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## **EISENHOWER DRIVE EXTENSION**

*Hanover Borough, York County*

*McSherrystown Borough & Conewago Township, Adams County*

*Pennsylvania*

MPMS # 58137

ER # 2016-8477-001

## **DETERMINATION OF EFFECT REPORT**

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## ABSTRACT

This Determination of Effect Report evaluates the potential effects of the Eisenhower Drive Extension Project (“Project”) on cultural resources within the vicinity of the proposed project. The project is located in Hanover Borough, York County, and McSherrystown Borough and Conewago Township, Adams County Pennsylvania. Eisenhower Drive, SR 0094 (Carlisle Street), and SR 0116 (Hanover Road, West Elm Street, Main Street, 3<sup>rd</sup> Street) are main traffic corridors which provide connections through McSherrystown and Hanover Boroughs, and Conewago and Penn Townships. These roadways exhibit congested conditions, with level of service (LOS) rated as E and F at some non-signalized intersections, and a heavy cluster of accidents, some involving pedestrians, between 2010 and 2014 along SR 0094.

PennDOT is evaluating options to alleviate congestion and improve safety on these major thoroughfares. The options include a No-Build Alternative (no improvements), the Transportation Systems Management (TSM) Alternative (improvements to the existing transportation network), and the Off-Alignment Build Alternative 5C (new roadway).

The Area of Potential Effects (APE) for the project, which encompasses all alternatives and their potential for direct and indirect effects, contains ten resources that are eligible for or listed in the National Register of Historic Places (NRHP). Based on the definitions and guidance in 36 CFR 800.5 and 800.16, JMT found that the TSM Alternative has the potential to adversely affect historic resources. The evaluation is summarized in the following table.

SUMMARY OF EFFECT EVALUATION RECOMMENDATIONS			
Property Name	No-Build	TSM Alternative	Off-Alignment Build Alternative 5C
Conewago Chapel	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Devine Chapel Farm	<i>No Effect</i>	<i>No Effect</i>	<i>No Adverse Effect</i>
Emeco Office and Factory Building	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Gettysburg Railroad	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Hanover Furniture Company	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Hanover Historic District	<i>No Effect</i>	<b>Adverse Effect</b>	<i>No Effect</i>
Hopkins Manufacturing Company	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Henry Hostetter Farm	<i>No Effect</i>	<i>No Effect</i>	<i>No Adverse Effect</i>
Poist Chapel Farm	<i>No Effect</i>	<i>No Effect</i>	<i>No Adverse Effect</i>
Utz Potato Chip Company	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
<b>Summary</b>	<b>No Effect</b>	<b>Adverse Effect</b>	<b>No Adverse Effect</b>



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## INTRODUCTION

This Determination of Effect Report evaluates the potential effects of the Eisenhower Drive Extension Project (“Project”) on cultural resources within the vicinity of the proposed project. The project is located in Hanover Borough, York County, and McSherrystown Borough and Conewago Township, Adams County Pennsylvania. Eisenhower Drive, SR 0094 (Carlisle Street), and SR 0116 (Hanover Road, West Elm Street, Main Street, 3<sup>rd</sup> Street) are main traffic corridors which provide connections through McSherrystown and Hanover Boroughs, and Conewago and Penn Townships. These roadways exhibit congested conditions, with level of service (LOS) rated as E and F at some non-signalized intersections, and a heavy cluster of accidents, some involving pedestrians, between 2010 and 2014 along SR 0094. PennDOT is evaluating options to alleviate congestion and improve safety on these major thoroughfares.

This report was prepared in accordance with federal and state laws that protect significant historic and cultural resources. This includes the National Historic Preservation Act of 1966 (NHPA) (as amended), the Department of Transportation Act of 1966 (as amended in 1968), the National Environmental Policy Act of 1969, Executive Order 11593 (36 FR 8921, 3 CFR 1971 Comp. P. 154), the Archaeological and Historic Preservation Act of 1974, and the Commonwealth of Pennsylvania State Act No. 1978-273. These legislative mandates require that the effect of any federally assisted action on historically significant resources be taken into account during project planning. The report follows the guidance published in PennDOT Publication 689, “Cultural Resources Handbook” (2013).

### **Project Purpose and Need**

The purpose of the project is to facilitate safe and efficient intermodal travel within the project study area to meet both current and future transportation needs of the area. Current conditions within the urbanized area do not meet minimum standards for safety, congestion, and non-motorized uses. The current roadway system functions at unacceptable levels of service with high accident and incident rates for both vehicles and pedestrians within the two adjacent Boroughs. The need is therefore based on the multi-modal use of the region, inadequate capacity, significant growth from future development, safety concerns for turning vehicles as well as pedestrians, and the need to accommodate access to intermodal facilities. As a result, the following project needs have been determined:

1. Improve motorized and non-motorized safety and levels of service within the Boroughs of McSherrystown and Hanover
2. Reduce congestion and accommodate for planned growth throughout this portion of the region
3. Improve accessibility to multi-modal connections for the study area
4. Reduce impacts of truck and commuter traffic within the study area

A detailed Purpose and Need Statement is included as Appendix B.

### **Area of Potential Effect**

The Area of Potential Effect (APE) for the project encompasses the areas where existing traffic conditions are being studied and the entire area where the proposed alternatives will be considered. Refer to Appendix



C, Figure 1 for a USGS map and Figure 2 for an aerial photograph of the APE. Any direct or indirect impacts that could occur as a result of the proposed project would be covered by the APE. The area is generally bounded by SR 116 to the south, Bender and Chapel Roads to the west, the cement quarry to the north, and SR 94 to the east. The APE also extends south into the Borough of Hanover along Oxford Avenue, Third Street, and High Street, and encompasses properties on both sides of all roads mentioned. The APE does not include sections of dense residential development in parts of Hanover Borough and McSherrystown Borough, where traffic is not directly impacted and improvements are not anticipated. Total, the APE encompasses approximately 3,390 acres.

JMT completed a historic resources survey, in which architectural historians examined all buildings and structures in the APE which may be impacted by the proposed action. In total, ten above-ground resources are within or adjacent to the APE that are either listed or determined to be eligible for listing in the National Register of Historic Places (NRHP). The results of that investigation are discussed in the following table.

<b>HISTORIC PROPERTIES IN THE APE</b>			
<b><i>Resource Name</i></b>	<b><i>Eligibility</i></b>	<b><i>PMHC Key Number</i></b>	<b><i>Nearest Alternative</i></b>
Conewago Chapel	NRHP Listed under Criteria A and C.	001254	Alignment 5C
Devine Chapel Farm	Determined eligible under Criterion A.	001930	Alignment 5C
Emeco Office and Factory Building	Determined eligible under Criterion A.	208775	TSM
Gettysburg Railroad	Determined eligible under Criterion A.	208778	TSM, Alignment 5C
Hanover Furniture Company	Determined eligible under Criterion A.	208777	TSM
Hanover Historic District	NRHP Listed under Criteria A and C	079015	TSM
Hopkins Manufacturing Company	Confirmed eligible under Criterion A.	077455	TSM
Henry Hostetter Farm	Determined eligible under Criterion A.	001933	Alignment 5C
Poist Chapel Farm	Determined eligible under Criterion A.	001920	Alignment 5C
Utz Potato Chip Company	Determined eligible under Criteria A and C.	208782	TSM

## **Summary of Alternatives**

### **No-Build**

This alternative consists of no comprehensive major improvements to any portion of the study area; the transportation network would continue to function as is. 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.



## Transportation Systems Management (TSM)

This alternative consists of making changes to the existing transportation network to a degree that would meet the needs of the project. Improvements would include upgrading intersections, adding or changing signals, widening roadways, and adding travel and/or turning lanes. The alternative depicted in Figures 4 and 5 (Appendix C) is a graphical representation of a potential alignment. The alignment would be refined during final design to accommodate actual ROW, utility, and stormwater needs. For the Eisenhower Drive Extension project, the following TSM improvements are proposed:

- Intersections:
  - High Street & Eisenhower Drive: install new traffic signal, construct southbound left turn lane, channelize northbound right turn with yield.
  - SR 0094 & 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 & 2<sup>nd</sup> Street: install new traffic signal.
  - SR 0116/Main Street & 5<sup>th</sup> Street: install new traffic signal.
  - SR 0116/Main Street/Elm Avenue & Oxford Avenue/SR 0116/3<sup>rd</sup> 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 & SR 0094: construct additional northbound through lane, construct additional southbound through lane, reconstruct existing signal.
  - Elm Avenue & SR 0094: construct additional northbound through lane, construct additional southbound through lane, reconstruct existing signal.
  - Stock Street & SR 0094: construct additional northbound through lane, construct additional southbound through lane, reconstruct existing signal.
- Widening:
  - SR 0094 from 3<sup>rd</sup> Street to Kuhn Street
  - Elm Avenue from Oxford Avenue/3<sup>rd</sup> Street to Madison Street

This alternative is within or adjacent to two historic resources: the Hanover Historic District and the Utz Potato Chip Company. This alternative would have no effect on the other eight historic properties.

## Off-Alignment Alternative 5C

This alternative consists of a proposed new roadway from the western terminus of Eisenhower Drive to SR 0016, west of McSherrystown. PennDOT began with seven off- and partially off-alignment alternatives, studied three in-depth, and recommended 5C as the preferred off-alignment alternative based on public feedback and impacts to conserved farmland, historic properties, and natural resources.

Beginning at the current western terminus of Eisenhower Drive, Alternative 5C would travel west over the CSX rail line and quickly turn southbound to run along the eastern edge of the former agricultural property. It would turn westbound and extend along 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 agricultural properties, adjacent to residential neighborhoods to the south. After crossing Plum Creek,



Alternative 5C would continue westbound and intersect with Centennial Road near the existing Centennial Road and Sunday Drive intersection. Crossing Sunday Drive, the alignment would continue southwestward along the eastern and southern boundaries of the agricultural property. Alternative 5C would ultimately tie into SR 0116 to the east of the existing bridge crossing Conewago Creek South Branch.

The proposed roadway would have two 12-foot lanes (one in each direction), 8-foot shoulders, and swales/stormwater facilities within the PennDOT right-of-way (ROW), the overall width of which is still in development. Roundabouts or signaled intersections are proposed at the intersections of Alignment 5C with Oxford Avenue, Church Street, and Centennial Road. 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, SR 0116 would tie directly into the new alignment, and a cul-de-sac would serve the residents at the western terminus of SR 0116. East of this connection, SR 0116 would intersect the new alignment at a T-intersection. The roadway would be posted at 45 mph but designed at 50 mph.

This alternative is within or adjacent to four historic properties: Gettysburg Railroad, Poist Chapel Farm, Devine Chapel Farm, and Hostetter Farm. This alternative will not affect the other six historic properties.

### **Consulting Party and Public Involvement**

PennDOT solicited for consulting parties through Project PATH in August 2016 and mailed letters in February 2018. The project currently has 22 consulting parties, including the PA SHPO, county and municipal governments, Pennsylvania Archaeological Council, and property owners. PennDOT notified and invited consulting parties to comment on all Section 106 postings to date, including the 2017 reconnaissance survey and the 2018 determinations of eligibility.

PennDOT hosted a public meeting on May 22, 2018, to present the project, the TSM alternative, and the three off-alignment 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. Section 106 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.

At the first public meeting, attendees were asked which alternative they preferred (among the three off-alignment alternatives, TSM, and no-build); 20 attendees (19%) preferred the No-Build alternative, 11 attendees (11%) preferred the TSM alternative, 37 attendees (36%) preferred the 3B or 3C alternative, 11 attendees (11%) preferred the 4B or 4C alternative, and 24 (23%) attendees preferred the 5B or 5C alternative. At the second public meeting, attendees were asked which alternative they prefer (alternative 5C, TSM, or no-build); 15 attendees (21%) preferred the No-Build alternative, 22 attendees (31%) preferred the TSM alternative, and 34 attendees (48%) preferred the 5C alternative.

PennDOT hosted a consulting party meeting on May 15, 2019. PennDOT sent invitations via Project PATH and mailed letters to all consulting parties as well as all historic resource property owners and local



historical societies. Fourteen (14) consulting parties, composed primarily of property owners and elected officials, attended the meeting. 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. The consulting party meeting minutes are posted on Project PATH.

### **Archaeology**

JMT completed Phase I and Phase II archaeological investigations along the entire Alternative 5C alignment. The archaeological APE encompasses an approximately 3.7-mile, 50- to 120-foot-wide corridor, measuring approximately 38.1 acres. JMT conducted a Phase I identification survey by excavating Shovel Test Pits (STPs) and identified a portion of a previously recorded Native American open-habitation site (36AD0031) in the western segment, via a small concentration of debitage. JMT then performed a Phase II evaluation study by excavating Test Units (TUs) in the portion of the site inside the APE to determine its eligibility for listing in the NRHP. No features or diagnostic materials were encountered at the site, and only a few additional debitage were recovered. As a result, the portion of 35AD0031 in the APE is not considered potentially significant and considered not NRHP eligible. Elsewhere in the project APE, no sites were identified. In sum, no potentially historically significant cultural resources were identified, and no additional archaeological investigation is warranted for the project as it is currently designed.



## DETERMINATION OF EFFECT ANALYSIS

### Conewago Chapel

*The following description is adapted from the National Register nomination form for this resource (Stacks 1974).*

#### **Description of Resource**

The Conewago Chapel (Key # 001254) is located at 30 Basilica Drive in Hanover at the intersection of Edgemoor Road and Chapel Road. See Photographs 1-2, Appendix C.

The brownstone chapel was constructed between 1785-1787, upon the site of an earlier chapel, to accommodate the needs of a growing congregation. In 1787, the rectory was built to house the priests serving in a missionary capacity to surrounding areas. The rectory became the center for missionary activities in western Maryland, the Shenandoah Valley of Virginia, and most of Pennsylvania west of the Susquehanna River. Prince Gallitzin, the Apostle of the Alleghenies, spent the first years of his priesthood here, from 1795 to 1799.

The chapel originally featured a timber roof. A cupola was added between 1822 and 1843. It was replaced in 1873 by a church spire, approximately eighty feet high, which contains a 3000-pound bell placed there in 1891. Nineteenth-century alterations and additions were the result of a growing congregation. The surrounding areas had no houses of worship, so Catholics of the settlements were members of the Conewago congregation.

#### **National Register Evaluation**

The original NRHP nomination form did not explicitly address eligibility criteria. Using the documentation provided in the NRHP nomination, the following criteria are recommended. The Conewago Chapel made a significant contribution to the establishment of religion in the area and therefore is recommended eligible under Criterion A. After its establishment, the chapel was the sole house of worship in the area and was the center for missionary activities in the area. The Conewago Chapel is also recommended eligible under Criterion C for its architectural significance. According to the NRHP nomination, the chapel is the oldest Catholic church building constructed of stone in the United States. Architectural elements such as the ca. 1873 spire, cruciform plan, Franz Stecher paintings, and overall Georgian elements retain high levels of integrity. The chapel is not sufficiently associated with the lives of significant persons of the past to be considered eligible under Criterion B. Archaeological investigations have not been conducted on the site of the chapel, therefore, the resources eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed at the time.

#### **Period of Significance**

When nominated and listed in the NRHP, the nomination form listed the period of significance as the eighteenth century and nineteenth century. Based on the National Register Bulletin "How to Complete the National Register Registration Form" (National Park Service 1997), a more specific period of significance



for the Conewago Chapel is 1785-1959, the year construction began to the year a convent was moved to the ground, the last historic improvements to the chapel.

### Aspects of Integrity

The Conewago Chapel conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

### National Register Boundary

When nominated and listed in the NRHP, no boundary information was provided. However, based on the National Register Bulletin “How to Complete the National Register Registration Form,” a boundary is likely to include the tax parcel (08K13-0035---000) which includes associated buildings and the associated cemetery.

### Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR The Conewago Chapel	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking result in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The Eisenhower Drive Extension project will not directly or indirectly impact the Conewago Chapel. It is north of the off-alignment build alternative, and no work will occur in proximity to the historic property.
<b>FINDING:</b> The Project results in a recommendation of <i>No Historic Property Affected</i> for the Resource.	

### Relationship of Proposed Action to the Resource

The off-alignment build alternative would occur approximately 0.2 mile south of Conewago Chapel National Register boundary. The proposed action will not impact any of aspects of integrity that convey the significance of the Chapel.



## **Devine Chapel Farm**

*The following information is adapted from the Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Johnson "Chapel..." 2017).*

### **Description of Resource**

The Devine Chapel Farm (Key # 001930) is located at 509 Church Street, Conewago Township. Current extant buildings include a ca. 1787 dwelling, ca.1860 barn, ca.1860 smokehouse, two milk houses constructed ca.1930 and 1940, ca. 1930 hog house, and three late twentieth-century modern structures. The property contains approximately 154.3 acres. See Photographs 3-6, Appendix C.

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 owned by the church until 1903 when it was conveyed unto Saint Joseph's College of Philadelphia for \$5.00. The Devine Chapel Farm was part of a larger sale that included 476 acres and 68 perches of land. On April 27, 1971, Saint Joseph's College of Philadelphia conveyed the property to the Roman Catholic Clergyman for \$1.00. The Roman Catholic Clergyman subdivided the land in 2015 and sold the Devine Chapel Farm to Smith Real Estate Holdings for \$550,000.

### **National Register Evaluation**

The Devine Chapel Farm was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The farm is eligible for the National Register under Criterion A, for Agriculture. It meets or exceeds 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 farm retains the required buildings including the ca. 1787 dwelling, ca. 1860 barn, ca. 1860 smokehouse, ca. 1930 hog house, and ca. 1930 and ca. 1940 milk houses. The farm meets or exceeds the Adams County average production values in both the 1850 and 1880 agricultural census. The Devine Chapel Farm is not associated with persons significant in history and is therefore not eligible under Criterion B. Additionally, the Devine Chapel Farm is not eligible under Criterion C as it does not embody distinctive characteristics of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value. Archaeological investigations had not been conducted on the property at the time of the survey; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed at the time.

### **Period of Significance**



The period of significance for the Devine Chapel Farm is 1787 to 1940, beginning the year the dwelling was constructed until the end of the *Diversified Small-Scale Farming, Poultry Raising, and Cannery Crops* era as defined in the agricultural context (Pennsylvania Historical and Museum Commission n.d.).

### Aspects of Integrity

The Devine Chapel Farm conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

### National Register Boundary

The recommended National Register boundary encompasses the current tax parcel (08K14-0002A--000). The parcel is divided by Church Street and is surrounded by other privately held parcels. The complete parcel is approximately 154 acres.

### Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR The Devine Chapel Farm	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking results in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The off-alignment build alternative for the Eisenhower Drive Extension Project would result in alterations to the resource, specifically the loss of land along the southern border of the parcel and the introduction of a new roadway to the setting.
<b>FINDING:</b> The Project results in a recommendation of <i>Historic Property Affected</i> for the Resource.	

### Relationship of Proposed Action to the Resource

The proposed off-alignment alternative would be constructed along the southern boundary of the farm, through historic farmland. Approximately 8.9 acres of land would be acquired for the project and converted from farmland to transportation use. A new roundabout or signaled intersection is proposed where the proposed new roadway would intersect Church Street.



**Application of the Criteria of Adverse Effect**

<b>APPLICATION OF CRITERIA OF ADVERSE EFFECT FOR</b> <b>The Devine Chapel Farm</b>	
<p><i>Criteria of adverse effect</i> § 800.5 (a)(1): An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.</p>	
<p><b>Examples of adverse effects</b> § 800.5 (a)(2): Adverse effects on historic properties include, but are not limited to:</p>	<p><b>Evaluation</b></p>
<p>(i) Physical destruction of or damage to all or part of the property;</p>	<p>A strip of farmland from the southern edge of the property, measuring up to 120 feet wide and constituting approximately 8.9 acres or 5.8% of the property, would be acquired and converted from farmland to transportation use. Although the alternative would directly alter the farmland, it alters only a small portion along the edge of the property. This would not affect the buildings within the farmstead or the function of the property, which remains agricultural in use. This would not diminish the setting, feeling, or association of the historic property or compromise its eligibility for listing in the NRHP.</p>
<p>(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;</p>	<p>The off-alignment build alternative does not include alterations to a property that are inconsistent with the Standards and guidelines.</p>
<p>(iii) Removal of the property from its historic location;</p>	<p>The resource will not be removed from its historic location.</p>
<p>(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;</p>	<p>The proposed off-alignment alternative will change approximately 8.9 acres of farmland from agricultural to transportation use, but the historic resource and property as a whole will retain its original and historic use as a farm. The proposed roadway will affect the property setting, but it will not diminish it to an extent that the property's historic significance will be compromised. Significant under Criterion A for its association with agriculture, the historic property will retain the vast majority of its farmland and no buildings will be affected by the off-alignment alternative. The roadway is located along the edge of the property nearest to mid-twentieth-century development, an area where the setting has already changed since the period of significance for the farm.</p>



<p>(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;</p>	<p>A new roadway would be constructed along the southern boundary of the historic property, which would introduce visual and audible elements to the historic property. Visual and audible elements would not affect the integrity of the property's significant historic features: its farmstead and farmland. The aspects of integrity important for conveying this significance will not be diminished to an extent that jeopardizes its eligibility for listing in the NRHP.</p>
<p>(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization;</p>	<p>The resource would not be neglected as a result of this project.</p>
<p>(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>The resource will not be transferred, leased, or sold as part of this project.</p>
<p>Other:</p>	<p>None.</p>
<p><i>FINDING:</i> The Project results in a recommendation of <i>Historic Property Not Adversely Affected</i> for the resource.</p>	

### Avoidance and Minimization Efforts

The Devine Chapel Farm cannot be avoided in the off-alignment build alternative. The new roadway would consist of two lanes, shoulders, and stormwater drainage facilities within the ROW. Minimization efforts include limiting the size and locations of the 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). While vegetation between the roadway and the historic farm could minimize the visual and audible effects of the proposed project, it is unlikely that the noise analysis will recommend noise barriers on the north side of the roadway due to the distance between the roadway and the farmstead (approximately 950 feet).

The TSM Alternative would avoid the Devine Chapel Farm in its entirety.



## **Emeco Office And Factory Building**

*The following information is adapted from the Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Ripple "Emeco..." 2017).*

### **Description of Resource**

The Emeco complex (Key # 208775) at 805 W. Elm Avenue consists of a 1950s International Style office and factory building with several additions, including two late-1960s additions and a post-1971 expansion. The complex is located in the northeast corner of Conewago Township and is bound by W. Elm Avenue to the south, Kindig Lane to the north and commercial properties to the east and west. The building is approached by an approximately 515-foot, J-shaped drive from W. Elm Avenue to a small parking area along the southeast elevation, with truck-loading at the northeast and southwest elevations. See Photographs 7-8, Appendix C.

Wilton Carlyle Dinges founded the Electro-Machine & Equipment Company (E.M.E.C.O.) in the early 1940s. In 1944, Emeco was employed to produce a chair for the Navy that could withstand saltwater and sailors on warships and submarines. This resulted in the 1006 Navy Chair, designed by Dinges and made from aluminum that underwent the patented Emeco 77-step process by which standard aluminum is made stronger and more durable. In 1945, the company relocated to Hanover and in 1947 adopted the E.M.E.C.O. initials as the official company name (Emeco).

### **National Register Evaluation**

The Emeco Office and Factory Building was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The building is eligible for the National Register under Criterion A, for Industry. Emeco played a significant role in the furniture industry of Hanover and contributed to the world of modern design with the 1006 Navy Chair. Emeco is not associated with persons significant in history and is therefore not eligible under Criterion B. Additionally, the Emeco Office and Factory Building is not eligible under Criterion C as it has undergone several modifications that affect its integrity of design. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) were not assessed.

### **Period of Significance**

The period of significance for the Emeco Office and Factory Building is 1953 to 1968; representing construction of the building to 50 years from the present as significance continues into modern time.

### **Aspects of Integrity**

The Emeco Office and Factory Building conveys its significance and eligibility for the NRHP through its intact aspects of integrity: feeling, setting, association, and location.



## National Register Boundary

The National Register boundary encompasses the current tax parcel (08L14-0001---000). The parcel is bound by West Elm Avenue on the south, Kindig Lane on the north, and other privately held parcels to the east and west. The complete parcel is approximately 17 acres.

## Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR Emeco Office and Factory Building	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking result in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The Eisenhower Drive Extension project will not directly or indirectly impact the Emeco Office and Factory Building. It is in proximity of the TSM alternative, but all proposed work will be conducted outside of the National Register boundary. It will not alter access to the property, nor will it physically impact the resource. It will not alter the aspects of integrity which convey its historical significance.
<b>FINDING:</b> The Project results in a recommendation of <i>No Historic Property Affected</i> for the resource.	

## Relationship of Proposed Action to the Resource

The Emeco Office and Factory Building property is in proximity to the TSM alternative. The closest proposed work, the widening of Elm Avenue from Oxford Avenue/3<sup>rd</sup> Street to Madison Street will occur approximately 520 feet west from the southwestern corner of the National Register boundary. This work does not have the potential to indirectly affect the characteristics which qualify the property for inclusion in the NRHP.



## **Gettysburg Railroad**

*The following information is adapted from the Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Leggio 2017).*

### **Description of Resource**

The track alignment for the Gettysburg Railroad (Key # 208778) runs from Hanover, York County, Pennsylvania, for approximately 17 miles west, to its historic terminus at the Gettysburg Station, situated on Carlisle Street, Gettysburg, Adams County, Pennsylvania. The single, standard gauge track, rests on wood ties atop stone ballast and has not been significantly altered from its historic alignment, based on historic maps and aerial images. It is currently operated by CSX Transportation. 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. See Photographs 9-12, Appendix C.

The line extends north-northwest from Hanover and travels northwestward toward New Oxford before turning west-southwest toward Gettysburg, where the line terminates at the Gettysburg Station. The single, standard gauge track, rests on wood ties atop stone ballast and has not been significantly altered from its historic alignment. By 1895, the line had a total of seven station stops, including Hanover, Jacobs Mill, Berlin Junction, New Oxford, Guldens, Granite Hill, and Gettysburg. Though only three stations remain, and upgrades appear to have been made to the tracks, bridges, culverts, and signals during the twentieth and twenty-first centuries, the railroad ROW contains four extant, contributing buildings which retain high material integrity, as well as several small-scale, non-contributing features which date to the mid to late twentieth century.

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.

### **National Register Evaluation**

The Gettysburg Railroad was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The Gettysburg Railroad is eligible under Criterion A for its association with settlement patterns and transportation, serving as a critical connection between central Adams County and distant markets in York, Harrisburg, and Baltimore. Additionally, the Railroad was also recommended eligible under Criterion A for its association with the Civil War; specifically, with Battle of Gettysburg in the transportation of supplies and materials, wounded soldiers, and other personnel prior to, during, and following the battle; and the Gettysburg Address, delivered by President Abraham Lincoln in October 1863. Although the Gettysburg



Railroad is associated with President Abraham Lincoln, who traveled on the railroad to deliver the Gettysburg Address in October of 1863, the association is not strong enough to warrant eligibility under Criterion B. There is no evidence that the Gettysburg Railroad possesses any engineering significance and is therefore not eligible under Criterion C. Archaeological investigations have not been conducted along the resource; therefore, its eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed at the time.

### Period of Significance

The period of significance for the Gettysburg Railroad is 1856 to 1942, the year construction of the railroad began until passenger service on the line had ceased operation.

### Aspects of Integrity

The Gettysburg Railroad conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

### National Register Boundary

The recommended National Register boundary includes the existing CSX Transportation ROW 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 former Hanover Branch Railroad is excluded from the boundaries, due to the removal of the rail alignment and associated features.

### Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR The Gettysburg Railroad	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking results in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The Eisenhower Drive Extension Project off-alignment build alternative includes the construction of a bridge over the railroad. There are no contributing features in proximity to the project, and the bridge will span the boundary of the railroad. The TSM alternative does not include any changes to the existing W. Elm Avenue at-grade crossing. The characteristics which qualify the resource for inclusion in the NRHP will not be affected by this project.
<b>FINDING:</b> The Project results in a recommendation of <i>No Historic Property Affected</i> for the Resource.	

### Relationship of Proposed Action to the Resource

The resource runs north-south through the east end of the APE. The proposed off-alignment build alternative would include a grade-separated intersection the Gettysburg Railroad, approximately 530 feet



west of the current Eisenhower Drive terminus. The TSM alternative does not include any improvements to the existing at-grade crossing. There are no major built elements in the vicinity of the project and therefore no contributing features of the linear historic resource.



## **Hanover Furniture Company**

*The following information is adapted from the Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Ripple and McLaughlin 2018).*

### **Description of Resource**

The former Hanover Furniture Company complex (Key # 208777) at 549 W. Elm Ave consists of a ca. 1904 brick main building with several twentieth-century rear additions. The main building runs east-west and is situated on the southern edge of the parcel, immediately adjacent to W. Elm Avenue. The property is located on the western edge of the Borough of Hanover and is bounded by the West Maryland Railroad to the west, industrial properties to the north and east, and West Elm Avenue to the south. See Photographs 13-14, Appendix C.

The Hanover Furniture Company was incorporated on August 12, 1904. The factory was established at the junction between W. Elm Avenue and the Western Maryland Railroad, with a platform at the west elevation of the main building provided access to the railway. The company closed by December 10, 1909, and on March 17, 1911, the building was purchased with the new owners planning on opening the Hanover Cabinet Company that same week to “manufacture a line of china closets exclusively” (“Bankruptcy Petition 1909; “Furniture Plant Closed” 1909). The Hanover Cabinet Company was sold and closed in 1952, and Hanover Made Furniture was opened in 1953. The company was acquired by Stickley in 2005 and the current owner David Silver Spares Property LP purchased the building in 2011.

### **National Register Evaluation**

The Hanover Furniture Company was evaluated for the NRHP based on criteria described in the National Register Bulletin, “How to Apply the National Register Criteria for Evaluation” (National Park Service 2002). The resource is eligible for the National Register under Criterion A, in the context of the furniture industry in Hanover. Although the Hanover Furniture Company was only in business for five years, the building consecutively housed four furniture manufacturers over 100 years. The Hanover Furniture Company complex is an intact example of Hanover’s industrious manufacturing history, and its extensive lifespan helped to maintain and advance the industrial landscape in the Hanover area. The complex is not associated with persons significant in history and is therefore not eligible under Criterion B. While the original factory building recalls turn-of-the-twentieth-century industrial design with some intact architectural details and integrity, the loss and infill of the original windows leaves the building without an integral piece of its historic character. Additionally, it is an unremarkable, vernacular industrial building and is therefore not eligible for the National Register under Criterion C. No archaeological assessment of the site has been made; thus the site was not evaluated for National Register eligibility under Criterion D.

### **Period of Significance**

The period of significance for the Hanover Furniture Company is from 1904, the approximate date of construction for the Hanover Furniture Company, to 1968, the 50-year cut-off for the period of significance.



### Aspects of Integrity

The Hanover Furniture Company conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

### National Register Boundary

The recommended National Register boundary encompasses the entire extant Hanover Furniture Company complex (tax parcel 67000120001). The ca. 1985 CMU and metal storage building is located within the National Register boundary as it was part of the furniture manufacturing history of the building; however, it was constructed outside the period of significance and considered non-contributing.

### Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR Hanover Furniture Company	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking result in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The Eisenhower Drive Extension project will not directly or indirectly impact the Hanover Furniture Company. It is in the proximity of the TSM alternative, but all proposed work will be conducted outside of the National Register boundary. It will not alter access to the property, nor will it physically impact the resource. It will not alter the aspects of integrity which convey its historical significance.
<b>FINDING:</b> The Project results in a recommendation of <i>No Historic Property Affected</i> for the resource.	

### Relationship of Proposed Action to the Resource

The resource is located approximately 0.5 mile west of the nearest TSM Alternative improvement. None of the proposed work will occur within the National Register boundary, and the project will have no direct or indirect effect on the resource. Additionally, the proposed action will not impact any of aspects of integrity that convey the significance of the Hanover Furniture Company.



## **Hanover Historic District**

*The following description is adapted from the National Register nomination form or this resource (Raid 1996).*

### **Description of Resource**

The Hanover Historic District (Key #079015) is located within the boundaries of the borough of Hanover; it is roughly bound by Elm Avenue, Broadway, Eisenhower Drive, Hollywood Avenue, and the Borough boundary line. See Photographs 15-16, Appendix C.

The Hanover Historic District encompasses approximately 885 acres. Five thoroughfares (Baltimore Street, Broadway, Carlisle Street, Frederick Street, and York Street) intersect in the center of this district, a configuration that has been in place since the town's inception. Two railroads, the Penn Central and the Western Maryland, pass through and merge in the district.

A very large proportion of its 3,036 buildings, five sites, six structures, and one object contribute to the Hanover Historic District in that they are fifty years or older, retain integrity, and significantly add to the District's overall historic unity. 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.

### **National Register Evaluation**

The Hanover Historic District was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The Hanover Historic District meets National Register Criterion A in the areas of Commerce, Transportation, and Industry. Because of its location at the intersection of six major public highways and its accessibility by two railroads, Hanover became a prominent center of commerce, providing goods and services to scores of travelers and industry, including tanneries, furniture, leather goods, and cigar making. The Hanover Historic District also meets National Register Criterion C for Architecture. Contributing buildings are a combination of residential, commercial, and industrial and most are classified as Colonial Revival, Pennsylvania German vernacular, Queen Anne, and American Four-square. They retain architectural integrity and enhance the overall historic character of the District. The Hanover Historic District is not associated persons significant in history and is therefore not eligible under Criterion B. Additionally, archaeological investigations have not been conducted in the district; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed for the nomination.



## Period of Significance

According to the NRHP Nomination Form, the period of significance for the Hanover Historic District is ca. 1783-1946, the year of construction of the district’s oldest dwelling, the Neas House, to 1946, fifty years before the nomination was written as indicated by National Register eligibility requirements.

## Aspects of Integrity

The Hanover Historic District conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

## National Register Boundary

The boundaries of the Hanover Historic District are irregular and were selected in order to encompass the oldest portion of the town containing the highest number of contributing architectural resources. The district is located within the boundaries of the borough of Hanover; roughly bound by Elm Avenue, Broadway, Eisenhower Drive, Hollywood Avenue, and the Borough boundary line.

## Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR Hanover Historic District	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking result in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The Eisenhower Drive Extension Project TSM Alternative would alter characteristics of the historic district. TSM improvements would require property acquisition and demolition for lane widening and intersection improvements. This would alter contributing properties of the historic district and characteristics which qualify the historic district for inclusion in the NRHP.
<b>FINDING:</b> The Project results in a recommendation of <i>Historic Property Affected</i> for the resource.	

## Relationship of Proposed Action to the Resource

The southern portion of the TSM Alternative on SR 0094 is located within the Hanover Historic District. Within the vicinity of the resource, the alternative would extend approximately 0.4 mile along SR 0094 from 3<sup>rd</sup> Street to the northern historic district boundary, just north of 5<sup>th</sup> Street. The proposed work includes widening SR 0094 from 3<sup>rd</sup> Street north and widening the intersection of SR 0094 and Stock Street to accommodate additional turning lanes. The alternative has the potential to impact 22 contributing properties to the Hanover Historic District including 14 property displacements and eight potential property displacements.



**Application of the Criteria of Adverse Effect**

<b>APPLICATION OF CRITERIA OF ADVERSE EFFECT FOR Hanover Historic District</b>	
<p><i>Criteria of adverse effect § 800.5 (a)(1):</i> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.</p>	
<p><b>Examples of adverse effects § 800.5 (a)(2):</b> Adverse effects on historic properties include, but are not limited to:</p>	<b>Evaluation</b>
(i) Physical destruction of or damage to all or part of the property;	The TSM alternative would fully displace 14 properties and potentially displace an additional eight. This includes the loss of contributing properties within the historic district.
(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;	The TSM alternative does not include any property alterations.
(iii) Removal of the property from its historic location;	Several contributing properties would be demolished, but the historic district would not be removed from its historic location.
(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;	The TSM alternative includes 14 property displacements and eight potential displacements. The use of these properties would change from residential or commercial to transportation and would permanently change the setting of the portion of the historic district located along SR 0094.
(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;	Widening SR 0094 through the historic district, expanding intersections, and upgrading traffic signals have the potential to introduce visual elements that could diminish integrity. The existing roadway width is constrained by the historic buildings that abut the sidewalks, and its configuration has been the same since its period of significance, with only minor modifications for sidewalk and intersection improvements. Widening the road will diminish the property's historic configuration.
(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization;	Neither the historic district nor any of its contributing properties would be neglected as a result of this project.
(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.	Neither the historic district nor any of its contributing properties would be transferred, leased, or sold as part of this project.



Other:

None.

**FINDING:** The Project results in a recommendation of *Historic Property Adversely Affected* for the resource.

### Avoidance and Minimization Efforts

In order to meet the purpose and needs of the project, the TSM alternative would need to extend south along SR 0094 and into the Hanover Historic District. In order to alleviate congestion and improve safety, improvements are needed along this corridor due to the amount of traffic shown to travel north and south along SR 0094 through the study area. The design team may consider measures to reduce the TSM impact on the Historic District by terminating the alternative at location north of 3rd Street. Additionally, PennDOT is still considering Alternative 5C, which would avoid the Hanover Historic District in its entirety. Alternative 5C would pull northbound and southbound thru traffic out of the historic district and onto the new alignment, which has the potential to benefit the historic district by reducing the physical and indirect impacts of traffic and truck traffic on the historic properties.



## **Hopkins Manufacturing Company**

*The following information is adapted from the updated Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Ripple "Hopkins..." 2017).*

### **Description of Resource**

The Hopkins Manufacturing Company complex (Key # 077455), is located at the southwest intersection of W. Elm Avenue and the Western Maryland Railroad. It is a three-story, flat-roofed brick building. It has brick walls and an interior, wood frame. Today, the complex is composed of the ca. 1892 factory building, a ca. 1910 wing, a one-and-one-half-story outbuilding, a ca. 1960 cinderblock building, and a ca. 1935 cinderblock building. Since the original 1984 HRSF, only a ca. 1900 outbuilding and a one-and-one-half-story outbuilding were demolished. See Photographs 17-19, Appendix C.

The 1984 PHRS form attributes the significance of the Hopkins Manufacturing building to the "remarkably intact" nature of the late nineteenth century industrial architecture as well as the historic significance of the "transitional nature of the Hopkins Company's business, which capitalized upon the Hanover area's fine reputation for vehicle manufacture by extending that craftsmanship into the age of motor vehicles" (Rozenal 1984). The Hopkins Manufacturing Company was part of and contributes to a larger history of the transition from horse-drawn vehicles to motorized automobiles. Ultimately, the basis for significance, deemed greater than other wagon and truck companies in Hanover, was the "prime condition" in which the complex still was. JMT found that the changes made since its original eligibility determination did not rise to the level that would make the resource ineligible for listing in the NRHP.

### **National Register Evaluation**

The Hopkins Manufacturing Company was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The Hopkins Manufacturing Company is eligible for the National Register under Criterion A for Industry as it represents a transitional period in which transportation evolved from horse-drawn carriages to automobiles. It is not associated persons significant in history and is therefore not eligible under Criterion B. Additionally, it is not eligible under Criterion C as it does not embody distinctive characteristics of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed.

### **Period of Significance**

The period of significance for the Hopkins Manufacturing Company is 1892-1910, the period in which the contributing buildings were constructed.



### Aspects of Integrity

The Hopkins Manufacturing Company conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

### National Register Boundary

The National Register boundary includes the two tax parcels: 08008-0022---000 (Adams County) and 67000110002A000000 (York County) on which the complex stands.

### Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR Hopkins Manufacturing Company	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking result in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The Eisenhower Drive Extension project will not directly or indirectly impact the Hopkins Manufacturing Company. It is in the proximity of the TSM alternative, but all proposed work will be conducted outside of the National Register boundary. It will not alter access to the property, nor will it physically impact the resource. It will not alter the aspects of integrity which convey its historical significance.
<b>FINDING:</b> The Project results in a recommendation of <i>No Historic Property Affected</i> for the Resource.	

### Relationship of Proposed Action to the Resource

The resource is located approximately 0.5 mile west of the nearest TSM improvement. None of the proposed work will occur within the National Register boundary, and the project will have no direct or indirect effect on the resource. Additionally, the proposed action will not impact any of aspects of integrity that convey the significance of the Hopkins Manufacturing Company.



## **Henry Hostetter Farm**

*The following information is adapted from the Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Johnson "Henry..." 2017).*

### **Description of Resource**

The Henry Hostetter Farm (Key # 001933) is located at 326 Sunday Drive, in Conewago Township, Adams County. The farmstead is situated on the west side of the road and is accessed via a 1,655-foot private driveway. The property contains 166.48 acres of land, and the farmstead consists of a ca. 1800 dwelling, ca. 1860 smokehouse, ca. 1875 barn, a ca. 1915 privy, ca. 1935 drive-thru corncrib, ca. 1935 hay drying shed, ca. 1945 silo, ca. 1950 machine shed, and modern ancillary building. The resource measures 166.5 acres. See Photographs 20-25, Appendix C.

The 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 Hostetter Farm is echoed in its built environment. As farming trends changed and farms implemented more mechanized farming, structures were built or adapted to hold machines, and farming structures could be constructed farther away from the residence since farmers had the capability to drive to them. On the Henry Hostetter Farm, the smokehouse and summer kitchen, likely heavily used throughout the nineteenth and early twentieth century, sit very near the dwelling. The hay drying barn and drive through corn crib are situated closer to the barn and crop fields.

### **National Register Evaluation**

The Hostetter Farm was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The building is eligible for the National Register under Criterion A, for Agriculture. 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 (PHMC n.d.). The farm retains the required buildings that reflect the shift from small scale agriculture to diversified grain and livestock farming with an emphasis on milk production and include the ca. 1800 dwelling, ca. 1850 kitchen, ca. 1860 smokehouse, ca. 1875 barn and attached milk house, ca. 1915 privy, ca. 1935 drive-thru corn crib, ca. 1935 hay drying shed, ca. 1945 silo, and ca. 1950 machine shed. The Hostetter Farm is not associated with persons significant in history and is therefore not eligible under Criterion B. It does not embody distinctive characteristics of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value and is therefore not eligible under Criterion C. Archaeological investigations had not been conducted on the property at the time of the survey; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed at the time.



## Period of Significance

The period of significance for the Hostetter Farm is 1800 to 1968, encompassing the year the dwelling was constructed to 50 years prior to the most current survey.

## Aspects of Integrity

The Hostetter Farm conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

## National Register Boundary

The recommended National Register boundary includes both the farmstead and the associated agricultural land included in parcel 08K14-0023---000. The delineated boundary encompasses the land currently and historically associated with the property excluding the subdivided properties along Sunday Drive, tax parcels 08514-0024--000, 08K14-0024A—000, and 08K14-0040—000.

## Application of the Definition of Effect

<b>RESULTS OF EFFECT EVALUATION FOR</b> Henry Hostetter Farm	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking result in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The off-alignment build alternative for the Eisenhower Drive Extension Project would result in alterations to the resource, specifically the loss of land along the southern and eastern borders of the parcel and the introduction of a new roadway to the setting.
<b>FINDING:</b> The Project results in a recommendation of <i>Historic Property Affected</i> for the Resource.	

## Relationship of Proposed Action to the Resource

The proposed off-alignment build alternative extends along the southern and eastern boundaries of the historic property. In the vicinity of the historic property, 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 National Register boundary from the northeast, briefly travel along Sunday Drive, turn west and bisect the wood lot, and then travel along the southern border of the parcel. Sunday Drive would be modified to intersect the new alignment near the wood lot. Approximately 7.4 acres of the 166.5-acre resource (4.4%) would convert to transportation use.



**Application of the Criteria of Adverse Effect**

<b>APPLICATION OF CRITERIA OF ADVERSE EFFECT FOR The Henry Hostetter Farm</b>	
<p><i>Criteria of adverse effect § 800.5 (a)(1):</i> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.</p>	
<p><b>Examples of adverse effects § 800.5 (a)(2):</b> Adverse effects on historic properties include, but are not limited to:</p>	<b>Evaluation</b>
<p>(i) Physical destruction of or damage to all or part of the property;</p>	<p>The off-alignment alternative would require ROW from the historic property along Sunday Drive, from the wood lot in the southeast corner, and along the southern boundary. In addition to approximately 4.1 acres of active farmland, approximately 3.3 acres of the 9.8-acre woodlot would be destroyed as a result of the project. Portions of the woodlot will be retained, as would the remainder of the agricultural lands. The remaining portion of the woodlot would be discontinuous from the rest of the property. A total of 4.4% of the property will be affected by the proposed alternative. This is a small portion of a large agricultural property and the proposed alternative will not be visible from the majority of the property.</p>
<p>(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;</p>	<p>The property will not be altered in a way that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines as part of this project.</p>
<p>(iii) Removal of the property from its historic location;</p>	<p>The resource will not be removed from its historic location.</p>
<p>(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;</p>	<p>The woodlot in the southeast corner of the property would be bisected by the proposed off-alignment alternative. The woodlot would be retained, however with some loss due to the proposed roadway. Although the woodlot was historically present on the property it is not considered contributing to the property, its agricultural setting or historic function. The rest of the historic farm would retain integrity of setting and continue to function as it has historically functioned.</p>



<p>(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;</p>	<p>A new roadway on the southern and eastern boundary of the historic property would introduce visual and audible elements to the historic setting. Modern development is already located within the property setting, including several small subdivided properties on Sunday Drive and residential development to the east. The audible impact of the new roadway on the historic property would be negligible as the new roadway would be approximately 0.25 mile east of the farmstead. Visually, the impact would be most noticeable where the proposed roadway would bisect the woodlot, displace one residence on Sunday Drive, and slightly realign the roadway network that has served as the eastern property boundary since the period of significance. This impact will not affect the resources integrity of feeling, setting, materials, workmanship, design, association, and location to an extent that jeopardizes its eligibility for listing in the NRHP.</p>
<p>(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization;</p>	<p>The resource would not be neglected as a result of this project.</p>
<p>(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>The resource will not be transferred, leased, or sold as part of this project.</p>
<p>Other:</p>	<p>None.</p>
<p><b>FINDING:</b> The Project results in a recommendation of <i>Historic Property Not Adversely Affected</i> for the resource.</p>	

### Avoidance and Minimization Efforts

Several minimization efforts have already gone into the design for the off-alignment alternative 5C. Originally, the alignment took a somewhat straighter course between SR 116 through the agricultural properties to Sunday Drive and then along Sunday Drive to an area closer to the existing Sunday Drive/Centennial Drive 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 along Sunday Drive. When the 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 achieving a 45-mph roadway (50-mph design speed). 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 north of the residential development, which further reduces the impact to the Hostetter Farm and avoids impacting the existing driveway and access point.

The Hostetter Farm cannot be avoided in the off-alignment build alternative without impacting and displacing numerous residential properties in the developments adjacent to the historic property. The TSM Alternative, which is still under consideration, would completely avoid impacts to the Hostetter Farm.



## **Poist Chapel Farm**

The following information is adapted from the Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Johnson "Chapel..." 2017).

### **Description of Resource**

The Poist Chapel Farm (Key # 001920) is located at 444 Oxford Avenue, Conewago Township. Current extant buildings include a ca. 1880 dwelling, a ca.1932 pumphouse, a ca.1932 chicken coop/garage, a ca.1932 barn, a ca. 1932 hog house, and a ca. 1932 corn crib. It encompasses 125.9 acres. See Photographs 26-28 Appendix C.

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. Poist lived in McSherrystown and rented the farm to tenant farmers. The Poist Farm stayed in the family until September 4, 1961, when ancestors of John A. Poist sold the farm to Radio Hanover Inc. Radio Hanover, Inc. then sold the property on August 11, 2008, to Bare Development.

### **National Register Evaluation**

The Poist Chapel Farm was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The farm is eligible for the National Register under Criterion A, for Agriculture. 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 (PHMC n.d.). The farm retains the required buildings including the ca. 1880 dwelling, ca. 1932 barn, ca. 1932 pumphouse, ca. 1932 hog house, ca. 1932 corn crib, and ca. 1932 chicken coop/garage. Agricultural census data was not available for the farm. The Poist Chapel Farm is not associated with persons significant in history and is therefore not eligible under Criterion B. Additionally, the Poist Chapel Farm is not eligible under Criterion C as it does not embody distinctive characteristics of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value. Archaeological investigations had not been conducted on the property at the time of the survey; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed at the time.

### **Period of Significance**

The period of significance for the Poist Chapel Farm is 1880 to 1940, encompassing the year the dwelling was constructed to the end of the *Diversified Small-Scale Farming, Poultry Raising, and Cannery Crops* era as defined in the agricultural context (PHMC n.d.).



### Aspects of Integrity

The Poist Chapel Farm conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

### National Register Boundary

The recommended National Register boundary includes the associated tax parcel 08K13-0060---000, which is bisected by Oxford Avenue.

### Application of the Definition of Effect

RESULTS OF EFFECT EVALUATION FOR The Poist Chapel Farm	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking results in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The off-alignment build alternative for the Eisenhower Drive Extension Project would result in alterations to the resource, specifically the loss of land along the southern border of the parcel and the introduction of a new roadway to the setting.
<b>FINDING:</b> The Project results in a recommendation of <i>Historic Property Affected</i> for the Resource.	

### Relationship of Proposed Action to the Resource

The proposed off-alignment alternative would be constructed along the southern boundary of the farm, through historic farmland. Approximately 2.7 acres of land from the 125.9-acre resource (2.1%) would be acquired for the project and converted from farmland to transportation use.



**Application of the Criteria of Adverse Effect**

<b>APPLICATION OF CRITERIA OF ADVERSE EFFECT FOR The Poist Chapel Farm</b>	
<p><i>Criteria of adverse effect § 800.5 (a)(1):</i> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.</p>	
<p><b>Examples of adverse effects § 800.5 (a)(2):</b> Adverse effects on historic properties include, but are not limited to:</p>	<p><b>Evaluation</b></p>
<p>(i) Physical destruction of or damage to all or part of the property;</p>	<p>A strip of farmland up to 120 feet wide (constituting 2.7 acres or 2.1% of the property) at the southern edge of the parcel boundary would be acquired and converted from farmland to transportation use. This will not affect the buildings within the farmstead or the function of the property, which remains agricultural. 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.</p>
<p>(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;</p>	<p>The off-alignment build alternative does not include alterations to a property.</p>
<p>(iii) Removal of the property from its historic location;</p>	<p>The resource will not be removed from its historic location.</p>
<p>(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;</p>	<p>The proposed off-alignment alternative will change approximately 2.7 acres of farmland from agricultural to transportation use, but the historic resource and property as a whole will retain its original and historic use as a farm. The proposed roadway will affect the property setting, but it will not diminish it to an extent that the property's historic significance will be compromised. Significant under Criterion A for its association with agriculture, the historic property will retain the vast majority of its farmland, and no buildings will be affected by the off-alignment alternative. The roadway is located along the edge of the property nearest to mid-twentieth-century development, an area where the setting has already changed since the period of significance for the farm.</p>



<p>(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;</p>	<p>A new roadway would be constructed along the southern boundary of the historic property, which would introduce visual and audible elements to the historic property. Visual and audible elements would not affect the integrity of the property's significant historic features, its farmstead and farmland. The aspects of integrity important for conveying this significance will not be diminished to an extent that jeopardizes its eligibility for listing in the NRHP.</p>
<p>(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization;</p>	<p>The resource would not be neglected as a result of this project.</p>
<p>(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>The resource will not be transferred, leased, or sold as part of this project.</p>
<p>Other:</p>	<p>None.</p>
<p><b>FINDING:</b> The Project results in a recommendation of <i>Historic Property Not Adversely Affected</i> for the resource.</p>	

### Avoidance and Minimization Efforts

The Poist Chapel Farm cannot be avoided in the off-alignment build alternative. The new roadway would consist of two lanes, shoulders, and stormwater drainage facilities within the ROW. Minimization efforts include limiting the size and locations of the 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). While vegetation between the roadway and the historic farm could minimize the visual and audible effects of the proposed project, it is unlikely that the noise analysis will recommend noise barriers on the north side of the roadway due to the distance between the roadway and the farmstead (approximately 950 feet).

The TSM Alternative would avoid the Poist Chapel Farm in its entirety.



## **Utz Potato Chip Company**

*The following information is adapted from the Pennsylvania Historic Resource Survey Form submitted for this resource in association with this project (Ripple "Utz..." 2017).*

### **Description of Resource**

The Utz Potato Chip Company (Key # 208782) is located at 861 Carlisle Street, Hanover Borough. The Streamline Moderne industrial complex consists of the original ca. 1949 brick building and five additions. The complex runs roughly east-west and is located in the northern half of the 9.8-acre parcel. See Photographs 29-32, Appendix C.

The Utz Potato Chip Company was constructed in six campaigns. The original building located at the northwest corner was built circa 1949 after the ten-acre tract of land was purchased by the company in 1947. An ell on the southwest side was constructed in 1953 and then expanded to the east in 1956 as is seen in the 1957 aerial. The remainder of the extant building on the eastern side of the complex was constructed between 1958 and 1967. The smallest addition located at the southeastern corner of the building was constructed in 1971 to serve as corporate offices.

The Utz Potato Chip Company was one of the first and most successful "snack" businesses to rise in the first half of the twentieth century, supporting Hanover's claim as the "Snack Food Capital of the World." In 1921 William David Utz and his wife Salie began making potato chips in their summer house with a \$300 fryer. By 1930 a production space was needed, so the Utz's constructed a concrete block "plant" in the lot behind their home. On March 1, 1949, they broke ground and began construction on a 67,000 square foot factory. The existing complex at 861 Carlisle Street was the first large-scale Utz factory and office building. Over the next 20 years, the company grew as did the factory; by 1967, it had increased to 235,000 square feet of production space. Utz also operated a local farm in order to experiment in potato growing.

Throughout the 1970s and 1980s, the company continued to grow physically and by producing new snacks such as pretzels, popcorn, and cheese curls. Over the course of the twentieth century, the Utz Potato Chip Company evolved from an at home two-person business to a national company shipping to locations around the world. The Utz company is part of a statewide industrial tradition and was an early leader in the local and regional "snack food" industry.

### **National Register Evaluation**

The Utz Potato Chip Company was evaluated for the NRHP based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 2002). The Utz Potato Chip Company is eligible for the National Register under Criterion A, for Industry. It played a significant role in the industrial development of Hanover and the snack food industry of the region. Additionally, the Utz Potato Chip Company is also eligible for the National Register under Criterion C for Architecture. The complex, constructed over six campaigns, is a representation of the Streamline Moderne style with an emphasis on horizontality. The complex reflects both highly stylized Streamline Moderne style with white glazed bricks at the façade and curved glass block glazing at the corners of the original building,



and late Streamline Moderne design with repetitive, standardized precast panels in the 1971 addition. The Utz Potato Chip Company is not associated persons significant in history and is therefore not eligible under Criterion B. Archaeological investigations have not been conducted on the property; therefore, the resource’s eligibility under Criterion D (potential to yield information important to history or prehistory) was not assessed.

**Period of Significance**

The period of significance for the Utz Potato Chip Company is 1949 to 1971 encompassing the year the original building was constructed through the 1971 addition.

**Aspects of Integrity**

The Utz Potato Chip Company conveys its significance and eligibility for the NRHP through its intact aspects of integrity feeling, setting, materials, workmanship, design, association, and location.

**National Register Boundary**

The recommended National Register boundary includes the current tax parcel 670001601080000000 / 2017.

**Application of the Definition of Effect**

RESULTS OF EFFECT EVALUATION FOR Utz Potato Chip Company	
<i>Definition of Effect</i>	<i>Evaluation</i>
An effect may occur when an undertaking result in alteration of characteristics which qualify a historic property for inclusion in the National Register of Historic Places, as defined in §800.16(i).	The Eisenhower Drive Extension project will not directly or indirectly impact the Utz Potato Chip Company. It is in the proximity of the TSM alternative, but all proposed work will be conducted outside of the National Register boundary. It will not alter access to the property, nor will it physically impact the resource. It will not alter the aspects of integrity which convey its historical significance.
<b>FINDING:</b> The Project results in a recommendation of <i>No Historic Property Affected</i> for the Resource.	

**Relationship of Proposed Action to the Resource**

The resource is located at the southeast corner of Carlisle Street and Clearview Road, within the project area of the proposed action. The proposed work including the widening of SR0094 and the construction of an additional northbound and southbound through lane, and reconstructed traffic signal at Clearview Road and SR 0094 will occur adjacent to the resource however it will not impact any of the aspects of integrity that convey the significance of the Utz Potato Chip Company.



## SUMMARY

This report evaluated the potential effects of the Eisenhower Drive Extension Project on cultural resources within the vicinity of the proposed project. Three alternatives are currently under consideration, including one no-build and two build alternatives:

1. No-Build Alternative
2. TSM Alternative
3. Off-Alignment Build Alternative 5C

There are ten historic properties in the APE for the proposed project. Based on the definitions for effect and adverse effect provided in 36 CFR 800, the recommended determinations of effect for each property and alternative are summarized in the chart below.

<b>SUMMARY OF EFFECT EVALUATION RECOMMENDATIONS</b>			
<b>Eisenhower Drive Extension Project</b>			
Hanover Borough, York County, and McSherrystown Borough & Conewago Township, Adams County Pennsylvania			
<b>Property Name</b>	<b>No-Build</b>	<b>TSM Alternative</b>	<b>Off-Alignment Build Alternative 5C</b>
Conewago Chapel	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Devine Chapel Farm	<i>No Effect</i>	<i>No Effect</i>	<i>No Adverse Effect</i>
Emeco Office and Factory Building	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Gettysburg Railroad	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Hanover Furniture Company	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Hanover Historic District	<i>No Effect</i>	<i>Adverse Effect</i>	<i>No Effect</i>
Hopkins Manufacturing Company	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
Henry Hostetter Farm	<i>No Effect</i>	<i>No Effect</i>	<i>No Adverse Effect</i>
Poist Chapel Farm	<i>No Effect</i>	<i>No Effect</i>	<i>No Adverse Effect</i>
Utz Potato Chip Company	<i>No Effect</i>	<i>No Effect</i>	<i>No Effect</i>
<b>Summary</b>	<b><i>No Effect</i></b>	<b><i>Adverse Effect</i></b>	<b><i>No Adverse Effect</i></b>

The No-Build Alternative would not affect historic properties. The TSM Alternative would adversely affect one historic property, the Hanover Historic District, but the improvements proposed in the alternative have the potential to adversely affect approximately 22 contributing buildings. The Off-Alignment Build Alternative 5C would affect three historic properties, none of which would be adversely affected.



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## APPENDIX A: RESEARCHER QUALIFICATIONS

### **SARA MCLAUGHLIN, SENIOR ARCHITECTURAL HISTORIAN**

Ms. McLaughlin is a Senior Architectural Historian with experience in cultural resource management and preservation architecture. She exceeds the qualifications for Architectural Historian under the standards set forth by the Secretary of the Interior. Ms. McLaughlin has extensive experience working on historic preservation and cultural resources projects for a variety of Federal, state, and local clients. Her work focuses primarily on the research, survey, and documentation of historic above-ground resources with an extensive understanding of Section 106, and state and federal documenting regulations.

### **PROFESSIONAL EXPERIENCE**

#### ***Lycoming County Historic Resources Inventory, Lycoming County, PA***

Project Manager. JMT worked with Lycoming County and the City of Williamsport, Pennsylvania to update their existing historic resource inventory and to provide guidance for future historic preservation activities as part of the County's ongoing Master Plan efforts. This contract consisted of surveying every property in the City of Williamsport, Pennsylvania to create a database of architecturally significant historic properties. A report and database were created and delivered to the client. Additionally, three other municipalities in Lycoming County were also documented- Jersey Shore, Muncy, and Montgomeryville.

#### ***State Route 222 Widening Project, Berks County, PA***

Senior Architectural Historian. This project involves managing the survey and documentation of multiple agricultural properties along a five-mile stretch of SR 222 in Berks County, Pennsylvania including the documentation of a potential Rural Historic District. The project consists of field surveys, research, writing, and National Register evaluations of these properties.

#### ***Jeremiah Brown Mill Complex, Lancaster County, PA***

Senior Architectural Historian. Ms. McLaughlin completed a Historic Resource Survey Form for the Jeremiah Brown Mill Complex in Lancaster County, Pennsylvania. Ms. McLaughlin completed the field survey and documentation of the property, performed deed research, and evaluated the structures for eligibility for listing in the National Register of Historic Places.

#### ***Historic Preservation Services, Reading, PA***

Senior Architectural Historian. Ms. McLaughlin worked as part of a team to document each resource within both the Penn's Common and Prince Historic Districts within the City of Reading. JMT's portable survey application was used to collect data and photographs which were then merged into the Pennsylvania Historical & Museum Commission's Abbreviated Historic Resource Survey Form.

#### ***Reconnaissance-Level Historic Resources Survey, Preston & Taylor Counties, WV***

Project Manager. JMT was hired by the state of West Virginia to survey of approximately 700 historic resources that retain historic architectural integrity within Preston and Taylor County. A West Virginia Historic Property Inventory Form will be completed for each property surveyed. Ms. McLaughlin coordinated survey teams, survey methodology, and worked closely with the client to ensure accurate and efficient project completion. Additionally, Ms. McLaughlin compiled a history of Preston County to be submitted to the state.



## APPENDIX B: PURPOSE AND NEED

### Description of the Problem

Eisenhower Drive, SR 0094, and SR 0116 travel corridors are the main thoroughfares through McSherrystown and Conewago Township. These roadways exhibit congested conditions, with level of service (LOS) rated as E and F at some non-signalized intersections, and a heavy cluster of accidents, some involving pedestrians, between 2010 and 2014 along SR 0094.

The Eisenhower Extension Project recommendations will include transportation improvements aimed to address the failing level of service (LOS), as well as improve safety within the study area.

### Study Area Description

The project lies within the Piedmont Physiographic Province which consists of rolling lowlands and shallow valleys separated by rounded, isolated low hills. Outside of McSherrystown and Hanover Boroughs, the study area is mainly active farmland, but this land use is over time being replaced by residential, industrial and commercial development. The focus of the economic and community development, including retail and other commercial strip development, restaurant and residential growth along with the existing park services and industry has primarily occurred within the Boroughs of McSherrystown and Hanover. The potential for future development is extending into the surrounding municipalities.

The study area has various environmental features, including aquatic resources, agricultural land, historic resources, and parkland. The following streams and their 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 listed or eligible historic resources, including the listed Hanover Historic District throughout the project area, as well as many unevaluated potential historic resources. Local public and private parkland can be found in the western portion of the project area.

There are no hospitals or elderly care facilities located within the project area; however, several schools are located within and in the immediate vicinity of the project area. 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. Rabbitransit, 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.

The following project purpose and need statement for the Eisenhower Drive Extension project was developed based upon the *Pennsylvania Department of Transportation (PennDOT) Needs Study Handbook, Publication 319* (December 2010) and the *Federal Highway Administration Environmental*



Review Toolkit, NEPA and Project Development website  
(<https://www.environment.fhwa.dot.gov/projdev/index.asp>).

### Project Need

The proposed project was identified as a part of the Hanover Area Transportation Planning Study prepared for PennDOT in the spring of 1997. This study established a Recommended Transportation Improvements Program which included several key projects aimed to address the transportation needs in the area. The development of the region is consistent with the anticipated growth defined in the study and the overall needs have remained the same over the past 20 years.

Current conditions within the urbanized area do not meet minimum standards for safety, congestion, and non-motorized uses. The current roadway system within the two adjacent Boroughs operates at unacceptable levels of service. The roadways also have significant crash histories, including crashes involving pedestrians and crashes that resulted in a fatality, with most experiencing a crash rate higher than the statewide average crash rates for similar roadways. The need is therefore based on the multi-modal use of the region, inadequate capacity, significant growth from future development, safety concerns for turning vehicles as well as pedestrians. As a result, the following project needs have been determined:

#### Traffic congestion results in poor levels of service.

1. The Average Annual Daily Traffic (AADT), 16,100 vehicles per day (VPD), through the Borough of McSherrystown, is currently near capacity for a two-lane roadway. Traffic volumes are expected to grow to an ADT of 19,700 VPD projected for the year 2042 No-Build.
2. With no programmed improvements within the study area, Year 2042 No-Build analyses show that PM peak hour conditions will degrade to unacceptable levels of service at the un-signalized intersections, with vehicles on the side streets waiting on average over 8 minutes to enter or cross SR 0116 in McSherrystown.
3. The following intersections are currently operating unacceptably (LOS E or LOS F):
  - a. SR 0116 (Main Street) and 5<sup>th</sup> Street – AM and PM Peak.
  - b. SR 0116 (Main Street) and 2<sup>nd</sup> Street – AM and PM Peak.
  - c. High Street and Kindig Lane – PM Peak
4. The following intersections are projected to operate unacceptably (LOS 'E' or LOS 'F') in the 2042 No-Build Scenario:
  - a. SR 0094 (Carlisle Street) and Eisenhower Drive – PM Peak
  - b. SR 0116 (Main Street) and 5<sup>th</sup> Street – AM and PM Peak.
  - c. SR 0116 (Main Street) and 2<sup>nd</sup> Street – AM and PM Peak.
  - d. SR 0116 (Main St/3<sup>rd</sup> St) and SR 2008 (Oxford Ave/Elm Ave) – PM Peak
  - e. SR 0116 (Hanover Street) and SR 2019 (Littlestown Road)/Bender Road – PM Peak
  - f. SR 2008 (Oxford Avenue) and Kindig Lane – PM Peak.
  - g. High Street and Kindig Lane – AM and PM Peak.
  - h. High Street and Eisenhower Drive – PM Peak.
5. The roadway width of SR 0094 is reduced from a five-lane section at Eisenhower Drive to a three-lane section south of Kuhn Drive/Dart Drive. The current AADT on SR 0094 is expected to increase from 19,100 VPD to approximately 24,000 VPD north of Eisenhower Drive and increase from 15,600 VPD to 19,000 VPD at Elm Avenue, which would exceed the roadway capacity of a two-lane . Intersection capacity analyses at the SR 0094/Eisenhower Drive and SR 0094/Elm



Avenue intersections indicate that multiple turning movements are projected to operate at unacceptable levels of service (LOS 'E' or LOS 'F').

6. High Street is a 2-lane, local street that provides an alternate parallel route to SR 0094, and is heavily used by both passenger vehicles and tractor trailers (5%). The Kindig Lane approach at its intersection with High Street is stop controlled and currently experiences congestion throughout a typical day, with vehicle queues extending across the existing railroad crossing throughout the PM peak period. Increases in traffic volumes will exacerbate these conditions. This queuing also affects operations at business driveways along Kindig Lane.

#### Poor traffic safety along SR 0116 and SR 0094.

1. Evaluation of crash data for the project study area, from 2010 to 2014, available from PennDOT's Crash Data Analysis and Retrieval Tool (CDART) database shows clusters of crashes along SR 0116 and SR 0094. Crash rates (crashes per millions of vehicle-miles traveled) for most of the roadways within the project study area are above the statewide average rates for similar roadway types. There are a substantial number of rear-end and angle type crashes within the project limits. The following crash data was observed from 2010 through 2014:
  - a. 103 crashes occurred on SR 0116 in Adams County - Two (2) of these crashes resulted in fatalities. Three (3) of the crashes involved a pedestrian. Crash rates of 1.90 and 2.18 were calculated for two sections of SR 116; between 2<sup>nd</sup> Street and 5<sup>th</sup> Street and 5<sup>th</sup> Street and Oxford Avenue, respectively. These rates are above the statewide average rate of 1.77 for similar roadways.
  - b. 103 crashes occurred on SR 0116 in York County - Six (6) of the crashes involved a pedestrian, with one (1) of those pedestrian crashes resulting in a fatality. Crash rates for four segments of SR 116 in York County ranged from 3.61 to 10.06, which are well above the corresponding statewide average rate of 1.77 for similar roadways.
  - c. 183 crashes occurred on SR 0094 in York County - Ten (10) of the crashes involved a pedestrian, with two (2) of those pedestrian crashes resulting in a fatality. Crash rates of four segments between Eisenhower Drive and Elm Avenue ranged from 2.02 to 7.54, which are above the statewide average rate of 1.77 for similar roadways.
2. SR 0116 and SR 0094 currently have very narrow outside shoulders, no medians and unrestricted on-street parking, which impedes access for emergency vehicles and limits the available space for moving disabled vehicles out of the travel lanes. The current outside shoulder widths vary from approximately 1 to 6 feet. The current roadway typical sections also impact bicycle usage along SR 0116 and SR 0094. The current thoroughfares are not designated bike routes, and for that reason, cyclists traveling along SR 0116 and SR 0094 will experience various roadway conditions. Cyclists traveling study area roadways must travel along shoulders as well as sidewalks for safe passage.

#### Limited mobility and poor roadway connectivity/linkages.

There are various existing physical features/constraints that pose challenges in establishing the east-west connectivity of the local and regional roadway network in the vicinity of the study area. These include the CSX Railroad and Conewago Creek. While the number of daily trains along the CSX corridor are limited (2-3 daily trips), the train activity results in direct impacts to traffic within the region. This over-burdens SR 0116 and results in congestion, delay and safety concerns as noted above.

Congestion causes traffic to divert to local roads, which results in congestion and delays on these roads and decreases mobility. Origin-Destination (O-D) data collected in Fall 2015 supports this phenomenon.



Due to congestion/capacity constraints noted for SR 0094, existing traffic has been observed to divert to Eisenhower Drive (west), High Street, Kindig Lane and Oxford Avenue.

In addition, the industrial and commercial development along High Street, Kindig Lane, and the existing Eisenhower Drive corridors result in active truck traffic throughout the area. The primary sources for truck traffic includes the industrial developments along Kindig Lane. Truck traffic is prohibited from using some east-west local road connections between High Street and SR 0094 (e.g. Kuhn Drive, Clearview Drive). Therefore, typical truck traffic patterns for these major trip generators include SR 0116 (Main Street) in McSherrystown, as well as High Street, SR 2008 (Elm Avenue) and SR 0094 in Hanover Borough.

### **Project Purpose**

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



## APPENDIX C: PHOTOGRAPHS AND FIGURES

### List of Photographs

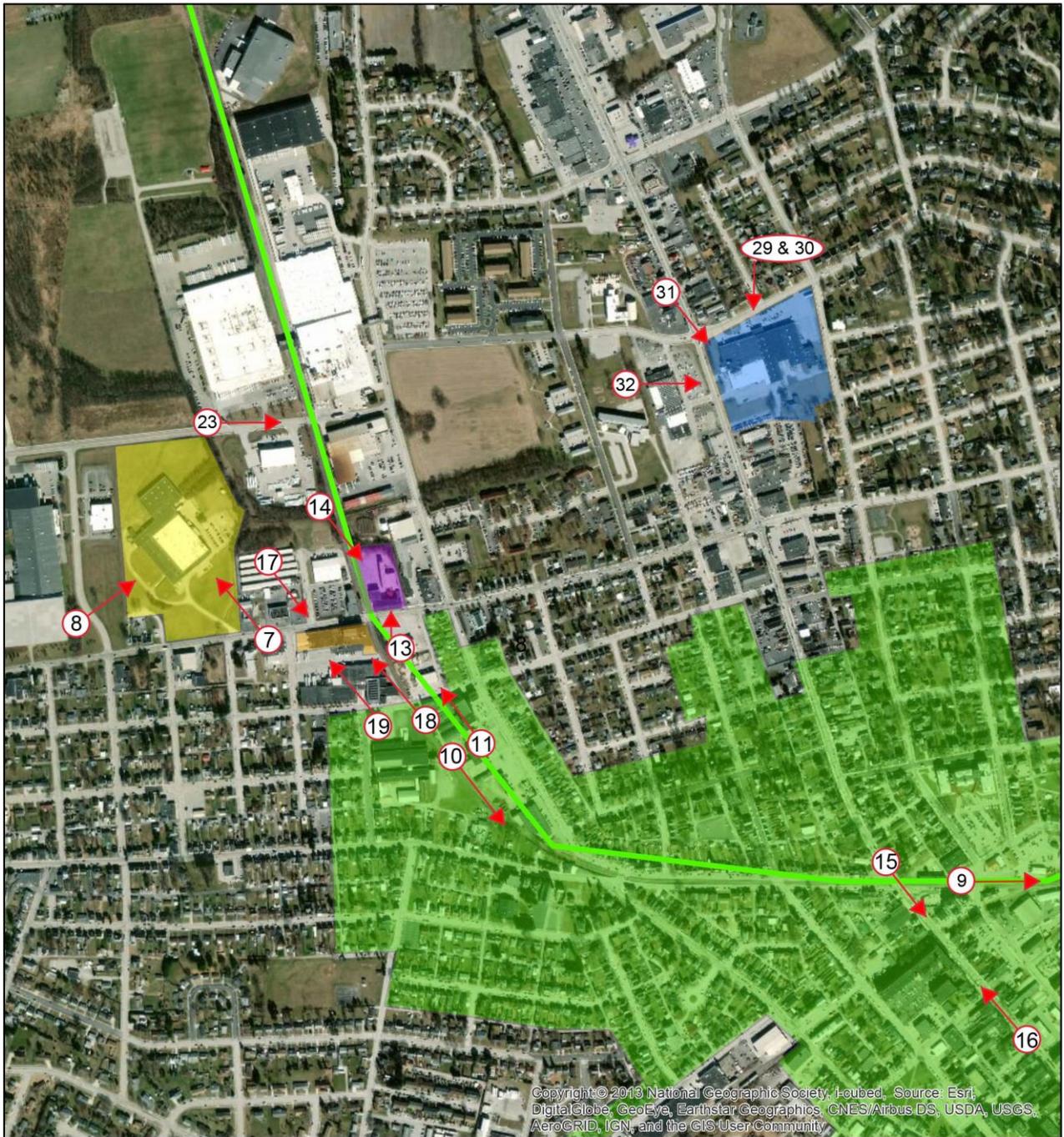
- Photograph 1: The original Emeco 1950s building, showing the one-and-one-half factory and the Emeco signage behind the office façade; looking northwest.
- Photograph 2: The southwest elevation of the Emeco 1968 addition, showing the one-and-one-half-story factory and one-story CMU offices (left to right); looking northeast.
- Photograph 3: Hanover Historic District street view. Intersection of Carlisle Street and 3<sup>rd</sup> Street; looking southeast.
- Photograph 4: Hanover Historic District street view. Intersection of Carlisle Street and Wall Street; looking northwest.
- Photograph 5: Overview of the Hanover Furniture Company complex at 549 W. Elm Avenue, showing the mid-twentieth century addition and east elevation and façade of the ca. 1904 main building (left to right); looking northeast.
- Photograph 6: The mid-twentieth century, CMU addition at the Hanover Furniture Company complex showing the north and west elevations; looking southeast.
- Photograph 7: The north and east elevations of the 1892 Hopkins Manufacturing Company factory; looking southwest.
- Photograph 8: The south elevation of the 1892 Hopkins Manufacturing Company factory; looking northwest.
- Photograph 9: South elevation of the ca. 1935 addition to the Hopkins Manufacturing Company; looking northwest
- Photograph 10: The original, ca. 1949 Utz Potato Chip Co. building, showing the entrance to the Outlet store (at the left) and the stylized, white brick façade; looking south.
- Photograph 11: The highly stylized, white brick facade at the original ca. 1949 Utz factory building; looking southeast.
- Photograph 12: The west elevation of the ca. 1949 Utz building, showing the band of glass block glazing with interspersed steel windows; looking southeast.
- Photograph 13: The 1971 Utz corporate office addition, showing the retaining wall at the left, half-circle path from the sidewalk, and east elevation; looking west.
- Photograph 14: Conewago Chapel; looking northeast.
- Photograph 15: Conewago Chapel; looking southeast.
- Photograph 16: Facade (west elevation of the Devine Chapel Farm dwelling; looking east.



- Photograph 17: Rear (west elevation) and side (north elevation) of the Devine Chapel Farm barn; looking southeast.
- Photograph 18: Side (south elevation) of the Devine Chapel Farm milkhouse; looking south.
- Photograph 19: Side (north elevation) of the Devine Chapel Farm hog house; looking north.
- Photograph 20: View of the spur of the former Gettysburg Railroad at Hanover, which accessed the Western Maryland Freight Depot (Key No. 073592); looking east.
- Photograph 21: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing; looking southeast.
- Photograph 22: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing; looking northwest.
- Photograph 23: View of the grade crossing signals (typical), in Hanover at the Kindig Lane crossing; looking east.
- Photograph 24: Façade (east elevation) of the Hostetter Farm dwelling; looking west.
- Photograph 25: Rear elevation of the dwelling; side (north elevation) and rear (west elevation) of the summer kitchen at the Hostetter Farm; looking southeast.
- Photograph 26: Front (south elevation) and side (east elevation) of the smokehouse at the Hostetter Farm; looking north.
- Photograph 27: Banked (north) elevation and side (east elevation) of the barn at the Hostetter Farm; looking southwest.
- Photograph 28: Front (west elevation) of the drive-thru corn crib at the Hostetter Farm; looking southeast.
- Photograph 29: Rear (north elevation) of the hay drying shed at the Hostetter Farm; looking south
- Photograph 30: Façade (northeast elevation) of the Poist Chapel Farm dwelling; looking southwest.
- Photograph 31: Northeast elevation of the Poist Chapel Farm barn and addition; looking southwest.
- Photograph 32: Southeast elevation of the Poist Chapel Farm barn; looking northwest.



# Eisenhower Boulevard Extension : Photo Location Map A

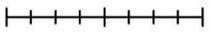


	<b>Legend</b>	0 0.050.1 0.2 Miles  -----	
	<ul style="list-style-type: none"><li>EMECO</li><li>Gettysburg Railroad</li><li>Hanover Furniture Company</li><li>Hanover Historic District</li><li>Hopkins Manufacturing Company</li><li>UTZ</li></ul>		



## Eisenhower Boulevard Extension : Photo Location Map B



	<p><b>Legend</b></p> <ul style="list-style-type: none"><li> Conewago</li><li> Devine Chapel Farm</li><li> Hostetter Farm</li><li> Poist</li></ul>	<p>0 0.1 0.2 0.4 Miles</p> 	<p>N</p> 
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*Photograph 1: Conewago Chapel; looking northeast.*



*Photograph 2: Conewago Chapel; looking southeast.*



*Photograph 3: Facade (west elevation of the Devine Chapel Farm dwelling; looking east.*



*Photograph 4: Rear (west elevation) and side (north elevation) of the Devine Chapel Farm barn; looking southeast.*



*Photograph 5: Side (south elevation) of the Devine Chapel Farm milkhouse; looking south.*



*Photograph 6: Side (north elevation) of the Devine Chapel Farm hog house; looking north.*



*Photograph 7: The original Emeco 1950s building, showing the one-and-one-half factory and the Emeco signage behind the office façade; looking northwest.*



*Photograph 8: The southwest elevation of the Emeco 1968 addition, showing the one-and-one-half-story factory and one-story CMU offices (left to right); looking northeast.*



*Photograph 9: View of the spur of the former Gettysburg Railroad at Hanover, which accessed the Western Maryland Freight Depot (Key No. 073592); looking east.*



*Photograph 10: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing; looking southeast.*



Photograph 11: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing; looking northwest.



Photograph 12: View of the grade crossing signals (typical), in Hanover at the Kindig Lane crossing; looking east.



*Photograph 13: Overview of the Hanover Furniture Company complex at 549 W. Elm Avenue, showing the mid-twentieth-century addition and east elevation and façade of the ca. 1904 main building (left to right); looking northeast.*



*Photograph 14: The mid-twentieth century, CMU addition at the Hanover Furniture Company complex showing the north and west elevations; looking southeast.*



*Photograph 15: Hanover Historic District street view. Intersection of Carlisle Street and 3<sup>rd</sup> Street; looking southeast.*



*Photograph 16: Hanover Historic District street view. Intersection of Carlisle Street and Wall Street; looking northwest.*



Photograph 17: The north and east elevations of the 1892 Hopkins Manufacturing Company factory; looking southwest.



Photograph 18: The south elevation of the 1892 Hopkins Manufacturing Company factory; looking northwest.



*Photograph 19: South elevation of the ca. 1935 addition to the Hopkins Manufacturing Company; looking northwest.*



*Photograph 20: Façade (east elevation) of the Hostetter Farm dwelling; looking west.*



*Photograph 21: Rear elevation of the dwelling; side (north elevation) and rear (west elevation) of the summer kitchen at the Hostetter Farm; looking southeast.*



*Photograph 22: Front (south elevation) and side (east elevation) of the smokehouse at the Hostetter Farm; looking north.*



*Photograph 23: Banked (north) elevation and side (east elevation) of the barn at the Hostetter Farm; looking southwest.*



*Photograph 24: Front (west elevation) of the drive-thru corn crib at the Hostetter Farm; looking southeast.*



*Photograph 25: Rear (north elevation) of the hay drying shed at the Hostetter Farm; looking south.*



*Photograph 26: Façade (northeast elevation) of the Poist Chapel Farm dwelling; looking southwest.*



*Photograph 27: Northeast elevation of the Poist Chapel Farm barn and addition; looking southwest.*



*Photograph 28: Southeast elevation of the Poist Chapel Farm barn; looking northwest.*



*Photograph 29: The original, ca. 1949 Utz Potato Chip Co. building, showing the entrance to the Outlet store (at the left) and the stylized, white brick façade; looking south.*



*Photograph 30: The highly stylized, white brick facade at the original ca. 1949 Utz factory building; looking southeast.*



*Photograph 31: The west elevation of the ca. 1949 Utz building, showing the band of glass block glazing with interspersed steel windows; looking southeast.*



*Photograph 32: The 1971 Utz corporate office addition, showing the retaining wall at the left, half-circle path from the sidewalk, and east elevation; looking west.*



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### Eisenhower Boulevard Extension : APE Map

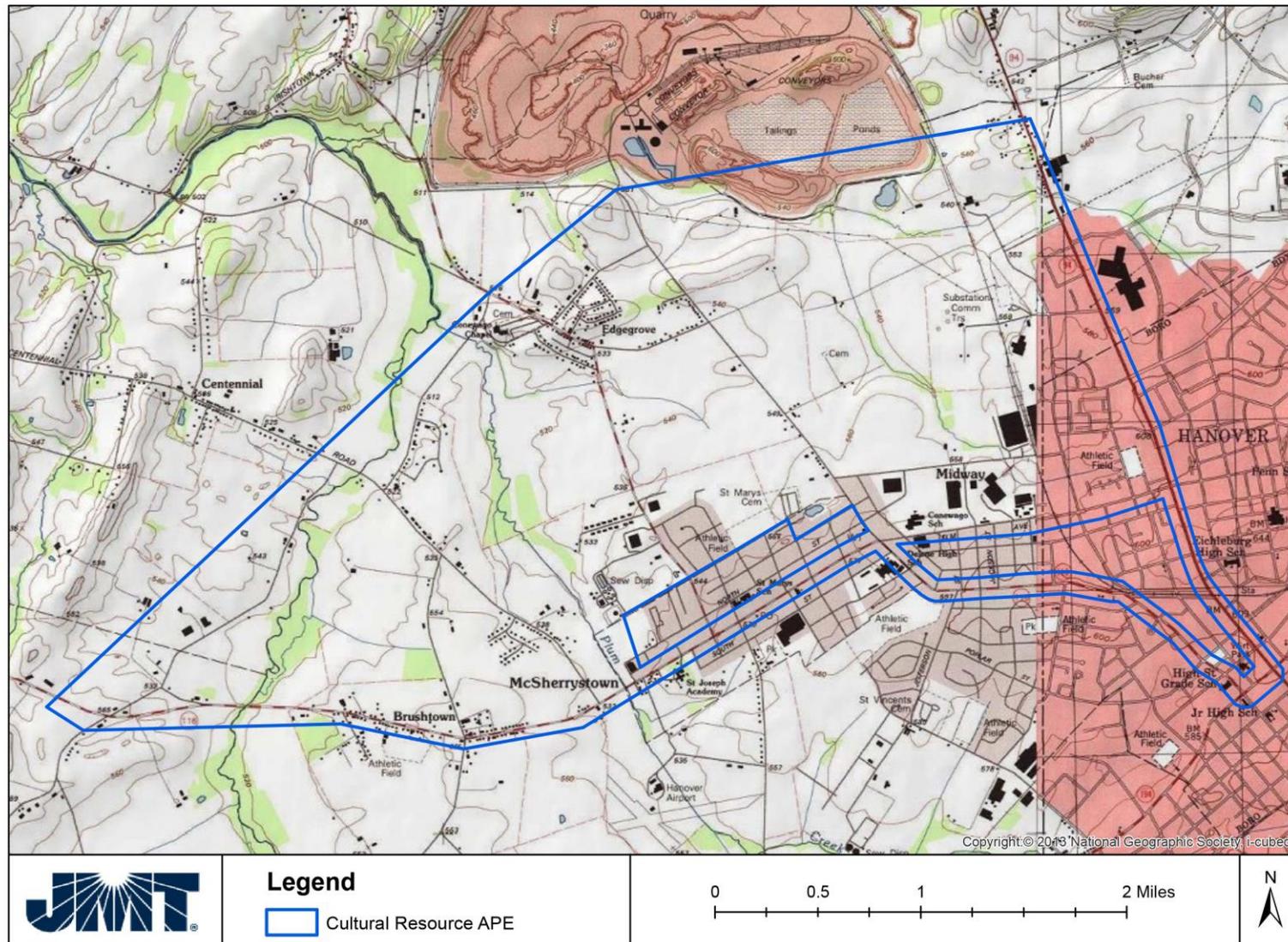


Figure 1



### Eisenhower Boulevard Extension : Aerial APE Map

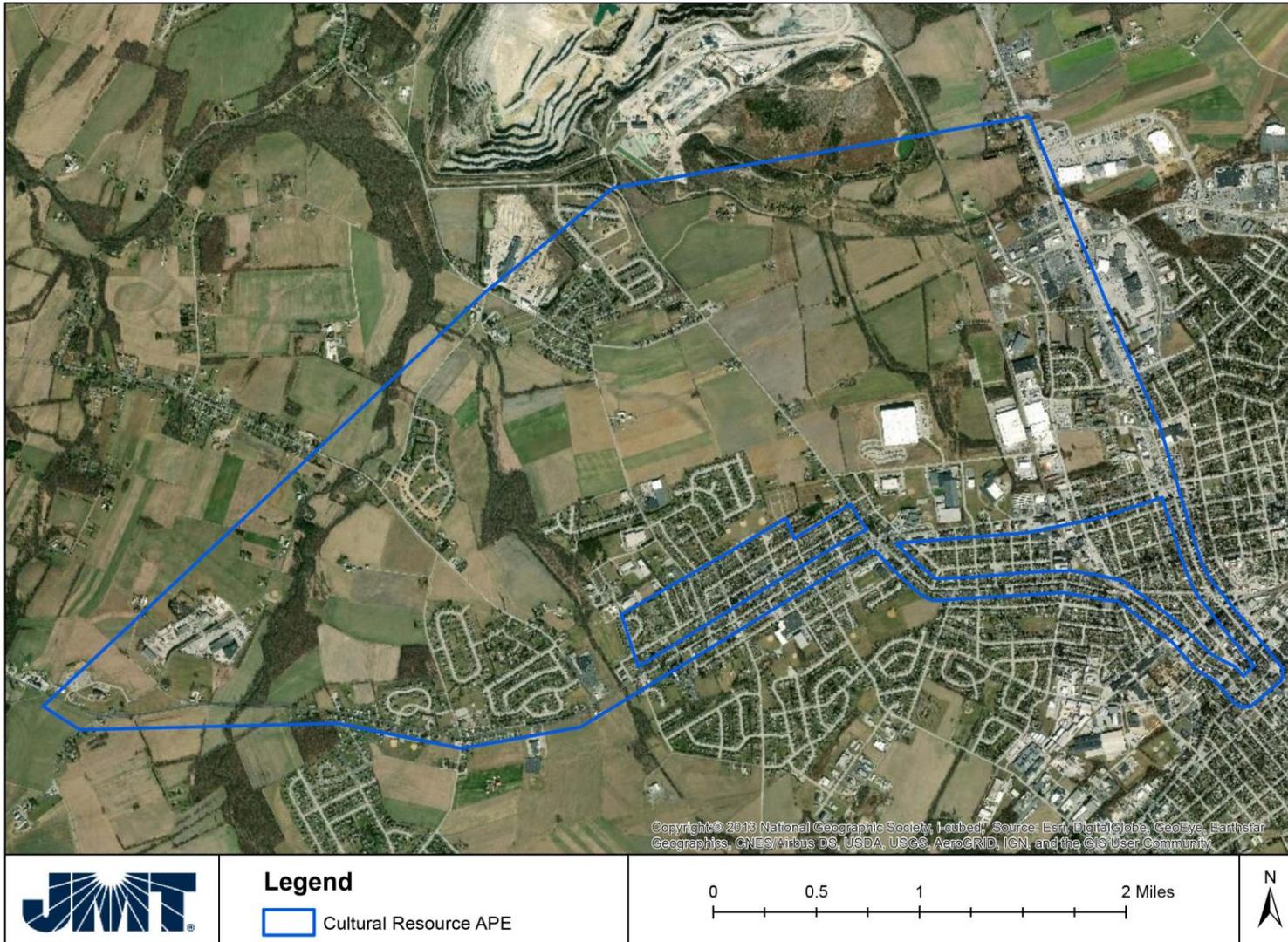


Figure 2



Eisenhower Boulevard Extension: Alignment 5c

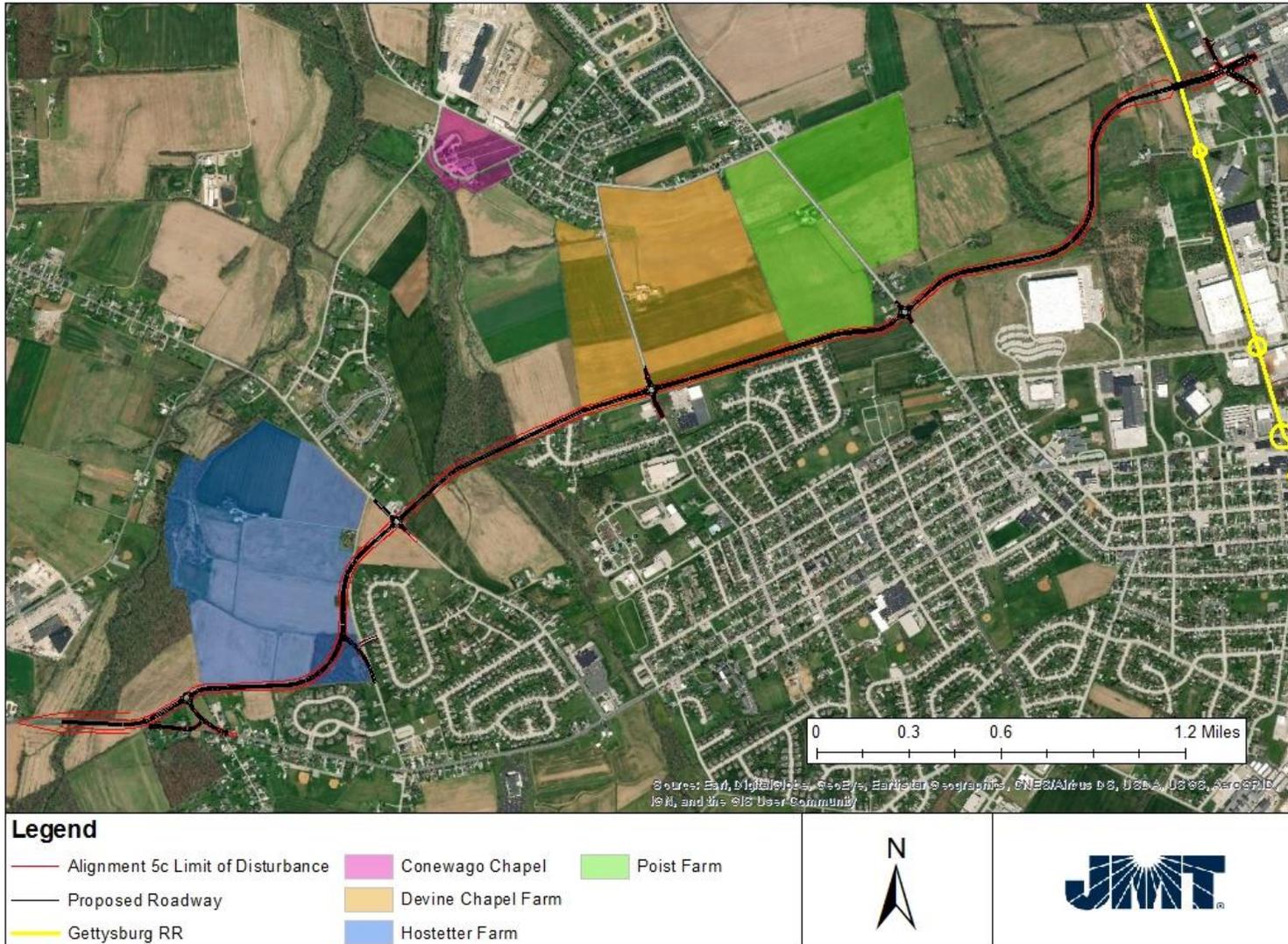


Figure 3



Eisenhower Boulevard Extension: TSM 1 of 2

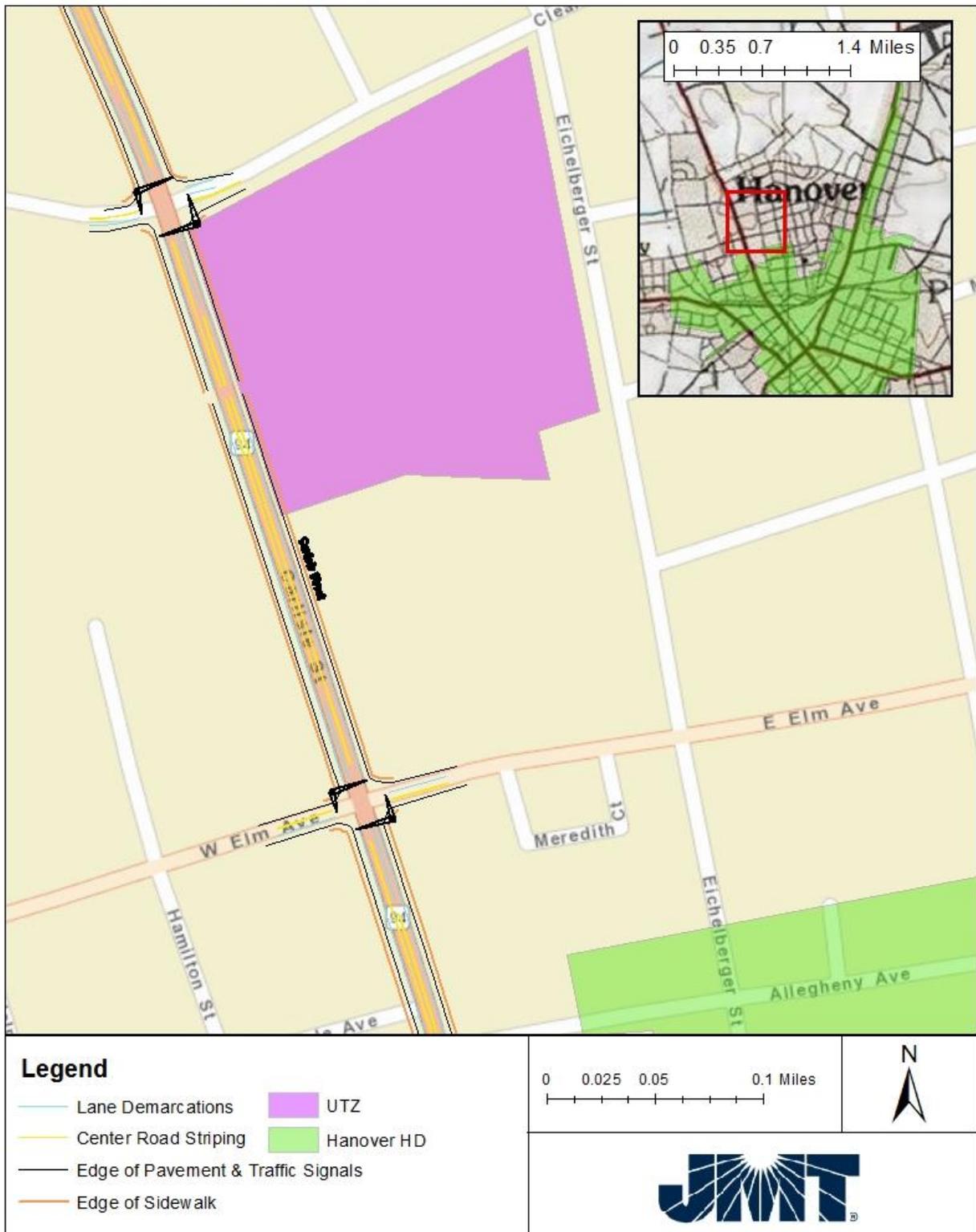


Figure 4



Eisenhower Boulevard Extension: TSM 2 of 2

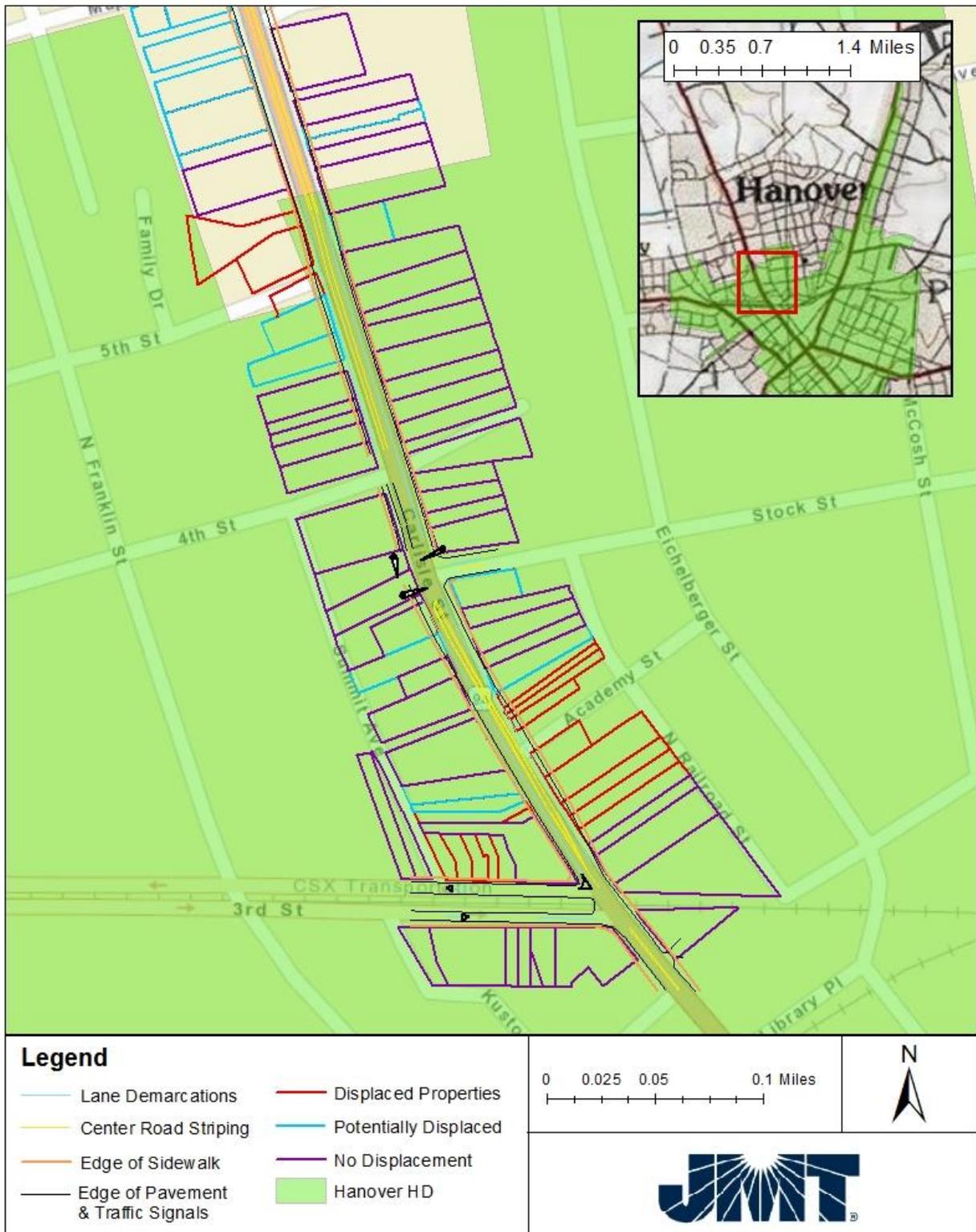


Figure 5



### Eisenhower Boulevard Extension: Emeco Office and Factory Building

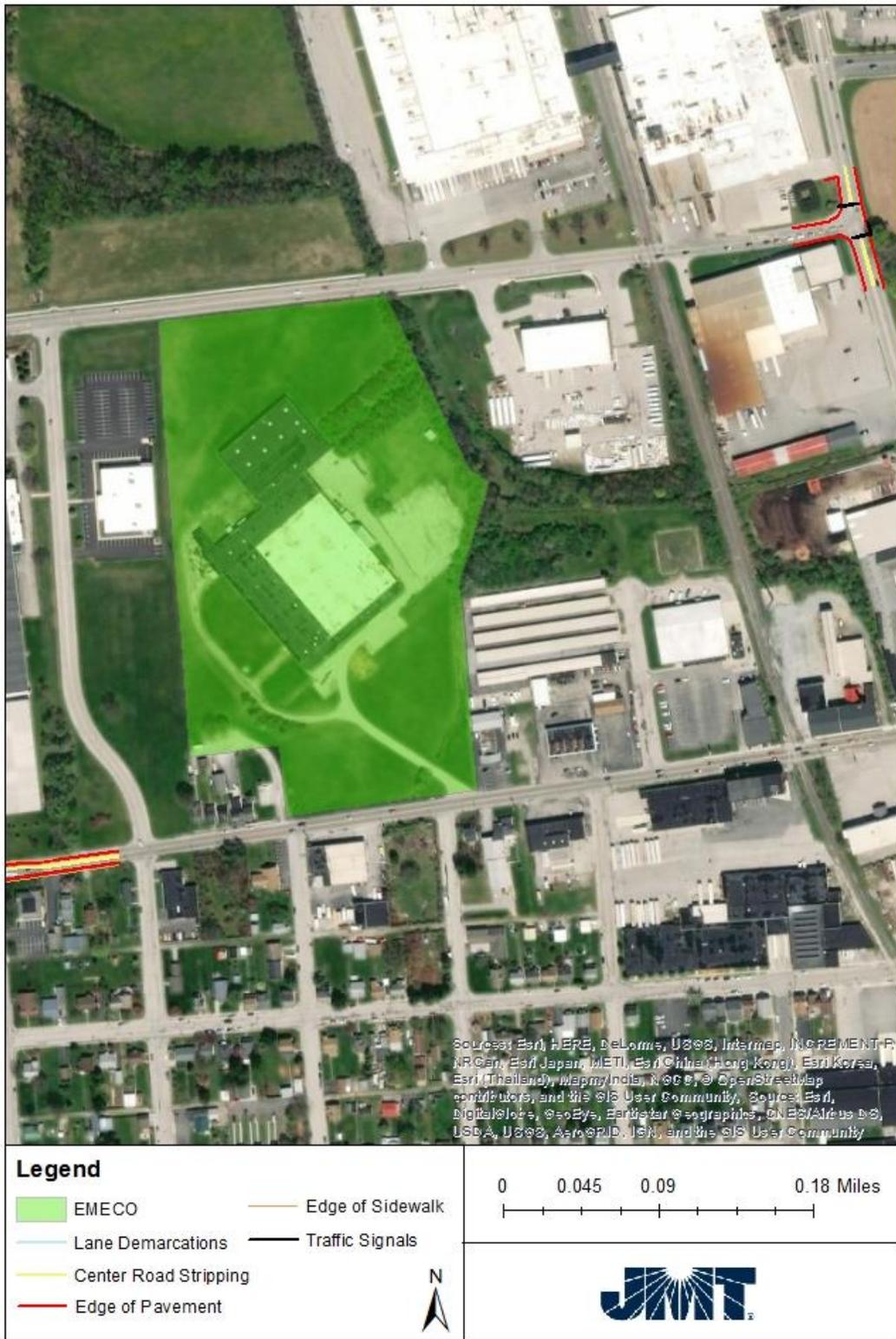


Figure 6



Eisenhower Boulevard Extension: Hanover Historic District



Figure 7



Eisenhower Boulevard Extension: Hanover Furniture Company

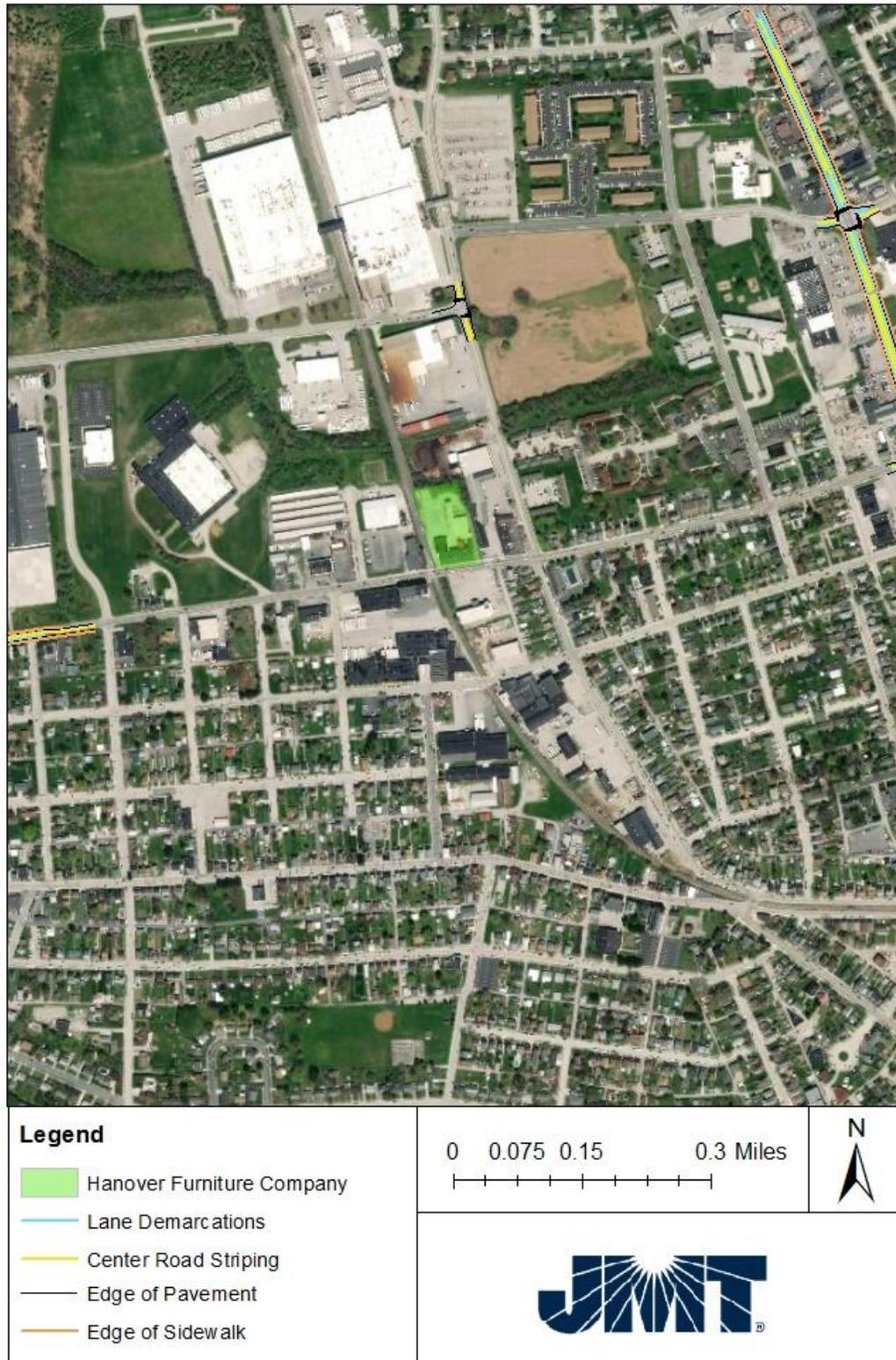


Figure 8



Eisenhower Boulevard Extension: Hopkins Manufacturing Company

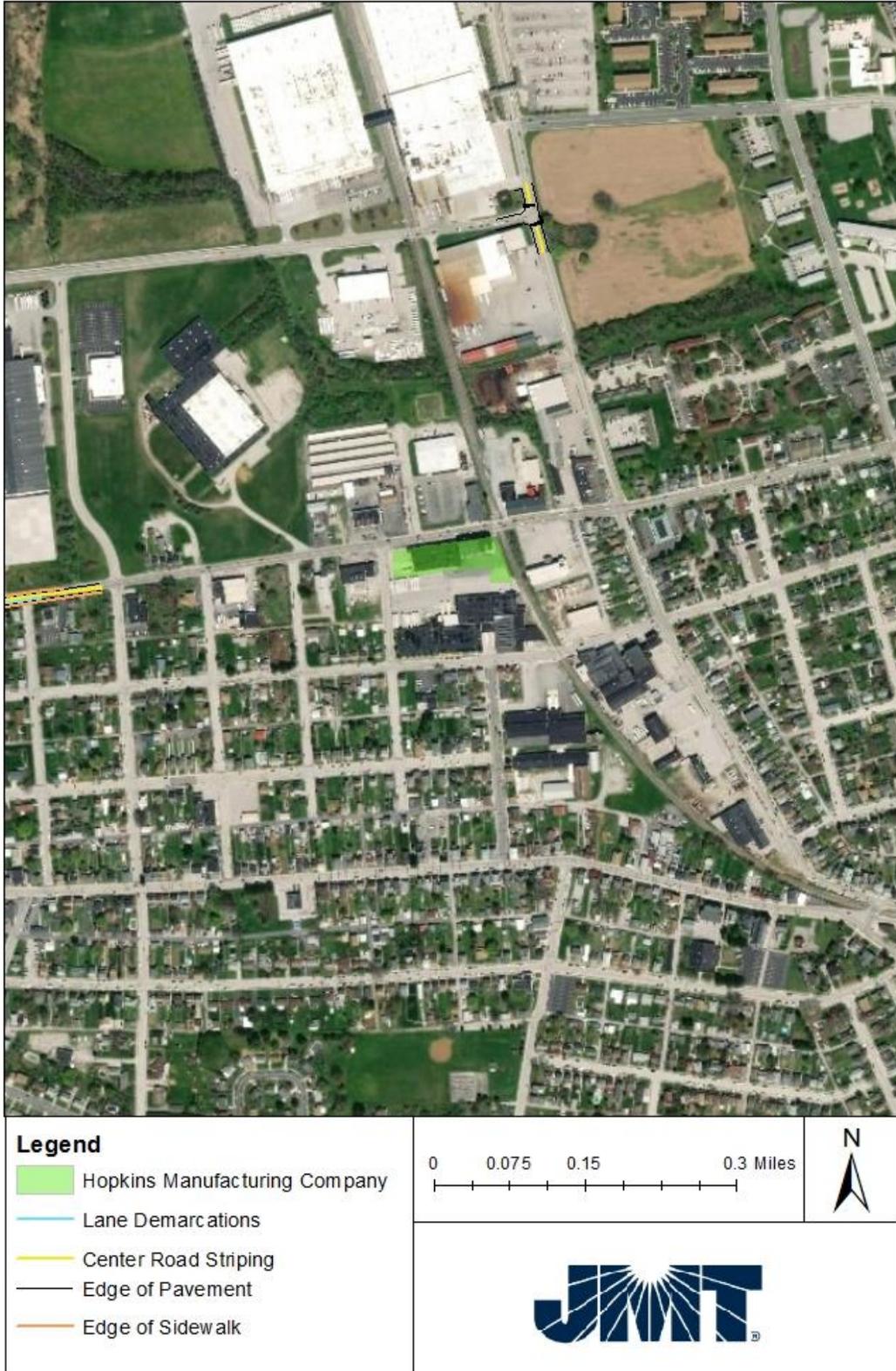


Figure 9



Eisenhower Boulevard Extension: Utz Potato Chip Company



Figure 10



Eisenhower Boulevard Extension: Conewago Chapel

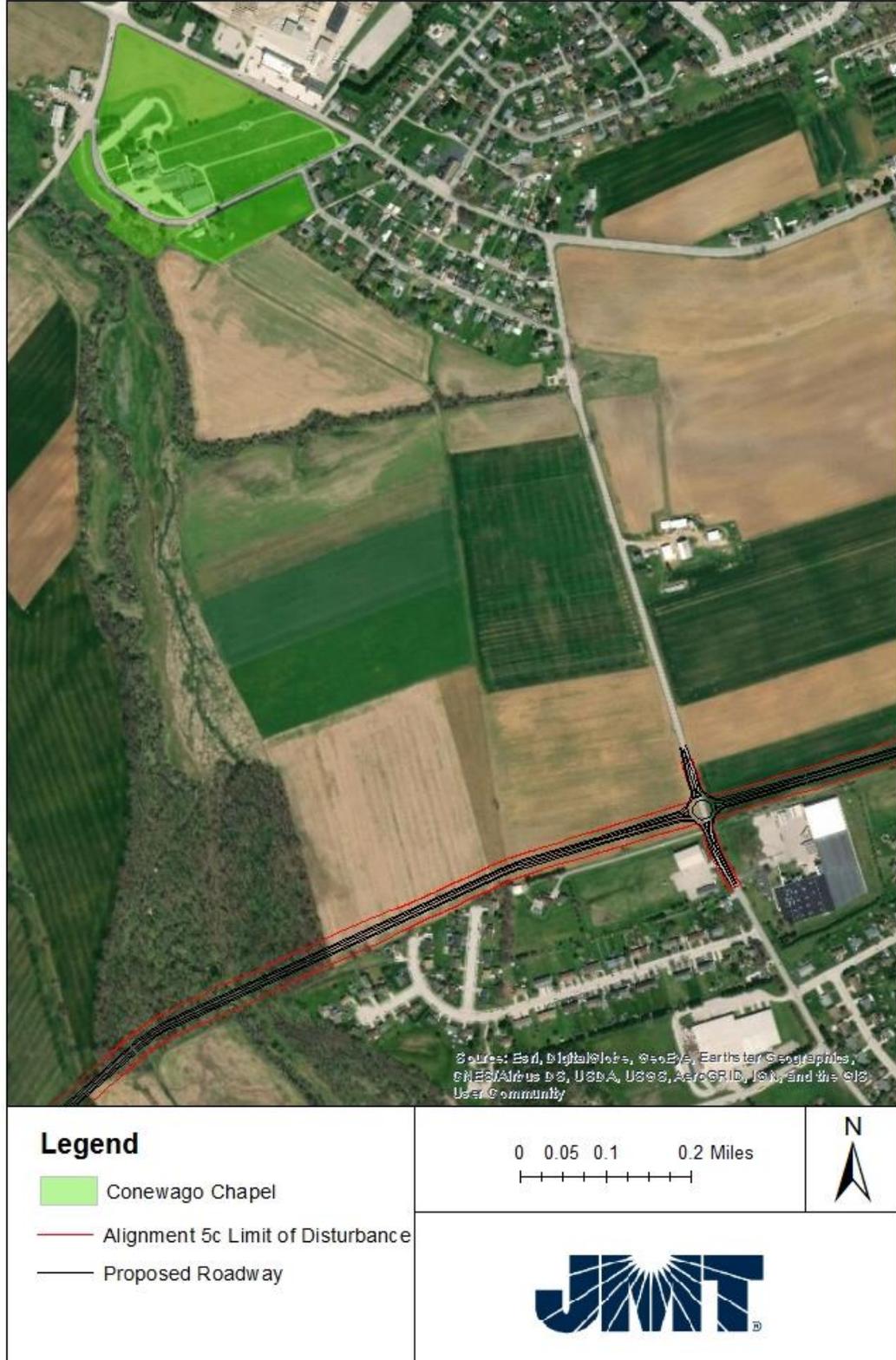


Figure 11



Eisenhower Boulevard Extension: Devine Chapel Farm

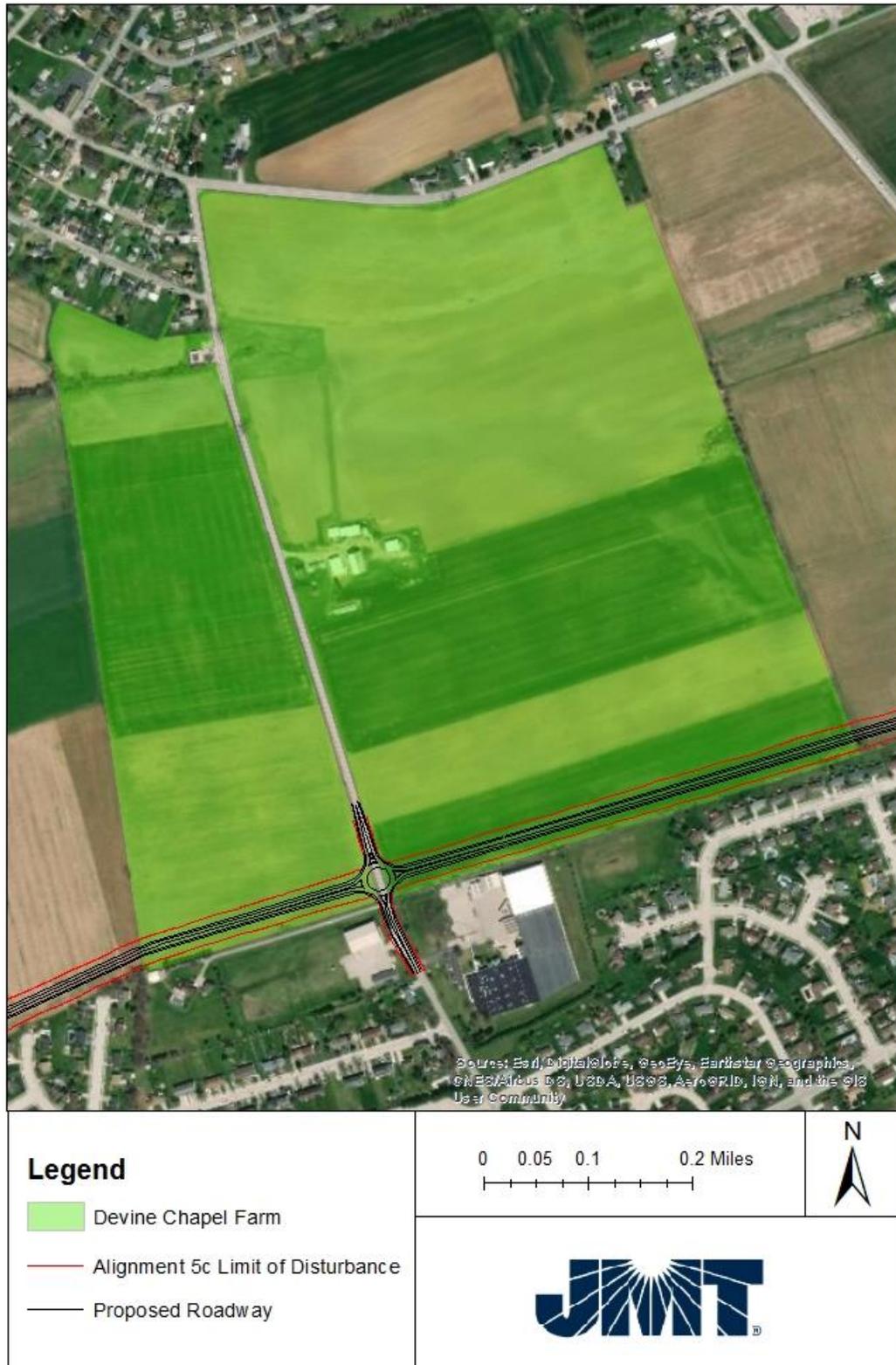


Figure 12



### Eisenhower Boulevard Extension: Gettysburg Railroad



Figure 13



Eisenhower Boulevard Extension: Hostetter Farm

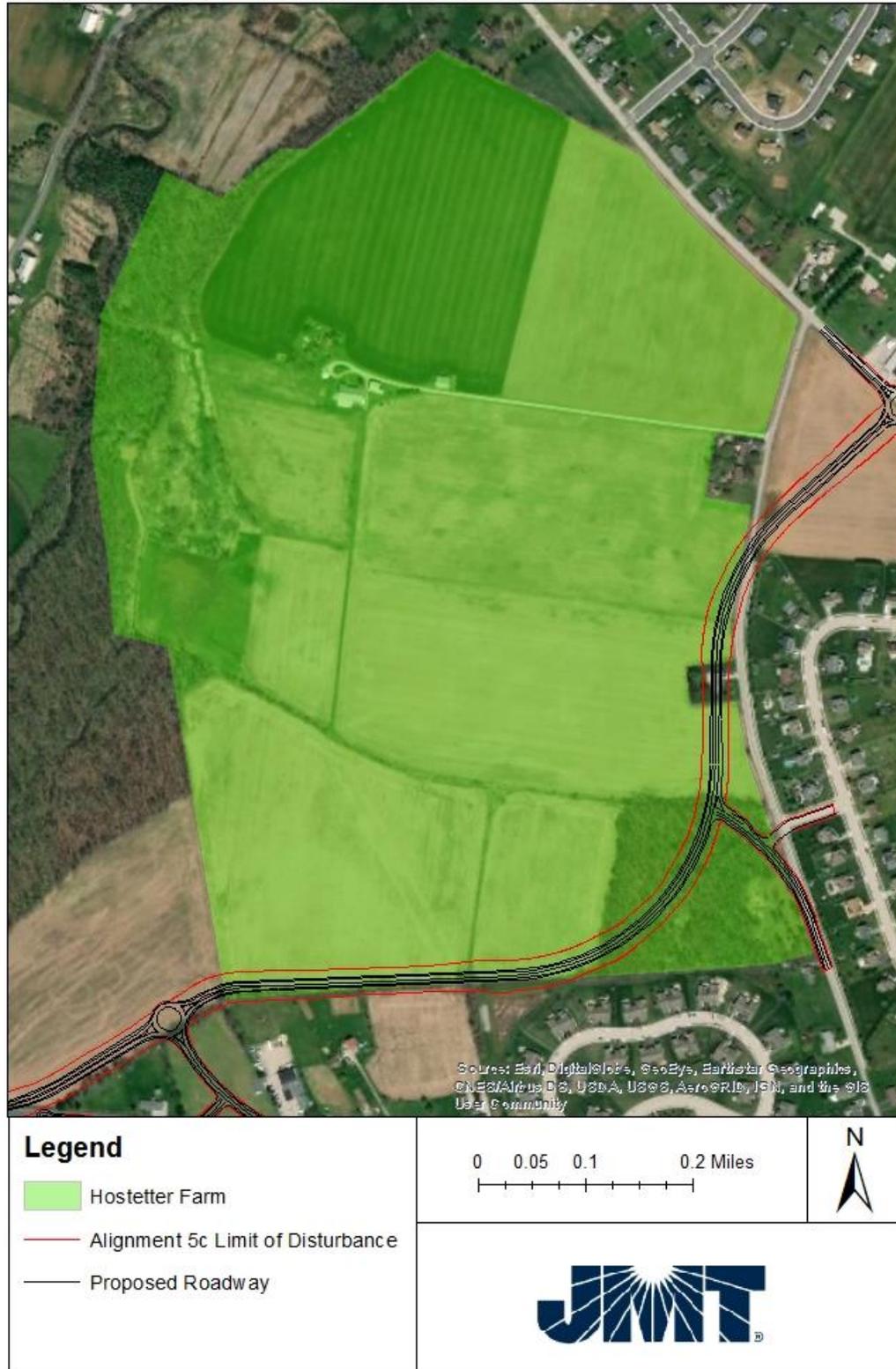


Figure 14



Eisenhower Boulevard Extension: Poist Farm

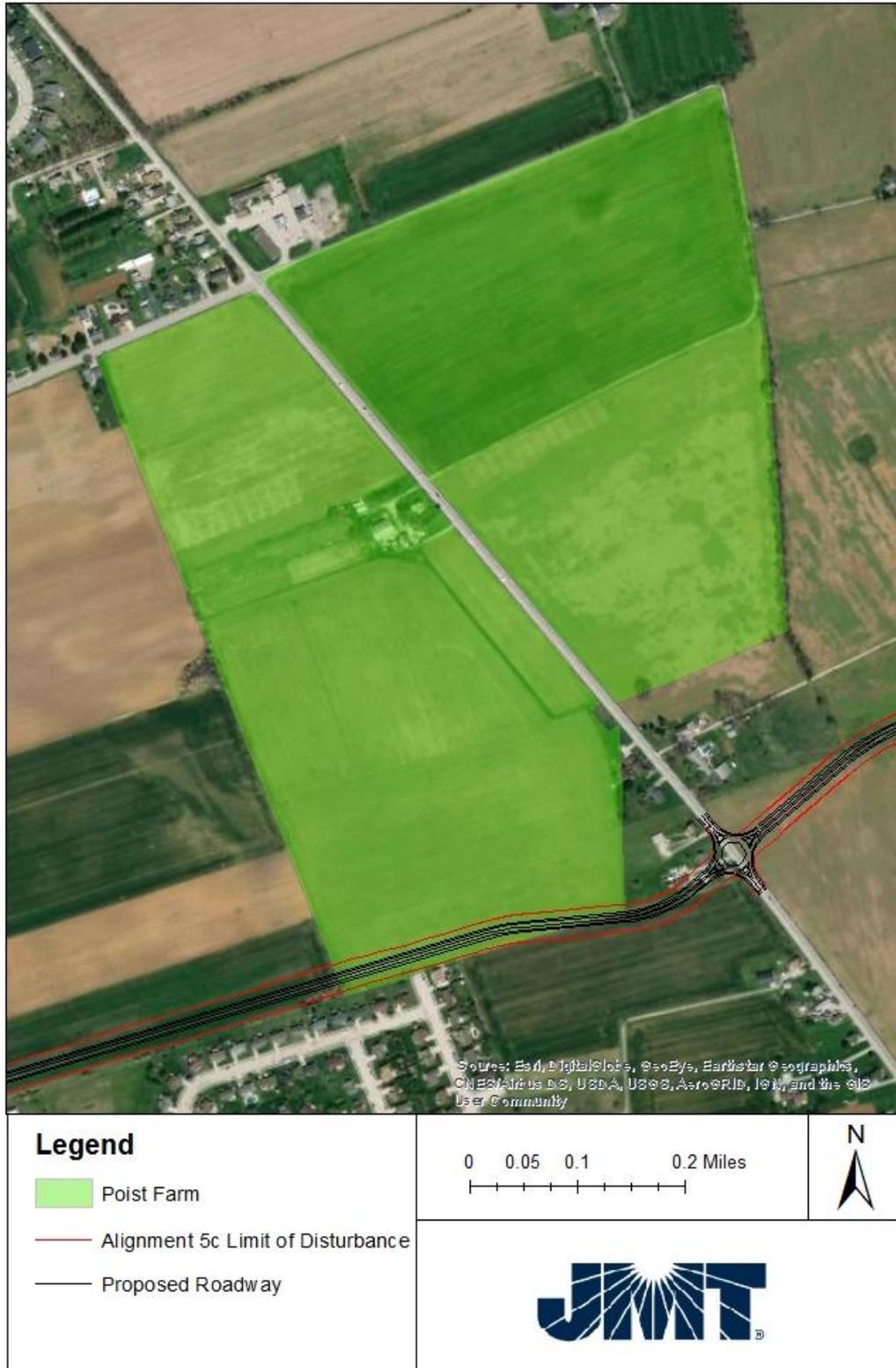


Figure 15