the TSM route will cause negative impacts to the areas around both the area on Rt. 94 in Hanover and (most impactful for our borough) the area on Rt. 116 in McSherrystown, Construction on the downtown section of Carlisle St. (Rt. 94) involves a stretch of road that is closely surrounded by long-handing, historic structures. The proposed stretch of Main St. (Rt. 116) in McSherrystown involves an area that has already-limited street parking and houses that are already dangerously close to the existing traffic lanes. The TSM also presents as ill-advised because it is essentially a "north-south" solution to "east-west" traffic issues.

It is our position as well, that the 5C route causes more problems than it proposes to solve, it directly Impacts at least 76 properties, appropriating at least 45 acres of privately-owned land. This land includes generational family farms and dozens of homeowners in the "Sherry Village" area who were explicitly promised at their time of purchase that there would be no construction in the area directly beyond their homes in the farmland near the village of Edge grove. It also impacts the Wee Care Best pre-school and approximately 100 families their business provides care to.

Not only is the 5C route an intrusion on our area residents' private property, but there is insufficient evidence that it will alleviate the traffic volume in our area. In each of the past two generations, our general area has been sold a bypass" solution" that has become at least as congested as the area it promised to fix. Both RI. 30 in York and Eisenhower Drive in Hanover were presented as "limited access" roadways, but neither remained that way for very long.

They both spurred additional sprawl and the added traffic that only logically followed with it. This project; which has been referred to in some circles as 1he McSherrystown bypass" and described more appropriately in others as "easing the congestion in the southern area of Adams County": we have discovered based on information presented within the past year from the regional Fire and EMS provider: the Southern Adams Voluntary Emergency Services department (S.A.V.E.S.); as well as published positions and testimony by the leadership of Conewago Valley School District; and finally reviews taking into consideration potential property tax increases by proposed residential developments in the township of Conewago specifically contingent on the 5C plan of the commission moving forward: we as an elected body with the action of this motion state firmly that we do not believe that the current plans would accomplish the goal of easing traffic flaw; and more importantly most likely would be

detrimental to the agricultural and historic integrity of the region; and will potentially and exponentially increase the costs of living of the people we represent.

We understand you have already received at least one petition signed by several hundred of our neighboring community members in Conewago Township against both of the proposed plans; it would so appear that those in the direct path of this project would concur with our official motion. It is with that sentiment that we strongly encourage that you take great caution in your contemplation and in doing so reject the progression of each of the current plans (5C and TSM) and move to redesigning with a more reasonable and acceptable growth pattern which will allow emergency services, the school district and area utilities; and finally the residents of the area time to deal with the impact and that growth in a more measured way.

We sincerely hope that you will greatly consider the Boroughs position on this. With the greatest respect.

Daniel P Colgan Councilman; Author on Behalf McSherrystown Borough Council

D12. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Regarding "limited access" roadways. The segments of Eisenhower Drive in Penn Township and SR 0030 in York County that have access along them were not planned and developed as limited access roadways.

D13. Charlotte Shaffer (On behalf of the Conewago Township Board of Supervisors)

Sherry Clayton Williams
Adams County Office of Planning & Development
670 Old Harrisburg Rd #100 Gettysburg, PA 17325
March 24,2020

The Board of Supervisors of Conewago Township is dispensing this letter as a declaration of opposition to the Off-Alignment Build Alternative (5C) of the proposed Eisenhower Drive Extension Project. The Board of Supervisors position is finally committed to the preservation of farmlands, the scenic landscape and to prevent the destruction of the audible and visual attributes within the Township's boundaries. The construction of a new roadway, the Off-Alignment Build Alternative (SC), would not only compromise the rural character within the historic properties of Conewago Township, but it would also consume valuable woodlots, agricultural lands and have potentially harmful impacts on the wildlife habitat and important waterways.

Additionally, construction of a new roadway would require the "right of passage" of over forty-five acres, most of which consist of valuable agriculture. The use of Eminent Domain utilized to obtain seven properties, ten acres of which are actively farmed by three generations of the Smith faintly, who would be forced to endure an irretrievable income loss. Furthermore, the overall footprint would result in disruption, inconvenience, and injure approximately fifty property owners adjacent to the proposed new roadway, not to mention the indirect negative impact on the surrounding communities. It is the opinion of this Board and in the best interest for Adams County as a whole, for ACTPO to redirect the TIP dollars allocated for the Eisenhower Drive Extension project towards deficient bridges, and other safety projects throughout the County.

Although the Eisenhower Drive Extension Project was identified in a study completed in 1997 titled "The Hanover Area Transportation Planning Study," Conewago Township continues to oppose the proposal of said new roadway vehemently. Not only has there been opposition for twenty-three years, but the Board of Supervisors will also proceed firmly positioned against permitting the construction of the recommended Off- Alignment Build Alternative (SQ.

In Conclusion the Board of Supervisors support No Build Alternative and propose that other non-construction alternative, such as altering traffic patterns, Increased signalization, etc., be utilized to achieve the desired goal of relieving intermitting traffic congestion tailored to the individual needs and with tire support of the areas of Hanover, Penn Township and McSherrystown. Conewago Township will cooperate on a regional basis to achieve these goals.

On behalf of the Conewago Township Board of Supervisors, Charlotte Shaffer, Chair

D13. Response:

Thank you for your comment.

Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

As noted in Section 3.0 Project Development of the Environmental Assessment, improvements to local roads were considered through the development of a Transportation Systems Management (TSM) alternative. This alternative consisted of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. However, based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety.

Operational benefits to Alternative 5C include increased safety and operations of traffic within the project study area. The predicted number of crashes for Alternative 5C would be approximately 6% lower when compared to the No Build conditions. The predicted number of crashes for Alternative 5C would be approximately 9% lower than the predicted number of crashes for the TSM alternative. An indirect benefit of Alternative 5C, which also includes improvements to one intersection along existing SR 0116 (Main Street and Racehorse Road/Sunday Drive), is a reduction in average daily traffic of approximately 40% within McSherrystown, and approximately 25% west of McSherrystown. This reduction will result in better operations of the intersections along SR 0116, with no other existing intersection improvements, as compared to the No Build and TSM alternatives. In addition, Alternative 5C will include a reduction in average daily traffic of approximately 25% along SR 0094 within the project study area. A final indirect benefit of Alternative 5C is the anticipated reduction in truck traffic along SR 0116. The new roadway would provide a more direct east / west route for trucks whose origin and destination points include Clarks and Utz, as well as other distribution locations in Penn Township.

D14. Larry Hartlaub

980 Whitehall Road Littlestown Pa 17340

Route 116 Bypass

At the intersection of Rt 116 and West Elm I'd suggest PennDOT purchase Hardees and the property on the south side directly across from Hardees. The additional room would allow a lane to be created going North on New Oxford Avenue to the stone quarry and another lane going East on to West Elm and also turning right on 3rd street.

At the intersection the additional room would also allow a lane to be created to turn left from West Elm South onto 3rd street. The other West Bound Lane would allow traffic to turn right onto New Oxford Avenue as well as going West on Rt116

Any dump trucks or tractor trailers from the Southern part of Hanover, going to the stone quarry are using Third Street, or Mt Pleasant Road to travel to New Oxford Avenue. The by-pass won't eliminate this truck traffic.

I travel through McSherrystown quite often and if you remove Hardees (which could relocate on Eisenhower Drive) and the other building, it will allow traffic to move through the intersection much quicker. Utz Quality Food owns about 500 acres on Mt Pleasant Road so some time in the future they'll build a new plant outside of Hanover. Why spend 30 million dollars and affect a lot of housing and farmland? Thanks

D14. Response:

Thank you for your comment.

The suggested alternative will not meet the purpose and need of the project as defined in the EA document. More extensive improvements would need to be made to meet the project's purpose and need similar to the TSM alternative as discussed in the EA document and dismissed.

As noted in Section 3.0 Project Development of the Environmental Assessment, improvements to local roads were considered through the development of a Transportation Systems Management (TSM) alternative. This alternative consisted of transportation improvements and strategies that enhances the

travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersection that warrant a signal based on the projected levels of service.

Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety.

E1. David and Belinda Vega

February 1, 2022

Dear Mr. Singer:

Please be aware that there is tremendous opposition to the currently proposed 5C option of the Eisenhower Extension Project. Such a project would absolutely decimate the Conewago Township area in Adams County, PA.

Sincerely,
David and Belinda Vega

E1. Response:

Thank you for your comment.

F25. Donald and Sandra Long

710 Beaver Creek Road Hanover PA 17331

March 8, 2022

To whom it may concern.

We are opposed to the Eisenhower Extension Project, alternative 5C our thoughts on a solution are as follows:

#1. add traffic lights at 3rd & Main, at 5th & Main, and at the intersection of kindig & High Street.

*Directional signals, especially at the intersection of SR 116 & Main would be most helpful *

#2. * Restrict parking on the south & north sides of Main Street *

Put in place less expensive, less intrusive, not opposed options first.

These would seem to be the most fiscally responsible solution and the solution that takes into account the will of the people.

our thoughts in opposing are as follows:

- #1. the actions proposed seem to blandly disregard the history of the area.
- #2. exploitation and ruination of acres of irreplaceable fertile farmland.

#3. income reduction and future hardship for families affected. There is no quid pro quo for the farms/families affected and even if it were, the following are of a more important nature.

#4. the very real possibility of ground water contamination caused by allowing this project to move forward is a cause of great concern.

#4a. sink holes are a current problem in the area and this project will encourage more sink holes.

#5. the affect of this project will have on the waterways, especially the Chesapeake Bay, is a cause of great concern. There seems to be little to no

#6. the affect of this project on wildlife in the area is of a great concern. The ecological footprint will be permanently damaged if this project is allowed to move forward.

#7. the monies spent on this project would be better spend in repairing existing roads/bridges in Pennsylvania.

#8. we do not believe that this project will significantly improve traffic flow for anyone... *we travel this route on a regular basis and have almost never sat through an additional traffic light or have been impeded on our flow of traffic. *

if emergency vehicles need room, cars need to know to move to one side of the road ** if it is a time thing, people need to learn to be a little patient.

F25. Response:

Thank you for your comment.

Regarding the addition of traffic signals and movement of parking: As noted in Section 3.0 Project Development of the Environmental Assessment, improvements to local roads were considered through the development of a Transportation Systems Management (TSM) alternative. This alternative consisted of transportation improvements and strategies that enhance the travel capacity of existing roadway networks by improving operation efficiency. The analysis established the TSM alternative as the most operationally effective compilation of improvements to the existing roadway network which best improve the flow of traffic through the project study area. The TSM alternative improvements were developed and analyzed to provide the greatest benefit to the overall traffic operations in the study area and not just one or two specific intersections. New signals and signal improvements associated with the build alternatives are proposed at intersection that warrant a signal based on the projected levels of service. Based on detailed traffic and environmental analysis, the TSM alternative was determined to not meet the project purpose and need as effectively as Alternative 5C, specifically when evaluated on improving traffic congestion and safety. The elimination of on-street parking would allow for better flow of traffic along SR 0116. However, this would not do anything to reduce overall volume or improve traffic operations at intersections along SR 0116.

Transportation System Management (TSM) and Operations is defined as a "set of strategies to optimize the performance of operations of an existing infrastructure through implementation of multimodal, cross-jurisdictional systems, services and projects designed to preserve capacity and improve security, safety, and reliability of a transportation system." Intersections were identified for analysis / improvements based on historic traffic and safety data, as well as field observations by the project team.

Initial observations of the unsignalized intersections within the Borough of McSherrystown showed that these intersections operated similarly to each other. This included efficient operations along SR 0116 and less than efficient operations at the stop-controlled side streets, especially during peak traffic periods. The intersections of 2nd Street and 5th Street were identified for further studies as 2nd Street provided a regional connection to the north and 5th Street provided a regional connection to the south. While the 3rd Street intersection also provided a regional connection to the south, the 5th Street / Blettner Avenue corridor provided a more direct connection to the west side of Hanover Borough, as well as connections to industrial centers along Blettner Avenue and Ram Drive. Select improvements along Main Street (SR 0116) and High Street would not meet the project purpose and need. Improvements as defined in the comment would not reduce congestion, improve levels of service, or provide better roadway connectivity throughout the entire project study area, including SR 0094 and SR 0116.

Per Section 3.3, Table 1 Alternatives Analysis Summary, TSM: Based on the detailed resource evaluations, input from the local community, and coordination with agency representatives, the TSM alternative was dismissed from further studies. Justification for dismissal was previously discussed in the Detailed Alternatives Development and Evaluation writeup. In addition, the TSM Alternative falls short of addressing a key element of the purpose and need for the project, safety. The predicted number of crashes is expected to be 3% higher when compared to the No Build conditions.

Regarding History of the Project Area: PennDOT and FHWA followed the National Historic Preservation Act (NHPA) Section 106 Process which resulted in the agreed upon resolution of Adverse Effect to Historic Properties and ultimately the execution of a Memorandum of Agreement (MOA) with identified mitigation measures agreed upon by FHWA, PennDOT, the PA State Historic Preservation Office (SHPO), and the consulting parties. The MOA is located in Appendix E of the Environmental Assessment, and within the Draft Individual Section 4(f) Evaluation, Appendix C, found in Appendix H of the Environmental Assessment.

Per Section 4.2.2 Archaeological Resources of the Environmental Assessment, the archaeological investigation was conducted in accordance with Section 106 of the National Historic Preservation Act (NHPA), 36 CFR800, and Executive Order 11593. A Phase I Identification Survey along the entire Alternative 5C corridor was conducted, and a Phase II evaluation was conducted on a portion of the Area of Potential Effect as determined by the Phase I survey. No features were found in the Phase II evaluation. The PennDOT archaeologist, acting on behalf of FHWA, determined that Alternative 5C and the No Build would not affect National Register of Historic Places (NHRP) eligible or listed archaeological resources. Potential alignment modifications during final design will be reviewed to determine if additional testing is required. The archaeological report is available in the Project Technical Files.

Regarding Farmland and Property impacts: Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Regarding Geology and Groundwater: PennDOT Publication DM-1B and PennDOT Publication 293 provide guidance regarding subsurface investigations for PennDOT Projects. The processes are recommendations; however, each project is different and investigations during the process will vary depending on the project itself. Specific to the Eisenhower Drive Extension Project, initial evaluations of the study area were performed during the alternatives analysis phase of the project. Domestic wells and karst geology are noted within or adjacent to the preferred alignment. Per the Environmental Assessment, PennDOT will complete subsurface investigations to identify karst and groundwater features, as necessary, during the final design phase of the project and will minimize and/or mitigate impacts to these resources through the use of erosion and sediment controls, post construction stormwater management, well monitoring, and well abandonment and replacement if needed. If karst features are identified and are determined to impact the stability of a specific area, and cannot be mitigated for, the alignment could be modified to account for such situations. It is also important to note that PA Department of Environmental Protection (PA DEP) will look at the environmental impacts of the project during permit review and will address concerns regarding geology and groundwater at that time. PennDOT will implement minimization and mitigation efforts as dictated by the permit requirements.

Regarding Waterway Impacts: The project team understands the concerns regarding potential impacts to immediate and surround watersheds. Per Section 4.1.1 and 4.1.2 of the Environmental Assessment document, PennDOT is considering the purchase of stream and wetland banking credits to offset the

potential impact of 1,311 linear feet of streams and 1.3 acres of wetlands with the development of the preferred alternative. Should mitigation bank credits not be available at the time they are needed for permitting activities, PennDOT will work to define either on-site or off-site mitigation development opportunities or utilize the in-lieu fee program.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

PA DEP and the United States Army Corps of Engineers (USACE) through its approval processes are responsible to review impacts to said resources and require mitigation measures for unavoidable impacts. Mitigation commitments related to stream and wetland impacts will be defined during final design to satisfy 25 Pa. Code, Chapter 105 and Federal Clean Water Act, Sections 401 and 404 permit requirements, in coordination with the appropriate agencies (PA DEP, USACE, PA Fish and Boat Commission (PFBC)). PennDOT will provide appropriate mitigation for impacts as directed through the permitting process.

Regarding Wildlife: As noted in the Environmental Assessment, Section 4.1.8 Wildlife: Based on review of the Pennsylvania Game Commission (PGC) and the Pennsylvania Fish and Boat Commission (PFBC)Wildlife Action Plan Mapping tool, (wildlifeactionmap.pa.gov), "species of greatest conservation need" are present within Adams and York Counties, and include the Allegheny woodrat, North American least shrew, and various bats, birds, reptiles, amphibians, and invertebrates. Because these species are identified by the state as a conservation need, it is assumed they could be considered target species per PennDOT Publication 13M (DM-2), Chapter 20 Wildlife Crossings. A target species is defined as a species that has been identified as the subject of conservation or monitoring actions. However, because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate for this project.

Therefore, while wildlife is present within the project area, particularly within the Plum Creek Corridor, surveys for target species as identified by the PFBC Wildlife Action Planning tool were not considered appropriate for this project based on the surrounding land use being composed of active croplands and developed properties. As noted in Mitigation in Section 4.1.8, PennDOT continues to investigate the use of wildlife crossings and exclusionary devices to protect wildlife within the project area. Mitigation measures will be further investigated in final design and in coordination with the appropriate agencies (Pennsylvania Department of Environmental Protection (PA DEP), PFBC, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE)).

F33. David and Dennis Zinn

731 Edgegrove Rd Hanover PA 17331 February 24, 2022

The purpose of this letter is to formally record that my wife, Denise, and I are not in favor of the Eisenhower Drive Extension Project, Alternative 5C. We believe that it will negatively impact the surrounding environment including farmland, home owners, historic sites, water, and wildlife. We support the "No Build" alternative, and believe upgrades to current roads would solve some of the current traffic concerns.

My wife and I have lived at our current address on Edgegrove Road since 1981, and since the mid-1960's we have hiked and hunted the farmlands and woods that will be directly impacted by this proposed project. We have seen first-hand the urban sprawl - housing projects, new businesses, lost farmland and rural areas, including increased traffic congestion. We agree that improvements must be made for less congestion and better traffic flow, but we don't believe that the Eisenhower extension is the best solution given the circumstances.

An additional road isn't the answer. We believe there are currently a sufficient number of roads which provide plenty of access and thoroughfare both east and west of McSherrystown. We believe the best solution is in updating and improving our current system of roads and bridges that provide access around McSherrystown. Also, we believe that traffic flow directly through McSherrystown could be alleviated with upgrades such as parking restrictions and strategically located traffic lights. From our experience and perspective, the costs and benefits of the Eisenhower Drive Extension Project support the "No Build" alternative. In our opinion, improving the current system of traffic flow is the best decision for all.

F33. Response:

Thank you for your comment.

PennDOT is not responsible for, nor does it control community development. Development is controlled through county and local land use controls and boards such as township planning and zoning, and county comprehensive plans through county planning commissions. However, the preferred alternative is designed to be a roadway with limited access. Historically, new development along limited access roadways is less likely than on roadways with non-controlled access. In addition, many of the farmlands adjacent to the new roadway are subject to various forms of agricultural preservation (e.g., preserved farmland, agricultural security areas, clean and green program) that restrict new development.

Regarding Farmland and Property impacts: Impacts to agricultural lands were minimized to the extent practicable by staying near property lines, avoiding bisecting farms where possible and limiting the corridor width for the proposed alternative. Mitigation for agricultural resource impacts will include just compensation for required right-of-way and easements acquisition, as well as payment of required penalties for removal of land from certain tax assessment programs. See Section 4.1.6 Agricultural Resources of the Environmental Assessment for detailed information regarding project area agricultural resources, impacts and mitigation/minimization efforts.

The project is currently in the preliminary engineering phase and as such the design is still being refined. Consequently, final property impacts and displacements have not been identified at this time. PennDOT notes the design team takes many factors into consideration during the preliminary engineering phase

and does their best to balance impacts to numerous resources / properties throughout the project corridor to the greatest extent possible. Certain factors, situations, and rules limit their ability to avoid property impacts along the project corridor.

Securing the necessary right-of-way/easement will not take place until the environmental clearance process is completed, and the project is advanced to final design. At that time, PennDOT will coordinate with all affected property owners. All property acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964. Additionally, per PennDOT Publication 47, PennDOT provides relocation assistance to displaced residents and businesses such as:

- Providing you with a current and continuing list of decent, safe and sanitary replacement dwellings or a list of business sites which are for sale or lease.
- Providing current information regarding financing, mortgages, interest rates and terms, security deposits, leases, closing costs, typical down payments, taxes, assessments, etc.
- Making referrals to public and private agencies as needed for special problems.
- Making available, especially to handicapped and elderly, transportation to inspect potential replacement housing.
- Making an inspection of the replacement dwelling to determine whether or not it meets decent, safe and sanitary requirements.
- Assisting in making necessary moving arrangements.
- Assisting in the preparation of forms and other documents necessary to receive various relocation payments.
- Ensuring that you receive all monetary benefits to which you are entitled

Regarding Wildlife: As noted in the Environmental Assessment, Section 4.1.8 Wildlife: Based on review of the Pennsylvania Game Commission (PGC) and the Pennsylvania Fish and Boat Commission (PFBC)Wildlife Action Plan Mapping tool, (wildlifeactionmap.pa.gov), "species of greatest conservation need" are present within Adams and York Counties, and include the Allegheny woodrat, North American least shrew, and various bats, birds, reptiles, amphibians, and invertebrates. Because these species are identified by the state as a conservation need, it is assumed they could be considered target species per PennDOT Publication 13M (DM-2), Chapter 20 Wildlife Crossings. A target species is defined as a species that has been identified as the subject of conservation or monitoring actions. However, because of the extensive cover of croplands and developed properties within the project area, a detailed evaluation of project area wildlife species was not considered appropriate for this project.

Therefore, while wildlife is present within the project area, particularly within the Plum Creek Corridor, surveys for target species as identified by the PFBC Wildlife Action Planning tool were not considered appropriate for this project based on the surrounding land use being composed of active croplands and developed properties. As noted in Mitigation in Section 4.1.8, PennDOT continues to investigate the use of wildlife crossings and exclusionary devices to protect wildlife within the project area. Mitigation measures will be further investigated in final design and in coordination with the appropriate agencies (Pennsylvania Department of Environmental Protection (PA DEP), PFBC, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE)).

Regarding Waterway Impacts: The project team understands the concerns regarding potential impacts to immediate and surround watersheds. Per Section 4.1.1 and 4.1.2 of the Environmental Assessment document, PennDOT is considering the purchase of stream and wetland banking credits to offset the potential impact of 1,311 linear feet of streams and 1.3 acres of wetlands with the development of the preferred alternative. Should mitigation bank credits not be available at the time they are needed for permitting activities, PennDOT will work to define either on-site or off-site mitigation development opportunities or utilize the in-lieu fee program.

Erosion and Sediment Pollution Control plans will be designed and utilized to control erosion during construction. Post Construction Stormwater Management (PCSM) Plans will include the installation of facilities to control stormwater created by future improvements. All plans will be designed in accordance with PennDOT, County Conservation District, and PA DEP guidance. A Chapter 102 Individual National Pollutant Discharge Elimination System (NPDES) Permit for Discharges Associated with Construction Activities is anticipated for this project based on the proposed acreage of disturbance and will include post construction stormwater controls to control the volume and to treat the stormwater runoff from the roadway.

PA DEP and the USACE through its approval processes are responsible to review impacts to said resources and require mitigation measures for unavoidable impacts. Mitigation commitments related to stream and wetland impacts will be defined during final design to satisfy 25 Pa. Code, Chapter 105 and Federal Clean Water Act, Sections 401 and 404 permit requirements, in coordination with the appropriate agencies (PA DEP, USACE, PA Fish and Boat Commission (PFBC)). PennDOT will provide appropriate mitigation for impacts as directed through the permitting process.

Regarding History of the Project Area: PennDOT and FHWA followed the National Historic Preservation Act (NHPA) Section 106 Process which resulted in the agreed upon resolution of Adverse Effect to Historic Properties and ultimately the execution of a Memorandum of Agreement (MOA) with identified mitigation measures agreed upon by FHWA, PennDOT, the PA State Historic Preservation Office (SHPO), and the consulting parties. The MOA is located in Appendix E of the Environmental Assessment, and within the Draft Individual Section 4(f) Evaluation, Appendix C, found in Appendix H of the Environmental Assessment.

Per Section 4.2.2 Archaeological Resources of the Environmental Assessment, the archaeological investigation was conducted in accordance with Section 106 of the National Historic Preservation Act (NHPA), 36 CFR800, and Executive Order 11593. A Phase I Identification Survey along the entire Alternative 5C corridor was conducted, and a Phase II evaluation was conducted on a portion of the Area of Potential Effect as determined by the Phase I survey. No features were found in the Phase II evaluation. The PennDOT archaeologist, acting on behalf of FHWA, determined that Alternative 5C and the No Build would not affect National Register of Historic Places (NHRP) eligible or listed archaeological resources. Potential alignment modifications during final design will be reviewed to determine if additional testing is required. The archaeological report is available in the Project Technical Files.

Regarding updating and improving the current system of roads and bridges, traffic lights and parking: Updating and improving the current system of roads and bridges would not meet the project's stated purpose and needs nor would it alleviate the congestion or safety concerns within the project area. Additionally, a TSM Alternative was analyzed and found not to be a viable alternative.

Per Section 3.3, Table 1 Alternatives Analysis Summary, TSM: Based on the detailed resource evaluations, input from the local community, and coordination with agency representatives, the TSM alternative was dismissed from further studies. Justification for dismissal was previously discussed in the Detailed Alternatives Development and Evaluation writeup. In addition, the TSM Alternative falls short of addressing a key element of the purpose and need for the project, safety. The predicted number of crashes is expected to be 3% higher when compared to the No Build conditions.



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ATTACHMENT B: AVAILABILITY OF ENVIRONMENTAL ASSESSMENT AND JOINT PUBLIC HEARING NOTICES



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Public Hearing Scheduled for the Eisenhower Drive Extension Project in Adams and York Counties

01/24/2022

HARRISBURG, PA – The Pennsylvania Department of Transportation (PennDOT) Engineering District 8, in cooperation with the Federal Highway Administration (FHWA) and the United States Army Corp of Engineers (USACE), Baltimore District, will host a Public Hearing on Wednesday, February 23, 2022 at the Southeastern Adams Volunteer Emergency Services (SAVES), 5865 Hanover Road, Hanover, PA 17331, on the Environmental Assessment and Draft Individual Section 4(f) Evaluation documents for the Eisenhower Drive Extension Project in Adams and York counties. Doors open at 5 PM and the Public Hearing begins at 6 PM.

The Public Hearing is part of the National Environmental Protection Act environmental process with the purpose of receiving formal public testimony on the project's Environmental Assessment and Draft Individual Section 4(f) Evaluation documents. The hearing is scheduled to occur within the 45-day public review and comment period for the Environmental Assessment and Draft Individual Section 4(f) Evaluation documents, which began Monday, January 24, 2022 and continues through Thursday March 10, 2022.

There are three options available for presenting testimony at the hearing:

- 1. Public testimony will be taken in the main auditorium before the hearing audience with a stenographer. Individuals giving public testimony are encouraged to register ahead of time at www.eisenhowerdriveextension.com, or by calling Rose Riese with Johnson, Mirmiran, & Thompson, Inc., at (717) 741-6262. At the hearing, registrants will be called upon to speak in the order they were registered.
- 2. Individuals can give their testimony privately in a separate hearing room with a stenographer between 6 and 8 p.m. without prior registration.
- 3. Written testimony can be brought to the hearing, completed at the hearing and deposited in a comment box at the hearing, submitted via the project website, or mailed to Johnson, Mirmiran, & Thompson, Inc., 220 St. Charles Way, Suite 200, York, PA 17402, Attn: Neil Beach. The public may provide comments until 5:00 PM on March 10, 2022.

Individuals presenting public or private oral testimony will be allowed up to five minutes each to deliver remarks. All testimony received at the hearing, oral and written; and written comments received throughout the 45-day public comment period will become a part of the official project record.

The documents will continue to be available for public review during the full review and comment period. The public may view the documents on the project website or in paper copy format at the following locations:

Federal Highway Administration 228 Walnut Street, Room 508 Harrisburg, PA 17101 (717) 221-3461 By Appointment Only

PennDOT Engineering District 8-0 2140 Herr Street Harrisburg, PA 17103 (717) 787-6653 By Appointment Only

Conewago Township 541 Oxford Avenue Hanover, PA 17331 (717) 637-0411

Hanover Borough 44 Fredrick Street Hanover, PA 17331 (717) 637-3877

Penn Township 20 Wayne Avenue Hanover, PA 17331 (717) 632-7366

Oxford Township 780 Hanover Street New Oxford, PA 17350 (717) 624-4544

Mount Pleasant Township 1035 Beck Road Gettysburg, PA 17325 (717) 624-8049

Union Township 255 Pine Grove Road Hanover, PA 17331 (717) 359-7811

Guthrie Memorial Library 2 Library Place Hanover, PA 17331 (717) 632-5183

Adams County Planning Commission 670 Old Harrisburg Road, Suite 100 Gettysburg, PA 17325 (717) 337-9824

York County Planning Commission 28 East Market Street York, PA 17401 (717) 771-9870 By Appointment Only

Copies of the Environmental Assessment and Draft Individual Section 4(f) Evaluation documents will also be available for viewing at the Public Hearing. Representatives from PennDOT, FHWA, USACE, and the consultant project team will also be in attendance.

The public hearing location is compliance with the Americans with Disabilities Act of 1990. Any person requiring additional information or special assistance to participate in the hearing should contact Ben Singer, PennDOT Project Manager at (717) 787-6690 by no later than 4 p.m. on Monday February 21, 2022, to coordinate arrangements.

The Preferred Alternative for the Eisenhower Drive Extension Project is presented on the project website and in the Environmental Assessment. All environmental studies have been completed and are presented in the Environmental Assessment and Draft Individual Section 4(f) Evaluation documents. It is important to receive public feedback at this stage of the project to formally document a thorough evaluation of the preferred alternative and potential impacts, and the opportunity for timely public engagement in the process. The public is encouraged to review the documents and provide written comments over the course of the comment period and/or testimony at the public hearing.

available at (https://www.eisenhowerdriveextension.com/)

MEDIA CONTACT: Dave Thompson, 717-418-5018

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Notice of Public Hearing and Availability of the Environmental Assessment and Draft Section 4(f) Evaluation

EXTENSION PROJECT

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a Joint Public Hearing on February 23, 2022 for the Eisenhower Drive Extension Project in Adams and York Counties. The hearing will be conducted as part of the 45-day comment period on the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation. The public review and comment period will begin on January 24, 2022 and end on March 10, 2022.

Environmental Assessment

The EA analyzes potential environmental impacts associated with the proposed transportation improvements pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative.

Public Hearing

When: February 23, 2022

Where: Southeastern Adams Volunteer Emergency Services (SAVES) 5865 Hanover Road, Hanover, PA

17331

When: Doors Open 5:00 PM
Testimony 6:00 to 8:00 PM

Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website www.eisenhowerdriveextension.com or calling JMT, Rose Riese at (717) 741-6262. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.

For persons interested in the public hearing but cannot attend the live hearing and testimony, the introductory remarks and hearing handouts will be available on the project website, starting at 10:00 am February 23, 2022.

www.eisenhowerdriveextension.com

Public Review and Comment

The EA, Draft Section 4(f) Evaluation Document, and supporting technical files are being made available for public review via the project website at www.eisenhowerdriveextension.com. The EA and Draft Section 4(f) Evaluation Document will also be available for review during normal business hours at the following local government offices (except as noted):

- Federal Highway Administration PA Division / 228 Walnut Street, Room 508 / Harrisburg, PA 17101 / (717) 221-3461 / By Appointment Only
- PennDOT Engineering District 8-0 / 2140 Herr Street, Harrisburg, PA 17103 / (717) 787-6653 / By Appointment Only
- Conewago Township / 541 Oxford Avenue, Hanover, PA 17331 / (717) 637-0411

- Hanover Borough / 44 Fredrick Street, Hanover, PA 17331 / (717) 637-3877
- Penn Township / 20 Wayne Avenue, Hanover, PA 17331 / (717) 632-7366
- Oxford Township / 780 Hanover Street, New Oxford, PA 17350 / (717) 624-4544
- Mount Pleasant Township / 1035 Beck Road, Gettysburg, PA 17325 / (717) 624-8049
- Union Township / 255 Pine Grove Road, Hanover, PA 17331 / (717) 359-7811
- Guthrie Memorial Library / 2 Library Place, Hanover, PA 17331 / (717) 632-5183
- Adams County Planning Commission / 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325 / (717) 337-9824
- York County Planning Commission / 28 East Market Street, York, PA 17401 / (717) 771-9870 / By Appointment Only

Comments concerning the EA or Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM on March 10, 2022 to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PA 17402 | Attn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

All comments received either written or via the website during the designated comment period and at the public hearing will be considered. These comments will become part of the public record associated with this action.

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Any person requiring additional information or special assistance to participate in the hearing should contact Ben Singer, PennDOT Project Manager at (717) 787-6690

Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reunión.







PUBLIC NOTICES

Public Notices

ADVERTISEMENT FOR BIDS

READING TOWNSHIP 2022 CHURCH ROAD IMPROVEMENTS

Sealed bids for Church Road Improvements received by Reading Township at 50 Church Road, East Berlin, PA 17316 on Monday, February 21, 2022 until 12:00 pm. and opened publicly this date at 6:00 pm. Bids may be mailed to the Township Offices at 50 Road, East PA 17316, Church PA 17316, n: Kimberly Berlin, Attention: Kimberly Beard, Secretary Treasurer. The Township assumes no responsibility for bids mailed but not received. The Bid Documents may be obtained at the Reading Township Office, 50 Church Road East Berlin, PA 17316 between the hours of Monday through Thursday, 8:00 am until 4:00 pm and Friday, 8:00 am until 11:00 pm. Any questions please contact the Township Offices at 717-624-4222 Kim Dissinger, tor of Public Director Works Extension 2 or Jason Grim, Roa Foreman, Extension 5. Road

Kimberly Beard Secretary/Treasurer

NOTICE

NOTICE is hereby given that the Township of Freedom, Adams County, intend to adopt two ordinances which amend the per capita tax ordinance and the earned income and net profits tax ordinance. These taxes presently in effect in the Township of Freedom and the per capita tax generates approximately \$3,000 annually and the earned income and net profits tax ordinance enerates approximately \$120,000 annually. The ordinances are intended to be adopted at the Board of Supervisors scheduled regularly meeting on February 9, 2022 at 7:00 p.m. at the Township Building, Township Building, located at 2184 Pumping Station Road, Fairfield. Pennsylvania. A copy of are available at the required by the fee

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PUBLIC NOTICES

BOARD

TOWNSHIP

NOTICE

SUPERVISORS OF

NOTICE

intend to hold a public

hearing on certain amendments to the

subdivision and land

development ordinance

and to the zoning

ordinance. The public

hearing will be held on

February 9, 2022 at 6:30

p.m. at the Township Building, located at

2184 Pumping Station

proposed amendments

to the subdivision and

Subdivision and Land

A. Section 195-21B(5)

is amended to delete the phrase "Collector

B. Section 195-32 is

amended to read as

Stormwater

C. Section 195-46B(4)(a) is

amended to change "10

days" to "100 days." D. Section 195-46C(1)

E. Section 195-46C(2)

is amended to read as

If the Township and the

applicant cannot agree

necessary, the provisions outlined in

Section 510G(2) through

(7) of the Municipalities Planning Code [53 P.S.

(7)] should be followed.

F. Section 195-73B is

amended as indicated:

10510G(2) through

Collector

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Solution time: 21 mins.

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LETSGETTOWORK

LAIR DIOR NYE

P A D A M E S

A C E O M N I U I L S A M A N A N A E Z I N G E R B A D G U Y E N A B L E

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Saturday's answer 1-24

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Chapter 184,

Pennsylvania.

Fairfield,

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Road,

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Chapter

Development.

Streets."

follows:

Management.

"10 days"

days.'

follows:

on the

expenses

reasonable

Township office during schedule currently regular business hours, force in the Township, a copy is on file with the and any real estate tax assessed Gettysburg Times and a against the copy will be on file with home and unpaid at the the Adams County Law time the permit is requested of \$2 and of taxes levied and assessed on the mobile home to be moved." FREEDOM Original Section

PUBLIC NOTICES

Penalties, 917. repealed. H. Section 195-76 is amended to fill the two blank fields with "June 13, 1991," and "13th day of June, 1991," is hereby given that the Board of Township, Aua.

Pennsylvania Supervisors of Freedom respectively.

The proposed amendments to the zoning ordinance are as

follows: Chapter 230, Zoning. In § 230-6:

(1) The definition of "conservation area" amended to read as follows:

Environmentally

sensitive areas with characteristics such as steep slopes, wetlands, floodplains, high-water tables, forest areas, endangered species habitat, dunes, or areas of significant biological productivity uniqueness that have designated been for protection from any activity that would significantly alter their ecological integrity,

balance or character. (2) The definition of "public meeting" amended as indicated: ... under the Act of July 3, 1986 (P.L. 388, No. 84) October 15, 1998 (P.L. 729, No. 93), known as the "Sunshine Act," 65 Pa.C.S.A. § 701

et seq." B. Section 230-10B is amended as indicated: for the ...prepared Township by the Flood n s u r a n c (FIA) Administration dated March 16, 1988 July 22, 2020. The said study...

C. Section 230-60A is amended to change "Section 5912" to "74 Pa.C.S.A § 5911 et seq." D. Section 230-62A(20)(e) is amended to change the reference to "Section 402" to "§ 230-17A(2)." Section

230-62A(29)(a) and (b) are amended to change "by the map in Appendix 5" to "in § ...from the Township 195-8 of this Code."

required by Act of the General Assembly of July 8, 1969, P.L. 130, 230-62A(31)(d) amended as indicated: Section 1 53 Pa.C.S.A. § 8821(d). Such permit shall be issued upon compliance performance standards of Section 1303 and

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25 Caviar

26 Fabric

base

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(Pref.)

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like —

By Eugene Sheffer

PUBLIC NOTICES

"...comply with the performance standards

Section 2003 applicable standards."

I. Section 230-62A(42)(g) is

amended as indicated:

accordance with the performance standards

of Section 1303 and

other applicable standards established..."

J. Section 230-62A(45)(h) is

amended as indicated:

... unless further

restricted by the Board

accordance with Section

1401.PP.10 Subsection

A(45)(k) of this

230-62.

herein."

of Supervisors

... permitted

other applicable standards." expressly disclaims all warranties, Section expressed or implied 230-62A(33)(b) including amended as indicated: limited to, the implied ... conducted warranties compliance with merchantability performance standards of Section 1303 and fitness for a particular purpose. The entire risk other applicable standards." as to the quality of and performance of the Section items of property is with the bidder. 230-62A(41)(h) amended as indicated:

ANNOUNCEMENTS

SPECIAL NOTICES

CORRECTIONS: Gettysburg Times will not be responsible for more than one (1) incorrect Please insertion. check your ad the first day of inser-

IT'S A CLASSIFIED

We will never reveal the identity of the Gettysburg Times classified box holder. However, if you do not want your reply amended as indicated: to go to the specific "...comply with the companies, seal your companies, seal your reply in an envelope addressed to the box holder. Attach a note listing groups companies you do not want the reply to reach. Put the reply and the attached not in an envelope addressed to the Gettysburg Times, Attn: Classified Advertis-ing, 1570 Fairfield Road, P.O. 3669, Gettysburg, PA 17325. If the box number you are answering is held by one of the groups or companies on your list, we will discard your reply.

EMPLOYMENT

HELP WANTED

Gettysburg

HOME DELIVERY

To deliver newspa-pers in Carroll Valley, PA. The route is approx. 2-4 hours/ night, six days a week, starting around 3 a.m. Must be 18+, have a valid driver's license and a reliable with proof of automovehicle with proof of bile insurance. Stop by automobile insur-ance Stop by The ance. Stop by The Gettysburg Times at 1570 Fairfield Road, Gettysburg to fill out an application. Or call 717-253-9403 for more information.

Gettysburg

VAN DRIVER Van Driver Needed for overnight driving at the Gettysburg Candidate Times. will need to have a clean driving record and proof of automobile insurance. Driver will be delivering newspapers and other publications in company vehicle throughout Adams County and northern Maryland. Apply in person at the

Gettysburg Times 1570 Fairfield Road Gettysburg, PA 17325

PRESSMAN The Gettysburg

Times is looking for a Pressman for immediate hire. Strong mechanical skills requested. The right candidate will be a hard worker, be able to lift-up to 25 pounds and work a second shift position with their team. Pressroom/printing experience requested but not required. We but not required. We will train the right person for this position and hope they want to make the position a career, not just a job. The position is full time with healthcare benefits. paid time off, hourly paid time off, hourly

depending pay mechanical skills and experience. Email resume to hhartman@ gettysburgtimes.com or apply in person at Fairfield Rd, Gettysburg,

SHEN CHES

Gettysburg,

Mowing, Trimming Mulching, Weeding, Spring Clean up **Power Washing Snow Removal Junk Hauling** BIGGERWIGE, PA

717-677-4735

1/24

BOB'S

LAWN CARE

tion and hope they

want to make the

position a career, not

just a job. The posi-

tion is full time with

pay depending on mechanical skills and

experience. Email re-

sume to hhartman@

gettysburgtimes.com

or apply in person at

1570 Fairfield Rd,

benefits.

healthcare

BUSINESS **SERVICES**

BUILDING & REMODELING

BYRON K. REXROTH

Building Remodeling & Additions Deck Siding Masonry & Home Repairs 717-334-9465 PA047185

Public Hearing

When: February 23, 2022

Notice of Public Hearing and Availability of the Environmental

Assessment and Draft Section 4(f) Evaluation

Where: Southeastern Adams Volunteer Emergency Services (SAVES) 5865 Hanover Road, Hanover, PA 17331

When: Doors Open 5:00 PM Testimony 6:00 to 8:00 PM Persons interested in providing oral

testimony in public or private can schedule a time at the hearing or by signing up via the project website www.eisenhowerdriveextension.com or calling JMT, Rose Riese at (717) 741-6262. Testimony times will be scheduled in 5minute blocks and can be supplemented with written testimony.

For persons interested in the public hearing but cannot attend the live hearing and testimony, the introductory remarks and hearing handouts will be available on the project website, starting at 10:00 am February 23, 2022.

www.eisenhowerdriveextension.com

for public review via the project website at www.eisenhowerdriveextension.com. The EA and Draft Section 4(f) Evaluation Document will also be available for review during normal business hours at the following local government offices (except as noted):

- PennDOT Engineering District 8-0 | 2140 Herr Street, Harrisburg, PA 17103 | (717) 787-6653 | By
- Penn Township | 20 Wayne Avenue, Hanover, PA 17331 | (717) 632-7366
- Oxford Township | 780 Hanover Street, New Oxford, PA 17350 | (717) 624-4544
- Adams County Planning Commission | 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325
- (717) 337-9824 York County Planning Commission | 28 East Market Street, York, PA 17401 | (717) 771-9870 | By

17402 | Attn: Neil Beach or via the project website at www.eisenhowerdriveextension.com. All comments received either written or via the website during the designated comment period and at

the public hearing will be considered. These comments will become part of the public record associated

requiring additional information or special assistance to participate in the hearing should contact Ben Singer, PennDOT Project Manager at (717) 787-6690

Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reunión.

Federal Highway Administration

Cetty<u>s</u><u>burg</u>

HOME DELIVERY

DRIVERS NEEDED

To deliver newspapers in Carroll Valley, PA.

The route is approx. 2-4

hours/ night, six days a

week, starting around 3

a.m. Must be 18+, have

a valid driver's license

and a reliable vehicle

Gettysburg to fill out an

application. Or call 717-253-9403 for more

Gettysburg

HOME DELIVERY

DRIVERS NEEDED

To deliver newspapers

in the surrounding areas of Gettysburg, PA. The

hours/ night, six days a

week, starting around 3

a.m. Must be 18+, have

a valid driver's license

and a reliable vehicle

with proof of automo

bile insurance. Stop by

The Gettysburg Times at 1570 Fairfield Road,

Gettysburg to fill out an

application. Or call 717-253-9403 for more

Place your ads

and your

confidence in the

Gettysburg Times

CLASSIFIEDS.

We get results!

information.

routes are approx.

information.



US Army Corps of Engineers

ASSISTANT

LAWN & GARDEN Landscape & Hardscape Design & Installation Home & Property Maintenance, Painting & Power Washing, Mowing, Weeding, Trimming, Tree Stump Removal, Clothes Dryer able to lift-up to 25 Vent Cleaning
Commercial & Residential
Licensed & Insured pounds and work a second shift position 717-321-5511 with their team. Pressroom/printing * WE ARE HIRING * experience requested

MASONRY & CONCRETE

YOUNG'S

MASONRY Masonry & Concrete work Quality work.

Small excavation Over 25 years of experience Laborers Wanted 337-3758 PA048155

MERCHANDISE

PETS & SUPPLIES

cot, 1st generation, shots current, health guaranteed, \$74 each. 717-532-6001

in the Classifieds!

1-24 **CRYPTOQUIP**

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AMALOTSA RT PQMA VQZ ITRD

TW PQWRD: KTSAA LHSKHII.

SHOULD HE BE BILLED AS EDDIE SMURFY?

tion. To order, visit www.rbmamali.com, call 1-800-708-7311, ext. 263, or write to Cryptoquip Classic Books, P.O. Box 536475, Orlando, FL 32853-6475. The Cryptoquip is a substitution cipher in which one letter stands for

Section 230-62A(48)(j) SECRET amended as indicated: "...shall supersede requirements of Section 1305.A and 1305.C

230-62A(49)(d) is appropriate performance standards 1303 applicable standards." contained in Section

original Subsection B, regarding challenges to the validity of a land use ordinance raising procedural questions or alleged defects in the process of enactment or adoption, is repealed.

Following the public hearing, the Board of Supervisors intend to consider the adoption of the amendments to the subdivision and land development ordinance and the zoning ordinance at their regularly scheduled meeting.

BOARD OF SUPERVISORS OF FREEDOM TOWNSHIP

PUBLIC NOTICE

The Latimore Township, Adams County Pennsylvania, Board of Supervisors are offering for sale, by online auction, a 2012 Dodge Charger all white in color with the Hemi V8 engine, VIN 2C3CDZAT8CH304703. The vehicle will be sold "AS-IS" with warranty expressed or The 2012 implied. Dodge Charger police decommissioned patrol vehicle. The vehicle has stripped of all police equipment except mounted behind the grill, (inoperable). All and police have markings been removed. There is a 1 inch hole in the roof and the trunk lid where antennas were mounted. This vehicle has been regularly maintained and has a current Pennsylvania inspection sticker good until 10/22.

87, 333. All persons interested in bidding on the 2012 Dodge Charger are required to make bids inquiries using the web auction site "Municibid". Anyone wanting to inspect the 2012 Dodge Charger prior to bidding must make an appointment with the Latimore Township Chief of Police, Victor Woerner, at 717 528-4121. Vehicle located the

The current mileage is

Township Building. The auction for the 2012 Dodge Charger start on January 13, and end

on January 26, 2022.

The Latimore Township Board of Supervisors

ELTZQSASR HBRTL UVT VHD H

Saturday's Cryptoquip: IF A VERY FAMOUS ACTOR VOICED A BLUE CARTOON CHARACTER,

Today's Cryptoquip Clue: A equals E NEW CRYPTOQUIP CLASSIC BOOKS AVAILABLE! 6-book collec-

another. If you think that X equals O, it will equal O throughout the puzzle. Single letters, short words and words using an apostrophe give you clues to locating vowels. Solution is by trial and error. © 2022 by King Features Syndicate, Inc

to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative. **Public Review and Comment**

EISENHOWER DRIVE

EXTENSION PROJECT

2022 and end on March 10, 2022.

Environmental Assessment

associated with

The Pennsylvania Department of Transportation

(PennDOT) District 8-0 and the Federal Highway

Administration (FHWA) in cooperation with the United

States Army Corps of Engineers (USACE) will conduct a

Joint Public Hearing on February 23, 2022 for the

Eisenhower Drive Extension Project in Adams and York

Counties. The hearing will be conducted as part of the 45-

day comment period on the Environmental Assessment

(EA) and the Draft Section 4(f) Evaluation. The public

review and comment period will begin on January 24,

The EA analyzes potential environmental impacts

improvements pursuant to the requirements of the

National Environmental Policy Act (NEPA) of 1969. The EA

analyzes two alternatives, the Build Alternative and the

No Build Alternative, and presents the potential impacts

the proposed transportation

The EA, Draft Section 4(f) Evaluation Document, and supporting technical files are being made available

- Conewago Township | 541 Oxford Avenue, Hanover, PA 17331 | (717) 637-0411 Hanover Borough | 44 Fredrick Street, Hanover, PA 17331 | (717) 637-3877
- Guthrie Memorial Library | 2 Library Place, Hanover, PA 17331 | (717) 632-5183

Comments concerning the EA or Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM on March 10, 2022 to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PA

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Any person

PRESSROOM

DAVIES The Gettysburg Times is looking for a pressroom assistant for immediate hire. Strong mechanical skills requested. The right candidate will be a hard worker, be

will train the right person for this posi-

Fully insured

BICHON POO Puppies, cream & apri-

BUY IT

UNIVERSAL Complete the

8 5 4 6 grid so every row, 4 3 9 7 column and 3 x 3 box contains 5 9 8 every digit from 5 1 to 9 inclusively. 2 6 3 5 5 6 4 2 6 5 8 9 4 3 9 8 6

5 6 8 7 2 4 1 9 3 3 1 9 8 5 6 4 2 7 2 7 4 9 1 3 8 5 6

Previous puzzle

solution

2 7 4 9 1 3 8 5 6 7 3 2 6 4 1 9 8 5 9 5 6 3 8 2 7 1 4 8 4 1 5 9 7 3 6 2 6 8 7 1 3 5 2 4 9 1 2 5 4 7 9 6 3 8 4 9 3 2 6 8 5 7 1 cation DIFFICULTY RATING: ★☆☆☆☆

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- Classifieds Phone: 888.291.0434
- Classifieds Email: classified@mediaonepa.com
- Public Notices/Legals Email: Eslegals@mediaonepa.com



All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Hanover Evening Sun reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The Hanover Evening Sun shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.



Old English Sheepdog pups, AKC, 8 weeks, health guarantee, shots and wormed, very cute! \$950. 717-567-3021

Yellow Lab Retriever Pups: shots & wormed, health guarantee, papers, very cute! \$950. 717-567-3021

Real Estate Homes 🔻





Equal Housing Opportunity All real estate advertising in this sewspaper is subject to the Federal Fair Housing Act of 1968 which makes it illegal to advertise any preference, limitation or discrimination based on race, color, religion, sex, national origin, handicap or familial status or an intention to make any such preference, limitation or discrimination.

This newspaper will not knowingly accept any advertising for real estate which is in violation of the law. Our readers are hereby informed that all dwellings advertised in this newspaper are available on an equal opportunity basis.



Estate Notices

ESTATE ADMINISTRATORS' Nancy M. Maurer a/k/a Nancy M. Mauer

late of Dover Township, York County, PA, deceased.

Letters of Administration for said decedent having been granted to the undersigned, all persons indebted thereto are requested to make immediate payment, and those having claims or demands against the same, will present them without delay for settlement to the undersigned residing at

C/O Kenneth Lee Eckard, Esquire 180 Darlene Street York, PA 17402-5053

Nancy M. Bishop and Edward L. Maurer, Jr., Administrators

Estate of MYROSLAU ANTONY SCHARKO A/K/A MYROSLAU A SCHARKO, MYRON A. SCHARKO, Late of WARRINGTON TOWNSHIP, York County, Pennsylvania

Letters TESTAMENTARY on said estate have been granted to the undersigned. All persons indebted thereto are requested to make immediate payment and those having claims or demands against the same will present them without delay for settlement to the undersigned.

Estate Notices

ALEXANDER JEROME LYSYNECKY, EX-ECUTOR c/o ALEX E. SNYDER, Esquire York, PA 17401

Attorneys: Barley Snyder LLP 100 E. Market Street York, PA

ESTATE NOTICE

ESTATE OF: George W. Baublitz aka George William Baublitz

LATE OF: Penn Township, York County, Pennsylvania deceased

Letters Testamentary of said decedent having been granted to the undersigned, all persons indebted thereto are requested to make immediate payment, and those having claims or demands against the same, will present them without delay for settlement to the undersigned, counsel for the estate.

Dee J. Jones Executrix

Rachel L. Gates, Esquire Gates & Gates, P.C.

EXECUTOR'S NOTICE

Estate of Joann Louise Deffinbaugh aka Joann Deffinbaugh

late of Dallastown Borough, York County, PA, deceased.

Letters testamentary on the last will and testament of said decedent having been granted to the undersigned, all persons indebted thereto are requested to make immediate payment, and those having claims or demands against the same, will present them without delay for settlement to the undersigned residing at c/o 54 N. Duke Street, York, PA 17401

Jeffrey Deffinbaugh and Janis L. Glusco, Co-Executors

Richard R. Reilly, Esquire Attorney

ESTATE NOTICE Estate of Yvonne Walker DuPuy Late of Penn Township, York County, Pennsylvania

Pennsylvania Letters Testamentary on said estate have been granted to the undersigned. All persons indebted thereto are re-quested to make immediate payment and those having claims or demands against the same will present them without delay for settlement to the un-dersigned.

David Allen DuPuy, Executor c/o Matthew L. Guthrie, Esquire Barley Snyder LLP 14 Center Square Hanover, PA 17331

Attorney: Matthew L. Guthrie, Esquire Barley Snyder LLP 14 Center Square Hanover, PA 17331

ESTATE OF WAYNE L. STAHLE ESTATE OF WAYNE L. STAHLE
Late of Conewago Township, York
County, Pennsylvania, deceased
Letters Administration for the Estate
of WAYNE L. STAHLE, late of
Conewago Township, York County,
Pennsylvania, deceased, have been
granted to Dwayne T. Stahle. All persons indebted thereto are requested to
make immediate payment, and those
having claims or demands against the
same will present them in writing without delay for settlement, to the undersigned.

Gillian A. Woodward, Esquire (717) 793-2198 Attorney

Estate Notices

EXECUTOR'S NOTICE Estate of Ronald E. Rife

late of Dover Borough, York County, PA, deceased.

Letters testamentary on the last will and testament of said decedent having been granted to the undersigned, all persons indebted thereto are requested to make immediate payment, and those having claims or demands against the same, will present them without delay for settlement to the undersigned residing at c/o 54 N. Duke Street, York, PA 17401

Fric F Rambo. Executor

Richard R. Reilly, Esquire

Estate of John S. Fulton, Deceased. Late of Chanceford Twp., York County, PA. D.O.D. 5/23/20. Letters of Administration on the above Estate have been granted to the undersigned, who request all persons having claims or demands against the estate of the decedent to make known the same and all persons indebted to the decedent to make payment without delay to Wendy L. Fulton, Administratrix, c/o Kristen L. Behrens, Esq., 457 Haddonfield Rd., Ste. 700, Cherry Hill, NJ 08002. Or to her Atty: Kristen L. Behrens, Dilworth Paxson LLP, 457 Haddonfield Rd., Ste. 700, Cherry Hill, NJ 08002

Public Notices

LEGAL ADVERTISEMENT

Monday, February 7, 2022, 9:00 AM, the Hanover Borough Shade Tree Commission will conduct public hearings on the following tree removals within the public right of ways:

Sycamore Trees mandated for removal by PennDOT:

306 Broadway 616 Broadway 931 Broadway 933 Broadway 935 Broadway 1155 Broadway 1157 Broadway

1211 Broadway Street

All interested parties are invited to attend, and may participate by going to the Hanover Borough Office, 44 Frederick Street, Hanover, Pennsylvania by 9:00 AM.

Notice of Self Storage Sale Notice of Self Storage Sale
Please take notice Capital Self Storage Hanover located at 250 E Chestnut St.,
Hanover PA 17331 intends to hold a
public sale to the highest bidder of the
property stored by the following
tenants at the storage facility. This sale
will occur as an online auction via
www.storagetreasures.com on 2/8/2022
at 12:00PM. Kelli Harwell unit #B016;
Shatara Hendricks unit #E026; Jessica
Reese unit #H040; Kim Crist unit #K010;
Susan Sneeringer unit #K019; Richard V
Gentry unit #L004; Kathryn Chenowith
unit #M026. All property is being
stored at the above self-storage
facility. This sale may be withdrawn at
any time without notice. Certain terms
and conditions apply. See manager for
details.

MEETING NOTICE The South Western School District Board of School Directors has set the following date and time for a Finance Committee Meeting: February 14, 2022 at 7:00 pm or immediately following the Buildings and Grounds Meeting for the Buildings and Grounds Meeting for the matters pertaining to the Committees, and to take any other action on items that may come before the Board. Unless otherwise noted or announced at a later date, these meetings will be held face to face at the District Administration Office Conference Room, 225 Bowman Road, Hanover, PA.

By: Jeffrey A. Mummert, Secretary South Western School District



Notice of Public Hearing and Availability of the Environmental Assessment and Draft Section 4(f) Evaluation

When:

Where:

When:

Public Hearing

Southeastern Adams Volunteer

5865 Hanover Road, Hanover, PA

Emergency Services (SAVES)

February 23, 2022

Doors Open 5:00 PM

Persons interested in providing oral testimony

in public or private can schedule a time at the

hearing or by signing up via the project website

www.eisenhowerdriveextension.com or calling

JMT, Rose Riese at (717) 741-6262. Testimony

times will be scheduled in 5-minute blocks and

For persons interested in the public hearing but

the introductory remarks and hearing handouts

will be available on the project website, starting

at 10:00 am February 23, 2022.

www.eisenhowerdriveextension.com

cannot attend the live hearing and testimony,

can be supplemented with written testimony.

Testimony 6:00 to 8:00 PM

17331

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a Joint Public Hearing on February 23, 2022 for the Eisenhower Drive Extension Project in Adams and York Counties. The hearing will be conducted as part of the 45-day comment period on the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation. The public review and comment period will begin on January 24, 2022 and end on March 10, 2022.

Environmental Assessment

The EA analyzes potential environmental impacts associated with the proposed transportation improvements pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative.

Public Review and Comment

The EA, Draft Section 4(f) Evaluation Document,

and supporting technical files are being made available for public review via the project website at www. eisenhowerdriveextension.com. The EA and Draft Section 4(f) Evaluation Document will also be available for review during normal business hours at the following local government offices (except as noted):

- PennDOT Engineering District 8-0 | 2140 Herr Street, Harrisburg, PA 17103 | (717) 787-6653 | By Appointment Only
- Conewago Township | 541 Oxford Avenue, Hanover, PA 17331 | (717) 637-0411
- Hanover Borough | 44 Fredrick Street, Hanover, PA 17331 | (717) 637-3877 Penn Township | 20 Wayne Avenue, Hanover, PA 17331 | (717) 632-7366
- Oxford Township | 780 Hanover Street, New Oxford, PA 17350 | (717) 624-4544
- Guthrie Memorial Library | 2 Library Place, Hanover, PA 17331 | (717) 632-5183
- Adams County Planning Commission I 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325 | (717) 337-9824
- York County Planning Commission | 28 East Market Street, York, PA 17401 | (717) 771-9870 | By Appointment Only

Comments concerning the EA or Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM on March 10, 2022 to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PA 17402 IAttn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

All comments received either written or via the website during the designated comment period and at the public hearing will be considered. These comments will become part of the public record associated with this action.

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Any person requiring additional information or special assistance to participate in the hearing should contact Ben Singer, PennDOT Project Manager at (717) 787-6690

Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reunión.







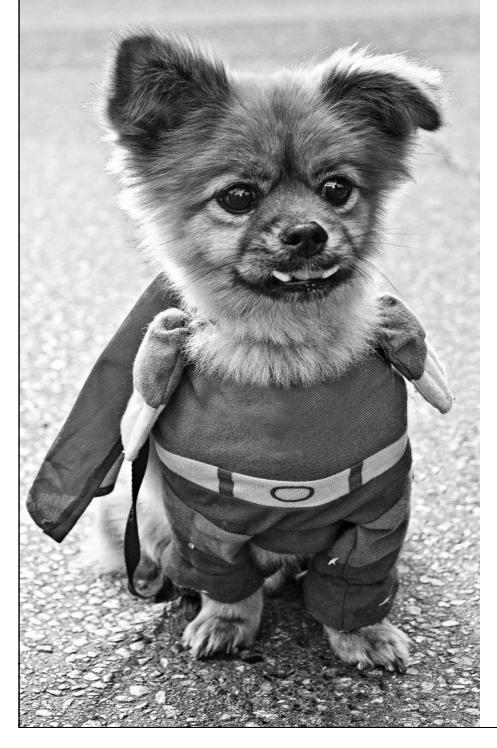


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sified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The York Daily Reces the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The York Daily Record shall not be liable for any loss te that results from an error in or omission of an advertisement. No egirunds for early cancellation of order man are not no mission of an advertisement. No egirunds for early cancellation of order man are not no mission of an advertisement. No egirunds for early cancellation of order man are not not mission of an advertisement. No egirunds for early cancellation of order man are not not many that the notion of the





Biction White Female 1

" was found on Jan 8th F
York nr. PetSmart. We ar
scate the foster home she
call Owner at 240-299-2019



Old English Sheepdog pups, AKC, 8 weeks, health guarantee, shots and ormed, very cute! \$950. 717-567-302



Cemetery Lots



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Homes \langle







Meeting Notice

		andards & Curriculum Committee
Meeting Dates	Time	Location
March 21, 2022	5 p.m.	Ronald Provard Education Center, Board Ro
June 6, 2022	5 p.m.	Ronald Provard Education Center, Board Ro
October 3, 2022	5 p.m.	Ronald Proyard Education Center, Board Ro
November 21, 2022	5 p.m.	Ronald Provard Education Center, Board Ro
	Com	munications Committee
Meeting Dates	Time	Location

May 16, 2022 5 p.m. Ronald Provard Education Center, Board Room October 17, 2022 5 p.m. Ronald Provard Education Center, Board Room Meeting Dates Time Location
December 5, 2022 6:30 p.m. TBD

Real Estate Rentals

Storage & Services

PUBLIC AUCTION
EMIGSVILLE STORAGE RENTAL
3265 OTTERBEIN AVENUE
EMIGSVILLE, PA
TUESDAY, Jan. 25, 2022 9:00 AM
FOR NON-PAYMENT OF
STORAGE-CASH ONLY
BIGG, UNIT 40A
BRITTANY ARBOGAST
BIG CLIMIT 11

Recreation 2

Estate Notices

EXECUTRIX'S NOTICE

ESTATE OF: MERLIN WALTER GROSSMAN, JR., AKKA MERLIN W. GROSSMAN, JR.
LATE OF: YORK HAVEN BOROUGH, deceased c/o 2025 E. Market Street York, Pennsylvania 17402

EXECUTRIX: CINDY S. MANSBERGER ATTORNEY: RICHARD H. MYLIN, III, ESQUIRE

Co-Administrator's Notice

Estate of Donald M. Donahue Late of Fawn Township, York County, Pennsylvania, Deceased.

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Public Notices Public Notices

requested cales.

Can Start 2012-0016 - An appeal to November 24, 2021 coning officers determination regarding Section 33-51 coning officers determination regarding Section 33-51 Angeles Collaro, Docated at 2500 Easimon Bed, York R. 19422. The application of the seven (7) conditions placed on the application of Section 1942 of the 300 Collaro, Docated at 2500 Easimon 1942 (1942). The application of the seven (7) conditions placed on the application of CO-2021-056(1) for the above-mentioned property. The pre-centification for CO-2021-056(1) for the above-mentioned productions placed on the above-mentioned property. The control of Collaro 1942 (1942) and control of CO-2021-056(1) for the above-mentioned property. The pre-centification of the control of CO-2021-056(1) for the above-mentioned property.

the above-mentioned property.

Zes 700-2202-2001 — An application
Zes 700-2202-2001 — An application
Zes 700-202-2001 — An application
Zes 700-2002-2002 — An application
Zes 700-2002 — A

use for above-mentioned projectly.

See Survain 2020 2020. An appeal to the November 8, 2021 zoning officers detrained to the survain 2021 soning officers depermitter following the property of the prope

All interested persons are invited to appear and be heard. Applications and documents may be examined at the Springettsbury Township. Wastewater Treatment. Plant. (Temporary, Administration Building) at 3501 N. Sherman Street Ext, York, PA 17405 by appointment.

provide a reasonable accommodation.

SEALED BIDS WANTED

Sealed bids for fabrication, delivery, and placement of a precast concrete box culvert will be received online via the Pennitid Program by the West to the Pennitid Program by the West Tools, York Courty, Pennsylvania until 10:00 a.m., Wednesday, February 16, 1022.

2022.

Documents for the America Station Road Chart Releasement as suitable online and at no cost at www as the confirmation of the confirmation o

Middael Bowensox, Marsiger

CHANGE DO RAME

NOTICE is hereby given that on Juruary

31, 2022, a petition for change of name was filed in the York Courty
decree to change the name of Muhimmad

Obstruiji Movemba to Olstunji

To Court her Suder the day of Machine

29, 2022 at 9 am in Courtroom 47002,

Orth Courty Judical Centre, as the petition when and where all persons interested may appear and show coaks, and interested may appear and show coaks, and petitions when and where all persons interested may appear and show coaks, and petitioners should not be granted.

said petitioner should not be granted.

Springettsbury Township
Zoning Hearing Board
Notice of Public Hearing
Notice is hereby given that
Notice is hereby given that
Hearing Board will hold a public
hearing on Thursday, February 2nd,
2022 at 600 P.M. at the York Avea Fire
and Recuse Budding, 30 Commons
act upon the following requested
cases:

Drive York, PA 17400 To hear andore respons to the following requested support to following requested support to following requested support to the following requested repeated to the zening officer's an appeal to the zening officer's an ap

Sherman Street Ext. York. PA 17406 by appointment. Any person with a disability requiring a special accommodation to attend a meeting should notify the secretary at 71-757-3521 as early as possible, but not later than three working days prior to the meeting. Springettsbury Township will make every effort to provide a reasonable accommodation.



Public Notices

er passage of the following Bill at a fu-tilities 17 - 48 immediate as public that is a futilities 17 - 48 immediate as public that is a futilities of the futilities of the

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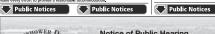
Public Notices

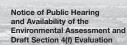
Springettsbury Township – Zoning Hearing Board Notice of Public Hearing

PA 17466 by appointment.

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The Pennsylvania Department of Transportation (PennODT) District 8-0 and the Federal Highway Administration (FirMA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a Joint Public Hearing on February 23, 2022 for the Elsenhower Drive Extension Project in Adams and York Countles. The Reading will be conducted as part York Countles. The Reading will be conducted as part Port Accounts and Provided Pro

EXTENSION PROJECT

Definition as the Preference Averagement Public Review and Comment
The EA, Draft Section 4(f) Evaluation Document, and supporting technical files are being made available for public review via the project website at www.eisenhowerdreviexetension.com. The EA and Draft Section 4(f) Evaluation Document will also be available for review during normal business hous: at the following local government offices (except as noted):

FINDING WORK

SHOULDN'T BE WORK.

ZipRecruiter

Get started by visiting

jobs.usatoday.com

Where: Southeastern Adams Volunteer Emergency Services (SAVES) 5865 Hanover Road, Hanover, PA 17331

Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website wwy nowerdriveextension.com or calling eisenhowerdriveextension.com or ca JMT, Rose Riese at (717) 741-6262. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.

For persons interested in the public hearing but cannot attend the live hearing and testimony, the introductory remarks and hearing handouts will be available on the project website, starting at 10:00 am February 23, 2022.
www.eisenhoverdriveextension.com

PennDOT Engineering District 8-0 | 2140 Herr Street, Harrisburg, PA 17103 | 0717) 787-6853 | By Appointment Chay
Appointment Implements one of the EA or Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM March 10, 2020 to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PZ 02 | Attn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

All comments received either written or via the website during the designated comment period and the public hearing will be considered. These comments will become part of the public record associat with this action.

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Any persor requiring additional information or special assistance to participate in the hearing should contact Ber Singer, PennDOT Project Manager at (117) 787-6890

Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reu











PN-22-04 NAB-2018-00656-P07 (PA-DOT - Eisenhower Boulevard)

Published Feb. 8, 2022



Public Notice

U.S. Army Corps of Engineers Baltimore District PN-22-04 In Reply to Pre-Application Number
NAB-2018-00656-P07 (PA-DOT – Eisenhower Boulevard)

Comment Period: February 8, 2022 to March 10, 2022

THE PURPOSE OF THIS PUBLIC NOTICE IS TO INFORM INTERESTED PARTIES OF THE PUBLIC HEARING AND AVAILABILITY OF THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE EISENHOWER BOULEVARD IMPROVEMENT PROJECT.

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers, Baltimore District, will conduct a Joint Public Hearing on February 23, 2022, for the Eisenhower Boulevard Project in Hanover and McSherrystown in York and Adams Counties, Pennsylvania. The hearing will be conducted as part of the PennDOT/FHWA 45-day comment period for the Draft Environmental Assessment (EA). The PennDOT/FHWA public review and comment period began on January 24, 2022 and will end on March 10, 2022. The Baltimore District will accept comments related to Section 404 Clean Water Act regulations on the Draft EA from February 8, 2022 through March 10, 2022.

The proposed Eisenhower Boulevard extension involves extending the existing State Route 94/Eisenhower Boulevard through Conewago Township, from High Street to Hanover Road/State Route 116 west of McSherrystown. The alternative forwarded for public comment impacts 1,311 linear feet of streams and 1.3 acres of wetlands.

The Draft EA analyzes potential environmental impacts associated with the proposed highway extension and associated improvements pursuant to the requirements of the National Environmental Policy Act of 1969. The Draft EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts various natural, cultural, and community resources located within the project area, and discusses mitigation proposed to offset those impacts. The Build Alternative meets the project needs while minimizing environmental impacts and address public and agency feedback.

The Draft EA and supporting technical files are available for public review on the internet at www.eisenhowerdriveextension.com. The public may view project plans at the following locations:

- PennDOT Engineering District 8-0 | 2140 Herr Street, Harrisburg, PA 17103 | (717) 787-6653 | By Appointment Only
- Conewago Township | 541 Oxford Avenue, Hanover, PA 17331 | (717) 637-0411
- Hanover Borough | 44 Fredrick Street, Hanover, PA 17331 | (717) 637-3877
- Penn Township | 20 Wayne Avenue, Hanover, PA 17331 | (717) 632-7366
- Oxford Township | 780 Hanover Street, New Oxford, PA 17350 | (717) 624-4544

- Guthrie Memorial Library | 2 Library Place, Hanover, PA 17331 | (717) 632-5183
- Adams County Planning Commission | 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325 | (717) 337-9824
- York County Planning Commission | 28 East Market Street, York, PA 17401 | (717) 771-9870 | By Appointment Only

The public may review project plans and impacts at the Public Hearing on

February 23, 2022 at the Southeast Adams Volunteer Emergency Services Building (SAVES) at 5865 Hanover Road, Hanover, Pennsylvania 17331. Doors open at 5:00 PM.

Public testimony regarding the project will be heard and recorded from 6:00 PM until 8:00 PM.

Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website www.eisenhowerdriveextension.com or calling JMT, Rose Riese at (717) 741-6262. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.

Written comments regarding the project must be received by 5:00 PM on

March 10, 2022, and may be sent to Neil Beach, Johnson, Mirmiran, & Thompson, Inc, 220 Saint Charles Way, Suite 200, York, Pennsylvania 17402. Written testimony may also be submitted via the project website at www.eisenhowerdriveextension.com.

Comments regarding impacts to waters of the United States, including jurisdictional wetlands may be submitted to the Baltimore District, U.S. Army Corps of Engineers via electronic mail to nab.regulatory@usace.army.mil. The email subject should include the project name and number, NAB-2018-00656-P07 (PA DOT - Eisenhower Boulevard). Comments should be received by the Corps before March 10, 2022.

For persons interested in the public hearing but cannot attend the live hearing and testimony, the introductory remarks and hearing handouts will be available on the project website, starting at 10:00 am February 23, 2022.

In accordance with Section 404 of the Clean Water Act, a Department of the Army authorization is required for the discharge of dredged and/or fill material into waters of the United States, including jurisdictional wetlands.

The EA will serve to support permit applications by PennDOT to receive any Department of the Army authorizations required to perform the proposed work. Once final design plans are complete for the alignment, PennDOT will submit any necessary permit applications to the Corps. If the proposed work requires a Department of the Army Standard Individual Permit, a second public notice will be issued by the Corps to gather additional comments related to final design plans and impacts to the aquatic environment.

The decisions whether to issue Section 404 and/or Section 10 authorizations will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed project on the public interest. The decision will reflect national concern for the protection and utilization of important resources. The benefit that reasonably may be expected to accrue from the proposed project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposed project will be considered, including the cumulative effects thereof. Among the factors to be considered are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and, in general, the needs and welfare of the people.

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Any person requiring additional information or special assistance to participate in the hearing should contact Ben Singer, PennDOT Project Manager at (717) 787-6690.

Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reunión.

Please visit the project website at www.eisenhowerdriveextension.com to review COVID-19 policy and avoidance measures for this public gathering.

It is requested that you communicate this information concerning the proposed work to any persons known by you to be interested, who did not receive a copy of this notice.

General information regarding the Corps' permitting process can be found on our website at https://www.nab.usace.army.mil/Missions/Regulatory.aspx. This public notice has been prepared in accordance with Corps implementing regulations at 33 CFR 325.3. If you have any questions concerning this specific project or would like to request a paper copy of this public notice, please contact Mr. John Gibble of the Baltimore District, via email at john.gibble@usace.army.mil. This public notice is issued by the Chief, Regulatory Branch.

Related Story: PN-22-04 https://www.nab.usace.army.mil/Portals/63/PN-22-04.pdf

PA DOT PennDOT FHWA Federal Highway Administration NAB-2018-00656-P07

Eisenhower Boulevard York County Adams County Public Hearing Army Corps of Engineers regulatory Regulatory Branch



1570 Fairfield Road Gettysburg, PA 17325 717-253-9420 class@gettysburgtimes.com

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220 St. Charles Way

Salesperson: CAROLYN SCHREIBER

Cust#:308378 Ad#:401881

Phone#:717-741-1600

Date: 01/21/2022

Classification: Public Notices

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Description	Start	Stop	Ins.	Cost/Day	Total
Gettysburg Times	01/24/2022	01/24/2022	1	818.20	818.20

Payment Information:

Date:

Order#

Type

PO#

01/19/2022

401881

BILLED ACCOUNT

Total Amount: 818.20

Amount Due: 818.20

Attention: No credit or refund will be given to advertisements that are cancelled

Ad Copy

Proof of Publication of Legal Notice

Under provisions of "Newspaper Advertising Act" of Pennsylvania and its Supplements.

STATEMENT

It is hereby stated and declared that the Gettysburg Times is a daily newspaper as defined under the "Newspaper Advertising Act" of the Commonwealth of Pennsylvania approved May 16, 1929, and its several supplements and amendments, published at its place of business in the Township of Cumberland, Adams County, Pennsylvania, and is of general circulation throughout said County. That it was established in the year 1902 and has been issued regularly and continuously circulated and distributed from its established place of business daily, from the date of its establishment to the present time; that said newspaper is owned and published by Gettysburg Times Publishing LLC, a corporate organized and existing under the laws of the State of Pennsylvania. That a legal notice, a true copy of which exactly as printed and published, is securely attached hereto, was published and appeared in the regular editions and issues of said newspaper on the following dates, viz. 01/24/2022

copy of which exactly as printed and public issues of said newspaper on the following of	shed, is securely attached hereto, was published and appeared in the regular editions and dates, viz. 01/24/2022
	including the fee for the affidavir to this proof of publication has <u>not</u> been paid in full. Advertising Clerk of Gettysburg Times Publishing LLC
Commonwealth of Pennsylvania County of Adams	} ss.:
On 01/24/2022, before me, the subscriber, CAROLYN SCHREIBER who having bee. Advertising Clerk of Gettysburg Times Pul Directors of said corporation to make the fosubject matter of the notice or advertising resource.	a Notary Public in and for said State and County personally came the above named in by me duly sworn according to law on his/her oath doth depose and say that he/she is the blishing LLC, a corporation, and is an officer duly authorized by resolution of the Board of oregoing statement and this affidavit on its behalf; that the affiant is not interested in the referred to in the foregoing statement and that all of the allegations contained in the and character of publication therein referred to are true.
Copy of notice of publication	Advertising Clerk Sworn to and subscribed before me the day and year aforesaid.
	Commonwealth of Pennsylvania - Notary Sea Notary Public My commission expires Statement of Advertising Costs Gettysburg Times To Gettysburg Times Publishing LLC,
	for publishing notice or advertisement attached hereto On the above dates\$818.20 Probating same\$0.00 Total\$818.20
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Ву	



Notice of Public Hearing and Availability of the Environmental Assessment and Draft Section 4(f) Evaluation

EXTENSION PROJECT

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a Joint Public Hearing on February 23, 2022 for the Eisenhower Drive Extension Project in Adams and York Counties. The hearing will be conducted as part of the 45-day comment period on the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation. The public review and comment period will begin on January 24, 2022 and end on March 10, 2022.

Environmental Assessment

The EA analyzes potential environmental impacts associated with the proposed transportation improvements pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative.

Public Hearing

When: February 23, 2022

Where: Southeastern Adams Volunteer Emergency Services (SAVES) 5865 Hanover Road, Hanover, PA 17331

When: Doors Open 5:00 PM Testimony 6:00 to 8:00 PM

Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website www.eisenhowerdriveextension.com or calling JMT, Rose Riese at (717) 741-6262. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.

For persons interested in the public hearing but cannot attend the live hearing and testimony, the introductory remarks and hearing handouts will be available on the project website, starting at 10:00 am February 23, 2022.

www.eisenhowerdriveextension.com

Public Review and Comment

The EA, Draft Section 4(f) Evaluation Document, and supporting technical files are being made available for public review via the project website at www.eisenhowerdriveextension.com. The EA and Draft Section 4(f) Evaluation Document will also be available for review during normal business hours at the following local government offices (except as noted):

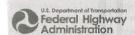
- PennDOT Engineering District 8-0 | 2140 Herr Street, Harrisburg, PA 17103 | (717) 787-6653 | By Appointment Only
- Conewago Township | 541 Oxford Avenue, Hanover, PA 17331 | (717) 637-0411
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 | (717) 337-9824
- York County Planning Commission | 28 East Market Street, York, PA 17401 | (717) 771-9870 | By Appointment Only

Comments concerning the EA or Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM on March 10, 2022 to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PA 17402 | Attn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

All comments received either written or via the website during the designated comment period and at the public hearing will be considered. These comments will become part of the public record associated with this action.

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Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reunión.







Timestamp

2/8/2022 9:31:38

Final Publication Date

2/13/2022

Ad Number

GC10825856 York Daily Record

GCI0825915

Publication

Hanover Evening Sun

Market

York

Delivery Method

Both

Number of Affidavits Needed

1

Customer Email

DEncarnacion@jmt.com

Customer Name

Johnson, Mirmiran & Thompson, Inc.

Customer Phone Number

(717) 741-6279

Customer Address

220 Saint Charles WAY # 200

York, PA 17402-4663

Account Number (If Known)

AP-444164

Name

Dariam Encarnacion

Street

220 Saint Charles WAY # 200

City

York

State

PA

ZIP Code

17402-4663

Your Name

Jennifer DeWitt

Email Address

jldewitt@gannett.com



JOHNSON MIRMIRAN & THOMPSON INC 220 ST CHARLES WAY #200 YORK, PA 17402 ATTN DARIAM ENCARNACION Publication Cost: \$967.00 Ad No: GCI0825856 Customer No: 444164 PO#: PUBLIC NOTICE # of Affidavits: 1

This is not an invoice

Affidavit of Publication

Proof of Publication State of Pennsylvania

York Daily Record, York Dispatch and York Sunday News is the name of the newspapers(s) of general circulation published continuously for more than six months at its principle place of business, 718 Poplar Street, Lebanon, PA. The printed copy of the advertisement hereto attached is a true copy, exactly as printed and published, of an advertisement printed in the regular issues of the said The Lebanon Daily News published on the following dates, viz: Date of Publication:

2/14/2022

I, being first duly sworn upon oath depose and say that I am a legal clerk and employee of York Daily Record, York Dispa	atch
and York Sunday News and have personal knowledge of the publication of the advertisement mentioned in the foregoing	
statement as to the time, place and character of public	

Subscribed and sworn to before on February 14th, 2022:

Notary, State of Wisconsin, County of Brown

My commission expires

KATHLEEN ALLEN Notary Public State of Wisconsin



EXTENSION PROJECT

Notice of Public Hearing and Availability of the Environmental Assessment and Draft Section 4(f) Evaluation

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a Joint Public Hearing on February 23, 2022 for the Eisenhower Drive Extension Project in Adams and York Counties. The hearing will be conducted as part of the 45-day comment period on the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation. The public review and comment period will begin on January 24, 2022 and end on March 10, 2022.

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Public Hearing

When: February 23, 2022

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Where: Southeastern Adams Volunteer Emergency Services (SAVES) 5865 Hanover Road, Hanover, PA 17331

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Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website www.eisenhowerdriveextension.com or calling JMT, Rose Riese at (717) 741-6262. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.

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www.eisenhowerdriveextension.com

Public Review and Comment

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- Federal Highway Administration PA Division / 228 Walnut Street, Room 508 / Harrisburg, PA 17101 / (717) 221-3461 / By Appointment Only
- PennDOT Engineering District 8-0 / 2140 Herr Street, Harrisburg, PA 17103 / (717) 787-6653 / By Appointment Only
- Conewago Township / 541 Oxford Avenue, Hanover, PA 17331 / (717) 637-0411
- Hanover Borough / 44 Fredrick Street, Hanover, PA 17331 / (717) 637-3877
- Penn Township / 20 Wayne Avenue, Hanover, PA 17331 / (717) 632-7366
- Oxford Township / 780 Hanover Street, New Oxford, PA 17350 / (717) 624-4544
- Mount Pleasant Township / 1035 Beck Road, Gettysburg, PA 17325 / (717) 624-8049
- Union Township / 255 Pine Grove Road, Hanover, PA 17331 / (717) 359-7811
- Guthrie Memorial Library / 2 Library Place, Hanover, PA 17331 / (717) 632-5183
- Adams County Planning Commission / 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325 / (717) 337-9824
- York County Planning Commission / 28 East Market Street, York, PA 17401 / (717) 771-9870 / By
 Appointment Only

Comments concerning the EA or Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM on March 10, 2022 to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PA 17402 | Attn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

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The public hearing location is compliant with the Americans with Disabilities Act of 1990. Any person requiring additional information or special assistance to participate in the hearing should contact Ben Singer, PennDOT Project Manager at (717) 787-6690

Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reunión.









JOHNSON MIRMIRAN & THOMPSON INC 220 ST CHARLES WAY #200 YORK, PA 17402 ATTN DARIAM ENCARNACION Publication Cost: \$1,189.40 Ad No: GCI0825915 Customer No: 444164 PO#: PUBLIC NOTICE

of Affidavits 1

This is not an invoice

Affidavit of Publication

Proof of Publication State of Pennsylvania

The Evening Sun is the name of the newspapers(s) of general circulation published continuously for more than six months at its principle place of business, 37 Broadway Street, Hanover, PA.

The printed copy of the advertisement hereto attached is a true copy, exactly as printed and published, of an advertisement printed in the regular issues of the said The Evening Sun published on the following dates, viz:

Date of Publication: 2/13/2022

I, being first duly sworn upon oath depose and say that I am a legal clerk and employee of The Evening Sun and have personal knowledge of the publication of the advertisement mentioned in the foregoing statement as to the time, place and character of publications are true, and that the affiant is not interested in the subject matter of the above mentioned advertisement.

Subscribed and sworn to before on February 13th, 2022:

Notary, State of Wisconsin, County of Brown

My commission expires

KATHLEEN ALLEN Notary Public State of Wisconsin



EXTENSION PROJECT

Notice of Public Hearing and Availability of the Environmental Assessment and Draft Section 4(f) Evaluation

The Pennsylvania Department of Transportation (PennDOT) District 8-0 and the Federal Highway Administration (FHWA) in cooperation with the United States Army Corps of Engineers (USACE) will conduct a Joint Public Hearing on February 23, 2022 for the Eisenhower Drive Extension Project in Adams and York Counties. The hearing will be conducted as part of the 45-day comment period on the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation. The public review and comment period will begin on January 24, 2022 and end on March 10, 2022

Environmental Assessment

The EA analyzes potential environmental impacts associated with the proposed transportation improvements pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA analyzes two alternatives, the Build Alternative and the No Build Alternative, and presents the potential impacts to various natural, cultural and community resources located within the project area and the proposed mitigation to offset those impacts. The Build Alternative, which meets the project needs while minimizing environmental impacts and addressing public and agency feedback, has been identified as the Preferred Alternative.

Public Review and Comment

The EA, Draft Section 4(f) Evaluation Document, and supporting technical files are being made available for public review via the project website at www.

Public Hearing

When: February 23, 2022

Where: Southeastern Adams Volunteer

Emergency Services (SAVES)

5865 Hanover Road, Hanover, PA

17331

When: Doors Open 5:00 PM

Testimony 6:00 to 8:00 PM

Persons interested in providing oral testimony in public or private can schedule a time at the hearing or by signing up via the project website www.eisenhowerdriveextension.com or calling JMT, Rose Riese at (717) 741-6262. Testimony times will be scheduled in 5-minute blocks and can be supplemented with written testimony.

For persons interested in the public hearing but cannot attend the live hearing and testimony. the introductory remarks and hearing handouts will be available on the project website, starting at 10:00 am February 23, 2022.

www.eisenhowerdriveextension.com

eisenhowerdriveextension.com. The EA and Draft Section 4(f) Evaluation Document will also be available for review during normal business hours at the following local government offices (except as noted):

- Federal Highway Administration PA Division / 228 Walnut Street, Room 508 / Harrisburg, PA 17101 / (717) 221-3461 / By Appointment Only
- PennDOT Engineering District 8-0 | 2140 Herr Street, Harrisburg, PA 17103 | (717) 787-6653 | By Appointment Only
- Conewago Township | 541 Oxford Avenue, Hanover, PA 17331 | (717) 637-0411
- Hanover Borough I 44 Fredrick Street, Hanover, PA 17331 I (717) 637-3877
- Penn Township | 20 Wayne Avenue, Hanover, PA 17331 | (717) 632-7366
- Oxford Township I 780 Hanover Street, New Oxford, PA 17350 I (717) 624-4544
- Mount Pleasant Township / 1035 Beck Road, Gettysburg, PA 17325 / (717) 624-8049
- Union Township / 255 Pine Grove Road, Hanover, PA 17331 / (717) 359-7811
- Guthrie Memorial Library I 2 Library Place, Hanover, PA 17331 I (717) 632-5183
- Adams County Planning Commission I 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325 | (717) 337-9824
- York County Planning Commission I 28 East Market Street, York, PA 17401 I (717) 771-9870 I By Appointment Only

Comments concerning the EA or Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM on March 10, 2022 to: Johnson, Mirmiran, & Thompson, Inc. I 220 St. Charles Way, Suite 200 I York, PA 17402 lAttn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

All comments received either written or via the website during the designated comment period and at the public hearing will be considered. These comments will become part of the public record associated with this action.

The public hearing location is compliant with the Americans with Disabilities Act of 1990. Any person requiring additional information or special assistance to participate in the hearing should contact Ben Singer, PennDOT Project Manager at (717) 787-6690

Language Translation Services available at the meeting. Servicios de traducción de idiomas disponibles en la reunión.











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PUBLIC HEARING ATTENDEE SIGN-IN SHEET

Place of Residence
16/ Seneca Drue Hanover
16+3 Trishton Rel.
4281 Davidsburg Rd Doves
65 chapal AD
231 Johnathon Dr. McSherrystown. P.
219 S, 48h St. MOSLERESSOWN
219 S, 40h St. MCSherrs Stown
320 church st. hanover







PUBLIC HEARING ATTENDEE SIGN-IN SHEET

Name	Place of Residence
Bob STRIVE JR	221 VINCENT DR MCSherryslown
Frank Sneeringer	126 Drummer Dr New Oxford
Xiffy Karz	BISINESS-MINITEMAN PRESS
TIM HOXOAMINAN	LINDEN ATE HANDLESE
Ball	45 Main St
Ken Moore	46 N. Allwood Hanover
Judith Worl	65 Chapel Rd. Han
Jephanie Sarbede	118 Carliste St Suite 300 Hanas
Melissa Panzer	66 Barley Cir Hanover PA17331
JANORA JANDERS	105 EDWARD ST. HAMOUER, PA 17331
Per Moulton	355 Lawel Woods Lone Amover (733)
Ast of st	1500 AbbotStownfill Hunoverta 1783
Brian Walz	220 South St. McSherry Ham, PA 1774
RUSSEII WOIF	65 Race Horse Rd/HANOVER
Ir/ L. Therit	3588 Centennial Rd. Hanover
BILL KIMMEY OR	527 FYLTON ST. HANOVER.







Name	Place of Residence
OATHY R. ppear	12 Comanche TK-Hanover
Horry Graham	121 ST michaels Way HOROVEN
Danny Gebhart	150 Narrow Dr Hanove
Scott Kurz	Business 955 Carlisle St Harrier
JOHN C IRVIN	305 VINCENT DRIVE M. SAEKRYSTOWN
(Richard LEONALD	319 FAIRVIEW AVE. McSperry Town
1821STOBER SMITT	319 FAIRVIEW AVE. McSperry STOWN
CARL SNEERINGER	211 South St HAMOUR
STEUIS BORTNISA	10 Speramento ET HANDURA
Lewis Emery	1 Barley Circle Hanover Pos
CHARLES M KEEGAN	1076 HOSTETERED HANOVER PA
Greg Felton	537 Oxford Ave Harow PA
Mascos Ugents	355 arbul De How Ch
Leans Ugute	355 orchul de Hum
Lindsay Krug	320 Aurch St. 17331
2ARRY HARTLAUB	980 WHITEHALL 12D L. TOWN DU







Name	Place of Residence
JOHN POIST	49. MI MICHAELOWAY HANOVER 6.
BONITA STORM	41 MICHAEL ST. HAWOUER, PA.
LOUIS STORM	
Dave Marren	27 Shamrock In. new Oxford
ANDREW MERKEC	ADAMS COUNTY DA
ANDREW LAWRENCE	ADAMS CO
Loretta LiveLSBERGER	160 WAPPLER DR HANOVER PA 1733
Terrer Arinkel	334 Barbey Ca. Havovel
Frank Hornecel	19 Michael 91.
And SMITH	97 GROFT DRIVE NEW OXFORD
Ted Ergeniady	500 M. Slermer St Erl Mount will M 1734)
Long Smight	61 GROFT DZIVO
Se Marchio	92 St. Michels Warg
Jonaino Dallowell	93 Ocelot D. Harrower PA
3.4°Con	371 Jammer Ja.
John Short	77 S. allwood Drive







Name	Place of Residence
Travis Shanne	Adams & York County- Louden
Frances Marsk	Johnsthen DR. Mc Sherry Stown, PA 1734
Mishael Gropes White	Cettystung Times
Lane Lebelenger	796 Elgegrone Rd.
Ron Ankel	334 Barlay Cir Handrer, Pa.
Scott Brown	628 Heritage DR. Gettysburg PA. 1732
Nave Zinn	731 Elgegrow El Hanne PA 133
Jacker & Barham	305 Johnathor Dr me Sherrystown 84
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CHRIS SCHWAB	2 EAST MARKET ST YGAK PA 17401
Carlton · arlene Stambaugh	1115 Moulstown Rd N. Hanover, PA 17331
Lary & Smith	Friendly Dr. Hanour, PA 12331
Donga Baumgartner	
Scott Hallowell	93 Ocelet Dr. Handrer, Pa 17331
John W. Jokeman	32 RACE HORSE Rd. HANOVER 17331
Vock: L. Short-	77 S. All wood Dr. Hanover 1733/







	Name	Place of Residence
	Ben Dinkel	York County
	203 Get2	116 St. Michaels Way HANOVER
<	J.L Kress	217 E Wilnuts) Honor VE,
	Searen Joersky	303 Oxford Ave Ha cover PA
	Day Softy	255 FRIENDRY FOR ABAMS
	Nich mcDoniel	5490 Hanove Rd Hanow PA 17331
	Jan Muse	loon work ho was in MD.
	fam Lade	9 Sease Dr Hanover PA
	Lim Lade	n u u
	Daney Stevens	30 Skyview Cir
	Trevor Gladfelter	1
	Adam Smith	276 Oxford Apre
	JARK KA-1	140 E. MARKET ST., YORK. Pt. 1740).
	DAVE MARKLE	235 Vincart DR. Mcs Hears ton
	Scott ROCAND	307 Primruse LD, Hanwer
	DON AUMEN	623 POPCAR ST. HANOVER







Name	Place of Residence
Robert Bortner	505 Diller Road, Hanover, PA 17331
Barbara Mac Bridge	
STEPHEN BOYCE	175 St Michaels Way Hanones? 175 ST. MICHAELS WAY HANOVER 17331
Gaenel Glasere	305 Johnalton Dr. Mashery Too
C3 Weigle	1670 Northview Rd York, PA
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Donald Light	129 Linden Ate - Honover, DA.
Elen From	129 Linden Ate- Honoury DA. York
Seth Smith	509 Church St, Hanous, PA
Brent Smith	509 Church St Honover, PA
Sem Vigolith	
Tandy C Long	3584 PENTENMIALRO HANDUER
PAUL ShoLL	Gethesland, PA
KIM Wayner	McSherryStown, PA Wee Care Best Have Control
JODI MCKGNIE	Wee Care Best 1170 HIGHST HANOVER
Tony Breighner	1705 Harrover Pike Littlestown







Name	Place of Residence
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Chock Hegberg	256 Freduick Street Homover
Marsha Britter	408 Barberry De Hanover.
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Lois Ithisler	10 Panther Drive, Hanover
Rose + Ken Kirlpatrick	5409 ALLISON MILL RO CLENVILLE
DON LONG	710 BEAVER CREEK ROAD HAMOUR
ANDY LAWRENCE	721 THIRD ST HONOVER
gaelie Messinger	974 Carlisle St HANOVER
J2 my	1621 oakwood Dr. Hanover, PA.
(Depo/ Greenhort	453 Carliste St Haumers
Hewy 2. Hoffer DDS	565 Carles le St Housell.
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Cynthia Harner	54 Sycamore Lane, Hanover 89
Don Wolfe	1009 High St Hanover
Suckno Whitman	300 Aspenct HannufA







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Brenda Kichman	4
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Ki (Chronister Quelony B. Stant	5 TIFFANY CT HANOVER PA 17331
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Mancy Sanders angela Price	177 Barley Citcle, Hansver
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Dale week	HANDER STOR FARMS
Debbie Liverpoo	1340 Bartey Circle, Havorer
Camy	Co Browster ST. Stanova
Luda Munner	222 9 Offact Que







Name	Place of Residence
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STEPHEN SNEEVING.	743 EDGEGROUP PD HANOVE
Vetora Stant	5 Tiffang Ct. Harrower
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CARY KNISCEY	370 CHURCH ST. HANONER PA
Pon Dansferd	2213 Evandwow Rel Harrower
Beverly linger	320 Sunday Dr. Hanover PA
Am H Smithfe	309 Redge ave Mushenystrone
Robert W. Miller	
Jerry Miller	3176 Hauver Pite, Hanver, Par 335 Vincent DA McsHereploun
Daniel Mc Suth	382 Hilson Avenay Hanover, Pa: 1733/
Keen chee	142 Beer Ceg Circle Hermoner PA 17221
Pm m glace	142 Barley Circle Hanver PA 1733/ 100 Chandlers Ridge Cr
MARYPANE WHISLER	100 Chancellars Ridge Ct Carry, NC 215B
Kristen Harmon	425 Carliste St Hanover, PA 17331







Name	Place of Residence
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I AN MOUL	45 Sandy CT HANDURK 232 Locust St. Hanover, Pa 17331
Darlene & Anthony Funk	232 Locust St. Hanover, Pa 17331
DOUE Mararland	Town
Jeanne Smith	165 Parther Drive
SKIA STRAVER	1090 HOSSWAH-RA CEST
Jani & Den Swope	386 Church St, Hanover
Haven LITTLE	349 Smoketown Rt Handon
Earl Bland	5490 Hanovee & Hanoos
Scott Klunk	New Oxford, PA
EdithWeaver	299 Johnathon De Mc Sherrystoure
Scott BRITCHER	370 CHURCH ST HANOVER DA 17531
Harry Mckeun	Me Oxyx Rd New Oxford PA 17350
Corey Smith	24 Carly Dr. NEW Oxford PA 17350
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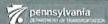






Name	Place of Residence
Tim Klunk	508 Delone Ave, McSh.
Mike Smith	400 Chapel Rd Hanever
Kathy Todt	404 South St Mc Shenystown
GARY GREENHOLT	453-973-961 CARLISLE JT
Michele Festing	1139 Bollinges Rd. Union
Mike Stauß	208 PANTHER DR HANDUER
Evelyn Hess	125 Stafford St. Hanovert
Robert Donnelly	264 Oxford Ave
MAN GARGAWAY	264 Oxford Aye
Tom WEAVER	174 PANTHER DR (CONENTEGO TWP)
Russ WAREHIME	42 COMANCHE TRAIL
Store Smith	Sog church St @ Conougo Tup
Stephanie Werner	208 Fleming Ave Hunwer PA 17321 3370 Centendial Rd Harones
Thomas Khak	PH 17331
ALEX JARGAVEL	721 Hanover Pike Littleslawy
Sally Kacar	254 DeGuy Ave, Hanover, PA







Name	Place of Residence
ANDY SMITH	344 3RD ST HANNER GONEWAGO
Jusane Frymses	1 382 Welson any Honere
Ju Helle	408 BARBORRY DR HANDUER
Sandia Long	110 Blaver Creck Rd Sprover & 17331
GLEN WHISLER	100 CHARCELLORI RIDGE CT CARY, NC 27513
Megan Hudson	33 EIK Dr. Hanover DA 17331
Michael Jumen	625 Poplar Rd. N.O. 17350
LeRoy + Gail Baumgardner	901 Van Cleve Lane, Spring Strove 17362
Michael Jumen LeRoy + Gail Baumgardner 8 Ouann	41 Jacobs Ed Harona 17331
Connie Hoffasker	9 Reberca Ln, Hanover 1733/
Chas Kimple	385 Henrich Rol Orrtama PA
Conno Wolfe	1009 Kich St Nanover
Donne Woney	_ 3
JOAN MCANA LL	10 Tiff-any (+ HANDUM) BARE Development LP 1705 Wyndham Dr. brk, PA
Chad Mannert	35 Wapples Or Hancier
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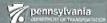







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PREFERRED ALTERNATIVE

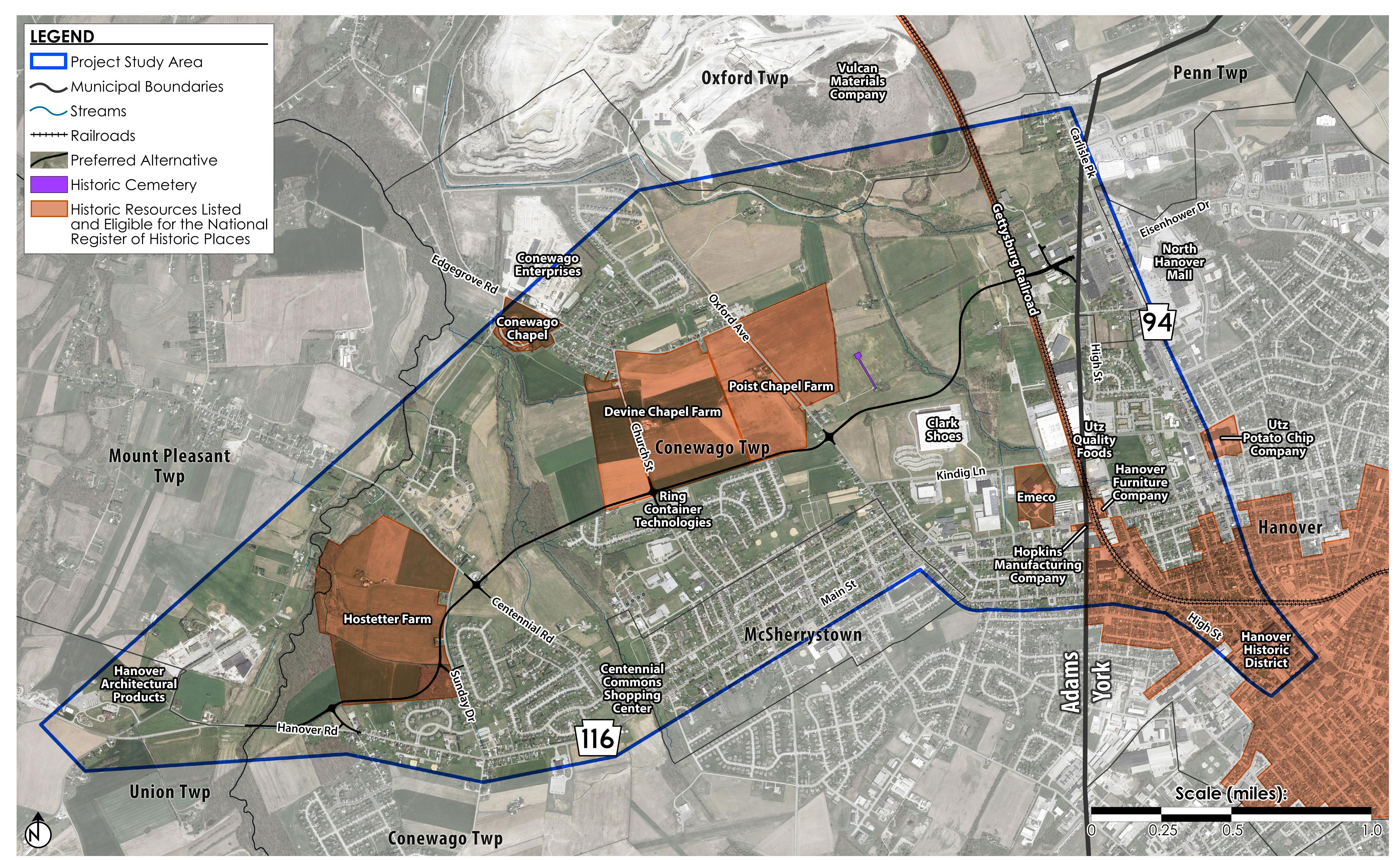








CULTURAL RESOURCES

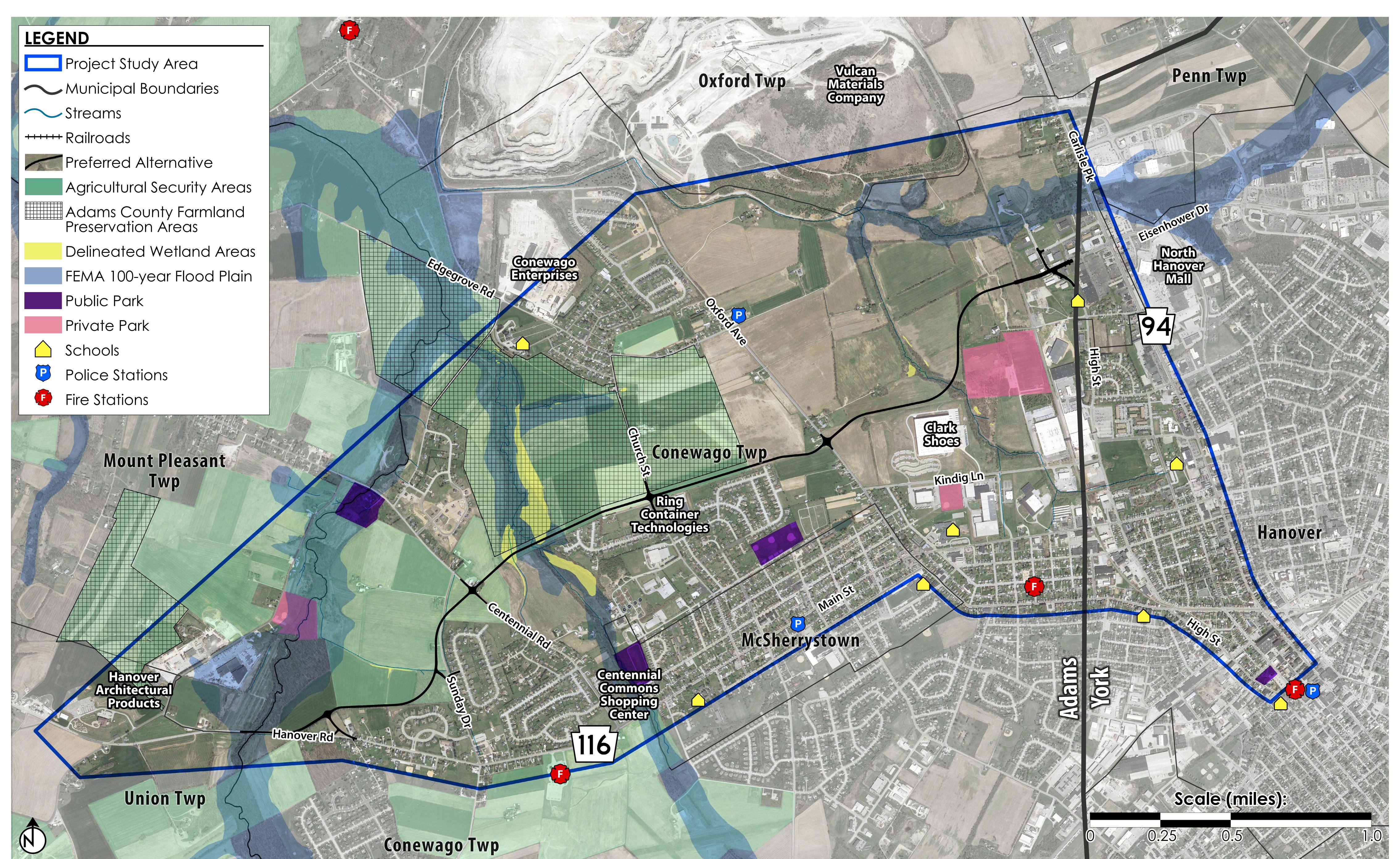








ENVIRONMENTAL FEATURES

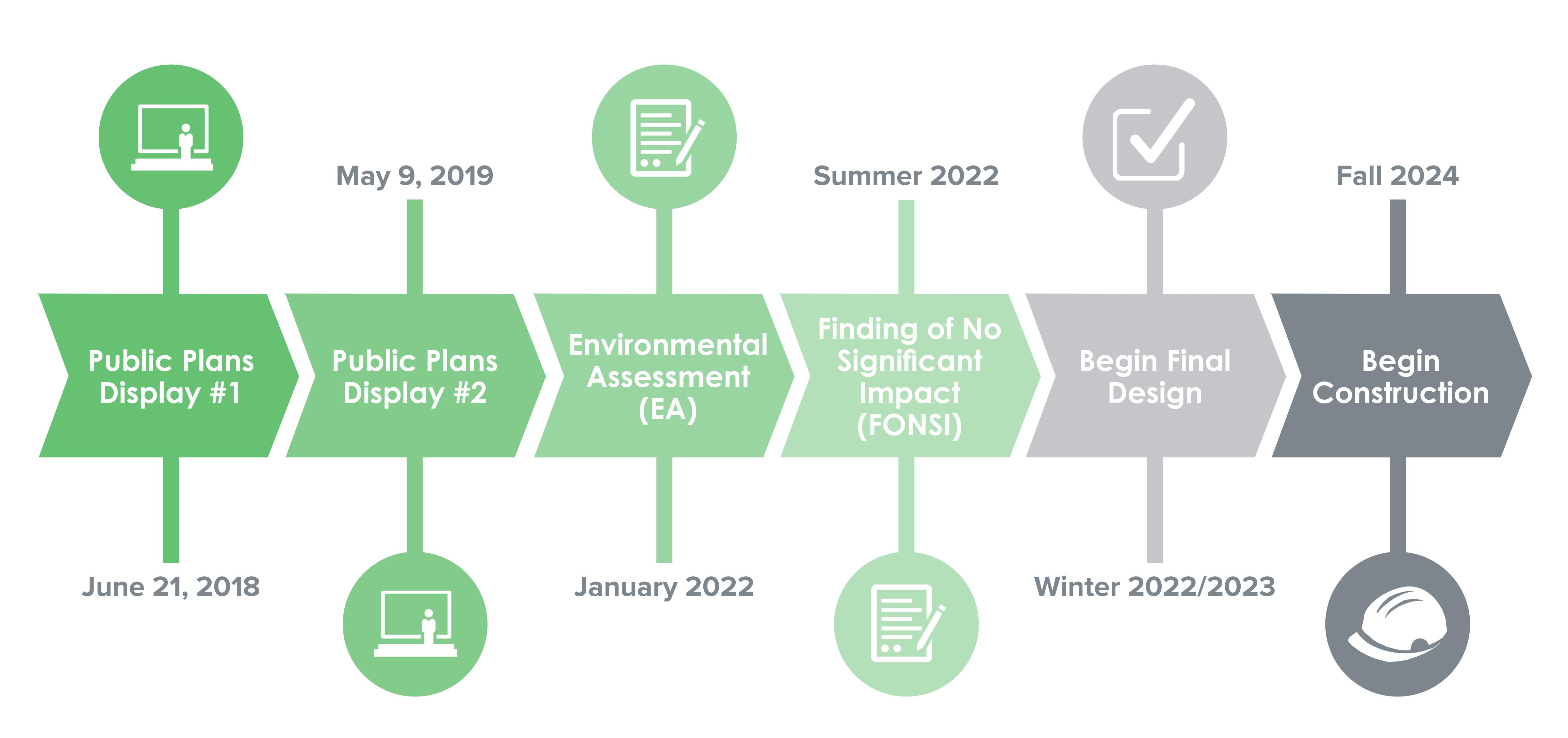








PROJECT SCHEDULE









PROJECT INFORMATION

Purpose and Need

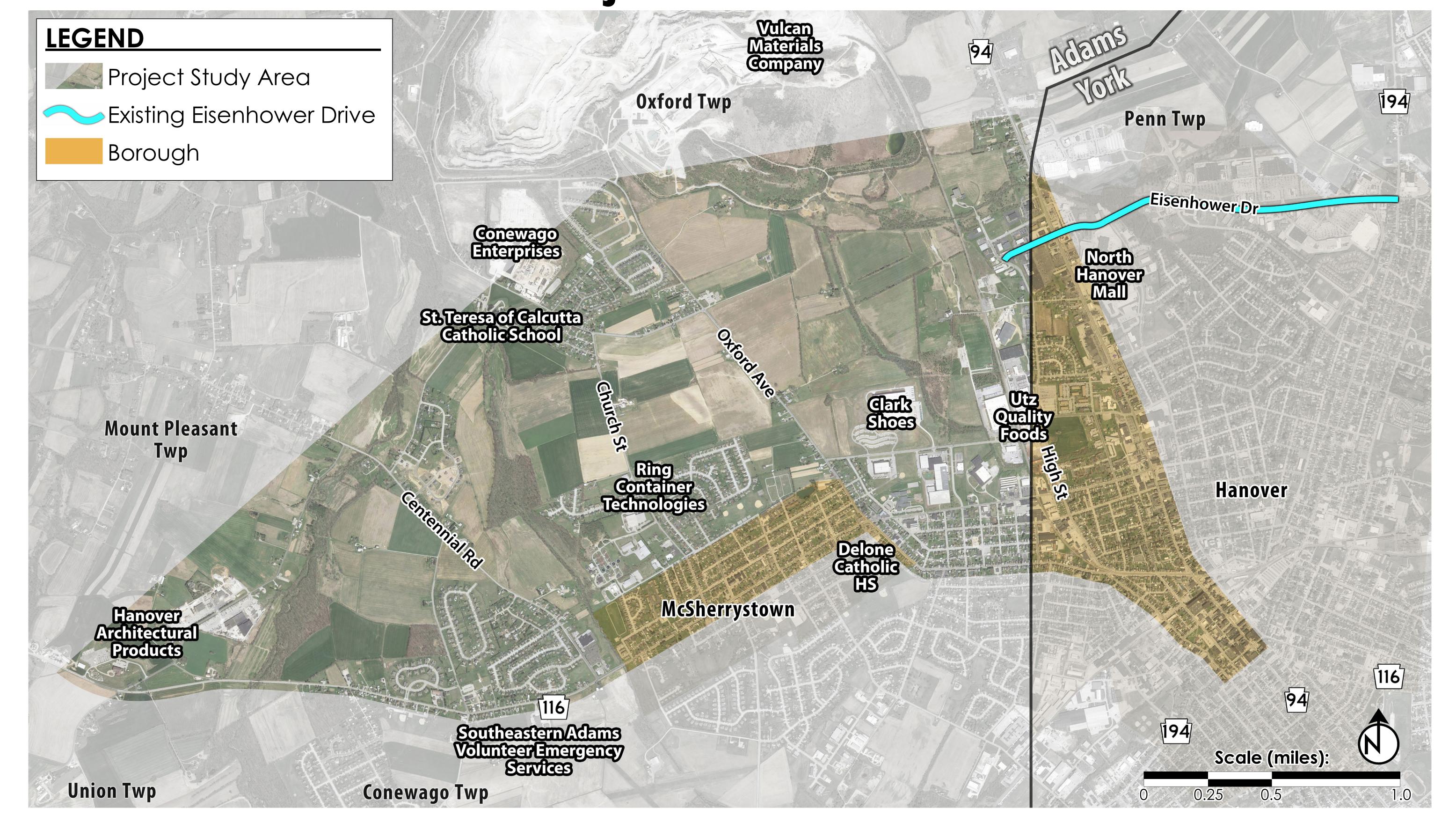
Based on the conditions discussed in the previous sections of this EA, the primary purpose of the project is to facilitate safe and efficient travel within the project area to meet both the current and future transportation needs of the area. Anticipated transportation improvements will reduce congestion 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.

Project Location









EISENHOWER DRIVE EXTENSION PROJECT PUBLIC HEARING HANDOUT

PROJECT SCHEDULE



WHAT'S NEXT?

At the conclusion of the 45-day Public and Agency comment period, PennDOT, FHWA, and USACE will review and consider the oral and written comments received on the project, and a determination of the significance of the impacts will be made.

If it is evident that there are no significant impacts associated with the proposed project, a Finding of No Significant Impact (FONSI) will be prepared. The FONSI will document the decision on the project, and will include all applicable comments and responses. The FONSI will be made available on the project website.

REMINDER

Comments concerning the EA and Draft Section 4(f) Evaluation Document must be submitted by 5:00 PM on March 10, 2022 to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PA 17402 | Attn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

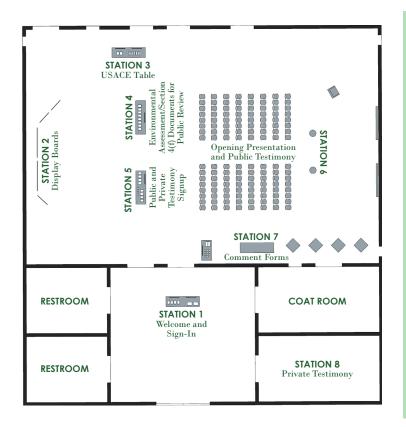
www.eisenhowerdriveextension.com

WELCOME TO THE EISENHOWER DRIVE EXTENSION PUBLIC HEARING

The Pennsylvania Department of Transportation (PennDOT) Engineering District 8-0 and the Federal Highway Administration (FHWA), along with the United States Army Corps of Engineers (USACE) Baltimore District, welcome you to tonight's Public Hearing for the Eisenhower Drive Extension Project located in Adams and York Counties.

The purpose of the Eisenhower Drive Extension Project Public Hearing is to afford the public an opportunity to formally present their views on the proposed project. This hearing is being conducted as part of the 45-day comment period on the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation. The public review and comment period began on January 24, 2022 and will end on **March 10, 2022**. All testimony given this evening will be recorded by a stenographer. For those that prefer to provide testimony in a private setting, they may do so in the private testimony room. For those that prefer not to speak at tonight's hearing either publicly or in private, comment forms are available for your use. The forms cans be submitted at the hearing in the comment form boxes or mailed to the address listed on the back of the comment form. Comment forms can also be found on the project website and submitted electronically.

All comments received either written or via the website during the designated comment period and at this public hearing (either orally or in writing) will bear the same weight and will be considered equally. All comments will become part of the public record for this project. The public comment period for the project is open until 5:00 pm, March 10, 2022. The Public Hearing layout is presented in the graphic below.



PURPOSE AND NEED

Purpose: The primary purpose of this project is to facilitate safe and efficient travel within the project area to meet both the current and future transportation needs of the 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.

Needs: PennDOT identified three project needs:

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

Army Corps of Engineers







EISENHOWER DRIVE EXTENSION PROJECT PUBLIC HEARING HANDOUT

PREFERRED ALTERNATIVE 5C

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Radio Rd

Radio Rd

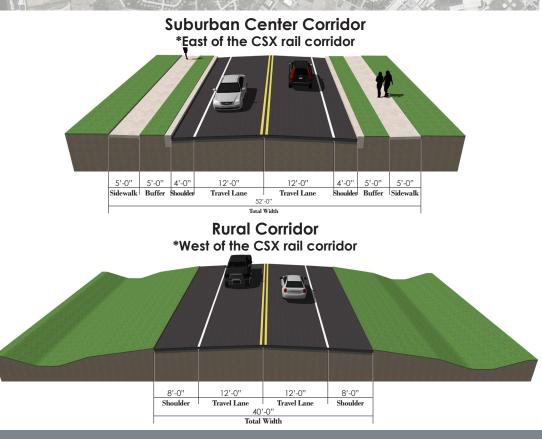
Rindig In

Elm 51

Hanover Rd

An EA has been prepared for FHWA by PennDOT to fulfill the requirement set forth in the National Environmental Policy Act of 1969. The EA documents include the analysis of the:

- needs for the proposed project
- development of alternatives
- project's impact to the natural, cultural, and social and economic environments
- mitigation commitments identified to offset those impacts
- agency and public outreach efforts completed to date
- the identification of the preferred alternative



The No Build and Alternative 5C are presented in the EA. Alternative 5C is identified as the Preferred Alternative for the project. Environmental resources were considered throughout the alternatives development. The resources evaluated in the EA include the following:

NATURAL RESOURCES	Streams Wetlands Floodplains Threatened & Endangered Species	Geology and Groundwater Agriculture Vegetation, Invasive Species, & Pollinators Wildlife
CULTURAL RESOURCES	Above-Ground Resources (Historic Structures) Archaeological Resources	
SECTION 4(F) RESOURCES	Section 4(f) Resources	
SOCIOECONOMIC RESOURCES	Community Impact Assessment Environmental Justice and Title VI of the Civil Rights Act Displacements and Tax Base Air Quality and Noise Hazardous Waste	

Alternative 5C best meets the project purpose and needs by providing transportation improvements that address operational and safety concerns and reduces traffic volumes on the existing roadway network by providing a direct east/west connection through the project area. The project is estimated to cost \$49 million (2021 construction estimate).

Alternative 5C is proposed as a *limited access or controlled access roadway*. This type of roadway provides limited or no direct access to adjacent properties and has only a few intersections with local roads. The purpose of this type of roadway is to maintain efficient traffic on the new alignment and limit the number of locations where cars must slow down to exit the roadway or to allow for cars entering the roadway.

Key elements of the preferred 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







Thank you for taking the time to provide comments on the Eisenhower Drive Extension project. All comments received during the designated comment period will be considered. These comments will become part of the public record associated with this action.

Please provide your comments below or via the project website at www.eisenhowerdriveextension.com.

Name :	Place of Residence:

The EA is available for download on the project website: www.eisenhowerdriveextension.com

Comments concerning the project must be submitted by March 10, 2022 to:

Written Comments:
Johnson, Mirmiran, & Thompson, Inc.
220 St. Charles Way, Suite 200

York, PA 17402 Attn: Neil Beach **Digital Comments:**

www.eisenhowerdriveextension.com

THANK YOU!







ATTACHMENT D: PUBLIC TESTIMONY TRANSCRIPT



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PUBLIC TESTIMONY

N	Λ	M	E
IV	м	IV	IE

PLACE OF RESIDENCE

Seth Smith	509 Church Street Hanover, PA
Gary Laird	60 Brewster Street Hanover, PA
Thomas Weaver	174 Panther Drive Conewago Township, PA
Fred Wilke	348 Oxford Avenue Hanover, PA
Joni Swope	386 Church Street Hanover, PA
Ted Evgeniadis	5050 N. Sherman Street Mount Wolf, PA
SueAnn Whitman	300 Aspen Court Hanover, PA
Thomas Klunk	3370 Centennial Road Hanover, PA
Sharon Hershey	303 Oxford Avenue Hanover, PA
Justine Trucksess	71 Knobby Hook Drive Hanover, PA
Robert Miller	3176 Hanover Pike Hanover, PA
Jeanne Smith	165 Panther Drive Hanover, PA
Scott Kurz	955 Carlisle Street Hanover, PA
Adam Smith	276 Oxford Avenue Hanover, PA
Earle Black	5490 Hanover Road Hanover, PA
Lillian Boyer	41 Jacobs Road Hanover, PA
Denny Stem	3367 Centennial Road Hanover, PA
Adam Jones	1053 Irishtown Road New Oxford, PA
Ron Noel	65 Chapel Road Hanover, PA
·	·

PRIVATE TESTIMONY

NAME	PLACE OF RESIDENCE

Richard Leonard	319 Fairview Avenue McSherrystown, PA
Christopher Smith	161 Seneca Drive Hanover,PA
Brian Dahler	45 Main Street McSherrystown, PA

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

IN RE: Eisenhower Drive Extension Project Public Hearing

TRANSCRIPT OF PROCEEDINGS

Date: February 23, 2022, at 6:00 p.m.

Place: 5865 Hanover Road Hanover, Pennsylvania

PREMIER REPORTING, LLC (717) 243-9770 linda@premierreportingllc.com

8 South Hanover Street Suite 201 Carlisle, PA 17013 112 Market Street Suite 406 Harrisburg, PA 17101

www.premierreportingllc.com

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(Proceedings commenced at 6:00 p.m.)

MR. KUFRO: Good Evening. Welcome to the joint public hearing for the Eisenhower Drive Extension Project. My name is Chris Kufro. I'm the District Executive at PennDot, District 8-0 and I'll be the moderator for tonight's hearing.

So to start the meeting first just a couple housekeeping items. Obviously if there is an emergency, there's plenty of exits here. So head to the nearest exit and also there are restrooms in the lobby. I also have to announce that there is a live stream telecast right now by Community Media, South Central, PA. So that has to be disclosed.

So please be sure to take a handout. The handout provides important information regarding the Environmental Assessment document, the preferred alternative, the resources evaluated in the EA, the project schedule and comment period dates to remember. The handout is located in the welcome lobby -- welcome table in the lobby.

Notice of this joint public hearing and the availability of the Environmental Assessment was sent to federal, state and local agencies, local municipalities, local community facilities, Section 106 consulting parties, and state and local representatives.

A block advertisement was run in the Hanover Evening Sun on January 23, 2022, and the York Daily Record and Gettysburg Daily Times on January 24, 2022. Follow-up adds

were placed on February 13 and February 14, 2022. The project website was updated to include the notice, public hearing testimony sign-up and the ability to comment on the Environmental Assessment via the website and also e-mail notification was sent on January 24, 2022 to those individuals who are subscribed to receive project updates via the website. The US Army Corps of Engineers Baltimore District published a notice on the US Army Corps of Engineers Baltimore District public notice web page on a February 8, 2022.

Again, thank you for attending tonight's Eisenhower Drive Extension Public Hearing. With me tonight is Jon Crum representing FHWA, which is Federal Highway Administration, Wade Chandler from the US Army Corps of Engineers, a cooperating agency on this project, and Lori Cole who will facilitate the public testimony portion of tonight's hearing.

The purpose of tonight's hearing is to afford the public an opportunity to formally present their views on the proposed project. This is a formal hearing and only testimony will be taken. This will not be an answer and question session this evening.

The Eisenhower Drive Extension Environmental
Assessment document or EA includes a summary of all the
engineering and environmental analyses as well as the agency
and public outreach completed during the preliminary
engineering phase of this project. The EA was made available

for the public review and comment on January 24, 2022 and will remain available for review and comment until 5:00 p.m. on March 10, 2022. Locations where the document may be reviewed include Conewago, Penn, Mount Pleasant, Union, and Oxford Township Offices, the Hanover Borough office, the Guthrie Memorial Library, the Adams County and York County Planning Commission Offices, and the Federal Highway Administration PennDOT District 8-0 Offices in Harrisburg. The EA can also be viewed on the public website. Copies of the EA as well as copies of the project impact mapping are available for viewing this evening on the tables in front of the plans display area.

With that, I would like to introduce Wade Chandler who is representing the US Army Corps of Engineers.

MR. CHANDLER: Good evening. My name is Wade
Chandler and I'm the Chief of the Pennsylvania section for the
regulatory branch of the Baltimore District US Army Corps of
Engineers. Also with me is John Gibble, the Corps project
manager who will be in charge of evaluating any permit
application received for the proposed project. We welcome you
to the joint US Army Corps of Engineers and Federal Highway
Administration public hearing for the proposed Eisenhower Drive
Extension Project.

It is the responsibility of my office to evaluate applications for authorization for work in navigable waters and waters of the United States including jurisdictional wetlands.

Our authority comes from Section 10 of the Rivers and Harbors Act of 1899 and also from Section 404 of the Clean Water Act.

At this time, no decision has been made whether or not a US Army Corps of Engineers permit will be issued for the proposed project. The purpose of today's hearing is to allow you the opportunity to provide comments on the proposed project. A federal public hearing is a formal process used to gather information and otherwise would not be available during the public notice comment period. Your comments are important in our evaluation of the permit application.

The Pennsylvania Department of Transportation proposes to extend Eisenhower Drive approximately 4.7 miles from its current terminus at High Street via a new roadway through Conewago Township to a terminus at State Route 116 also known as Hanover Road west of McSherrystown. PennDOT's proposed project is referenced as the Eisenhower Drive Extension Project.

The proposed project impacts waters of United States including Plum Creek and associated unnamed tributaries to Plum Creek, as well as unnamed tributaries to the South Branch Conewago Creek and unnamed tributaries to Slagle's Run.

Additional impacts are proposed to area wetlands.

Approximately 1,300 linear feet of stream channel is 1.3 acres of wetlands impacts are anticipated. The decision whether or not to issue a permit will be based on an evaluation of the

probable impacts including any cumulative resource impacts of the proposed activity on the public interest and compliance with the Clean Water Act Section 404(B)(1) guidelines. The decision will reflect the national concern for the protection and utilization of these important resources. The benefits which may be reasonably expected to occur from the proposed project will be balanced against the reasonably foreseeable detriments.

All factors that may be relevant to the proposal are considered. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, recreation, water supply and conservation, water and air quality, threatened and endangered species, energy needs, food and fiber production, safety and environmental justice, cumulative impacts, and the general needs and welfare of the public.

In compliance with the National Environmental Policy Act, the Corps is a cooperating agency in the Federal Highway Administration's preparation of the Environmental Assessment for the proposed project.

At this time, the Corps has not received an application for a US Army Corps of Engineers permit. When an application is submitted, the Corps will determine if the work qualifies for a US Army Corps of Engineers general permit or requires authorization by an individual permit which would

require issuance of a public notice. Such public notice would provide a more complete summary of the proposed work and potential impacts to the aquatic environment. Comments received tonight and throughout the public comment period will be considered by the Corps in making permit decisions. Your testimony this evening will be recorded and a verbatim record of today's hearing will be prepared. All comments, written and verbal, will be made part of the hearing record. Thank you.

MR. KUFRO: Thank you, Wade. Before we start with public testimony, we have a short video to play first. It's gonna provide information regarding the project description, history, purpose and needs, alternatives analysis and the preferred alternative. The resources evaluated in the EA are presented in the project handout. We can start the video.

(Video plays as follows:)

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The Eisenhower Drive Extension proposes the extension of Eisenhower Drive, approximately 4.7 miles, from its current terminus at High Street to a connection with Hanover Road, west of McSherrystown.

The project area includes portions of Adams and York

Counties and transitions from densely developed in the south

and east to the rural and agricultural in the north and west.

There are no main roadways or interstates that service the

Hanover region.

The Eisenhower Drive Extension Project was identified

over 20 years ago. Since that time, a variety of engineering and environmental investigations have occurred resulting in the development of the Environmental Assessment or EA and the identification of the preferred alternative. The EA was made available to the public on January 24, 2022 and will remain available for review and comment until March 10, 2022.

The primary purpose of this project is to facilitate safe and efficient travel within the project area to meet both the current and future transportation needs of the 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 identified three project needs:

The first project need is that the existing traffic congestion results in poor levels of service within the project area.

Many of the intersections in McSherrystown are currently operating at an unacceptable level of service, meaning the roadways display above average traffic and above average congestion, and as many as eight additional intersections within the project area are projected to operate at unacceptable levels of service in the future.

The second project need is the poor traffic safety along Hanover Road and Carlisle Street.

Crash rates for most of the roadways within the

project area are above the statewide average rates for similar roadway types. Between 2010 and 2015 a total of 336 crashes occurred within the project area and approximately 55 percent resulted in an injury or a fatality. Approximately 85 percent of these crashes occurred in and around McSherrystown and Hanover Boroughs.

The third project need is that the existing conditions are characterized by limited mobility and poor roadway connectivity/linkages.

The CSX Railroad and Conewago Creek pose challenges in establishing the east-west connectivity of the local regional roadway network within the project area.

Additionally, because there is not a major east-west route in the region, trucks are signed to use specific roadways which results in increased truck traffic on local roads.

To fulfill the project purpose and needs the design team looked at potential alternatives for the project. Several conceptual alternatives were considered and consisted the No Build, the Transportation System Management (or TSM)

Alternative, which included upgrades to the existing roadway network and six off-alignment build alternatives and three sub-alignments.

These alternatives were evaluated and presented at a Public Meeting and Open House Plans Display held in June of 2018.

Based on the high-level corridor analysis, which calculated potential impacts and determined the alternative's ability to meet the project needs, several build alternatives were dismissed in January of 2019 from further development and study. When compared to the other potential alternatives, these alternatives were found to have excessive community impacts and did not meet the project needs.

The No Build, TSM, and Alternatives 3, 4, 5, and Sub-Alignments B and C were carried forward for further development and in-depth evaluation. As a result of the detailed alternatives analysis Alternatives 3 and 4 and Sub-alignment B were dismissed in March of 2019, because they had excessive environmental impacts, resulted in a higher number of displacements, garnered public opposition, and insufficiently met the project purpose and needs when compared to the other alternatives.

The No Build, the TSM, and Alternative 5 and Sub-Alignment C (known as Alternative 5C) were carried forward and were presented to the public at a Public Meeting and Open House Plans Display held in May of 2019. Following the public meeting and additional studies, the TSM Alternative was dismissed in August of 2019 from further development and study.

The TSM Alternative was dismissed due to excessive environmental impacts (specifically regarding historic resources and Section 4(f) resources) and because it includes a

large number of displacements resulting in public opposition.

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The No Build and Alternative 5C were carried forward and are presented in EA. Alternative 5C was identified in the EA as the Preferred Alternative and was presented to the resource agencies in December 2021.

Alternative 5C is proposed as a limited access or controlled access roadway. This type of roadway provides limited or no direct access to adjacent properties and has only a few intersections with local roads. The purpose of this type of roadway is to maintain efficient traffic on the new alignment and limit the number of locations where cars enter and exit the roadway.

Key elements of the preferred alternative are presented in the EA.

Some of the key elements include:

An Extension of existing Eisenhower Drive from High Street to west of McSherrystown.

Bridges over the CSX rail corridor and Plum Creek.

A new traffic signal and intersection improvements at Eisenhower Drive and High Street.

Roundabouts at major intersections.

Realignments of Hanover Road and Sunday Drive to intersect with the proposed new roadway

Ultimately, it was determined that Alternative 5C best meets the project purpose and needs by providing

transportation improvements that address operational and safety concerns and reduces traffic volumes on the existing roadway network by providing a direct east-west connection through the project area.

Thank you for viewing the Eisenhower Drive Public Hearing meeting message. For those who were unable to attend the Public Hearing, written comments can be submitted electronically via the project website or via regular mail to the design consultant, JMT, as noted on the comment form.

The transcripts from the hearing testimony, along with the other written comments received by 5:00 p.m. on March 10, 2022, will become part of the project record.

MR. KUFRO: I would like to now introduce Lori Cole who will facilitate tonight's public hearing testimony portion. She'll be going over the hearing rules before we get started.

MS. COLE: Thank you, Chris. As Chris mentioned, my name is Lori Cole and I will facilitate the public testimony portion of tonight's public hearing. The format of tonight's hearing is somewhat different than previous meetings and plans held for this project.

Please note that we have a stenographer here taking notes of tonight's hearing and testimony provided this evening will be formally documented in a hearing transcript. The transcripts along with written comments received by 5:00 p.m. on March 10, 2022, will become part of the official public

hearing record and project records. All testimony and comments will be reviewed and considered by PennDOT and provided to the Federal Highway Administration for their review and consideration prior to issuing a decision.

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After I explain the procedures to be followed for providing public testimony, those who have registered to testify will be called upon to come up here and provide their comments on the Environmental Assessment. If you would like to testify and have not signed up yet, please see Amy in the back of the room at the middle table and she will get you signed up. Speakers will be called up to the microphone in the order in which they registered and it will limited to one appearance. We will alternate between the two microphones you see before you. I'd like comment that please be careful when you come up. We do have some cords that have been taped down for your safety. Please be aware. Testimony will be limited to five minutes in order to give everyone an opportunity to speak this evening. Written testimony may also be provided to supplement your oral testimony. If you feel your testimony could exceed the five minutes, please summarize your comments during your time to speak and complete the comment form and provide it in the boxes in the back of the room or at the written address provided.

I would like to note that written and verbal comments are going to be considered equally on this project not -- one

is not preferred over the other and they will all be included in the project records.

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A timer will be started and I believe you'll see it behind me on the screen and I will give those providing testimony the one minute announcement when they're getting close to their time and I will ask them to wrap up their final comments at the conclusion of the five minutes.

There will be no questioning of individuals testifying at this hearing. Rather, the procedures will allow individuals to testify directly to the record their comments on the Environmental Assessment. There will be no responses to the questions raised during the oral testimony. Please be aware and please be courteous and refrain from commenting during the testimony of others whether you agree or disagree.

Those of you who prefer to provide testimony in a private setting may do so in a private testimony area located out in the museum room when you walked in the doors. A sign-up sheet for private testimony is also located in the back of the room with Amy and you can do that at your leisure. The private testimony is also limited to five minutes. You cannot sign-up for both public and private testimony. If you have any questions, representatives from the consultant team and PennDOT are available in the display area at the back of the room.

In summary, comments can be provided in several forms including oral (both publicly and privately) at this hearing

and transcribed by the stenographer, digitally via the project website or written testimony mailed into the design consultant, JMT, as noted on the comment forms and lastly, we have some blank comment forms on the side of the room that you may fill out and leave tonight at this meeting.

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I'd like to say again that the public comment period for this project is open until 5:00 p.m. on March 10, 2022. At this time we will get started on calling up the people in the order in which they signed up. If you would come to the podium to one of the microphones, that would be appreciated. I will call the first one up and the second one I will give you a heads-up that you will be called next.

First person to sign-up this evening was Seth Smith followed by Gary Laird. When you come to the podium and before you start, please state your name so the stenographer gets it correctly and spell it if you would, please. You may begin when you're ready.

MR. SMITH: Seth Smith, S-E-T-H, S-M-I-T-H. Hello. My name is Seth Smith and I along with my father Steve and my brother Brent own the farm at 509 Church Street. I'm here tonight to speak out in opposition against the Eisenhower Project. The proposed Eisenhower extension passes through the southern most boundary of our farm.

The current estimate shows that we will lose over six acres or over four percent of our tillable acres. This is some

of the most fertile land in Pennsylvania that will be destroyed forever, land that has been in our family for four generations with a fifth generation in training and historic land that's been farmed since the 1700s. For us personally this represents a reduction in our farm's income by four percent not just once, but every year for the rest of our lives and all the generations afterward.

We love farming it is in our blood. We farm because we believe in preserving the land, our heritage and supporting our community. We give our nights, weekends and vacations to the farm, because we believe in the positive effects of agriculture both to our communities and to our environment. Without farms there will be no food and our way of life will be in serious peril. We don't take any personal income from our farm. We only hope to make each year -- we only hope each year to make enough to pay the bills for the next year. Taking away these acres from our farm will make it more difficult each year afterwards.

This extension is unnecessary. According to the PennDOT website, the benefit of the extension is only during the rush hour times and even then the benefits of the motorist is a mere five minutes. Compared to other locations such as York, Lancaster and Harrisburg, a five-minute transit delay is not significant.

Further, the report claims that this road has an

above average crash rate without presenting any actual data or figures that can be reviewed in the data. We use these roads daily and have not experienced road conditions to be in constant traffic jam as described on the website. The website also notes that the traffic volume is expected to grow by 2040. I believe this will be even more true if a road is added as it will encourage increased residential development in Adams County and specifically Conewago Township to further support commercial development in York County. Adams County planners must be aware that this will saddle Adams County taxpayers for higher taxes while York County will reap the true tax benefits of this development.

Further state study residential development costs townships anywhere between \$1.03 to \$1.48 of expenses for every dollar of taxes collected. This means that the tax burden will increase for the whole of the Township due to this increased development. Evidence of this increased development is already occurring. There's three developments along or near the proposed extension are already in planning stages. If this extension is ultimately built, these developments along with other businesses must not be allowed direct access to the extension as it will further reduce the supposed benefits of this project.

If this project is deemed necessary and farmland is destroyed, land could be taken from around the project area and

put into preservation to make up for those lost acres which would help preserve and maintain the agricultural background and history of Conewago Township. McSherrystown residents also need to realize that the maintenance associated with Route 116 will become the responsibility of McSherrystown also increasing their taxes as well.

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The TSM alternative will setup to fail. It increases the affected area to Route 94 south of Elm Avenue. When approached about why this is, the response is noted in the meeting minutes of the EA was that traffic analysis show that the TSM improvements would be needed to meet the product needs of the project. Absent from the explanation is how and why this is so. Traffic entering the square in Hanover will still go through several traffic lights before reaching the TSM portion of the project on Route 94. Also missing from this is why these modifications are required for the TSM yet not required for the 5C Alternative. Traffic has no ability to bypass the square in Hanover as a result of the 5C Alternative. So if this improvement is to be required for the TSM, they should likely also be required for the 5C —

MS. COLE: One-minute warning.

MS. SMITH: Also missing from the TSM were other alternatives such as repaired the one-way streets through McSherrystown similar to York and State College and other towns and cities through the Commonwealth. This could be an

alternative that increases traffic flow through the town using existing paved roads and meet the needs of the project, yet it's not considered despite being bought up to project engineers.

I also question as a taxpayer if this is the most responsible use of our tax dollars. In the State of Pennsylvania as of 2019 there were 3,770 structurally deficient bridges. Further, 61 bridges in Adams County were structurally deficient and 104 bridges were structurally deficient in York County. As was recently demonstrated in Allegheny County, bridges are literally falling down in Pennsylvania because of lack of maintenance. It confuses me as to why with all the deficient bridges in Adams County and York County why the Planning Commission and PennDOT's response would be to add two more bridges instead of fixing infrastructure that already exists. To further illustrate this, PennDOT --

MS. COLE: Please wrap up your comments.

MR. SMITH: PennDOT is considering adding tolls to major bridges such as the South Bridge in Harrisburg. I'm asking you to please reconsider several things. Please re-evaluate the data and necessity of this extension. Second, please re-evaluate the TSM alternative and remove the unnecessary parts of it. And third, please understand that just because the businesses of Hanover and the Planning Offices of Adams County is in favor of this does not mean that it is in

the best interest of the area. Thank you.

MS. COLE: Thank you. Next we have Gary Laird and he'll be followed by Thomas Weaver.

MR. LAIRD: Good evening. My name is Gary Laird.

I'm President of the Hanover Area Chamber of Commerce. The

Hanover Area Chamber of Commerce supports the Eisenhower

Extension 5C Alternative. This project is critical to the

continued development of business and industry in the Hanover

region. There have been no significant transportation

improvement projects in our area for almost 50 years yet our

area continues to experience significant residential,

commercial and industrial growth. The 5C option will address

traffic congestion by improving drive times, improve safety

within the study area, enable businesses and manufacturing

companies the opportunity to grow, support economic growth in

the area and preserve the character and continued economic

revitalization of downtown Hanover.

The Hanover Chamber has been involved with this project since 2007 and has actively solicited feedback from the business community during that period. Overwhelmingly there is strong support from small business as well as the largest employers in the area. The data gathered during the traffic study phase clearly indicates the local roadways are near or at capacity and drive times and traffic safety will be a major concern if this project does not move forward. The 5C option

is the only alternative that we are aware of that will support safer roadways and provide traffic congestion relief to the area. Thank you.

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MS. COLE: Thank you. Next up is Thomas Weaver followed by Fred Wilke.

Thank you. Tom Weaver, W-E-A-V-E-R. MR. WEAVER: I'm a lifelong resident of this area. Perhaps a little more importantly this evening I've had the pleasure of serving in a lot of public offices as Deputy Secretary of the Commonwealth. I was a researcher for the Pennsylvania Senate. I'm a former Adams County Commissioner, Conewago Township Supervisor and an official in the Borough of McSherrystown. I put that on the record not to flaunt anything, but to simply say that I have been assessing public policy input on public policy issues for nearly 40 years and I can tell PennDOT with one hundred percent certainty and without hesitation that the greater community of Conewago Township and the Borough of McSherrystown does not support the Eisenhower Drive Extension Project or the preferred alternative. The vast majority of residents are opposed to it.

The community is overwhelmingly opposed not because of some, not in my become backyard syndrome. Rather, the community opposition is based on clear and factual data, some of which you have already heard, that this extension project without question or without any ambiguity or argument will lead to the following:

The destruction of residential quality of life, the destruction of quality and productive farmland, the destruction of historical resources that are in fact recorded and protected on the National Registry of Historic Places, that being the Conewago Chappel and the Jesuit Farms.

Additionally, the proposed route is in direct conflict with the land use regulations of Conewago Township. The proposed roadway will place residential, commercial and industrial vehicular traffic that transverses regulated agricultural and residential uses. The commercial and industrial nature of this traffic is not a use permitted by right in those zones. That is a practical argument in many states and I'm not sure about Pennsylvania it is also a legal argument and should be made a legal argument in Pennsylvania if it is not.

I'm prepared to be involved with the community in looking into these legal aspects. With that being said, however, PennDOT should move forward with alternative one and re-evaluate the TSM or Total Systems Management approach. As you already heard, it's not a perfect approach. It does need some revision.

PennDOT's mission to facilitate safety and ensure efficient travel will be met if the TSM Alternative is re-evaluated and although the TSM approach will impact approximately 50 isolated properties, it will not have near,

not near, the comprehensive destruction and devastation on the quality of life that the Eisenhower Extension Project will produce.

TSM will improve many intersections in the studied impacted area, including but not limit to Kindig Lane and High Street; Kindig and Oxford; Second and Main; Fifth and Main; Oxford and Main in the Borough of McSherrystown as well as other problematic intersections in the Borough of Hanover.

Two additional enhancements that can be made to the TSM is to eliminate parking on the south side of Main Street in McSherrystown. Most of that side of the street is commercial and a few residential places that would need parking, parking can be given to those in the rear. That would enhance the TSM Project.

MS. COLE: One minute remaining.

MR. WEAVER: But secondly, PennDOT must rescind the recently awarded highway occupancy permit given right next door to the Eagle Rock development, nearly a 100-home residential development, that will dump an estimated 300 more daily trips onto a study area of 116 that's been looked at for 20 years. Somebody needs to tell me why PennDOT would issue a permit in a study area that they know is already deteriorating.

So, in summation, the proposed Eisenhower Drive

Extension cannot legally be built, I don't think, and efforts

to do so will be met with strong community litigation. The TSM

alternative re-evaluated appears to me to be the most effective and least intrusive destructive choices and the TSM should be amended to eliminate parking on the south side of McSherrystown on Main Street and to eliminate the recently granted highway occupancy permit to Eagle Rock development that will further deteriorate the Centennial Road intersection. Thank you.

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MS. COLE: Thank you. Next up is Fred Wilke followed by Joni Swope.

MR. WILKE: I'm Fred Wilke, W-I-L-K-E. I'm not a speaker so to speak and I was gonna come up here and I was gonna plan on bashing all the Administrations that got us this far, but I'm not going to do anything there except make enemies. So I will just talk about my personal concerns here.

As for the Wilke property, it will destroy what we have worked for towards for 50 years. The turnabout is going right into our property and along our property and taking acreage away from us. Currently you plan to take a road frontage along with acreage. We will then have to put up with the excess noise of trucks gearing down, destruction of wildlife in the area, pollution and litter.

Now, I'd like to say a little bit about the litter. I maintain a road frontage along my property on both sides of the road. That's a state road. They do a sloppy job and every time I mow it I got to stop what I'm doing to clean up the mess and I can't imagine that it's gonna be any better on the

Eisenhower Drive. There's so much litter you just can't believe it.

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We have no choice in the outcome, because if we do not want to sell, you will take our property by eminent domain. The remainder of our property will be less resale value forever. We also get rent from a local farmer for the acreage that's been a success as well as the farmer. When taking our land who pays the cost of having the deed redone and everything else that will need to be redone. Certainly -- I certainly do not want to pay the same taxes as I am paying now and not have the acreage I have now.

Also what I'd like to say by this eminent domain when you stop and think about it and all this other stuff that's going on, this is kind of like socialism. It's being forced on you. So think about it folks. I'm done.

MS. COLE: Joni Swope. She will be followed by Ted Evgeniadis.

MS. SWOPE: Good evening. First name is Joni, J-O-N-I, Swope, S-W-O-P-E. As a 40-plus year resident of Conewago Township, I have seen much development in the area. It is impossible to not have development, but you need to be aware of what is good and responsible for the area.

The following are concerns related to the 300-plus page assessment:

1. Monetary. The cost is astronomical for the

reported four to seven minutes of time to be saved. A bridge over railroad tracks itself is an enormous expense. As stated in the assessments, "PennDOT anticipates state and potential federal funding for this project, but the extent of federal funding is unknown." This is not what has been previously stated in public meetings. In addition, the assessment stated, "traffic will still be an issue during rush hours even with a new alignment." How can a justification and monetary expenditure be made when the assessment itself makes this statement?

- 2. Local support. The majority of this project is in Conewago Township. Township officials have submitted written communication to PennDOT and other authorities indicating the Township does not support the project.

 Petitions have previously been signed and submitted.

 Representation at meetings has been evident of no build.
- 3. National Historical Registry properties. The proposed path impacts several National Historical Registry properties. The solution regarding this impact is to provide educational materials about these properties and a payoff of \$20,000 to Historic Gettysburg, Adams County.

Wildlife. A bypass will encroach upon the homes and habitats of animals, their feeding grounds and lead to decreased populations. We have already lost all evidence of pheasants. Other wildlife populations have decreased as

building has increased. The proposed area is home to wildlife such as deer, fox, squirrels, owls, coyotes, skunks, raccoons, hawks and eagles. It will not be long until we need to supply educational material on wildlife.

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Air quality and noise. Due to time limitations, I've opted not to discuss here, but common sense will tell you these will be one hundred percent affected.

As stated previously, the vast majority of the 5C build is within Conewago Township. The signed petitions and representation at meetings is evidence the No Build will meet the will of the people who will be affected by this every single day. It appears those in favor of 5C are those who benefit financially from this project.

Many residents as well as the PA Historic

Preservation Office question whether other non-constructional alternatives such as altering traffic patterns, signals, et cetera here given adequate consideration and east-west roadway will not alleviate any north-south traffic. There are roads in the area in greater need of efforts to resolve severe congestion. Other alternatives as well as the direction to other traffic areas will better serve everyone in the Hanover area and not just the several commercial industrial sites being catered to with this project.

And finally, harm. The assessment repeatedly states 5C appears to result in "least overall harm." However, No

Build results in no harm.

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A more extensive written response has been submitted by me to be included in part of the public record. I encourage everyone to go online and read not only my comment, but all the other ones being submitted. Thank you.

MS. COLE: Next up we have Ted Evgeniadis followed by SueAnn Whitman.

MR. EVGENIADIS: Thanks. My name is Ted Evgeniadis.

THE COURT REPORTER: Excuse me. Could you spell your last name, please?

MR. EVGENIADIS: Sure. E-V-G-E-N-I-A-D-I-S. I serve as Lower Susquehanna River Keeper and I oppose the Alternative 5C. And just for the record, traffic was a little light coming in here today. It didn't take me much time at all long to get here. I want to talk about some of the impacts here to local waterways and wildlife and I have a lot to say. Probably not gonna have enough time to say it, but I'm gonna do my best.

So, you know, this is the Environmental Assessment. There is something else that comes after this. We have found that there is significant impact and that is the Environmental Impact Statement and as acknowledged by me the EA, the purpose of the EA is to determine whether an Environmental Impact Statement is required because the proposed project may cause a significant impact on the environment. This is the only appropriate purpose of an EA. The EA may not substitute for an

EIS or serve as a kind of EIS light. Once the analysis indicates the effects of the contemplated construction activity may be significant, the agency or agencies involved must determine that a finding of no significant impact is not appropriate and an EIS is needed and must then proceed to initiate the preparation of that document.

The decision to develop an EA instead of proceeding directly to an EIS is a choice made by the government involved with the foreknowledge that should significant impacts be discovered, they would be required to in effect start the NEPA process anew. The draft EA demonstrates that the proposed project, in particular design preferred option, will have a significant impact. This is not surprising since the preferred alternative involves the construction of miles of new highway covering or making practically unusable acres of prime farmland causing runoff into nearby streams, negatively impacting willing wetlands and rendering harm to historic properties.

The requirements to initiate an EIS here is not an empty exercise. An EIS must employ a formal scoping process. Such a process is particularly needed for this project.

Although some outreach was performed as the draft EA was developed, this process was not public and thus, did not create a level playing field for all interested parties. Yet, despite the fragmentary nature of the outreach efforts, they lead to a premature decision to eliminate all project options except the

most grandiose. Although a range of alternatives was originally prepared, the draft EA limit themself to legally required no action alternative and a preferred alternative leaving them all or nothing choice. Such a decision deprives interested parties of the ability to discuss in-depth of range of full range of choices and the varying environmental impacts of these choices. The character of the decision phase of this restrictive alternatives will negatively impact the ability of the decision makers to make a fully informed choice.

We demand an EIS to be completed or further studies to be completed to address the following issues: Phew. So given the EA states karst like features have caused numerous noted closed depressions and sinkholes throughout the project area and that there is a potential for sinkholes and ground water contamination during construction, so we can conclude that this project will have a significant impact.

To say that subsurface investigation should include

-- should occur in the final design to the fine areas of

concern is arbitrary and capricious. Investigation should

begin in the pre-final design or more appropriately completed

through an environmental impact statement. It would be prudent

to assess the performed subsurface infiltration and boring

studies now, not during the final design. Why bother

proceeding with the project and wasting taxpayers dollars

throughout the process if the project was in fact deemed

inappropriate for construction to begin with?

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Furthermore, since the project area has karst features similar issues are highly concerning as best management practice will slow down water --

THE COURT REPORTER: Excuse me. Could you slow down, please.

MR. EVGENIADIS: I got a lot to say.

THE COURT REPORTER: I understand.

MS. COLE: One minute, please.

MR. EVGENIADIS: One minute. All right. To wrap it up, basically I got a lot here. Go online. Read it. We'll be providing a lot more technical comments, but basically we got a lot to worry about here. There's fish passage concerns. We have impaired waters; Plum Creek, South Branch, Codorus Creek. These are impaired waters. All right. The impacts of stormwater entering these waters are gonna cause complete devastation. I was gonna finish my thought that karst geology allows for sinkholes. So if we have increased stormwater runoff coming off this highway into an area that's karst geology, we're gonna see more sinkholes.

All right. So that's just one of many and then you got to deal with, along with everything else, about suburban development. Yeah, that's in the works. They're already planning it before this thing happens. All right. This is gonna happen if this goes through. We're gonna see suburban

sprawl all over the place. Is that what people want? People want more of that? I don't think that people in this room want to see that. I don't think the farmers in this room want to see that --

MS. COLE: Time.

MR. EVGENIADIS: And with that, I guess, I'm out of time, but please check out my comments and they will be available.

MS. COLE: Next we have SueAnn Whitman and she will be followed by Thomas Klunk.

MS. WHITMAN: Hello. I'm SueAnn Whitman.

S-U-E-A-N-N, one word, W-H-I-T-M-A-N. Good evening. My name is SueAnn Whitman and I am the Mayor of Hanover. As you are aware, the Eisenhower Drive Extension Project located in York and Adams Counties involves Eisenhower Drive, State Route 94, State Route 116, which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township and Penn Township. The proposed project addresses the heavy congestion and higher than average crash frequency of roadways within these municipalities.

The need for a resolution to the increased traffic congestion is self-evident and is paramount to the health, safety and welfare of the Hanover community as a whole. Of the options, the No Build scenario only allows the problem to fester within an ever-increasing burden on the already troubled

thoroughfare. The TSM option involves public seizure of 53 properties by right of eminent domain displacing businesses and historically valuable properties and affecting a multitude of citizens. Due to the loss of these properties as well as unknown number of partial seizures, the TSM option will also cause a decrease in Hanover's tax roll and a loss of revenue from utility services such as water, sewer and trash collection.

We, like McSherrystown Borough and Penn Township, need not wait until the future to experience the burden of freight traffic and our respectful few municipalities. The study clearly articulates that the problem exists already. Unacceptable levels of operation already exists at pertinent intersections with near capacity traffic volumes.

While pundits might opine that this is a Hanover Borough problem, I would offer that truck traffic and the need to move products to, around and through our community is not a Hanover Borough specific function. It is community-wide and the related impacts and benefits should be appropriately distributed. The proposed Eisenhower Drive Extension Project has been thoroughly studied and well thought-out by PennDOT for the most efficiency and the least amount of impact to people, the land and the environment.

It is for the all above reasons that I, SueAnn Whitman, as the Mayor of Hanover am truly hopeful that the

project sponsors remain steadfast to the intent and goal of this effort for the Eisenhower Drive Extension Project

Alternative 5C to mitigate current traffic issues. If this project either does not proceed at all or proceeds as a TSM option, the community of Hanover, not just the Borough, will be sentenced to a lifetime of traffic-related delays and safety issues, a lifetime that starts today. Thank you.

MS. COLE: Thank you. Thomas Klunk. Thomas will be followed by Sharon Hershey.

MR. KLUNK: I'm no good at this public speaking stuff. I'm just gonna touch on a couple things here. I think the historic park, this is a travesty to build this road. The other thing is just like the bigger property owners around me know that they put that in the preservation zone and put in a key 120-foot easement behind me and, you know, where's my property rights at? Where are they? You know?

The bigger development home developer puts homes in right beside me. Okay, it wasn't fair to stop him, but now that the houses are there, guess what? They're gonna take more of my property. Oh, that's great. Okay. Where's my property rights at? Where are they at? You know, I'm not gonna have no farm rent left at all and, you know, PennDOT did not do their homework here, because there's really no traffic here. They're trying to pull something.

Hanover what they did years ago on the other side of

the Hanover putting that Golden Mile in was put in by somebody else out of this area that had nothing to do with this state and then when they put it in, oh, now it's our fault. Now it's our problem to bail them out? You know, where was the aforethought of putting that in? Where was it?

Okay. We don't have traffic here. If this road goes in, we're gonna have -- we're gonna have a lot more traffic and all the roads are gonna interconnect. McSherrystown is gonna have more traffic, not less. Go through the center of York. Everybody gets off the bypass at York to cut time and go through the center of York because it's sometimes faster.

Okay. That's what we are gonna have here.

Okay. All they want to do is put commercialism, spread the commercialism out this way and it's not fair to people. I live there. I let everybody alone. I don't bother anybody, okay. Now, they're not only gonna take my farm, they're gonna take something I worked my whole life for with my family and then, you know, they're going to take my serenity too, they're gonna take that. Okay. I know. Nobody cares. That's all right.

MS. COLE: Sharon Hershey. She will be followed by Justine Trucksess.

MS. HERSHEY: I brought a prop, but no notes. My name is Sharon Hershey, H-E-R-S-H-E-Y. I live at 303 Oxford Avenue, which is right where they're planning to put in one of

the new roundabouts. I've lived on my property for 67 years. Before that, for over 300 years, my family, my ancestors have lived on that same land, which can be attested to by the fact that we have our family cemetery in that area.

As I thought about what to say this evening, there were several -- several concepts that came to mind. I don't have facts. I can't quote facts. What really prompted me to speak was the unbelievable statements that people have made to me of "well, it's only going through farmland." As I said, I've lived there all of my life and my ancestors have lived there.

There's a story that was written in The Bible about a very rich man and he had lots of possessions. Contrary to that was a very poor man and all he had was one lamb. He loved that lamb. A stranger moved into the area or came into the area and the rich man, instead of solving his problem by taking one of his own animals, took the poor man's lamb and slaughtered it. The story was told to a very rich king, King David, and was told because King David, despite everything that he had, took someone else's wife and committed murder and as I thought about that story, I thought how pertinent it is to us. York County created their problems, wealthy York County, and now they wish to put their problems into the hands of Conewago Township and make us pay for their poor planning. No one has told me why this is essential for us to bear the burden of York County.

I am appalled at the contempt at which people hold our life-style in Conewago Township as they look down upon us and our livelihood, as they look down upon and evaluate the value of our land and our ancestry and our heritage. The contempt that they have for us feeling that they can just take our land and do as they will with it, land that has been our soul and our food for all of these centuries. Thank you.

MS. COLE: Justine Trucksess followed by Robert Miller.

MS. TRUCKSESS: Justine Trucksess, T-R-U-C-K-S-E-S-S. My name is Justine Trucksess. I'm the Executive Director of Main Street Hanover. We're a nationally accredited Main Street program support and drive downtown revitalization. It's our opinion that the TSM alternative or No Build option are not appropriate or safe options for the Hanover community. The 5C option is the only alternative proposed that will support safer roadways and provide traffic congestion relief in the greater Hanover area.

We understand that the Eisenhower Extension will improve traffic and roadway systems throughout the community reducing drive times, as has already been stated, improving safety within the study area which experiences higher than average crash frequency and fatalities compared to similar roadways in the Commonwealth; meet the needs for the future of our growing community; support the overall economic growth of

the region and the project has been studied by local and regional leaders for the past 30 years; and most importantly from my organization, the Eisenhower Extension will preserve the character of the downtown district.

Our Main Street program has done a great deal to improve the downtown and a project like what's proposed in the TSM alternative would effectively decimate the downtown corridor by increasing traffic in our historic center square. The downtown district's character would drastically change if the primary two-lane streets were widened to accommodate four lanes of traffic. This proposed alternative is not acceptable as it would destroy the integrity of our downtown.

In summary, the project as proposed is to facilitate safe and effective travel for vehicles and pedestrians throughout the study area. Improvements will reduce congestion, improve safety, accommodate growth and reduce the impact of truck traffic and commuter traffic on the existing roads. 5C is the only option still proposed that meets those needs. Thank you.

MS. COLE: Next we have Robert Miller followed by Jeanne Smith.

MR. MILLER: Good evening. My name is Robert Miller, M-I-L-L-E-R, 3176 Hanover Pike, Hanover, Conewago Township.

I've been a resident of Conewago Township for 48 years and the owner of a business located on Main Street, McSherrystown for

33 years. During my business term on Main Street, I've participated in and observed the development and growth of the traffic and traffic problems there.

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Based on my years of traveling in the area subject to this hearing that is State Routes 94 and 116, which are locally known as Carlisle Street, Third Street, Main Street, Hanover Road, I can attest to the fact that the major area of congestion is Main Street, McSherrystown. The congestion on Main Street has existed for more than 30 years and during that time it has been ignored.

The 20-plus years of planning studies have always focused on the desire of the planners to do a bypass of McSherrystown rather than consider an implement of traffic controls on Main Street. It seems as though none of the planners could ever see the realities of controlling the actual traffic on Main Street and here we go again wanting to spend 47-plus million dollars and consume hundreds of acres of prime agricultural land.

I am sure much time, money and resources were expended to develop the lengthy environmental assessment report on which the Eisenhower Extension Project is based. The Section 2.1 is called existing roadway network lists: "The following intersections are currently operating unacceptable; Main Street and Fifth Street unsignaled; Main Street and second street, unsignaled; High Street and Kindig Lane, unsignaled."

While I agree and that everyone knows the High Street, Kindig Lane is a tragedy waiting to happen. Everyone who would drive, I'm sorry, anyone who would drive Main Street during peak hours would quickly tell you that the real intersection problem on Main Street is at Third Street, not Fifth or Second. This is a major underlying fallacy of the Eisenhower Drive Environmental Assessment. They missed the boat.

This oversight tells me that the real facts of the area were not utilized, but rather someone's desire to achieve a particular objective as so-called traffic experts been awake over the last 30 years, they would have moved many years ago to install a traffic signal at the intersection of Main Street and Third Street. This is what is really needed to control the traffic on Main Street.

As a point of reference -- okay. I'm running out of time. I'd like to make a reference point here, but I'm going to jump onto something else here. I will be submitting this in writing. I'd also -- I'm going to say this. The intersection at 194 and Mount Pleasant Road, which was a problem for many years, a traffic signal was put up there. That's been corrected. This is why we need a traffic signal on Main Street.

So, anyway, both Borough of McSherrystown and Conewago Township have made statements and I'm attaching those

to my presentation or to what I'm submitting in opposition to these. So I won't read that and save time here.

MS. COLE: One minute.

Hurst.

MR. MILLER: There's a simple solution to correcting the unacceptable operation of these three intersections outlined above: One, install a traffic signal at the intersection of Main Street and Third Street of McSherrystown. This will alleviate the deeply diverted traffic to Main Street and Second to Main Street and Fifth Street, because everybody tries to work around. If you know you can get through the intersection, you'll go there. Second, install a traffic signal at the intersection of High Street and Kindig Lane. People can get through.

In conclusion, I ask Pennsylvania Department of
Transportation to not waste 47-plus million dollars and
hundreds of acres of agricultural land, but instead redirect
the funds needed to an approach to accomplish effective traffic
control in McSherrystown and the intersection of High Street
and seven seconds, I'll tell you I came through that
intersection this evening, Third Street, in 30 seconds. It was
a timing thing. Okay? Where's the cost benefit analysis by
the way for this particular project? Thank you very much.

MS. COLE: Thank you. Jeanne Smith followed by Scott

THE COURT: Jeanne, J-E-A-N-N-E, Smith. Okay. I

have a few observations regarding this proposal. You're gonna spend 30 million dollars to create new roadways in Adams

County. This is to bypass around McSherrystown, but just Main and Elm Streets. Supposedly this is to limit the many accidents on those streets. Really? Are there a disproportionate number of accidents on those streets compared to other streets in the area? The police log for January, according to Gettysburg Times, did not record traffic accidents for Main Street, just domestic disturbances and they were on North Street. Although there was an accident on Main and Fourth Streets this week. That would be one accident.

This is going to create more roads to be maintained and plowed and policed. Several housing developments in the building stages around Hanover as we speak have already developed additional roadways to be dealt with. This preferred alternative, according to your website, will include two-lane roads with accompanying side areas, bridges, traffic signals, three roundabouts and realignments to name a few improvements. All this for 30 million dollars. This will take a few years and in all probability that price will increase due to inflation and other issues that arise.

Do you actually think this is a sound investment given that there are many roads in our area that already need improvement to be safe? Not to mention the bridges already in use that are need of repair. Think what that amount of money

could do to improve our already existing problem areas. Just this morning I heard there will be a project costing three and a half million dollars for a bridge on Route 116 and that will take at least two years. How many bridges and roundabouts, not to mention barriers and other constructions can be built using 30 million bucks.

What will you do when the two roads of traffic feed into Route 116 leading to Gettysburg? When you come back in a few years, you might decide that you need move more houses and more farmland to enlarge that roadway. Is this just the beginning of your improvements? That roadway will lead inevitably to the Historic Battlefield area. That issue will be nonstarter because of the Battlefield's significance.

Again, according to your website, there are a significant number of vehicle crashes in the area. There are no figures mentioned in that study for the public to see. There was one recorded accident last week on Main and Fourth. One accident, not a significant amount given that accidents will occur when you have drivers on the road.

Wouldn't traffic signals limit the problems on Main Street? Perhaps Mount Pleasant Road and Main Street? Why are you not trying a less evasive, less costly method of controlling traffic instead of tearing up people's lives and homes? This seems excessive to me. Yes, there is traffic on Main Street as there is on any street at certain times of the

day. Waiting for a few cars to pass so you can enter those streets does not appear to be a great hardship when compared to uprooting people's lives for the sake of a few minutes wait time. Just yesterday I did have to wait for six cars to pass before I could enter Main Street from a side street. It wasn't a huge problem.

Keep in mind that this is rural Adams County, not a metropolitan area. There are many other traffic problems in Hanover that have longer wait times for traffic to flow smoothly. Try studying traffic patterns on Carlisle Street and Berwick. These areas are very congested.

either. You've acknowledged that this is an historic area, which has listings on the National Registry of Historic Places. What happens if when you're tearing up the land for your project, you run into artifacts of anything — let's try that again. Your website states that a large proportion of the projected area contains a high probability for historic or prehistoric archeological resources. Are you going to ignore that when you tear up the land? Once you tear up that land, you can't go back. You can't back out of it and then what about sinkholes? This area does have history of sinkholes.

Your comment that this will inconvenience a few people is inaccurate. You should have amended that to say -- MS. COLE: One minute remaining.

MS. SMITH: -- these people. The landowners in question whether they own farmland or personal property have purchased it, paid taxes on it, have sweated over it, maintained it for generations. Have you even walked to the areas in question? Spoken to each individual who will lose property? Have you seen the backyards and fields which will be diminished by the project? As the residents of Sherry Village understand, they will have some sort of sound barrier to look at on their property forever. Already several farms have been sold to developers, which will of course mean more roads for the township to police and upkeep. Why are we even considering adding to this burden for the sake of creating a faster way to get to the shopping mecca of Eisenhower Drive?

Once the farmland is gone, where will your food be grown? We are described as rural America, but for how long?

Adams County is building a great agricultural region, but that could change drastically with the inroads limiting farm lands.

One of your proposals was to -- was eliminated by 50 plus homes were on the chopping block. Since this present proposal deals primarily with farmland --

MS. COLE: Your time is up.

MS. SMITH: -- some things are better proposing. Farmland is just as important as the land on which the houses are built. Next part, I'll just sign. Thank you.

MS. COLE: Thank you. Next we will have Scott Kurz

followed then by Adam Smith.

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Hi. My name is Scott Kurz K-U-R-Z. MR. KURZ: wife and I, we own 965 Carlisle Street and main reason I'm standing here in front of you is because of confusion and I don't have anything in writing. I just saw that tonight that TSM thing was going to come down 97 or Carlisle Street past our building and our building was one of the ones that was going to be destroyed. I saw that was taken off the table, but I got a call from Kay Klunk's office in mid-December. They said, hey, there's nothing happening and I have been holding off doing things in my business. So I asked is there anything in writing? The answer was no. So this came up. So I just decided I would come here and make my statement, but I didn't know that that was off the table, but I say don't put it back on the table from that standpoint. You have a tough decision to make on this and I just would not like to see it come down Carlisle Street because of those 50 places that would be destroyed and ours being one of them. Thank you very much.

MS. COLE: Thank you. Adam Smith to be followed by Earle Black.

MR. SMITH: Hello. I'm a resident of Oxford Avenue whose family will be greatly affected by this egregious abuse of eminent domain. Many people fought hard to get this item off the agenda in the past and it was with great surprise that my family learned on the 11 o'clock news that our house was in

jeopardy once again. I have begged for some sort of transparency since this process began. However, last time a meeting was held here, I found out I had been lied to.

Despite being promised for years that no one would lose property along Oxford Avenue, my two neighbors were wiped off the map and I had to report it to them. Then the representative told me when I inquired about the security of my property and the neighbors, that there are always slight adjustments when it comes to roundabouts. To think my three sons, wife and our neighbors' houses that we have owned for generations are slight adjustments are the epitome of greed and a slap in the face. PennDOT spokesman stated on the news that the only people who would benefit from this are the developers.

Unfortunately, I know the Golden Rule. He who has the gold makes the rule. Thus, to the representatives here this evening who fought hard after this proposal was removed from the project plan to make a workable concept after what has been termed a COVID pause, which is clearly a farce, shame on you.

This was done out of the eye of the public with no solid evidence and with the TSM proposal that was specifically designed to approve funding, not a tangible option. The first time I brought this up at a Township meeting three years ago, the Supervisor told me that I was crazy to think my neighbor's and I's properties were in danger, there were so many better

options and other available lands, right? And I still can't get an answer to why people would lose homes for five minutes of travel. The guy in the back walked away from me, right.

To me, this is greed and we oppose this extension and I believe it's absolute insanity that people can lose their hard work, land and homes for three minutes of travel a couple times a day. Thank you.

MS. COLE: Thank you. Next up we have Earl Black. He will be followed by Lillian Boyer.

MR. BLACK: Earle, E-A-R-L-E, Black, like the color. I kind of feel guilty being up here cause I'm here about my own problem. I've owned property here since 1970 out at the end of Brushtown where the first roundabout's gonna go. Then they want to go up through the three acres I have there beside the garage and cut across the sign, go across the driveway and put a million dollar business out of business. Somebody didn't plan too good when there's over 200 feet of road frontage that they could move the entrances around instead of trying to take the signs and the driveway. I mean, somebody's not thinking. If you like at that map back there, the first thing they take is our property.

Why couldn't you just let the people in McSherrystown forget that roundabout and McSherrystown and Brushtown go straight out the way they always do without that first roundabout? I understand some of it, but I can't see what this

is gonna do to everybody in the Township and it's hard on everybody. So I wasn't well prepared for this. I'm not a good speaker, but thank you.

MS. COLE: Thank you. Next up is Lillian Boyer followed by Denny Stem.

MS. BOYER: Lillian Boyer, B-O-Y-E-R. Well, I wasn't prepared for this this evening. So I don't have anything in writing. I'm speaking to you as a citizen, resident of Conewago Township. I know I'm in the minority the way it sounds, but I am in favor of 5C simply because I lived in McSherrystown for a long time and I know what the traffic is like on 116. I also lived over on -- off Carlisle Pike.

Should an emergency happen at my home where I would require an ambulance or a fire truck, I'm screwed, quite frankly, because till an emergency vehicle gets from here, not that any fault of SAVES or anyone else, but till they get through town to get over to the Target area, my five minutes is up. If someone's having a heart attack, they're dead. I might as well just call the coroner. I'm looking at it as, yes, it's only five minutes, but in an emergency situation, those five minutes count. That's all I have to say. Thank you.

MS. COLE: Thank you. Next up we have Denny Stem followed by Adam Jones who is the last individual we have signed up for this evening so far.

MR. STEM: Hi. My name is Denny Stem, S-T-E-M. I've

lived in the area almost 40 years. 36 of those years are within a quarter mile where one of these roundabouts will be on the bypass. I was born and raised on our family farm. When I first heard of the bypass, I was not sure if I wanted it or not. It would increase the traffic past my home and increase the noise and I thought about the loss of farmland, but the more I thought about it, the more I knew it would be good for our community.

It takes traffic away from three of our schools where our children, our grandchildren, get on the bus and they walk. It would remove traffic from a -- some traffic from the retirement community at the end of McSherrystown. It will get a lot of the truck traffic out of McSherrystown and off of some of our local roads. It will help truck traffic with three of our larger shippers in the area as well as help trucks not going through Hanover, but going out Eisenhower Drive to the Penn Township Industrial Park.

This road from my understanding is little cost to our community and should be maintained by the state, plowed and things like that. It would help bring industry to our area, more jobs. Those industries pay taxes. Discourage development, which overcrowds our already overcrowded schools. Industries would not do that. It removes a lot of the traffic going through McSherrystown going to the Golden Mile and I'm sure there's nobody in this room that likes the Golden Mile

unless they go out to Wal-Mart, go out there to eat or go to Lowe's, then it's pretty nice. We would lose farmland, yes, but what some of you may not know we have already lost a lot of it, more farmland along this road, more acres than this bypass will require.

It should help, like she just said, with not only the ambulances and the fire trucks getting to our homes, but remember we got volunteers that got to get here to get those ambulances and fire trucks to our homes. It would help their lead time too. Would we lose farmland? Yes, but probably less than the developments are gonna take and some of those are already approved. Some of those farms that we're here trying to save have already been destroyed with development.

Hopefully you will agree we may not like it, but we need it. Our children need it. Our grandchildren need it and our community needs this bypass. Let's not think of ourselves. We should think be thinking about our children, the safety of our community as well as our community. Thank you for your time.

MS. COLE: Thank you. Next up Adam Jones followed by Ron Noel.

MR. JONES: Hello. Thank you for taking my comments. What I'm most interested in is why do we need to build a bypass? What is the traffic that would go from Eisenhower through 116? Because for me the most important thing is the

environmental impact. How much -- how much exhaust would this cause? How much would it damage our climate? Of course, how would it affect my drinking water from our well?

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And this is more of a question than a comment I suppose; why are we not using the rail line if it's a truck issue and not a passenger car issue? I'm curious if we cannot find a more environmentally safe way to transport goods from point A to point B? That's my biggest concern and if it's an issue of personal travel, then is there other ways that we can possibly build a mass transit system? I am not sure and I don't know how much that has been looked at, but the most important thing to me is that it doesn't damage our air both here or anywhere, our water and of course the wildlife, which has -- a lot of people did talk about really well and I would just really like to think about what is -- what causes the congestion and is there a way we can alleviate the congestion without building this in its place? I don't know the answer, but hopefully we can figure it out. Thank you.

MS. COLE: Thank you. Ron Noel.

MR. NOEL: Hello, folks. My name is Ron Noel,
N-O-E-L. I'm not gonna take up five minutes of your time. I
just want you to know that I have been living out here since
1971 on Chapel Road when the traffic consisted of three or four
tractors and two cars a day, okay, but that has nothing to do
with it. I'd like for you to think a little bit if you go

outside of Conewago Township to Oxford Township and the other townships around here at all the open land that's available, I'd like to see our Township remain rural, but it's not gonna happen, okay? But while we go out and look at the other places around, okay, and stop and think what happens if some large company comes in and builds one hell of a large warehouse and you've got trucks coming? Where are they going to go? Through the center of town? Sure, they are. That's the only way and I'm sure quite a few of ya's get frustrated when you go -- when you're on the side street and try to get onto Main Street and there's nothing coming but car after car A-A after car.

So I'd like for ya just to think about, you know, 10, 15 years from now what this place is going to be like, okay, as the other townships allow development, we're gonna have cars, we're gonna have trucks. We're gonna have all types of stuff. So just think about it and that's all I have to say. So thank you.

MS. COLE: Thank you. At this time it appears that we do not have any other testimonies, but we will be around until about 8 o'clock back in the Open House area that you can continue to look at exhibits and ask project staff questions.

I'd also like to remind you that public comments can still be provided via written or on the website as well as in the private testimony area. Chris.

MR. KUFRO: Thank you everyone. This concludes the

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public hearing portion of this evening. Thank you again to
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     everybody who came up and gave testimony. Thank you to
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     everyone that took the time to be here tonight. Please drive
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     home safely and stay well. Thank you again.
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                 (Proceedings concluded at 7:25 p.m.)
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1 I hereby certify that the proceedings and evidence 2 are contained fully and accurately in the notes taken by me on 3 the proceedings of the above cause and that this copy is a 4 correct transcript of the same. 5 6 7 8 DATED: March 7, 2022 9 Corrie L. Ondrizek, RPR Official Court Reporter 10 Adams County Courthouse 117 Baltimore Street, 4th Floor 11 Gettysburg, PA 17325 12 13 14 15 16 17 18 19 2.0 21 (The foregoing certification of this transcript does not apply to any reproduction of the same by any means unless under 2.2 the direct control and/or supervision of the certifying reporter.) 23 24 25

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COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

IN RE: Eisenhower Drive Extension Project Public Hearing

TRANSCRIPT OF PRIVATE STATEMENTS

DATE: February 23, 2022, at 6:00 p.m.

PLACE: 5865 Hanover Road

Hanover, Pennsylvania

PREMIER REPORTING, LLC (717) 243-9770 www.premierreportingllc.com

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STATEMENT BY RICHARD B. LEONARD:

2.0

I just want to say that I am for the bypass and I think for several reasons. Our land development in the area, I mean, it's also zoned that way now. And they're putting up 90 homes around here, right over here. And then they're going to -- just tore down the swimming pool in McSherrystown. And they're putting apartment buildings in there, which is all going to be in the Main street.

For the safety of the people, I hate to see the farmland go, also; but it's too late. It's too late. You know, and most of the people here probably is going to speak, and I'm also one of them. I built on farmland, you know, and the development. And it's a lot of development is already here. And all them people are going to be so -- And for the safety of the people that travel 116, and also the truck traffic, our roads in McSherrystown and out Conewago Township and Conewago itself and up through there, trucks are traveling them routes and the roads aren't built for that. They're not built to handle the truck traffic, you know.

So, I think having the bypass, you know, would help. And it's going to be on the edge of the farmland, which everybody is saying about it's gonna be on the edge, not going through the middle. So, I think for that, you know, it's a good project in the area. And, I mean, it's being done everywhere. I mean, I have a son that lives in New Jersey; and they have the same problem. They're selling off their farmland down there and it's building up and they had to put a bypass. It's working out fine. It's working

out fine.

So, you know, say it's just something that -- And I think a lot of the people -- It's a shame to say this, but a lot of it is political football that they're using it. And they're going to hear it tonight. Some of these people out here are going to use this for a political platform. And that's wrong. That's wrong. So, and I guess that is about it.

STATEMENT OF BRIAN DAHLER:

* * * *

STATEMENT OF CHRISTOPHER SMITH:

I want to tell you that I am a lifelong resident of McSherrystown and Conewago Township. I've lived 30 years in McSherrystown and 30 years in Conewago Township.

I now live in Indian Ridge, which is less than a half a mile from where the extension will go.

McSherrystown's Main Street was never built to tolerate the amount of traffic. The constant flow of trucks from the nearby quarry has helped to deteriorate Main Street to the point of disrepair. Main Street is now polluted, old, full of potholes, and was never built to weigh that amount of traffic, as was Brushtown.

I absolutely feel the extension is necessary to divert as much traffic as possible around McSherrystown so the Borough can return to some peace and quiet that it was meant to be.

That's all. Thank you.

^ ^ ^

Well, I live at 45 Main Street. So, when traffic gets busy, people use my driveway as a lane to get through, you know, from the alley to the main street. So, they'll cut through and, you know, try to save 30 seconds, I guess, which my daughter and son almost got hit getting out of my vehicle because somebody was driving through my property. My dogs actually got hit in the alley during this heavy traffic period because people use the alleyway to, you know, fly down to try to save time on getting ahead of the traffic.

We have three bus stops just down at my house. Now, this is throughout the day: Three, you know, three buses pick up in the morning at the same stop and drop off three busloads three different times every day.

So, in the morning, it's hectic. In the evenings, it's hectic. And then you got the truck traffic, which just last night I was woken up at 2:00 in the morning with my windows vibrating on my home.

And it's the trash that comes off the street on my house, on my property. The soot that comes from the road, you know, just everything in general. I mean, it's so hard to explain it all when — unless you actually live on Main Street and deal with it on a regular daily basis.

I'm hearing people that are talking about losing property that are going to get paid for that property I would imagine. But, yet, they don't deal with anything that we're dealing with right

now.

2.0

So, I just think that this bypass is something that's needed to happen. I mean, I was born and raised in McSherrytown. When I was a kid riding my bike, I didn't have to worry about getting hit crossing Main Street. I didn't -- You know, we didn't see this amount of traffic coming this way.

The Eisenhart extension is going to do great things for the people of McSherrystown for our living standards alone. Main Street it's unbearable to drive down. There's so many potholes and whatnot. And when they do cut up the street, they put it back and if gets tore right back up from the flow of trucks and whatnot.

And I really can't, you know, how to say this, back off the truck traffic because it's tremendous. And now I know that the truck -- the truckers have certain routes that they have to follow. I wasn't aware of that. But the routes that they are suppose to go, go right past my house every single day, you know, all hours of the day and night. And it's just absolutely ridiculous.

And, I mean, I own a third of an acre. I don't have much property. And if they go to take any from whoever because of this build not going through, who's it gonna effect more. I mean, I don't know what all the options are. But I image that none of them are going to be as good as the Eisenhart extension, so.

That's pretty much all I got to say. I'm just tired of this damn traffic like it is. So, yeah, that's about it.

CERTIFICATE I hereby certify that the proceedings are contained fully and accurately in the notes taken by me during the statements of the foregoing cause and that this is a correct transcript of the same. Karen J. Brown Official Court Reporter DATE: March 7, 2022

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ATTACHMENT E: FINAL SECTION 4(F) EVALUATION



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Memorandum

Final Section 4(f) Evaluation Subject:

> Eisenhower Drive Extension Project Adams and York Counties, PA

Silvio J. Morales From:

Attorney-Advisor

North Field Legal Services

To: Jon Crum

> Pennsylvania Division Harrisburg, Pennsylvania

Date: September 23, 2022

In Reply Refer to: **HCC-NO**

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.

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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.



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August 2022

EISENHOWER DRIVE EXTENSION PROJECT

Adams and York Counties, Pennsylvania







FINAL INDIVIDUAL SECTION 4(F) EVALUATION



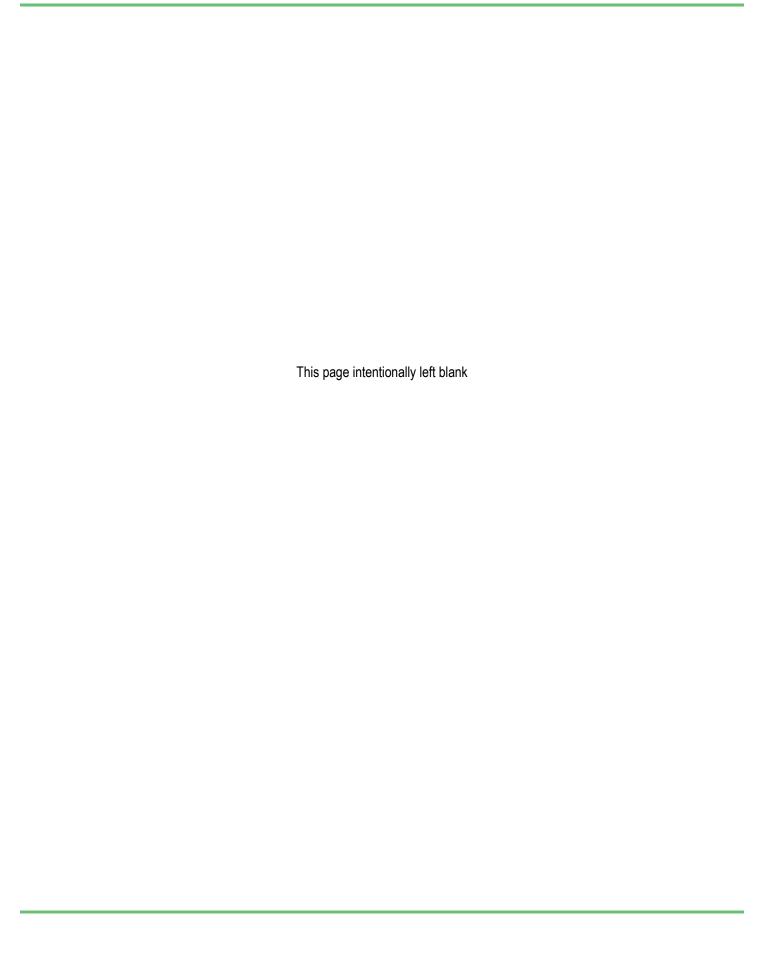


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1.0 INTRODUCTION / DESCRIPTION OF PROPOSED ACTION

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.

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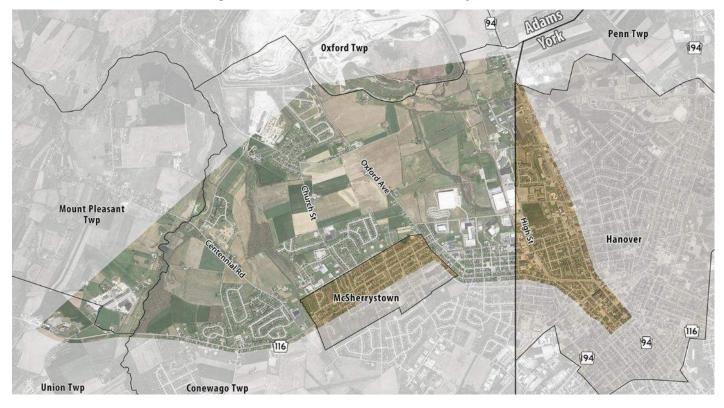


Figure 1: Eisenhower Drive Extension Project Area

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.

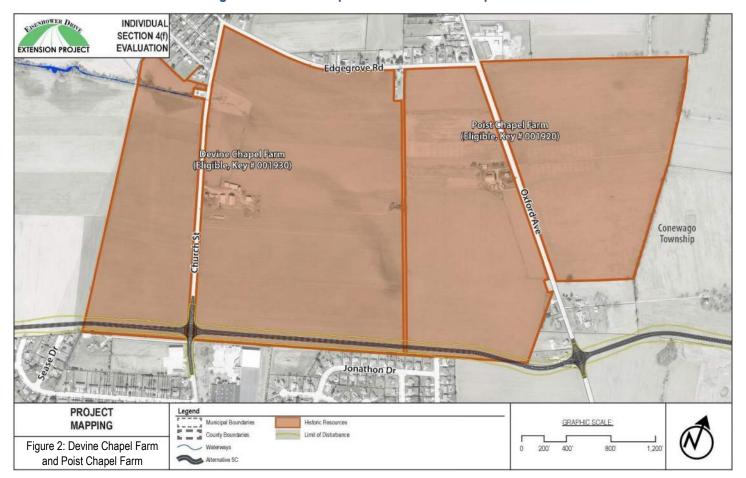


Figure 2: Devine Chapel Farm and Poist Chapel Farm





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PROJECT
MAPPING

Figure 3: Gettysburg Railroad

Figure 3: Gettysburg Railroad

Figure 3: Gettysburg Railroad

Figure 3: Gettysburg Railroad





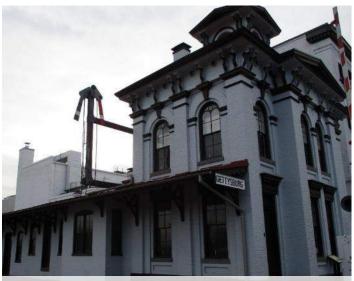


Photo 4: Gettysburg Railroad passenger station in Gettysburg

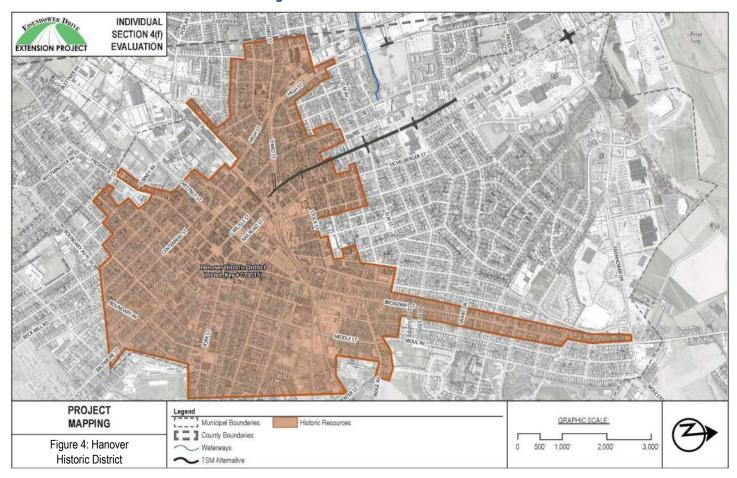


Figure 4: Hanover Historic District



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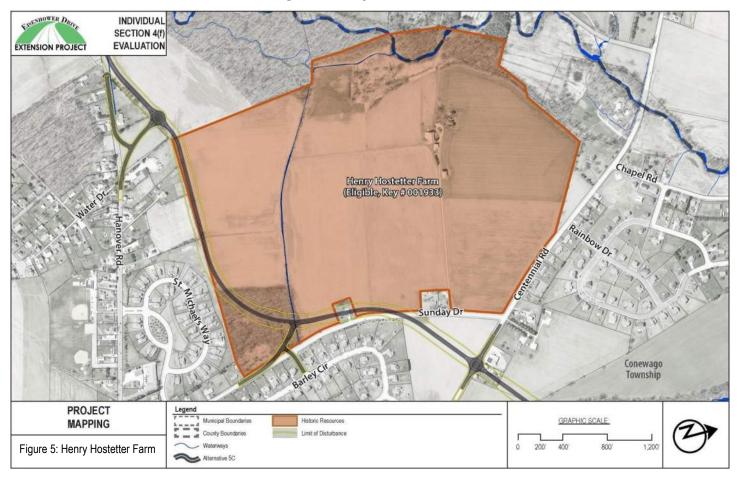


Figure 5: Henry Hostetter Farm





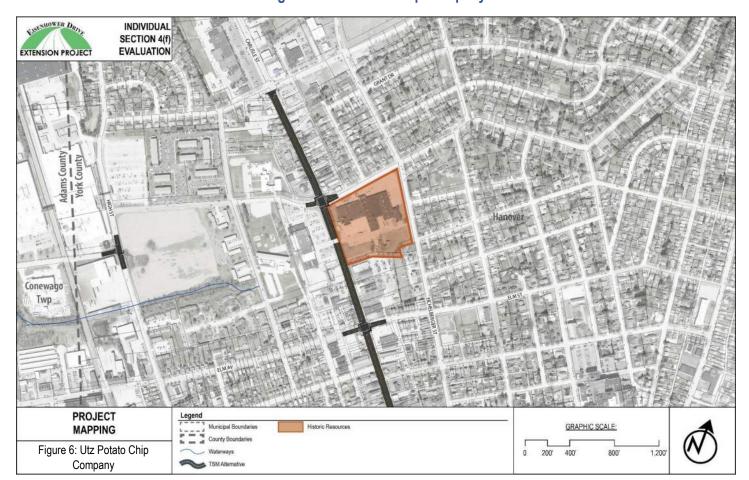


Figure 6: Utz Potato Chip Company





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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.

Detailed Least Overall Reason for Dismissal and/or Least Overall Conceptual Harm Analysis **Analysis** Analysis 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) Dismissed – did not meet the project needs **Sub-Alignment** Alternative A (appears not prudent) **Sub-Alignment** Dismissed – did not meet the project needs Alternative B (appears not prudent)

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
Other Alternative	s			
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.

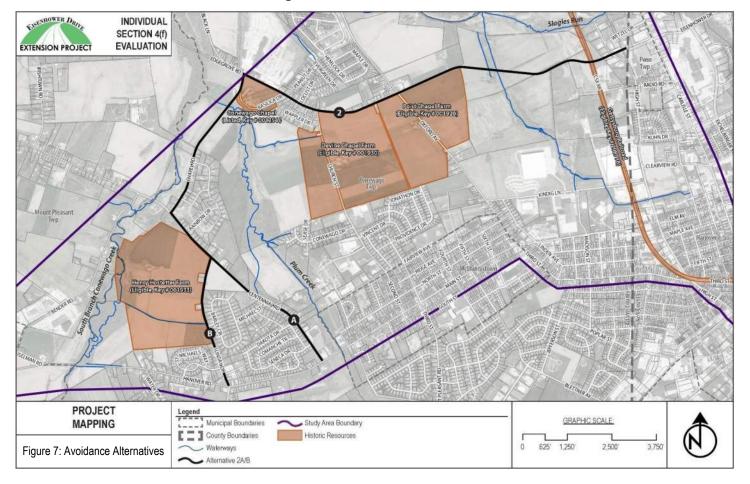


Figure 7: Avoidance Alternatives

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 offical 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.

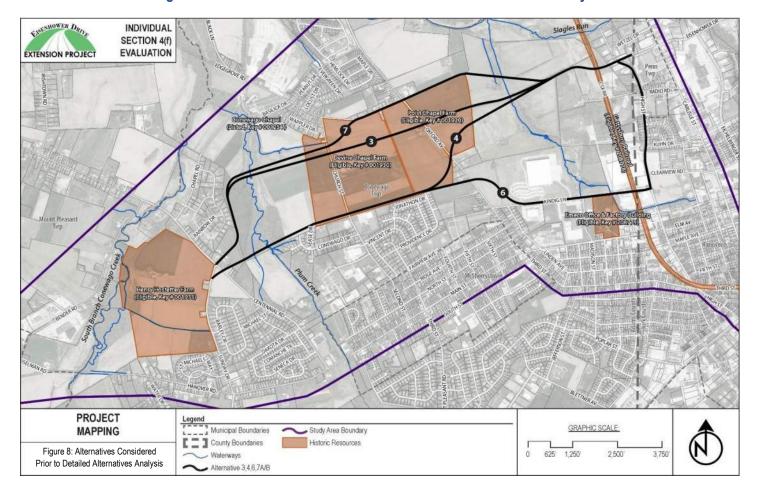


Figure 8: Alternatives Considered Prior to Detailed Alternatives Analysis

During the alternatives analysis for the project, Alternatives 6 and 7 were dismissed first as they do 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 consititue 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)	13.1 acres from Poist Chapel Farm, including remnant lot (farm bisected)	2.0 acres from PoistChapel Farm6.6 acres from Devine
	10.4 acres from Devine Chapel Farm, including remnant lot (farm bisected)	6.6 acres from Devine Chapel Farm	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 agriculural 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 consititue 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 consiting 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 consititue 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.

<u>Alternative 1 (TSM Alternative)</u>

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):

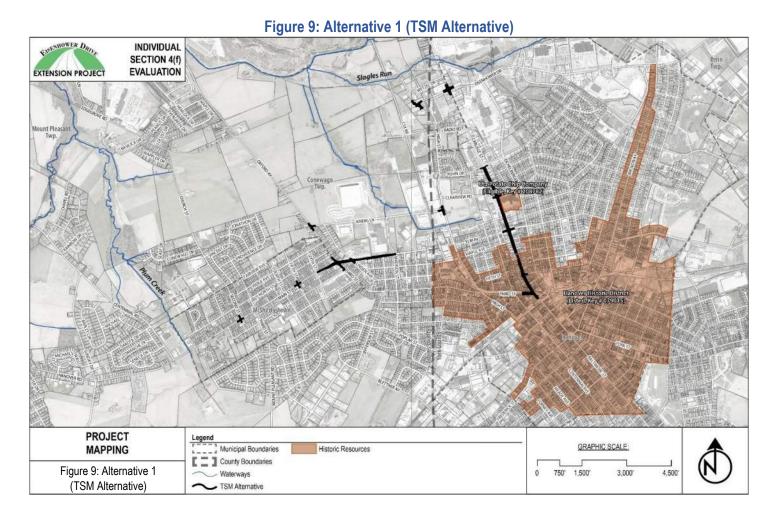
Intersections:

- 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



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.

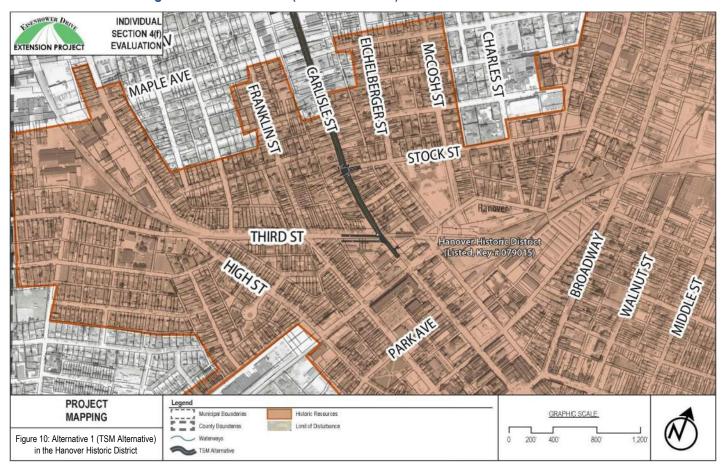


Figure 10: Alternative 1 (TSM Alternative) in the Hanover Historic District

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.

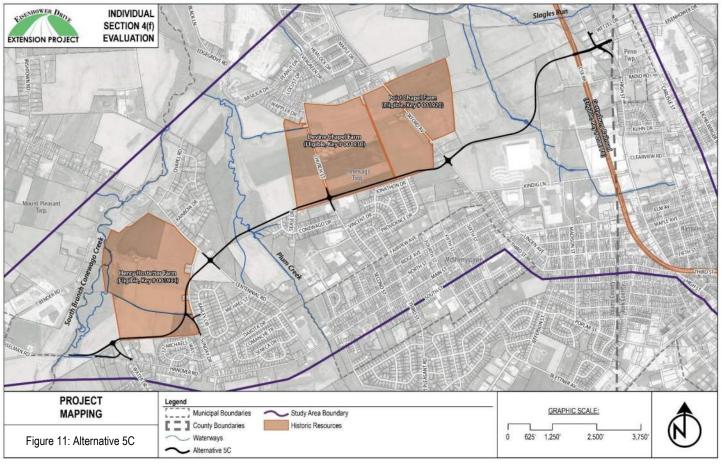


Figure 11: Alternative 5C

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 is 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 consititue 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
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?	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.	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.	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.
3. What is the relative significance of each Section 4(f) property?	The Hanover Historic District is listed in the NRHP and has both historical (Criterion A) and architectural (Criterion C) significance spanning nearly three centuries.	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.	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.

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Factors for Determining Least Overall Harm	TSM Alternative	Alternative 5C	Comparison
4. What is the view of the official(s) with jurisdiction over each Section 4(f) property?	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.	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.	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.
5. What is the degree to which each alternative meets the purpose and need for the project?	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).	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).	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.

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

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

alternatives?

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impacts to established communities, environmental justice populations, and the study area tax base are more severe and disruptful 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.

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7.0 CONCLUSION

The prefered 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.

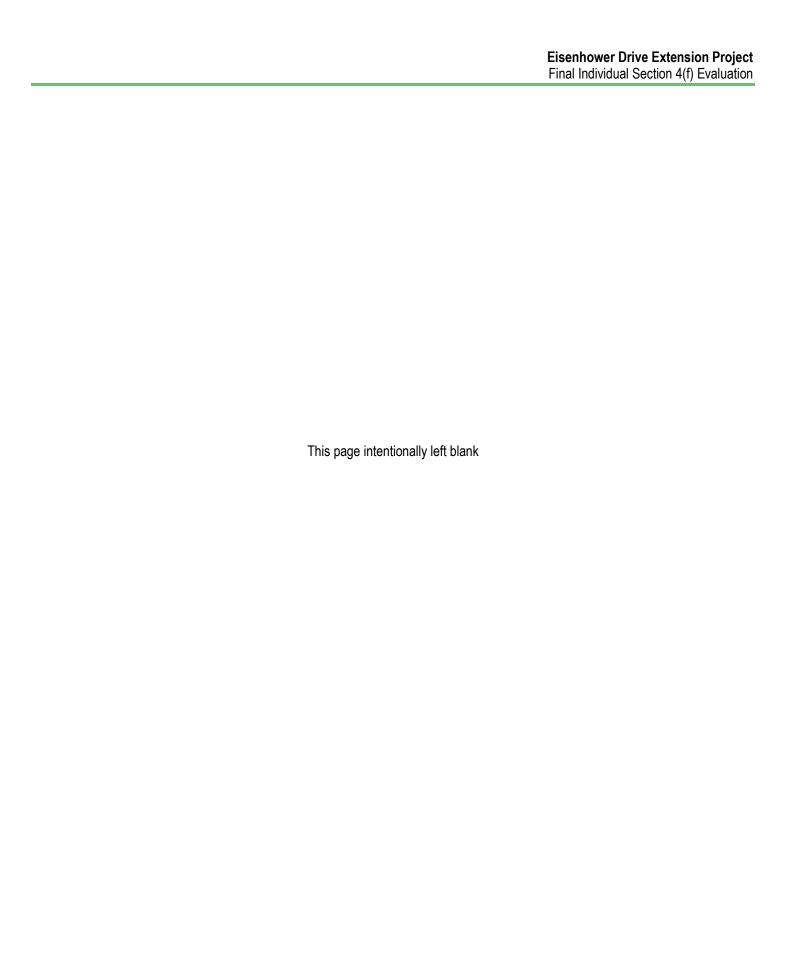
Both alternatives adversely impact Section 4(f) properties; however, the impacts caused by the TSM Alternative are more severe compared to the impacts caused by Alternative 5C. The TSM Alternative would impact more contributing features of a Section 4(f) property and have greater impacts to its integrity 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 feasabile and prudent alternative to avoid the use of Section 4(f) resources and Alternative 5C incorporates all possible planning to mnimize harm to Section 4(f) resources resulting from the use.

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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) 509 Church Street (farm) Key #001930 Key #001933 326 Sunday Drive (farm) Key #001934 3588 Centennial Road (farm) Key #003679 5200 Hanover Road (farm) Key #007147 600 Bender Road (farm) Kev #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

 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. McLearen, Chief

Dolone

Division of Archaeology and Protection

^{*}Please verify – should Key #001974 be 001947?

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

ER 2016-8477-001-W B. Thompson Page 2 of 3

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.

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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. McLearen, Chief Division of Environmental Review

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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 alteratives 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.

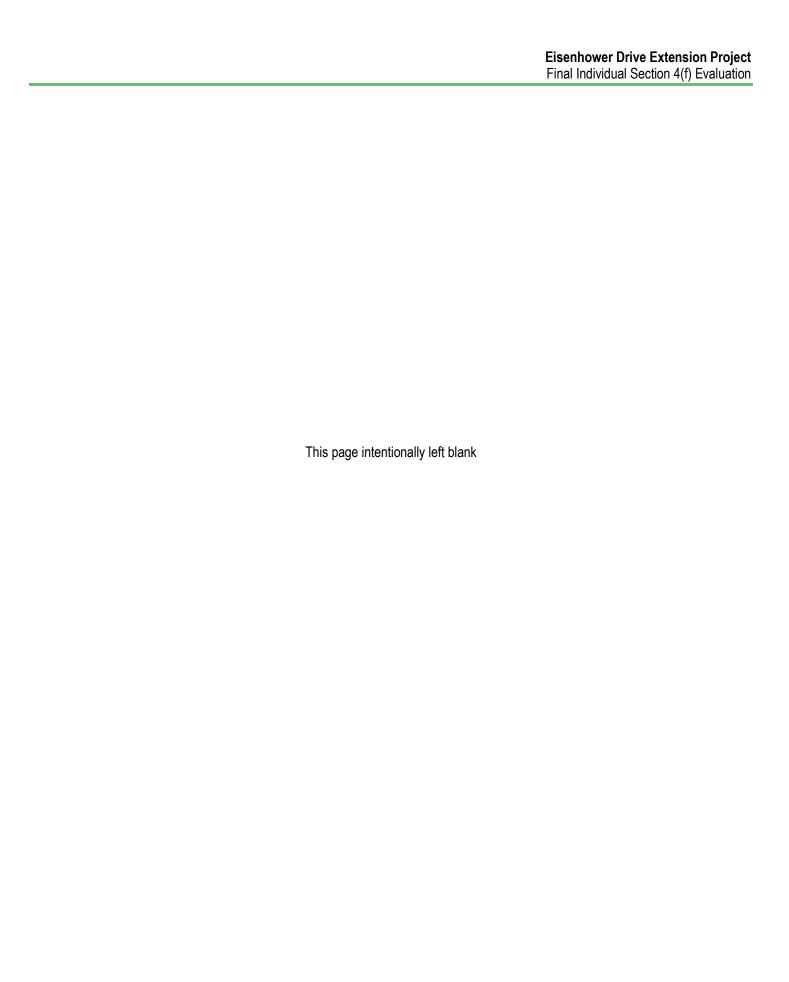
For questions concerning this review and/or for future consultation regarding above ground resources, please contact Emma Diehl at emdiehl@pa.gov or (717) 787-9121.

Sincerely,

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Douglas C. McLearen, Chief Division of Environmental Review







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.
- O 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.
 - o 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 wont 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 subdevelopments 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?
 - o 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.

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)	Listed	Criterion A: Significant contribution to early Conewago valley settlement and helped to establish religion in the area.	1785-1959
30 Basilica Drive, Conewago Twp.		<u>Criterion C:</u> Architecturally significant Georgian style chapel and the oldest Catholic church building constructed of stone in the United States.	
Devine Chapel Farm (Key # 001930)	Eligible	Criterion A: Intact farmstead with associated farmland, significant for contributions to the agricultural history of the region.	1787-1940
509 Church Street, Conewago Twp.			
Emeco Office and Factory Building (Key # 208775)	Eligible	Criterion A: Furniture manufacturing complex, significant to Hanover's longstanding furniture industry, particularly with the design of the 1006 Navy Chair.	1953-1968
805 W. Elm Avenue, Conewago Twp.		Navy Chair.	
Gettysburg Railroad (Key # 208778)	Eligible	Criterion A: 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	1856-1942
Hanover to Gettysburg		Gettysburg Address.	
Hanover Historic District (Key # 079015)	Listed	Criterion A: Historic district encompassing much of historic Hanover, significant in the areas of commerce, transportation, and history.	1783-1946
Hanover Borough		<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.	

COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION ENGINEERING DISTRICT 8-0

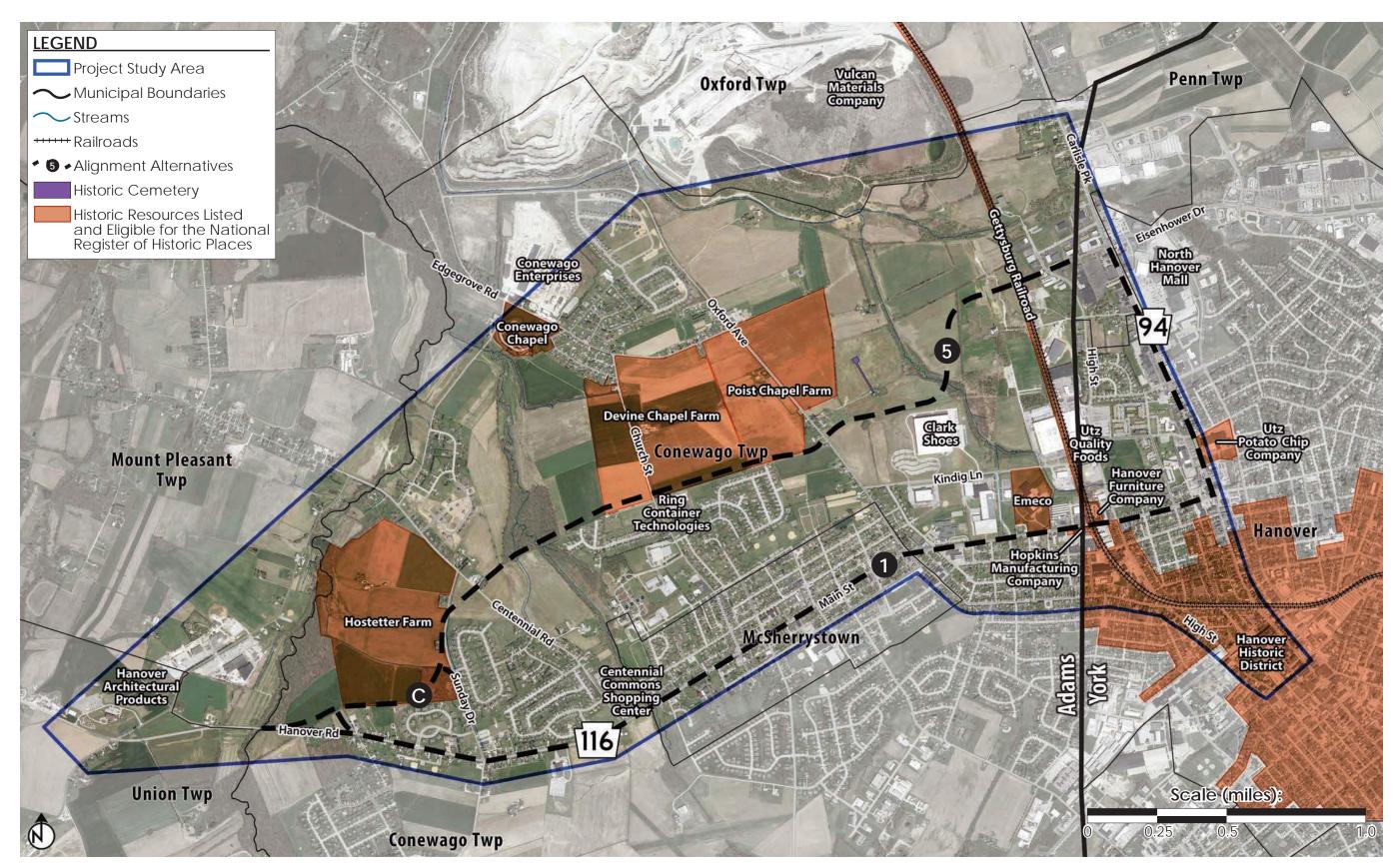


Resource Name	NRHP Evaluation	National Register of Historic Places Significance	Period of Significance
Hanover Furniture Company (Key # 208777) 549 W. Elm Ave, Conewago Twp.	Eligible	Criterion A: Brick and stone industrial building and additions, significant to Hanover's longstanding furniture industry, having consecutively housed four furniture manufacturers over 100 years.	1904-1968
Hopkins Manufacturing Company (Key # 077455) W. Elm Avenue, Conewago Twp.	Eligible	Criterion A: 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	Criterion A: 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	Criterion A: 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	Criterion A: Company headquarters and manufactuer, significant for its role in the industrial development of Hanover and its snack food industry. Criterion C: 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.





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?

Historic Resources Present?

Identify Historic Resources in Area of Potential Effect.

No historic resources present?

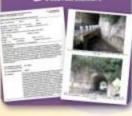


Notification and

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

Posting Assess Effects

No effect?



Notification and Consultation

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

Posting

Effects?

No adverse effect?

Section omplete

Adverse Effect

Adverse Effect?

Posting Resolve Adverse Effect

Documentation

Notification and Consultation

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

PennBOT 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)



Eisenhower Extension Project Sign-in

Consulting
Party 5/15/19
Meeting

<u>Address</u> Email Name JOHN STREVIG Mike Smith Carty Marshall Fr Joseph Howard BEHALD I SMITH Steven J Smith CRAIG LAUGHMAN JOAN McANALL Jani Swape NICK KRAUS Barbara Carburgh

•• ••

Kathy Todt

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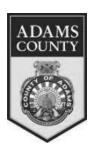
Eisenhower Extension Project Sign-in

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,

Carly Marshall

Comprehensive Planner

Ceny faishall

From: Swope, Joni

To: <u>Ammerman, Jeremy D</u>

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 "Brushtown". 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



May 9, 2019

Public Open House Cultural Resource Sui	rvey
Are you currently a co	onsulting party?
Yes	
No	
Please order the histo	oric 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 pro	vide some insight into your ranking.	
Other Cor	mments:	

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



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a co	nsulting party?
Yes	
Please order the histor	ic 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 rani	the three alternatives from most to least desirable.
} 	No Build Transportation System Management (TSM) Alternative 5C
	property owner right next to SC - Concerns on Water run off be water is already a problem - noise
	- possibility of business eventually ging in along SC

Other Comments:

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



May 9, 2019

Public Open House Cultural Resource Survey

Are you currently a consulting party?	
Yes	
No	
Please order the histori	c 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
j	Hanover Furniture Company
	Other (Please include description below)



Please rank the three alternatives from most to least desirable.	
2	No Build
	Transportation System Management (TSM)
3	Alternative 5C
Please pro	vide some insight into your ranking.
Other Cor	mments:

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



May 9, 2019

Public Open House Cultural Resource Survey

Are you currently a consulting party?
Yes
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 ran	k the three alternatives from most to least desirable.
	No Build
	Transportation System Management (TSM)
	Alternative 5C
Please pro	ovide some insight into your ranking.
	Kome borders 5 c build form land
	Kome borders 5 c build form hand Water issues now -
Other Co	mments:
	Taxes
	Taxes Water problems

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



May 9, 2019

Public Open House Cultural Resource Survey

Are you currently a co	nsulting party?
Please order the histor	ric 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.
/	
V	No Build
	Transportation System Management (TSM)
	Alternative 5C
Please pro	vide some insight into your ranking.
t	HOME BOARDERS 5C STURM H20
	STORM H20

Other Comments:

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



May 9, 2019

Public Open House
Cultural Resource Survey

Are you currently a consulting party? Yes No		
Please order the histor	ric resources with your utmost concern for impact to least concern.	
/	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)
12	Alternative 5C
	Please provide some insight into your ranking.

Other Comments:

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



May 9, 2019

Public Open House Cultural Resource Survey

Are you currently a consulting party?	
Yes	
No 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.



May 9, 2019

Public Open House	
Cultural	Resource Survey

Are you currently a consulting party?	
Yes No	
lease 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 ranl	k the three alternatives from most to least desirable.
7	No Build
2	Transportation System Management (TSM)
3	Alternative 5C
Please pro	ovide some insight into your ranking.
Sin Poist	concerned that my property could be historic ce it is 90+ years ald and attacked to the the Chapel Farm. Could that be many researched?
Other Co.	mments:

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



May 9, 2019

Public Open House Cultural Resource Survey

Are you currently a consulting party?	
Yes No	
Please order the histori	c resources with your utmost concern for impact to least concern.
	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	
Ш	Alternative SC	
Please pro	vide some insight into your ranking.	
Other Comments:		

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



May 9, 2019

Public Open House Cultural Resource Survey

Are you currently a consulting party?		
Yes		
No		
Please order the histori	ic 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.

X	F	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.



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)



	No Build
a	Transportation System Management (TSM)
F F	Alternative 5C
<i>p</i>	
Please pro	vide some insight into your ranking.
Other Con	nments:
Please re	turn to Jeremy Ammerman or email a copy to jerammerma@pa.gov.

Please rank the three alternatives from most to least desirable.



Please rank the three alternatives from most to least desirable.				
	No Build			
3	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.				



May 9, 2019

Public Open House Cultural Resource Survey

Are you currently a consulting party?					
Yes	atting party.				
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)				

 From:
 Danielle Smith

 To:
 Ammerman, Jeren

 Subject:
 [External] Re: Pen

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. $\underline{ https://search.paprojectpath.org/Unsubscribe.aspx?U=Z3R5NUpzcW9vemR6dEcycUNjOVNCaTZibnMwaXQ5aXE1}$



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.

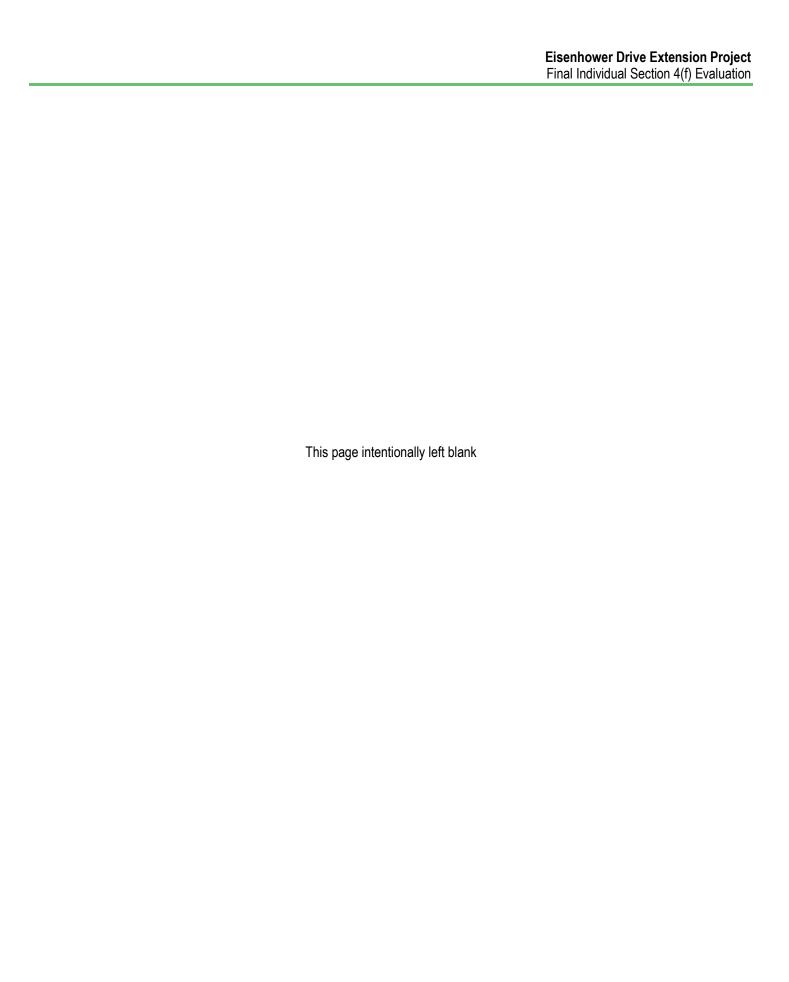
Sincerely,

Carly Marshall

Ceny Saishall

Comprehensive Planner - Design/Cultural





Agreement No.: 221057

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 ADMINISTRA	ATION
Ву:	Date:
Name & Title:	
PENNSYLVANIA HISTORICAL AN	
By:	
PENNSYLVANIA DEPARTMENT O Brian G. Thompson Date: 2020.08.23 10:52:59 OAMO Name & Title: Brian G. Thompson Director, Bureau of Project Delivery	Date:
Approved as to Legality and Form By: for PennDOT Chief Counsel	Date: 9/26/20
By: Deputy General Counsel	
By: Deputy Attorney General	Date:





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Agreement No.: 221057

MEMORANDUM OF AGREEMENT BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND

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SIGNATORIES:

FEDE	ERAL HIGHWAY ADMINISTRAT	TON
Ву: _		Date:
Name	& Title:	
	NSYLVANIA HISTORICAL AND I	
	& Title: Andrea L. MacDonald, Deput	
By: _	Brian G. Thompson Date: 2020.08.23 10:52:59	
	& Title: Brian G. Thompson tor, Bureau of Project Delivery	
	oved as to Legality and Form	
By:	for PennDOT Chief Counsel	_ Date: \(\frac{9}{26} \) \(\frac{26}{26} \)
Ву: _	Deputy General Counsel	_ Date:
By: _	Deputy Attorney General	_ Date: