



# PASSAGES

## News About the PA Route 23 Environmental Impact Statement

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### Do you know your CAC Representative?

The PA 23 EIS project has a very active Community Advisory Committee. The CAC has met with the project team routinely to discuss the concerns and feedback of study area residents and business owners. The next meeting will be in June 2007. PennDOT encourages all concerned citizens to contact their CAC and let them know of local community interests and concerns. To find your CAC representative, please visit the project website at [www.paroute23.com](http://www.paroute23.com) or by calling Mark Malhenzie, PennDOT Project Manager at 717.783.5080 or Lisa Brozey, Consultant Project Manager at 717.691.1340.

### Historic Structures Identified as PA 23 EIS Project Advances

The PA 23 team conducted investigations and research to identify and document historic properties that may be affected by the proposed improvements. Project specialists prepared a Historic Context Report and documented and evaluated 587 resources 50 years or older on survey forms. These resources included historic districts, a railroad, and individual residential, commercial, industrial, and agricultural properties.

The Historic Context Report outlines the history and evolution of the PA 23 area. The Historic Context Report also provides information on the types of properties that may be found in the area, identifies levels of integrity for these types of properties, and establishes criteria for the evaluation of historic properties' eligibility for listing in the National Register of Historic Places (NRHP).

Following field survey and documentation of historic resources, the PA 23 Team prepared a Determination of Eligibility Report that describes the results of the survey and provides recommendations of eligibility. Generally, properties 50-years or older are potentially eligible for the NRHP if they have good integrity, are important and if they are significant in one of four areas (event, person, architecture, or information). This 50-year benchmark provides perspective on important trends and events and allows the property to be significant within a historic context.

Throughout the project, the PA 23 Team has coordinated with the Bureau for Historic Preservation (BHP) that serves as the State Historic Preservation Office (SHPO) in Pennsylvania in developing the Area of Potential Effect (APE), the Historic Context, the Section 106 Consulting Party process, and the Determination of Eligibility of historic structures. PennDOT and FHWA also have identified potential consulting parties for the historic and archaeological studies. As the project progresses, the project team anticipates that the Cultural Resources Public Involvement Plan will be adapted to address specific resources, groups, or issues as necessary. Furthermore, additional Section 106 Consulting Parties, including owners of historic properties, will be invited to participate in consultation as appropriate.

In April 2007, the BHP concurred with the NRHP eligibility portion of the Historic Structures studies for the PA 23 EIS Project. The following eight individual properties and three historic districts were determined eligible for listing in the NRHP:

- H.M. Stauffer House/Furman Funeral Home
- East Brandywine and Waynesburg Railroad
- Menno and Martha Hoover House
- Conestoga Rural Historic District
- Mill Creek Rural Historic District
- Blue Ball Machine Company
- John Shenk House
- Ringwalt Tavern
- R.E. DeWalt House
- New Holland Historic District
- Wallace Homestead

The eligibility report will soon be available within the project area for review and comment. The PA 23 Team is currently preparing the Determination of Effect Report, which will document effects on these resources as a result of the project alternatives. The Project Team plans to host a Section 106 Consulting Parties meeting this coming summer. For more information on the Section 106 process, please contact Lisa Brozey, Consultant Project Manager at 717.691.1340.



## How Are Farm Impacts Determined?

When assessing impact to farmland and farm operations, PennDOT analyzes the direct and indirect effects. To determine the impact to farm operations, the project team began by interviewing farmers within the detailed study area that may be affected by the preliminary alternatives. Project team members spoke with over 80 farmers in order to accurately map agricultural resources. The intent of the initial interview was to determine farm use practices and operation types. Farmers were asked questions regarding the size of the farm, type of crops grown or livestock raised, the family history of the farm, the location of wells, farm lanes, and related farm



buildings. The project team also identified the farms enrolled in agricultural security areas, conservation easements, and other farm preservation programs.

Throughout the project development process alternatives were continually being developed, refined, and or dismissed. As part of this process, the impacts to farmland and farm operations were assessed through an analysis of the direct effect of the proposed alternatives. As the preliminary alternatives were developed and refined, impacts to farmland were focused on the acres of farmland lost per operation, the total number of farms affected, the total acres of farmland impacted, and the location and number of impacted easements and agricultural security areas. These impacts include all the active farmland within the land to be potentially acquired by PennDOT for each alternative.

The December 2006 project newsletter presented the alternatives which would be studied in detail in the DEIS (see map inset) and the no-build alternative. It was at this time that the farmland analysis began a comprehensive assessment of the impacts. Farmland affected by the alternative inside the existing PennDOT Right-Of-Way (Goat Path), farmland left inaccessible, or farmland considered impractical to farm due to a small size or irregular shape were considered in this thorough analysis. In order to fully assess an alternative's impact to farm operations, the analysis must

include both the impact from the acquisition of farmland as well as the impact resulting from land no longer able to be farmed due to the bisecting new roadway.

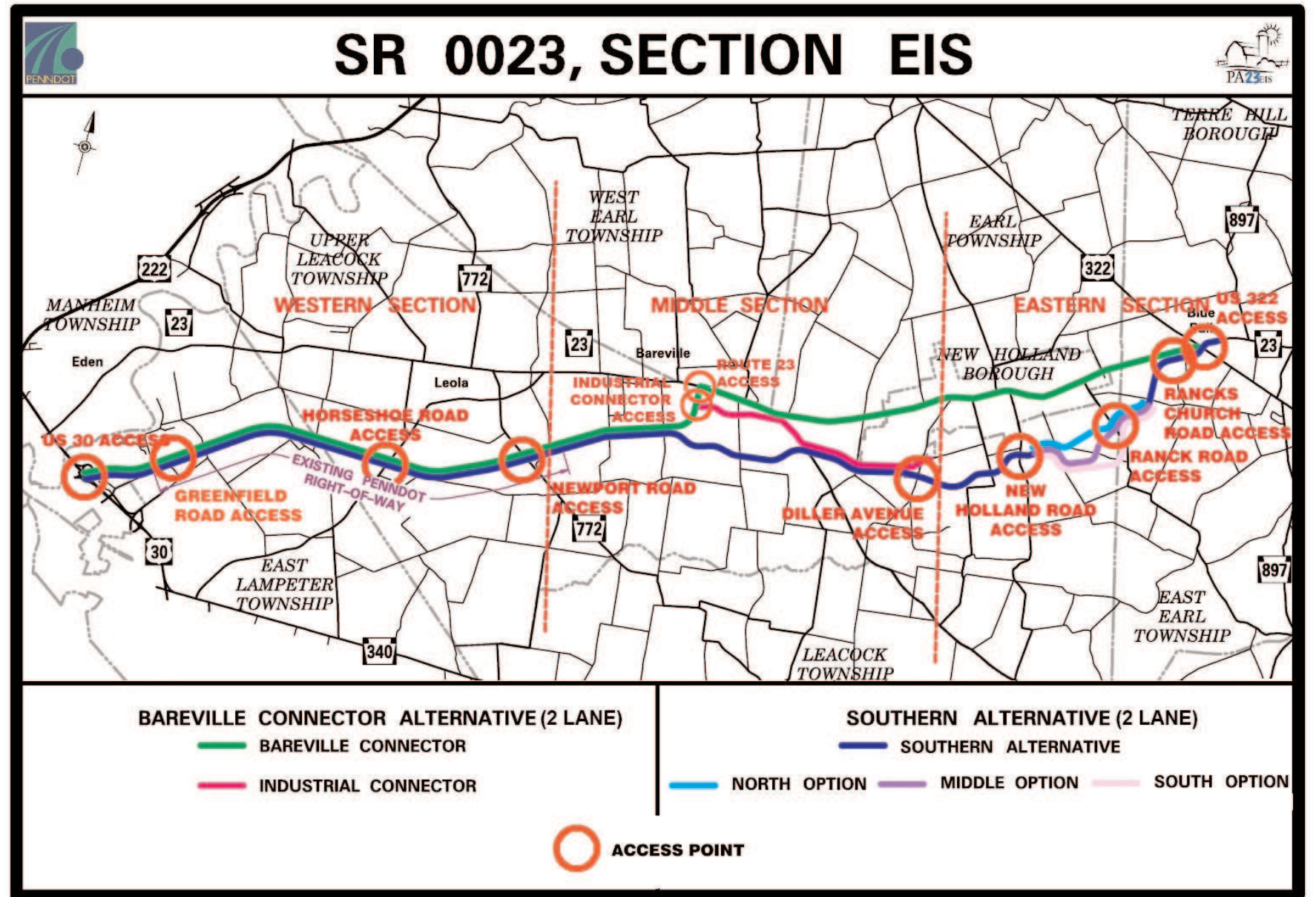
The land along the Goat Path was disturbed when the original road bed was constructed in the 1970's. The soil is no longer considered farmland soil and crops can no longer be grown on that land. However, many of the farmers adjacent to the Goat Path have been utilizing the area as pasture land. Although the farmers do not own that land, and PennDOT may not need to acquire additional land from the farmers, the farmers use of the Goat Path will be affected by the Bareville and Southern Alternatives, thereby impacting their farming operations. In order to ensure the overall analysis captures the effect on the operation resulting from the loss of the pasture land, it is included in the impact assessment. The Goat Path pasture land adds over 140 acres of impact to both the Bareville and Southern Alternatives.

The additional impacts resulting from parcels left without legal access or parcels that are too small to farm total approximately 50 acres for each alternative. Additionally, the project team examined the viability of individual farms and of the township Agricultural Security Areas as part of this detailed study.

To assist in the analysis of impacts to the farming community, the project team conducted a series of small group meetings in the winter of 2006-2007. Information on access to farm parcels, churches, and schools was obtained from the farmers. In addition the farmers provided project team representatives with their assessment on whether their farms would remain viable if the project was constructed. During the meetings, farmers voiced their concerns over the rate of future growth in the area and the effect of that growth on their communities. The meetings also provided an opportunity for farmers to provide input on potential design revisions to minimize impacts. Project Team engineers are currently evaluating the suggested changes and they will be presented in the Final EIS.

The viability of farm operations and the analysis of access concerns and or nutrient management concerns will continue into final design. PennDOT and FHWA will continue to review the alternatives and work towards resolving the access issues as the project moves forward. The ultimate goal is to minimize the impacts as much as possible.

# SR 0023, SECTION EIS



## Southern Alternative Undergoes Engineering Refinements

In April 2006, the Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) in partnership with the County of Lancaster, held a public meeting for the PA Route 23 Environmental Impact Statement (EIS) to present the transportation alternatives, including efforts to "right-size" these alternatives, provide land use planning information, provide environmental and community resources information and to gather input.

As part of the survey distributed at the public meeting, the project team asked for feedback on the access points being considered for the Bareville Connector and Southern Alternatives. The Alternatives included access points previously presented along with additional interchanges added as a part of the refinement and analysis process.

The results of the survey and comments from the public suggested that the public supports access points in the western part of the study area, with less support for access points in the eastern part of the corridor. In response to this feedback from the public meeting, the project team evaluated the access points along the Southern Alternative south of New Holland to determine if some of them could be removed. The results of the survey did not show a clear preference between access points in the eastern part of the corridor, therefore the team evaluated the access points considering potential changes to future land development patterns and access to adjacent properties, along with the ability to draw traffic off of PA 23 and side roads. The re-analysis of the access points reduced the 14 access points to nine access points along the future Southern Alternative including US 30, Greenfield Road, Horseshoe Road, PA 772, Diller Ave, New Holland Road, Ranck Road, Rancks Church Road and US 322. The following intersections were redesigned to remove access:

- Southern Alternative over Custer Ave
- Southern Alternative over Airport Road
- Kinzer Avenue over the Southern Alternative
- East Earl Road over the Southern Alternative

The addition of these grade separations will be more costly than a fully at-grade alternative, however the reduction of access points was considered in response to the feedback received from the public.

## Anticipated PA Route 23 EIS Schedule

### *Fall 2007*

Draft Environmental Impact Statement Circulation

### *Fall 2007*

**Public Hearing** on the Draft EIS

### *Winter 2007/2008*

Comment Period Closes for Draft EIS

### *Spring 2008*

Final Environmental Impact Statement

### *Summer 2008*

Alternative Selected

(Record of Decision by Federal Highway Administration)

### *Summer 2008/2010*

Final Design/Right of Way Acquisition

### *2011*

Begin Construction

## Once the Draft EIS is Published, What Happens Next?

- Study area residents will be notified of the availability and locations to review the DEIS through a project newsletter and notices in local newspapers.
- The DEIS will be available for public review at local libraries, municipal buildings and on the project website.
- The comment period for the DEIS will be 45 days. Comments will be accepted through the mail and through a formal public hearing.
- A Formal Public Hearing will be held before the end of the comment period.
- The Project Team will evaluate and incorporate as appropriate all substantive comments in the Final EIS.

A project newsletter will be published in the fall explaining in detail the public hearing and comment process.

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