

**CENTRAL SUSQUEHANNA VALLEY  
TRANSPORTATION PROJECT  
S.R. 0015, SECTION 088  
SNYDER, UNION, AND  
NORTHUMBERLAND COUNTIES**

**REEVALUATION OF RECORD OF DECISION**

**SUBMITTED TO**

**PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

**SUBMITTED BY**

**SKELLY AND LOY, INC.**



**JANUARY 2006**



U. S. DEPARTMENT  
OF TRANSPORTATION

Pennsylvania Division

228 Walnut Street, Room 508  
Harrisburg, PA 17101-1720

Federal Highway  
Administration

*In reply refer to:*

May 10, 2006

HEV-PA.1

Snyder, Union  
and Northumberland Counties  
SR 0015, Section 088  
Central Susquehanna Valley  
Transportation Project  
NEPA Reevaluation

Mr. Larry M. King  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation  
Harrisburg, Pennsylvania

Mr. Richard H. Hogg, P.E.  
Deputy Secretary for Highway Administration  
Pennsylvania Department of Transportation  
Harrisburg, Pennsylvania

Dear Sirs:

The FHWA has reviewed the April 20, 2006 response to the FHWA concerns as documented in the March 28, 2006 transmittal. Copies of both are enclosed for reference.

As noted in the March FHWA response, the documentation of the natural, cultural and social impacts relevant to the draft Reevaluation is adequate for approval. Since that transmittal, the state Agricultural Lands Condemnation Board (ALCAB) adjudication was in favor of the DAM alternative, and the total final design, utility, right-of-way and construction costs for the DAM-RC5 alternative are now estimated at \$382,079,710.00. This is inconsistent with the construction-only estimates in MPMS for the CSVT. It is recommended that you reconcile the two estimates. While there appears to be substantial differences



from the costs reflected in the FEIS, the Record of Decision (ROD) and in the draft Reevaluation, the FHWA recognizes that the current estimate of \$382,079,710.00 includes an inflation factor for the year of expenditure as well as utility and final design costs, which reduces any real significant difference. This clarification is incorporated into the Reevaluation by this reference.

Subsequent discussions and your recent letter note that funding for final design has been identified and is accounted for in the current, fiscally constrained Transportation Improvement Program (TIP) and draft TIP. However, monies for utilities, right-of-way and construction have yet to be secured.

As noted in the March letter, the anticipated costs of the project were not reasonably reflected on either the present or draft update of the TIP or the anticipated Long Range Transportation Plan (LRTP) for the region. The FHWA recognizes that the region is not classified as a Metropolitan area, but rather is defined by the Commonwealth as a Rural Planning Organization (RPO). Notwithstanding its status as an RPO, the FHWA was assured that the RPO was preparing a LRTP at the time of the ROD. Given current discussions, it is evident that any proposed LRTP will not be locally approved for some time.

Consistent with Section 1904 of SAFETEA-LU, because the project post-ROD cost estimates exceed \$100,000,000.00, a financial plan must be prepared prior to requesting approval for construction from the FHWA. Given the information recently provided to this office it appears that current estimates for this project do not exceed \$500,000,000.00, therefore, the project is not a Major project. If the Department finds or anticipates changes in the design or material costs where the total project estimates (total cost, post-ROD) might rise close to or may exceed \$500,000,000.00, please contact this office promptly for consultation.

The FHWA acknowledges that the CSVT project is located in a non-metropolitan region of the Commonwealth and that the area is in attainment for U.S. EPA air quality standards and as such, certain federal rules and regulations do not apply. Therefore, the NEPA Reevaluation of the FEIS for the DAM alternative is approved for final design only by this letter.



If you have any questions, please contact Deborah Suciu Smith at 717-221-3785 or Matt Smoker at 717-221-3703.

Sincerely yours,

/s/ James A. Cheatham

James A. Cheatham  
Division Administrator



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**SUBMITTED TO**

**PENNSYLVANIA DEPARTMENT OF TRANSPORTATION  
ENGINEERING DISTRICT 3-0  
POST OFFICE BOX 218  
MONTOURSVILLE, PENNSYLVANIA 17754**

**SUBMITTED BY**

**SKELLY AND LOY, INC.  
ENGINEERS-CONSULTANTS  
2601 NORTH FRONT STREET  
HARRISBURG, PENNSYLVANIA 17110**

**JANUARY 17, 2006**

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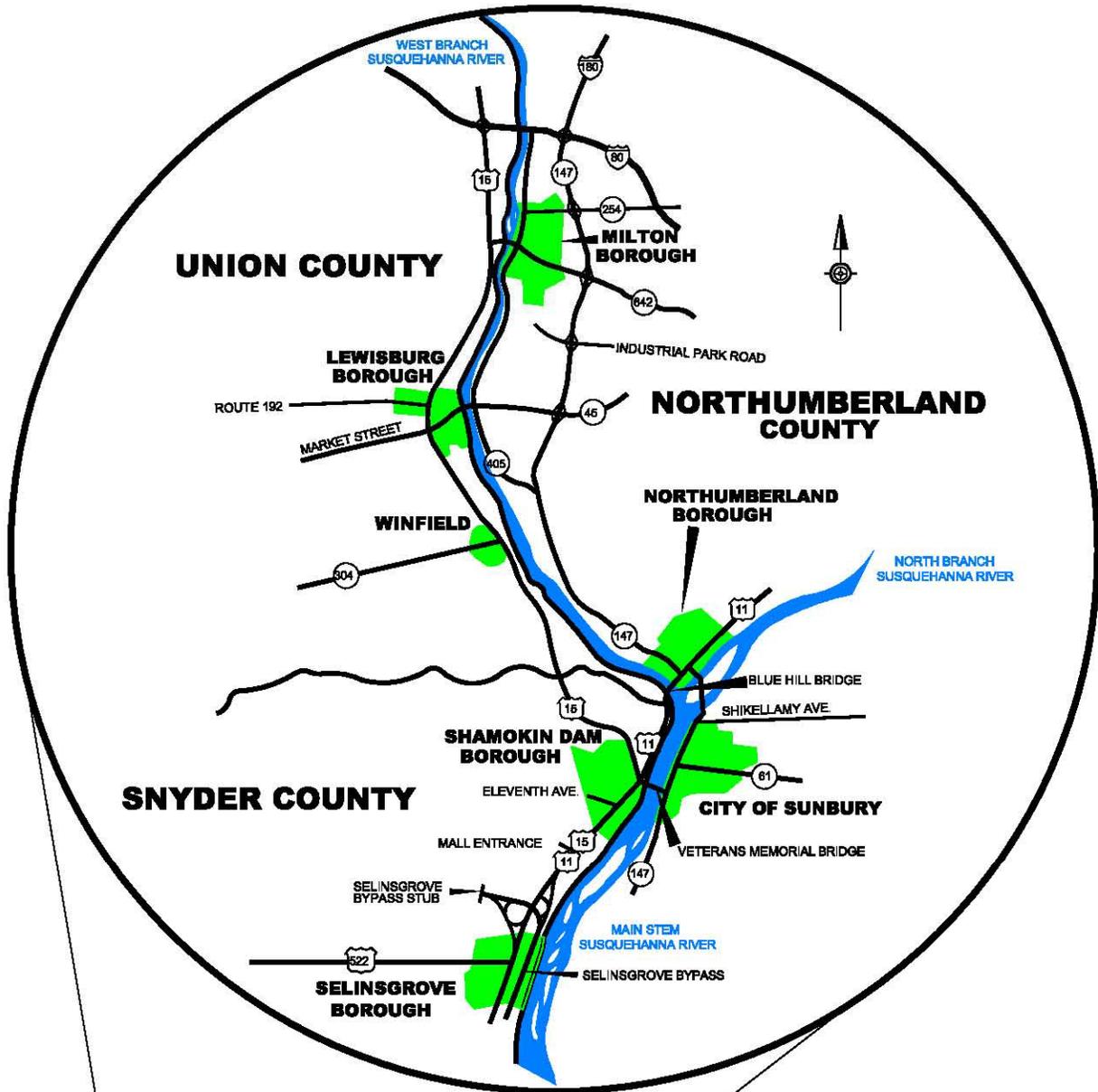
## I. INTRODUCTION

### A. PROJECT DESCRIPTION

The Central Susquehanna Valley Transportation (CSVT) project is proposed as a 12- to 13-mile, 4-lane, limited-access highway from the existing Selinsgrove Bypass (U.S. Routes 11/15 Expressway) in Monroe Township, Snyder County, just north of Selinsgrove, to PA Route 147 in West Chillisquaque Township, Northumberland County, just south of the interchange between PA Route 147 and PA Route 45 (refer to Figure 1).

The CSVT project will reduce congestion, provide better access to the region, improve safety by reducing conflicts, and support population and economic growth that is expected in the region. The proposed project has been the subject of years of support by local governments, organizations, and political officials. Detailed planning, engineering, and environmental studies for the proposed project have been undertaken by the Pennsylvania Department of Transportation (PENNDOT) in cooperation with the Federal Highway Administration (FHWA). The Final Environmental Impact Statement (FEIS) for the CSVT project was circulated in July 2003 for the Selected Alternative DA Modified Avoidance (DAMA) in Section 1 of the project and River Crossing 5 (RC5) in Section 2 (refer to Figure 2). The FHWA issued the Record of Decision (ROD) on October 31, 2003, for the selected alternative DAMA and RC5.

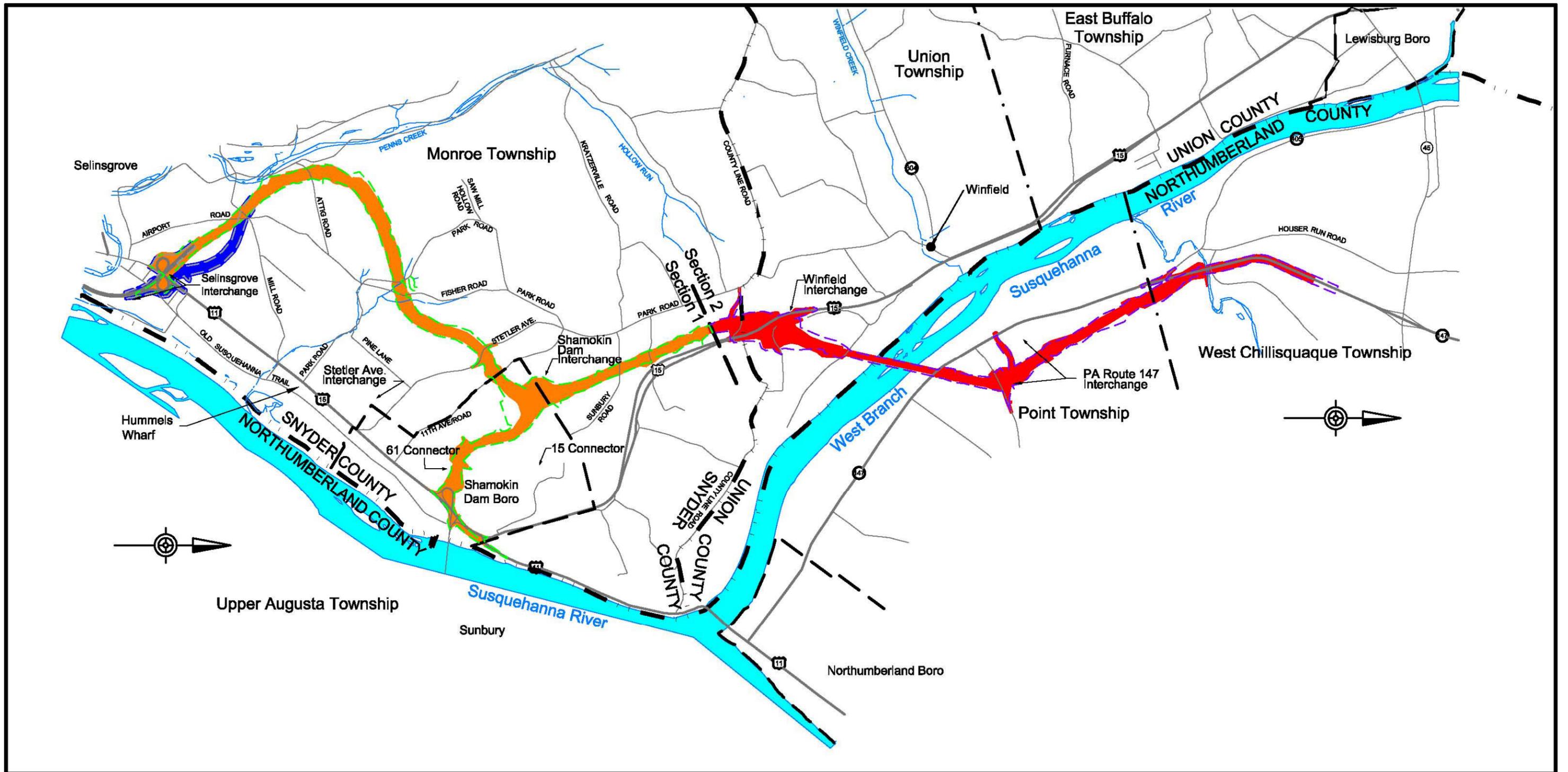
The project was split into Section 1 (currently referred to as the Southern Section) and Section 2 (currently referred to as the Northern Section) for the Environmental Impact Statement (EIS). Section 1 spans from the existing Selinsgrove U.S. Routes 11/15 Interchange to County Line Road/U.S. Route 15 near Winfield. Section 2 encompasses the design north of County Line Road/U.S. Route 15 near Winfield, incorporating the proposed interchange with U.S. Route 15, Susquehanna River crossing, and connection onto PA Route 147 (refer to Figure 2). Project construction is planned to proceed first in Section 2 (the Northern Section) and subsequently in Section 1 (the Southern Section). Three or more construction contracts are planned in each section to phase the necessary funding for the project over multiple years and facilitate the programming of such funding on the Department's 2007-2010 Transportation Improvement Program (TIP). (All project funding will be included in the fiscally constrained TIP.)



**Central Susquehanna Valley  
Transportation Project  
ROD Reevaluation**

**Figure 1**  
Regional Setting





**Legend**

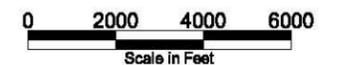
- 2005 DA Modified (DAM) Alternative (Section 1)
- 2005 DA Modified Avoidance (DAMA) Alternative (Section 1)
- 2005 River Crossing 5 (RC5) Alternative (Section 2)
- Borough Boundaries
- 2003 ROD DA Modified (DAM) Alternative (Section 1)
- 2003 ROD DA Modified Avoidance (DAMA) Alternative (Section 1)
- 2003 ROD River Crossing 5 (RC5) Alternative (Section 2)

NOTE:  
The impact line(s) contained on this figure are based on the alignment development as of the ROD.

**Central Susquehanna Valley  
Transportation Project  
ROD Reevaluation**

**Figure 2**

FEIS Selected  
Alternative



## 1. Project Update

Since the ROD, Pre-Final Design activities have progressed on both CSVT sections. The initial Final Design efforts have included the minimization of impacts as initially anticipated in the FEIS and ROD. The design efforts have focused on reducing impacts which includes balancing the earthwork. Design activities have included right-of-way gap plan development, surveying, property access modifications, stormwater facility placement, Phase I and II archaeology, etc. Project milestones since the ROD have included the March 31, 2005, Agricultural Lands Condemnation Approval Board (ALCAB) hearing and subsequent adjudication (April 22, 2005) in favor of DAMA/RC5 Alternative as the preferred alternative and the August 30, 2005, Design Field View for Section 2 (Northern Section). In addition, the Selinsgrove Center Mitigation Site (Center Site) has moved forward as the proposed natural resource mitigation replacement area for the CSVT project. The environmental clearance was obtained for this site on April 12, 2004. The project is currently in the Final Design phase, with completion of design anticipated for Winter 2005/2006. The construction of this site should ensue in Summer 2006 with completion anticipated for Fall 2007.

Section 1 is currently in Pre-Final Design with official Final Design anticipated to begin in late 2006 or 2007. Section 1 ongoing Pre-Final Design activities currently include surveying, right-of-way Gap Plan development, Phase I and II archaeological investigations, earthwork balance, alignment refinements, property acquisitions, stormwater facility placement, etc. Since the ROD, preliminary design refinements have primarily involved modifications to the alignment to minimize impacts. The median width was changed from 90 feet to 60 feet. Although the change to the median width was discussed during the FEIS, the associated impacts were not revised prior to getting the ROD.

Section 2 is currently in initial Final Design stages. This section is further along in the design process than Section 1 and Design Field View plans have been completed. Section 2 ongoing design activities currently include surveying, right-of-way Gap Plan development, Phase I and II archaeological investigations, earthwork balance, alignment refinements, property acquisitions, property access design modifications, stormwater facility placement, etc. Since the ROD, preliminary design refinements have primarily involved modifications to minimize impacts. The median width was changed from 90 feet to 60 feet. Although the change to the median width was discussed during the FEIS, the associated impacts were not revised prior to getting the ROD. Additionally, the impact area was expanded west of S.R. 0147 near the

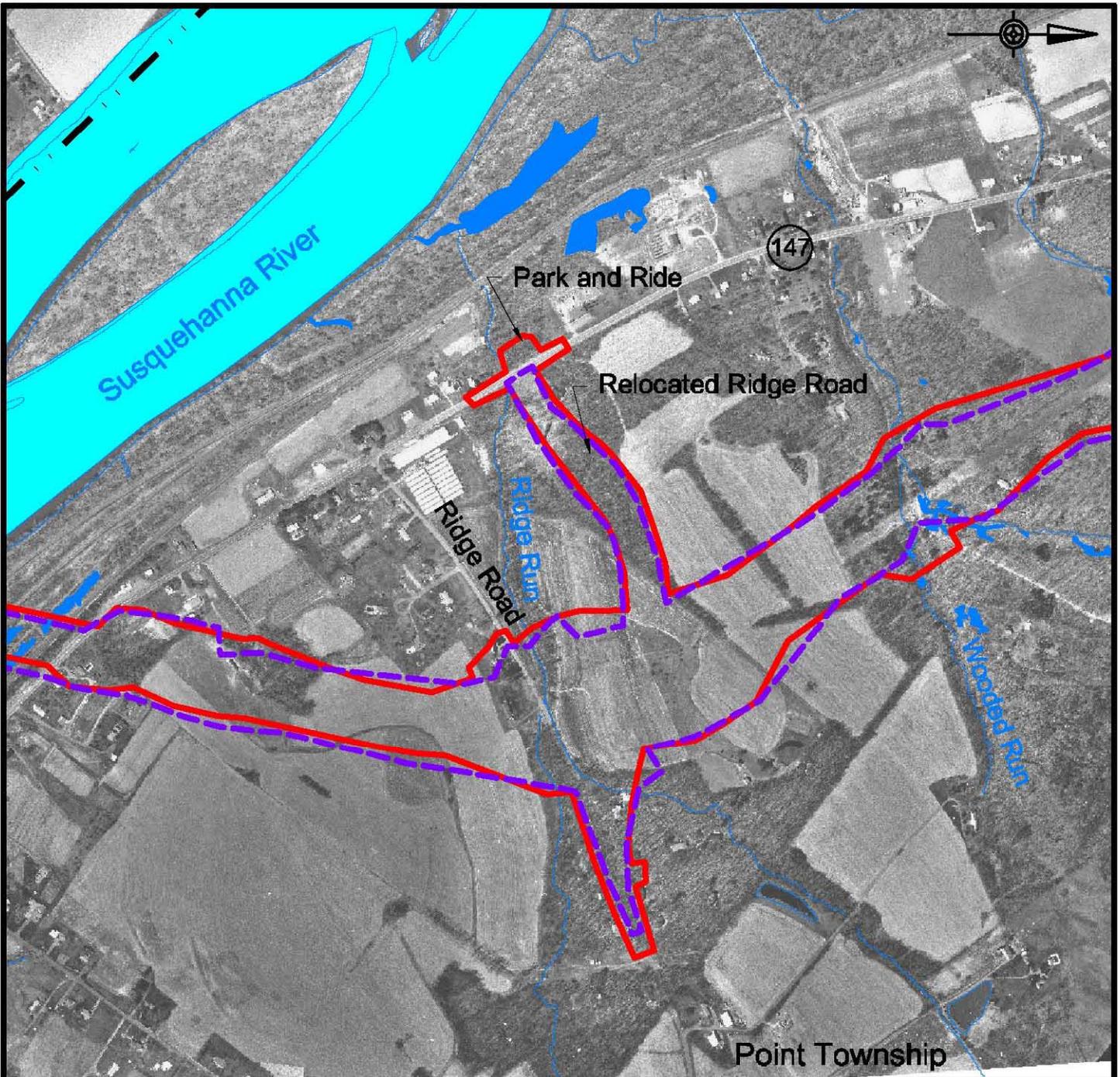
proposed Ridge Road relocation to accommodate a proposed park-and-ride facility (refer to Figure 3).

## **B. DEVELOPMENTS LEADING TO REEVALUATION**

The FEIS for the CSVT project was circulated in July 2003 for the selected alternative DAMA in Section 1 of the project and RC5 in Section 2 (refer to Figure 2). The FHWA issued the ROD on October 31, 2003, for the selected alternative DAMA and RC5. As stipulated in 23 CFR 771.129, reevaluations of the EIS are required at regular intervals during a transportation project's lifespan. Generally, reevaluations are necessary if major steps to advance the action have not occurred within three years from the ROD. In addition, they may also be required by the FHWA before requesting major approvals or when changes to impacts occur.

### **1. Section 1 (Southern Section)**

The DAMA Alternative presented in the FEIS was developed as an avoidance alternative for the Simon P. App Farm property, which was determined to be eligible for the *National Register of Historic Places* during the EIS development phase of the project. The DAMA Alternative was developed from the DA Modified (DAM) Alternative that bisects the App property. The DAM Alternative was fully evaluated in the FEIS and studied in the same level of detail as the DAMA Alternative, though it was dismissed in the Alternatives Section due to the App Farm's *National Register* eligibility (FEIS, Pages III-103 through III-105). The footprint and associated impacts of the DAM Alternative are identical to the FEIS DAMA Alternative except for a section approximately one mile in length from the interchange with U.S. Routes 11/15 to the intersection of Airport Road and Mill Road, as shown on Figure 4. The DAMA Alternative would require the complete reconstruction of the existing U.S. Routes 11/15 interchange. 2005 cost estimates indicate that the DAMA Alternative would cost \$16.7 million more than the DAM Alternative. The avoidance of the Simon P. App Farm was a concern to a number of individuals and organizations in the project area. Considerable public comment was received during the EIS development on this issue; therefore, one of the ROD commitments included a statement that the Department would reevaluate the selected alternative if conditions changed at some point in the future.



### Legend

- 2005 River Crossing 5 (RC5) Alternative (Section 2)
- - - 2003 ROD River Crossing 5 (RC5) Alternative (Section 2)
- - - Borough Boundaries
- Wetlands

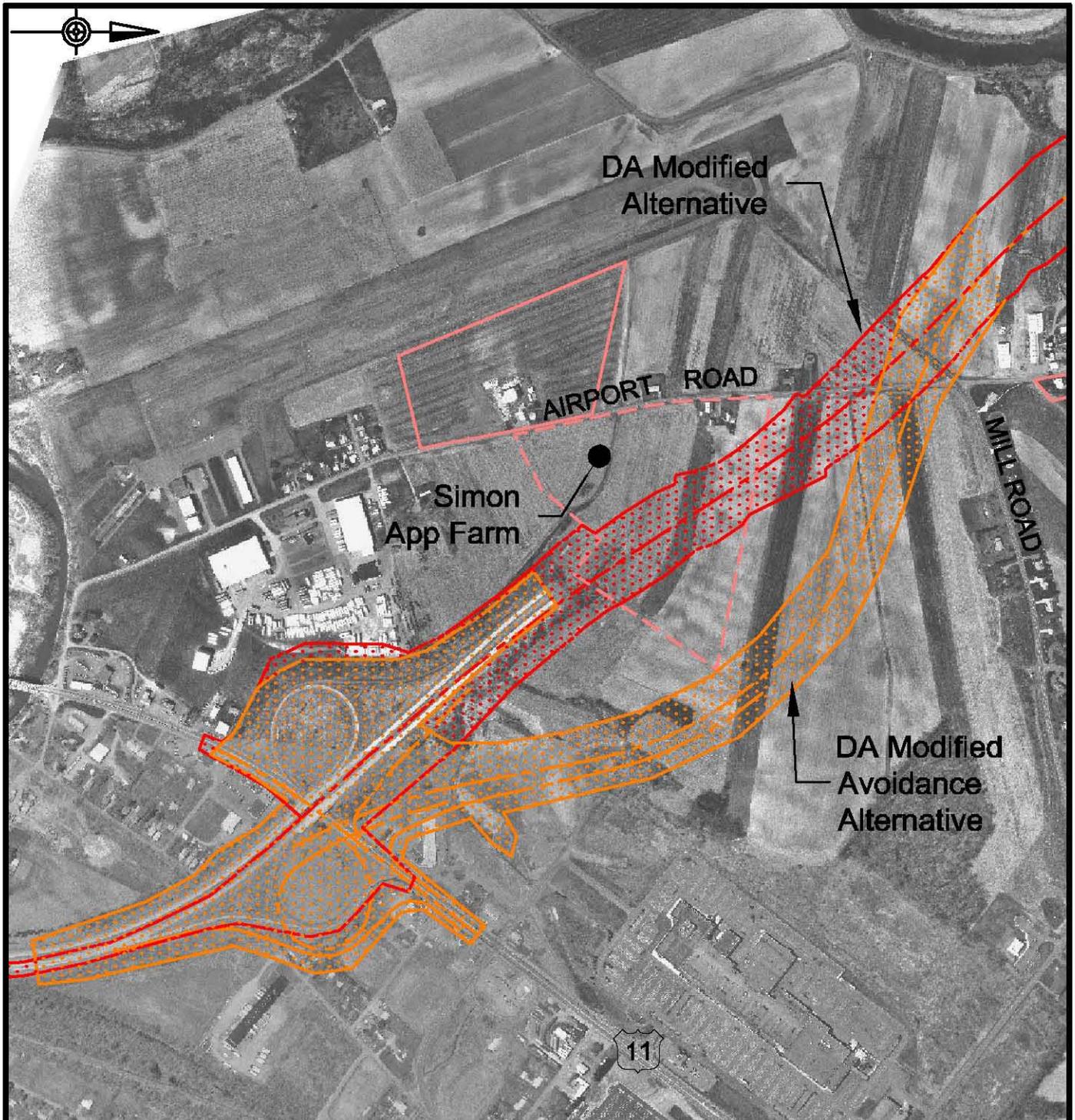
NOTE:  
The impact line(s) contained on this figure are based on the alignment development as of the ROD.

### Central Susquehanna Valley Transportation Project ROD Reevaluation

#### Figure 3

SR 0147/Relocated  
Ridge Road Vicinity





NOTE:  
 The impact line(s) contained on this figure are based on the current status of the alignment development as of October 2005.

### Legend

-  DA Modified Avoidance Alternative(DAMA)
-  DA Modified Alternative(DAM)
-  Eligible Historic Site Boundaries
-  Eligibility Reevaluated

## Central Susquehanna Valley Transportation Project ROD Reevaluation

**Figure 4**  
 Section 1  
 DA Modified and  
 DA Modified Avoidance



On March 31, 2005, the ALCAB hearing was conducted and an adjudication was rendered on April 22, 2005, in favor of the DAMA/RC5 Alternative as the preferred alternative for the CSVT project. A stipulation of the approval included in the “Adjudication and Order” states:

“Should conditions with respect to the historical nature of the App farm change from those currently present at any point prior to the construction of the CSVT project, the board encourages PENNDOT to reevaluate the area of impact and to revisit the DA Modified Alternative as the preferred Section 1 alternative.”

As part of a separate independent research initiative, the Pennsylvania State University (PSU), PENNDOT, and the Pennsylvania Historical and Museum Commission (PHMC), in conjunction with the FHWA, began developing a historic context for farms in Pennsylvania. PENNDOT Districts 2-0, 3-0, and 4-0 were included as part of the research initiative, and a context was developed that included the project area. Based on this new information and the methodology outlined in the property types and registration requirements of the draft historic context, *North and West Branch Susquehanna Diversified Farming Region*, and in consultation with the State Historic Preservation Officer (SHPO), the FHWA has determined that the Simon P. App Farm is not eligible for the *National Register of Historic Places* under the new historic context. The PHMC has concurred with this finding. The Keeper of the *National Register* has also concurred with the non-eligible determination and has rescinded the Determination of Eligibility originally issued for the App farm on July 17, 2001. Additionally, a review of the previously documented agricultural resources as well as all properties directly impacted by the selected alternatives was undertaken to address the applicability of the new agricultural context. The Simon P. App farm property is the only farm that is no longer National Register eligible in the project area.

Based on the change in the *National Register of Historic Places* eligibility determination for the Simon P. App Farm, the DAM Alternative is now a viable alternative in Section 1 (Southern Section). The DAM Alternative was fully evaluated in the FEIS and studied to the same level of detail as the DAMA Alternative, though it was dismissed in the Alternatives Section due to the App eligibility (FEIS, Pages III-103 through III-105). This reevaluation summarizes the potential change in the social, economic, and environmental effects of the DAM and DAMA Alternatives. Additionally, since design has progressed since the ROD, this reevaluation also presents the impact of the DAM and DAMA Alternatives based on the current (2005) design. Figure 2 outlines the current impact lines and the FEIS/ROD footprint for comparison purposes.

## **2. Section 2 (Northern Section)**

The RC5 Alternative was the selected alternative during the National Environmental Policy Act (NEPA) evaluation and the approved alternative by the ALCAB. This alternative has undergone refined pre-final design engineering since the ROD, and the footprint is essentially the same as the alternative presented in the FEIS (refer to Figure 2). The impact area was modified near the intersection of the relocated Ridge Road and existing S.R. 0147 for a proposed park-and-ride that was added to the project scope since the ROD. This facility was added as a result of increasing demand for park-and-ride lots in the immediate area, and the design will be further refined during Final Design. This reevaluation documents the potential social, economic, and environmental effects of the 2003 ROD RC5 Alternative compared to the current (2005) design of the RC5 Alternative as of the Design Field View plans package submission. Figure 2 outlines the current impact lines and the FEIS/ROD footprint for comparison purposes.

### **C. IMPACT SUMMARY**

#### **1. Section 1 (DAM - vs. - DAMA Alternative)**

A summary of environmental issues related to the DAM and DAMA Alternatives in Section 1 of the project area is included in Table 1, ROD Reevaluation Environmental Summary: Section 1 DAM - vs. - DAMA. A comparison is made between the 2003 FEIS Selected DAMA Alternative and the 2003 DAM Alternative. These 2003 impacts are based upon the alternative design as of the ROD and represent the impacts as presented and discussed in the FEIS. Subsequent to the ROD, design modifications have been ongoing, and a comparison of the impacts based on the current (2005) design was also included. The DAM Alternative and DAM footprint were modified slightly since the ROD as a result of the design changes (discussed in the previous section). The data found in this table are comprised of impacts for the entire DAM and DAMA Alternatives in Section 1. Only the impacts that have changed since the ROD have been included in Tables 1 and 2 and presented in Section II of this document, Environmental Update.

Generally, the DAM Alternative has less overall environmental impacts when compared with the DAMA Alternative primarily because the DAM Alternative does not require the reconstruction of the existing U.S. Routes 11/15 interchange. The additional right-of-way required to reconstruct the U.S. Routes 11/15 interchange for the DAMA Alternative increases impacts to wetlands, waste sites, and wildlife habitat. Additionally, there are an additional two residential and six commercial displacements required for the DAMA Alternative, which also translates into a reduction in tax base. The construction and right-of-way costs were recalculated for the 2005 DAM and DAMA Alternatives. The DAMA Alternative is currently (2005) estimated to cost \$16.7

**TABLE 1**  
**S.R. 0015, SECTION 088**  
**ROD REEVALUATION ENVIRONMENTAL SUMMARY: SECTION 1 DAM - VS - DAMA**

ENVIRONMENTAL IMPACTS	2003 ROD DAMA ALTERNATIVE	2003 ROD DAM ALTERNATIVE	2005 DAMA ALTERNATIVE	2005 DAM ALTERNATIVE
<b>AGRICULTURE (ACRES)</b>				
Agriculture Security Areas (Total)	98.72	98.93	96.43	96.13
Agriculture Security Areas (in production)	71.20	72.20	71.30	71.00
Productive Farmland	151.60	152.60	113.03	111.93
Statewide Importance/Prime Agricultural Soils	337.69	324.56	334.01	320.01
<b>SOCIAL ENVIRONMENT AND COMMUNITY IMPACTS</b>				
Residential Displacements	33	31	33	31
Commercial (# structures/businesses)	4/7	0	4/7	1/1
<b>NATURAL RESOURCES</b>				
Wetlands	4.79	3.68	5.16	4.05
Forest Land	183.89	182.81	179.79	178.71
Old Field	157.02	148.46	134.74	126.18
<b>MISCELLANEOUS</b>				
<b>Earthwork (CY)</b>				
Cut	8,477,000	8,339,527	4,854,225	4,716,752
Fill	6,120,000	5,803,558	4,830,282	4,513,840
Net	2,357,000	2,535,969	23,943	202,912*
Waste Sites (#)	5	0	5	0
Construction + ROW Costs (\$)	\$114,027,492.00	\$109,027,492.00	\$127,000,000.00	\$110,250,000
NOTE: Final Design activities have not yet been initiated on Section 1 (Southern Section). The data presented in this table represent the impacts based on the current status of the alignment development as of October 2005.				
* It is anticipated that the earthwork will be brought closer into balance during the Final Design refinement of the alignment.				

**TABLE 2**  
**S.R. 0015, SECTION 088**  
**ROD REEVALUATION ENVIRONMENTAL SUMMARY: SECTION 2 RC5**

ENVIRONMENTAL IMPACTS	2003 ROD RC5 ALTERNATIVE	2005 RC5 ALTERNATIVE
<b><i>AGRICULTURE (ACRES)</i></b>		
Agriculture Security Areas (Total)	49.01	48.96
Agriculture Security Areas (in production)	25.50	25.30
Productive Farmland	165.60	154.63
Statewide Importance/Prime Agricultural Soils	170.8	169.43
<b><i>SOCIAL ENVIRONMENT AND COMMUNITY IMPACTS</i></b>		
Residential Displacements	25	23
<b><i>NATURAL RESOURCES</i></b>		
Wetlands	2.98	3.05
Forest Land	181.13	182.01
Old Field	38.92	34.25
Riverine Forest	5.66	6.23
<b><i>MISCELLANEOUS</i></b>		
<b>Earthwork (CY)</b>		
Cut	4,671,000	4,664,414
Fill	2,562,000	4,635,812
Net	2,108,000	28,602
Construction + ROW Costs (\$)	\$149,742,157.00	\$170,115,794.00
NOTE: Initial Final Design activities have been initiated on Section 2 (Northern Section). The data presented in this table represent the impacts based on the current status of the alignment development as of October 2005.		

million more than the DAM Alternative due to right-of-way and construction costs associated with the reconstruction of the U.S. Routes 11/15 interchange.

## 2. Section 2 (RC5 Alternative)

A summary of environmental issues related to changes in the RC5 design in Section 2 of the project area is included in Table 2, ROD Reevaluation Environmental Summary: Section 2 - RC5. A comparison is made between the 2003 FEIS Selected RC5 Alternative and the 2005 RC5 Alternative as of the Design Field View. The 2003 impacts are based on the alternative

design as of the ROD and represent the impacts as presented in the FEIS. Subsequent to the ROD, design modifications have been ongoing, and a comparison of the impacts based on the current (2005) design was also included. The RC5 footprint was modified slightly since the ROD as a result of refined pre-final design engineering and the inclusion of a park-and-ride (discussed in Section A.1, Project Update). The data found in this table are comprised of impacts for the entire RC5 Alternative in Section 2. The changes outlined in this reevaluation for the RC5 Alternative are minor, and the majority of the resource impacts had no change since the ROD.

## **II. ENVIRONMENTAL UPDATE**

A summary of environmental issues related to the DAM, DAMA, and RC5 Alternatives for the CSVT project area is included in Table 1 and Table 2. The data found in these tables are comprised of impacts for the entire DAM and DAMA Alternatives in Section 1 and RC5 Alternative in Section 2. The DAM Alternative is identical to the DAMA Alternative except for a section approximately one mile in length from the interchange with U.S. Routes 11/15 to the intersection of Airport Road and Mill Road. The current RC5 Alternative generally remains on the same footprint as presented in the FEIS, though slight changes to the impact area associated with earthwork balancing and local roadway connections altered the footprint slightly.

Environmental consequences have been presented only for those resources and subject areas that have experienced a change since the ROD. All other subject areas outlined in the NEPA document (Air Quality, Visual Quality, Geology and Soils, Public/Private Water Supplies, Archaeological Resources, Floodplains, Energy, Secondary and Cumulative Impacts, Traffic and Transportation Network, Required Permits and Scenic Rivers) remain the same, and impacts can be referenced in the FEIS. The differences in impacts between the 2003 ROD DAM and 2005 DAM are minor, as are the differences between the 2003 ROD DAMA and 2005 DAMA Alternative. The primary differences in Section 1 occur between the DAM and DAMA Alternatives; therefore, the discussion focuses upon comparing DAM and DAMA in Section 1. The environmental impact differences between the 2003 ROD RC5 and 2005 RC5 are negligible aside from the balance of earthwork.

### **A. SOCIAL, ECONOMIC, AND LAND USE EFFECTS**

#### **1. Section 1**

The greatest differences between the DAM and DAMA Alternatives occur in the social and economic impacts arena. The DAMA Alternative requires the full reconstruction of the U.S. Routes 11/15 interchange, whereas the DAM Alternative uses the existing interchange stub, equating to approximately \$16.7 million more in ROW and construction costs. The additional right-of-way needed to accommodate the new interchange for the DAMA Alternative results in an additional two residential and six commercial displacements whereas the DAM Alternative would not. The commercial displacements required for the DAMA Alternative include the Comfort Inn/Tokyo Diner, Best Buy Auto Express (one building), Class A Auto/Class A Car-

pet/Styles Unlimited Fitness Center (one building), and Styles Unlimited Beauty Salon. The DAM Alternative results in a total of 31 residential and 1 commercial (Best Buy Auto Express) displacements in Section 1, whereas DAMA Alternative has a total of 33 residential and 6 commercial displacements. The commercial displacements associated with DAMA Alternative also translate into a greater impact to the local tax base.

## **2. Section 2**

Residential displacements have been reduced by two units since the ROD. Design modifications made since the ROD have shifted impact lines slightly to avoid two additional properties.

### **B. NOISE**

#### **1. Section 1**

There are minor differences in the future acoustical environment between the DAM and DAMA Alternatives. Although two additional noise impacts are noted with the DAM Alternative, both residences are considered displacements under the DAMA Alternative. A total of 109 noise-impacted residences were identified in Section 1 for the DAMA Alternative; 111 were identified with the DAM Alternative. A full reevaluation of the noise impacts will be completed during the Final Design phase of the project. This Final Design traffic noise study will completely reevaluate the traffic noise impacts and mitigation according to PENNDOT Publication 24, *Project Level Highway Traffic Noise Handbook*, which is in accordance with FHWA Federal-Aid Policy Guide Title 23 CFR 772.

#### **2. Section 2**

A Final Design traffic noise study will be underway shortly for this design section, completely reevaluating the traffic noise impacts and mitigation according to PENNDOT Publication 24, *Project Level Highway Traffic Noise Handbook*, which is in accordance with FHWA Federal-Aid Policy Guide Title 23 CFR 772.

## C. AGRICULTURAL RESOURCES

### 1. Section 1

After the ROD, the ALCAB hearing was held on March 31, 2005, and an adjudication was issued on April 22, 2005, approving the DAMA Preferred Alternative Section 1. The "Adjudication and Order" includes the following statement:

"Should conditions with respect to the historical nature of the App farm change from those currently present at any point prior to the construction of the CSVT project, the board encourages PENNDOT to reevaluate the area of impact and to revisit the DA Modified Alternative as the preferred Section 1 alternative."

As part of a separate, independent research initiative, PENNDOT and the PHMC, in conjunction with the FHWA, began developing a historic context for farms in Pennsylvania. Based on this new information and the methodology outlined in the property types and registration requirements of the draft historic context, *North and West Branch Susquehanna Diversified Farming Region*, and in consultation with the SHPO, the FHWA has determined that the Simon P. App Farm is not eligible for the *National Register of Historic Places* under the new historic context. Therefore, the DAM Alternative can now be considered a viable alternative. A Farmland Assessment Report is being prepared, and another ALCAB hearing is anticipated in March 2006.

There are slight quantitative differences in the impacts to agricultural resources between the DAM and DAMA Alternatives. The 2005 DAM Alternative impacts about 14 fewer acres of total Farmland Protection Policy Act (FPPA) farmland (prime/important soils) than the 2005 DAMA Alternative. The 2005 DAM Alternative impacts one acre less productive agricultural land than the 2005 DAMA Alternative. The productive farmland impacts dropped by approximately 40 acres since the ROD/FEIS for both the DAM and DAMA Alternatives as a result of the conversion of farmland to the Monroe Manor residential development. In addition, based on testimony presented at the ALCAB hearing and the ALCAB adjudication, the DAM Alternative is preferred by local farmers, the Snyder County Farm Bureau, and the Pennsylvania Department of Agriculture. The DAM Alternative takes less prime and important farmland soils and it interferes less with the remaining viable productive agricultural land and ASA properties zoned for agricultural use. A Farmland Reassessment Report and additional request for ALCAB approval would be necessary for at least one additional property.

## **2. Section 2**

After the ROD, the ALCAB hearing was held on March 31, 2005, and an adjudication was issued on April 22, 2005, approving the RC5 Preferred Alternative in Section 2. The refinement of the RC5 Alternative design since the ROD results in minor changes in agricultural resource impacts as the footprint is generally the same as presented in the FEIS.

### **D. NATURAL RESOURCES**

#### **1. Section 1**

##### **a. Vegetation and Wildlife Habitat**

The change in design since the ROD has resulted in minor changes in impacts to either the DAM or the DAMA Alternatives. The impacts to vegetation and wildlife habitats for the DAMA Alternative are slightly greater than for the DAM Alternative. Specifically, when comparing the 2005 DAM Alternative with the 2005 DAMA Alternative, impacts to wetland habitat is 23% less, impacts to forest land habitat are 0.5% less, and impacts to old field habitat are 5% less.

##### **b. Wetlands**

The impacts to wetlands for the DAMA Alternative are greater than the DAM Alternative. The DAMA Alternative has approximately one acre more total wetland impacts than the DAM Alternative. This represents a 23% reduction in wetland impacts. The 23% decrease in wetland impacts resulting from the DAM Alternative selection is an appreciable reduction in wetland impacts and in the overall natural resource impacts for the CSVT project.

##### **c. Surface Water/Aquatic Resources**

The difference in the impacts (both direct and indirect) to surface water/aquatic resources when comparing the DAMA Alternative with the DAM Alternative is nominal. The only watercourse impacted differently by the two alternatives is Channel 17. The difference in the impact to Channel 17 is associated more with the location of the watercourse where the impacts

occur than with the length of the impact. The difference in the length of the impacts (and the square feet of impact) to Channel 17, and subsequently to the overall alignments, is negligible when comparing the DAMA Alternative with the DAM Alternative.

## **2. Section 2**

### **a. Vegetation and Wildlife Habitat, Wetlands, and Surface Water/Aquatic Resources**

The impacts to vegetation and wildlife habitats, wetlands, and surface water/aquatic resources for the RC5 Alternative have not changed since the ROD.

## **E. CULTURAL RESOURCES**

### **1. Section 1**

There are currently no impacts to any historical resources for the DAM or DAMA Alternatives in Section 1. Prior to the App farm change in eligibility determination, the DAM Alternative was not a reasonable alignment since it impacted this eligible farmstead. Since the ROD, the App farm is no longer eligible for the *National Register*; therefore, the DAM Alternative is a viable alignment. From an archaeological resource perspective, the majority of the DAMA Alternative underwent Phase 1 testing, with additional Phase 1 testing scheduled for the 1,000-foot portion of the DAM Alternative near the existing U.S. Routes 11/15 Interchange. Detailed archaeological excavation is not anticipated for either the DAM or the DAMA Alternative.

### **2. Section 2**

There are no impacts to historical resources for the RC5 Alternative in Section 2. Since the ROD, Phase 1 archaeological testing has been conducted on the majority of the RC5 Alternative footprint, with one property scheduled for Phase 2 work to be completed by the end of 2005. There have not been any changes in archaeological impacts since the ROD.

## **F. WASTE SITES**

### **1. Section 1**

A total of three waste sites are identified for the DAM Alternative (PPL Ash Basin 2, PPL Ash Basin 3, and Tax Parcel No. 12-05-146) whereas the DAMA Alternative impacts five waste sites (Class A Auto, PPL Ash Basin 2, Auto Credit, Inc., PPL Ash Basin 3, and Tax Parcel No. 12-05-146). The two additional waste sites for the DAMA Alternative occur along U.S. Routes 11/15 where the additional right-of-way is required for the interchange reconstruction.

### **2. Section 2**

The RC5 Alternative does not impact known waste sites.

## **G. CONSTRUCTION IMPACTS**

### **1. Section 1**

Construction-related traffic impacts along existing roadways will be less with the DAM Alternative near the U.S. Routes 11/15 intersection in Selinsgrove. The DAMA Alternative requires the complete reconstruction of the Selinsgrove interchange, affecting traffic patterns during construction, whereas the DAM Alternative does not. The FEIS acknowledged that the construction of the new interchange associated with the DAMA Alternative may also impact emergency service vehicles by slightly increasing response times.

### **2. Section 2**

There has been no change in the construction related impacts in Section 2 since the ROD.

## **H. PUBLIC INVOLVEMENT**

### **1. Sections 1 and 2**

Considerable public comment was received during the EIS on the App farm issue; therefore, one of the ROD commitments included a statement that the Department would reevaluate the selected alternative if conditions changed at some point in the future. This Reevaluation meets this commitment. A press release was issued by the Department in October 2005 announcing the change in eligibility for the App farm. It is anticipated that the information leading to this reevaluation and the information contained herein will be presented to the public via the project Web site and newsletter after the approval of this document and the conclusion of the ALCAB hearing. Public meetings are not anticipated at this time.

## **I. REQUIRED PERMITS**

### **1. Sections 1 and 2**

The number of permits and their complexity remains unchanged from the findings identified in the FEIS. The DAM and DAMA Alternatives are identical from a permitting perspective, and the permitting requirements for the RC5 Alternative have not changed since the ROD. In addition, the ROD commitment to balance the earthwork was met since the 2005 design for the DAM, DAMA, and RC5 Alternatives have been brought into balance.

### **III. CONCLUSION**

#### **A. SECTION 1**

The nature of the CSVT project in Section 1 has not changed significantly since the adoption of the ROD. The impacts presented in the FEIS generally still remain valid based on the current design. The most significant change that occurred since the ROD was the change in *National Register* eligibility for the Simon P. App property, enabling the DAM Alternative to become a viable alignment. In addition, the design was also brought into a balance situation relative to the earthwork. The impacts for the DAM Alternative are overall less than for the DAMA Alternative based on the current 2005 highway design. Given this fact, along with the other reasons discussed in this reevaluation, the Department recommends proceeding with the DAM Alternative.

#### **B. SECTION 2**

The nature of the CSVT project in Section 2 has not changed significantly since the adoption of the ROD. The impacts presented in the FEIS for the RC5 Alternative generally still remain valid based on the current design. The biggest change that occurred since the ROD was that the earthwork was brought into balance.

#### **C. SUPPLEMENTAL EIS DETERMINATION**

As presented in this Reevaluation, it has been determined that – based on the updated information about the surrounding environment; the current design status of the DAM, DAMA, and RC5 Alternatives; and associated environmental impacts – there are no significant changes in impacts when compared to the information presented in the ROD. Accordingly, a supplemental EIS is not warranted.

**APPENDIX A –  
PENNDOT/FHWA/PHMC COORDINATION**



Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2nd Floor  
400 North Street  
Harrisburg, PA 17120-0093  
www.phmc.state.pa.us

June 30, 2005

Dean A. Schreiber, P.E., Director  
Bureau of Design, Dept. of Transportation  
P O Box 2966  
Harrisburg, PA 17105

**TO EXPEDITE REVIEW USE  
BHP REFERENCE NUMBER**

Re: ER 97-0475-042-TT  
Northumberland, Snyder and Union Counties  
S.R. 0015, Section 088, Central Susquehanna Valley Transportation Project  
Re-Evaluation of the Eligibility of the Simon P. App Farm

Dear Mr. Schreiber:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the finding of not eligible for the Simon App Farm, Monroe Township, Snyder County following re-evaluation based on new research information and the methodology outlined in the property types and registration requirements of the draft historic context *North and West Branch Susquehanna Diversified Farming Region*.

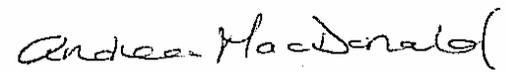
The information provided makes it clear that the historic production mix and levels of the Simon App farm met the production requirements for Criterion A significance as a mixed hog/chicken/grain farm in the Susquehanna Diversified Farming Region. However, the farm lacks the necessary buildings and landscape features reflecting the farm's agricultural production patterns and therefore does not retain integrity as the property type "the Farm" as defined in the *North and West Branch Susquehanna Diversified Farming Region*.

The Simon App Farm is also not eligible under Criterion C. The consultant's report demonstrates that the farm complex as a whole or the individual buildings do not possess exceptional architectural or design characteristics, nor does the house exhibit sufficient features for individual eligibility.

Page 2  
D. Schreiber  
June 30, 2005

If you need further information in this matter please consult Susan Zacher at (717)  
783-9920.

Sincerely,

A handwritten signature in cursive script that reads "Andrea MacDonald".

Andrea MacDonald, Chief  
Division of Preservation Services

AM/smz

App Farm Report Draft

Sally McMurry, Professor of History, Penn State University; Principal Investigator,  
Historic Rural Pennsylvania Agricultural Context Project

June 3, 2005

A field view was conducted on May 11, 2005 with Sally McMurry (PSU), Carol Lee (BHP) and Andrew Douglas (PENNDOT intern). Further archival research in manuscript population census, manuscript agriculture census, county court house, and maps was conducted by Tim Wesley and Katherine Maas (PSU Graduate Research Assistants). Aerial photos from 1938 and 1992 were consulted. A complete list of primary and secondary sources appears at the end of this document.

The physical evidence remaining on the landscape was evaluated together with all of the other sources that were available about the property's history. Then, this evidence was analyzed according to the criteria set out in the Historic Rural Pennsylvania Agricultural Context. The results are described and explained below.

The Farm: Descriptive Information

The App property qualifies as a "farm" according to the Property Types named in the Historic Rural Pennsylvania agricultural context. (A farm is defined as de the farmstead plus farm lands. Character defining elements of a farmstead include of dwelling[s]; barn; outbuildings, and the immediately surrounding land on which these buildings are situated, and normally including such landscape features as yards, windbreaks, ponds, gardens, ornamental trees, decorative fences, driveways, etc. Character defining elements of farm lands include crop fields, meadows, pastures, orchards, woodlots, etc., including landscape features such as fences, treelines, contour strips, paths, streams, etc.)

The architectural history of the App farm buildings has already been outlined in the Pennsylvania Historic Resources Form. Here only additional observations are offered.

The farmhouse is an unusual (for the area) Italianate structure, not firmly dated but probably from the third quarter of the nineteenth century. (The Pennsylvania Historic Resources Form places its date around the time of an 1866 generational transfer of property.) It has several alterations including a sizeable 1950s addition to the rear, some window replacements, and modern siding. No contemporary information is available about interior layout, heating, construction technology, etc. A 1945-6 county assessment listed the house as having wood siding, a partial cellar, stoves for heating, a metal roof, a plaster interior, oil lighting, and "fair" flooring. The farm still used well water and had no electricity. It was valued at \$430.

The barn is a typical Pennsylvania bank barn. The Pennsylvania Historic Resources Form assigns it a late 19<sup>th</sup> century date. No reasoning is given for this date, but field examination in May 2005 found nothing to contradict it either. The random-

width, vertical boards are attached with a mix of round-headed and square-cut nails; the later, round-headed wire nails could be replacements, and conversely the square-cut nails could also have been re-used. The heavy iron hardware (hinges, sliding door parts) is fastened with threaded nuts and bolts with round heads, consistent with the late 19<sup>th</sup> century date. Most of this hardware appears to be original. No access was possible to the bankside interior, but it appears to have a standard, relatively intact mow:floor:mow configuration, with pegged timber frame. It was not clear if an interior or forebay granary was present. Several sets of doors pierced the upper-level forebay side. On the lower level, access was possible. This lower level has the usual doors (though altered to some extent) giving access, alternately, for livestock and humans. On the west side, partitions, mangers, and a hay rack created an area that suggest cattle feeding for about a half dozen animals. A human door immediately to its east leads to a “foddergang,” or aisle giving human access to facilitate feeding while keeping humans and animals separated. The next sets of doors eastward lead to a large open area. Wood frame partitions with built-in mangers demarcate the space to the north and west side of this area. A set of pegs (probably for harnesses) is mounted on the east wall. The size of this area, and its open nature, suggests housing for horses. To the rear (north, or bankside), an aisle runs the entire length of the barn. Cut-out joists show where a staircase formerly led to the upper level, and a closed-off hay chute protrudes from the ceiling. Overall, this barn is consistent with the farm’s production history of horse-powered agriculture, some cattle feeding (a half dozen typically, according to the agricultural census), and storage for quantities of hay, grain in sheaves (wheat, oats), and machinery. The 1945 tax record valued the barn at \$300.

The hog house is a mid-twentieth century concrete block structure, probably postdating World War II. It is too small to accommodate more than a half dozen swine, suggesting scaling down to household-level production from the previous generation.

The drive through corn crib was only accessible from the exterior. It is a typical building of this type, housing ear corn on the two sides and providing shelter in the center. This building does not appear in the 1938 aerial photo of the App farm. There is no mention of a corn crib in the 1945 tax record. Therefore, either this building post-dates 1945, or it was moved to its present location after 1945.

The vehicle storage building is constructed of frame and has an ornamental cutout decoration in the gable end. The 1945 tax records list an “Implement Shed” valued at \$30 and this is probably that shed, since its wide gable-end doors and size are consistent with an implement shed, and its construction details (such as its hardware and gable end flat moulding) suggest that it is older than the corn crib. The building seems to be visible in the 1938 aerial.

The summer kitchen/butcher house is also well described in the Pennsylvania Historic Resources Form. Again, no interior access was possible during the May 11, 2005 field view. There was some speculation in the PA Historic Resources Form that this building served as a “butcher house” at some point. However, no firm evidence was available to support this interpretation. The Historic Rural Pennsylvania Agricultural

Context did find other examples of buildings in the North and West Branch region that may have served as “butcher houses.” However, the Historic Rural Pennsylvania findings suggest modifications to the consultants’ discussion of this building type. The actual killing of animals (and often some cooking as well) took place outdoors, so the “butchering” that took place in these buildings consisted of cutting up meat, and distributing sausages, hams, etc. on tables for cooling prior to smoking. This use would explain why these “butcher houses” often had no cooking or heating facilities, and did have ample light. One other difference between the Historic Rural Pennsylvania research and the consultants’ findings is that in the Historic Rural Pennsylvania survey, buildings referred to as “butcher houses” were not always highly finished as the consultants’ research found, and they were not necessarily sited near a road, either. Some are known to have served as summer kitchens during some portion of their history. The building on the App property does not appear to have interior shelving or counter space, and its decorative finish is also in keeping with a summer-kitchen designation. A boxed-in area on the east side is unclear as to purpose. The building’s location next to the house, at the rear, is consistent with a summer kitchen designation. Overall, however, no firm designation for this building can be asserted.

There is some question as to whether this building even was part of the farmstead during the period of significance. The Snyder County Master Card Assessment Catalogue, Monroe Township, 1945-46, contained a check-off list of buildings for farm properties. It does not mention a summer kitchen for this property. The building is set on concrete blocks, raising the possibility that it was moved to this property from somewhere else after 1945. The 2001 field view report, however, states that the summer kitchen was on the property in the mid 1950s and was moved 20 feet when the house addition was built. Also, the 1938 aerial photo seems to show the summer kitchen.

One “Other Structure” was listed, but it was worth only \$10. It is more likely that this “other structure” was an outhouse, since the farm had no city water. There is no outhouse currently on the property.

The landscape features: Many original landscape features are no longer extant. For example, the 1927 census shows Samuel App as reporting 41 apple trees, 15 peach trees, and 4 pear trees; no orchard remnants are currently present. A few were still visible in 1938 and 1960s aerial photographs.<sup>1</sup> Also, Samuel App planted equal acreages of corn, oats, wheat, and hay, firmly suggesting a classic pattern of small fields in rotation. These appear clearly in the 1938 photo. The farm field currently consists of one large, plowed parcel, presumably planted in monocrop culture. The 2001 field report mentions that a fencerow between the App property and the neighboring Heimbach property was removed in the 1930s. Finally, there was a woodlot associated with the farm in the late 19<sup>th</sup> century, but eventually this disappeared from mention.

#### National Register Eligibility: Criterion A, Agriculture

#### Does the App Farm Fit the Registration Requirements as Set out in the Historic Rural Pennsylvania Agricultural Context?

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<sup>1</sup> Telephone conversation, Matt Hamel, June 1, 2005

As of this writing, a Historic Rural Pennsylvania Agricultural Context is in penultimate draft form for the region in which the App Farm is located. This Historic Agricultural Region is defined in the context as the “North and West Branch Susquehanna Diversified Farming Historic Agricultural Region.” A narrative (available on request) sets out the region’s history, its boundaries, the reasons why it is considered to be a coherent agricultural region, a chronology of major phases in the region’s agricultural history, and an analysis of the buildings and landscape features characteristic of each period in the region’s agricultural history. The narrative concludes with suggested registration requirements for farms, farmsteads, and historic agricultural districts in the region. The registration requirements against which the App farm is measured here are drawn mainly from those currently included in the North and West Branch narrative, but they also include elements from a separate, more general list of registration requirements.

Integrity:

All of the registration requirements assume integrity.

**The App Farm’s integrity is compromised.** With respect to farmstead buildings, the house has a sizable mid-twentieth century addition. The 1938 aerial shows a large outbuilding south of the barn which no longer exists. This building could plausibly have housed swine; its location on the barn’s forebay side, perpendicular orientation to the barn, and its size are all indications. This is probably the wooden hog pen mentioned in the 2001 field view report. It is not clear whether the implement shed was there in 1938; the quality of the aerial does not permit definite identification. The corn crib, however, definitely was not present in 1938. Thus for the period of significance, one major building (the house) is altered; one major building (the hog pen) is gone; and one current building (the corn crib) was not present during the period of significance.

As for landscape features, the road does follow its historic path, but few other farmstead landscape features (yards, fences, gardens, ornamental plantings, etc.) survive from the period 1860-1940. One ornamental tree at the house’s south gable end may date from the period of significance, based on the 1938 aerial photograph. The 1938 aerial shows several other large trees surrounding the house. They are gone. Of farm landscape features, historic property boundaries are partially intact, but no historic field patterns remain. The 1938 aerial clearly shows treelines around the property’s edges and also dividing two fields. It also shows a three-field pattern of crops. The historic orchard, remnants of which appear in the 1938 aerial, is gone. The 1880 manuscript agricultural census shows 45 acres of cropland plus 18 acres “woodland and forest,” which yielded 8 cords of wood in 1879; by 1927, the agricultural manuscript census listed just 45 acres of cropland, suggesting that the woodlot was sold off.

Substantive Registration Requirements:

Step One: The current draft registration requirements first ask that it be determined whether a farmstead or farm

- possesses a strong representation of typical buildings and landscape features from one chronological phase of the region's agricultural history,
- or
- possesses a range of typical buildings and landscape features that illustrate change over time in the region's agricultural history.

**The App Farm's contributing buildings date to one chronological phase described in the narrative for the North and West Branch historic agricultural region: 1860-1940, "Diversified Agriculture for Local Markets."**

The house, summer kitchen, barn, and possibly the implement shed, were likely constructed during this period. There is a slight possibility that the barn may predate 1860, and that it reflects the period of highly mechanized diversified production starting around 1840. However, it is very unlikely that the barn dates before 1860, and even if it did, change over time would be difficult to establish because the other buildings do not strongly reflect production patterns of the later period.

Step Two: Once it is established whether the property illustrates one period or change over time, the narrative sets out more substantive specific guidelines, with four main conditions to be met.

A farmstead will normally be significant under Criterion A only if it possesses integrity and

1) its individual production system and levels of mechanization, for the period in question, reflects the average production levels for its township in the same period.

**Overall, the App farm did have a production history that reasonably reflected township and county averages, and reproduced patterns significant to the North/West Branch Historic Agricultural Region.**

The App Farm's production history was compiled from the manuscript census of agriculture, then compared with township, county, and state patterns. The results are reproduced in graphic form in a separate document, "App Family Farm Census Comparison."

In 1850, Leonhard App's farm was larger than the township, county, and state average, and it produced correspondingly more, both with respect to crops and livestock. Notably, Leonhard raised more swine and beef cattle than the average, and no sheep, unlike the average farm. Leonhard also raised significantly more wheat, corn, and oats than the average farm.

By 1880, Leonhard's son Simon had a much smaller farm (reflecting partition to accommodate a number of sons), but it was highly developed and mechanized. Notably, Simon raised more poultry and swine than the average; the

farm's crop production dropped off closer to average levels, reflecting the smaller farm size. The exception was hay; Simon raised about twice as much as the average township and county farm.

By 1927, the farm size was about the same as it had been in 1880. Samuel App, Simon's son, raised smaller than average amounts of field crops and hay, but larger than average numbers of poultry and swine.

2) its built environment and landscape reflects that product mix.

**The match between the built environment and landscape features and the production history on the App Farm is poor.**

The App Farm buildings do illustrate the historical production of grain, hay, cattle, and horses (the barn); and corn (drive through corn crib). However, the corn crib's presence on the property is definitely outside the period of significance. More importantly, the significant levels of poultry and swine production that the App family consistently engaged in over generations are nowhere represented in the built environment on the App farm. There is no evidence of either freestanding poultry housing or of poultry accommodations in the large barn. Yet Simon App reported 62 hens in 1880 and his son Samuel reported 200 in 1927. Similarly, Simon and Samuel both reported 17-19 hogs. The 1938 aerial shows what is probably a hog pen south of the barn. It clearly has a gable roof and proportionally to the barn is fairly large. The Snyder County Master Card Assessment Catalogue for Monroe Township for 1945-6 reports no hog house and no chicken house, further evidence that whatever shelter existed for these creatures was already gone by then. The c.1950 concrete block hog house has a shed roof, and it is very small; it could not have accommodated the numbers being raised during the period of significance (1860-1940). Many farm families in the region accommodated hogs in their large barns; but the App barn interior lacks evidence for hog housing. Its partitions (not tightly boarded) and feeding arrangements (mangers and hay racks, not floor-level troughs) do not show evidence of having been intended for hogs. It is virtually inconceivable that the farm lacked housing for the numbers of birds and swine that the Apps raised. (And if by some extraordinary situation it did, then the farmstead buildings never reflected the farm's historic production patterns.) A family might arrange to use pasture or storage space on another farm, but "boarding out" chickens or pigs was impractical. All over the North and West Branch region, hog and hen houses were normally situated in or near the barn, and often between the barn and the house. This conventional siting reflected the demands of daily tending, often by women and children.

The summer kitchen's connection to pork processing is possible, but tenuous; there certainly is no clear evidence in the building's physical fabric for historic pork processing. The App Farm has no smoke house, which would offer a more definite connection to pork processing.

Fieldwork in the region confirms that many historic farmsteads do possess these characteristic features. Their absence on the App farm is critical, because swine and poultry were (along with corn) the very elements that made the North and West Branch Susquehanna Historic Agricultural Region distinctive.

Where landscape is concerned, though the present farm landscape does demonstrate a definite continuity of use [crop cultivation], and the same acreage as the 1927 farm (31), it has lost much of the connection to the farm's production patterns in the period of significance, which is no longer evident in the landscape. The orchard (visible in the 1938 aerial) is entirely gone. In 1880, Simon App reported 20 unimproved acres, probably a woodlot, but by 1927 Samuel App was cropping virtually his entire acreage; thus the farm lacked the balance between cropland and woodlot that was characteristic of a North/West Branch farm of the period.

3) its built environment and landscape reflect locally prevalent levels of mechanization, land tenure, and labor organization.

**The App Farm built environment reflects these characteristics to a moderate degree.**

The App Farm reflects locally prevalent levels of mechanization and land tenure. It has facilities for horses, and a freestanding vehicle shed. Its historic value of implements was higher than the state average, reflecting that the township and region also had a higher than average mechanization level. For 1927, the figures are less complete, but Samuel App did have an automobile (though the 1945 tax assessment records did not list a garage on the property). The App Farm reflects local patterns of land tenure: it was owner-occupied throughout its history and locally owner-operated farms were typical.

However, the App farm layout and buildings do not clearly reflect the historic patterns of neighborhood and household labor that were central to "diversified production for local markets" in the period 1860-1940. The "butcher house" or summer kitchen may illustrate shared patterns of neighborhood labor, since butchering was almost always a communal task; however, its siting suggests more of a household function. As far as household patterns of labor are concerned, the farmstead layout suggests a fairly typical continuum between (mostly women's) household labor at one end, and (mostly men's) large-animal tending, harvesting, and machinery use at the other. However, it is missing the architectural and landscape evidence for women's poultry keeping (and possibly also hog feeding) that its historic production profile clearly demonstrates.

4) If, in instances where a farm has a strong, documented connection to a particular ethnic group or land tenure system, its architecture and landscape should show evidence of that connection. [see Narrative for discussion].

The App farm has a strong and documented Pennsylvania German cultural connection. **The architecture and landscape show evidence of the connection only partially.** The Italianate farmhouse represents “mainstream” culture – a more typical house built by Pennsylvania Germans would be a more square-proportioned house with three, four, or five bays, and an entry in the eaves side rather than the gable end. The Pennsylvania Barn and possibly the summer kitchen/butcher house do represent Pennsylvania German culture.

Summary:

Criterion A, Agriculture

**Overall, the App Farm does not meet criterion A for National Register eligibility with respect to agriculture in the North and West Branch Historic Agricultural Region. Its historic land use, production, mechanization, land tenure, and cultural profile fit the region’s patterns reasonably well; but its buildings and landscape features lack integrity and do not adequately reflect the prevalent agricultural patterns of the region.**

Criterion C, Architecture

The Historic Rural Pennsylvania Agricultural Context has established draft language relating to Criterion C for agricultural buildings. (Dwellings are not covered, since there is ample guidance for architectural significance with respect to dwellings.) The draft assumes a high degree of architectural integrity, as with any other architecturally significant building type. It also sets out substantive architectural characteristics that an agricultural building or complex should possess. The major characteristic is “exceptional qualities of design, workmanship, and artistic merit that are tied to the period of construction.” Or, an individual farm building could represent a rare or especially noteworthy example of a period, style or type.<sup>2</sup>

Design: Individual agricultural buildings would have to retain the essential plan and architectural features characteristic of the type. For example, a granary would need to have its bins extant, have blank walls, and be elevated off the ground. A barn could qualify if its design retained essential characteristics of specific, well documented barn types such as Pennsylvania bank barn, Wisconsin Style Dairy barn, Grundscheier, English Barn, round barn, double-crib log barn, etc. The significant elements of barn layout (location of threshing floors, hay mows, stables, granaries; typical interior organization for a given type; vertical work-flow arrangement where relevant) should be present to an exceptional degree. Design also includes siting, massing, proportion, fenestration (or openings), and ornament. Exceptional ornament for farm buildings could include decorative ironwork (hinges especially); roof-ridge cupolas; decorative lightning rods; gable-end “stars”; painted or trimmed louvers; datestones; painted decorations; cutout designs; brickend patterns; bracketing.

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<sup>2</sup> The last two examples are from the Lancaster County MPDF for Agriculture.

Workmanship would be evidenced in high-quality masonry, carpentry, joinery, metalsmithing, and the like, including evidence of skilled workmanship in details such as hardware or even nails. Exceptional workmanship could also be evident in an excellent example of particular construction method such as log, *blockstanderbau*, plank, timber frame, Shawver Truss, brick-end, stone-end, etc.

Groups of buildings could have exceptional design features collectively, for example if buildings are arranged in a recognized, regionally typical pattern in orientation and layout, such as linear organization (as described by Henry Glassie, Joseph Glass, and others); courtyard organization (as described by Glassie and Glass); or bisected by a road (as described by Trewartha). A group of farm buildings could also exhibit a marked visual relationship to one another through similarities in color and siting, proportions, ornament, and materials. The well-known Star Barn complex is a good example of how a group of farm buildings visually relate to one another.

**The App Farm buildings do not possess exceptional architectural characteristics as defined above.**

The Italianate farmhouse is not an architecturally exceptional example. The summer kitchen / butcher house has exceptional ornament (bargeboard and door mouldings; the bell cupola was probably added later). The barn retains excellent integrity, and its design features, workmanship, and ornament are typical, but not exceptional. The same is true for the implement shed (at least, as judged by its exterior).

The relationship of the buildings to one another is not exceptional. The buildings do share common wood-frame construction, but there is a mix of vertical and horizontal cladding of varying qualities. In terms of layout, it is not clear that the present layout represents the historic pattern, because the implement shed and corn crib are so close to one another—nearly touching – that one of them would have to have been moved to its present location.

**General Summary: The App Farm does not meet criteria for National Register eligibility for Criterion A (Agriculture) or C (Architecture), as set out in the North/West Branch Susquehanna Agricultural Context.**

Sources consulted:

Pennsylvania Historic Resource Survey Form, Simon P. App Property

Manuscript Population Census for Leonhard, Simon, and Samuel App: 1830, 1840, 1850, 1860, 1870, 1880, 1900, 1910, 1920, 1930.

App Farm report, 6/3/2005, p. 10

Manuscript Agriculture Census for Leonhard App, 1850, 1860; Simon P. App, 1870, 1880; Samuel App, 1927

*Atlas of Union and Snyder Counties, Pennsylvania* (D. G. Beers, Philadelphia, 1868)

SR 15 Study Report, no date, pp. 43-50 (agriculture context section)

Samuel A. App will, Snyder County Court House, volume 12, page 584, June 24, 1965

Simon P. App Will, Snyder County Court House, volume 3, page 306, March 28, 1889

Leonhard App will, Snyder County Court House, volume 1, page 340, September 1, 1869

Field View Report, Central Susquehanna Valley Transportation Project, January 23, 2001

Snyder County Registers and Recorders Office, Deeds for Parcel # 12-10-142

Snyder County Tax Records, 1881-1939.

Snyder County Master Card Assessment Catalogue, Monroe Township, 1945-46

Sally McMurry, *Historic Rural Pennsylvania Agricultural Context, "North and West Branch Susquehanna Diversified Agriculture,"* draft, May 31, 2005

George Dunkleberger, *The Story of Snyder County* (1948)

Houseley, Donald D., ed., *Snyder County, Pennsylvania: from Pioneer Days to the Present*

*Snyder County Historical Society Bulletin*

Snyder County Historic Site Inventory 1977

Snyder County Agricultural Extension Archives, 1920-1950, Penn State University Special Collections

App Farm, 1938 aerial photo, Pennsylvania State Archives



## PENNDOT Cultural Resources Submission

DATE: June 15, 2005

SUBJECT:

District: 3-0 County: Snyder, Union, Northumberland MPMS Num: 07588  
Municipality: Multiple  
SR: 0015 Section: 088  
Project Name Central Susquehanna Valley Transportation Project  
  
ER Number: 97-0475-042 Fed-Aid: Y Fed Permit: Y  
  
Contact Name: Kara Russell FAX: 717-772-0834

TO: Jean H. Cutler, Director  
Bureau for Historic Preservation  
PA Historical and Museum Commission

FROM: Dean A. Schreiber, PE  
Director  
Bureau of Design

As you are aware, the Pennsylvania Department of Transportation (PENNDOT), with the assistance and cooperation of your office, has developed an agricultural context for use in evaluating historic farms and farmsteads in north-central Pennsylvania, a region generally comprised of PENNDOT District 2 and 3 counties, for eligibility to the National Register of Historic Places.

Under the 1997/8 historic context developed for the CSVT project, the Simon P. App farm was found to be eligible for the National Register under Criteria A and C as a "general farm". As part of the regional context, and in response to a request by the Pennsylvania Department of Agriculture and the Agricultural Lands Condemnation Board, PENNDOT and the Federal Highway Administration (FHWA) have reassessed the Simon P. App farm against the standards established by this regional context. Dr. Sally McMurray of Penn State University conducted additional research and a field-view of the property. As noted in the attached report, the physical evidence remaining on the landscape was evaluated together with all available sources on the property's history. Dr. McMurray concludes that the Simon P. App farm does not meet the requirements for eligibility under Criterion A. While its historic land use, production, mechanization, land tenure and cultural profile fit the region's patterns to some degree, its buildings, and landscape features lack integrity and do not adequately reflect the prevalent agricultural patterns of the region, namely, the "North and West Branch Susquehanna Diversified Farming Historic Agricultural Region." The buildings do not possess exceptional architectural characteristics, as required by the regional context, to be eligible under Criterion C. Research has not found any evidence to suggest that the property is associated with any individuals important to the North and West Branch Susquehanna Diversified Farming region and is, therefore, not eligible under Criterion B.

We request your review of the new information in the attached report and concurrence with our determination, made on behalf of the FHWA, that the Simon P. App farm is not eligible for the National Register. If you have any questions please contact Kara Russell at 717-705-1484 or Matt Hamel at 570-368-4414.

Enclosures

4380/KHR/kr

Cc: D. Kerns, P.E., CKB7, BOD  
C. Spangler, P.E., CKB7, BOD  
D. S. Smith, FHWA  
M. Hamel, PENNDOT District 3-0

**APPENDIX B –  
KEEPER OF NATIONAL REGISTER  
CORRESPONDENCE**



# United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.

Washington, D.C. 20240

2280

IN REPLY REFER TO:

To: James A. Cheatham  
Division Administrator  
FHWA, PA Division  
228 Walnut St. Rm. 508  
Harrisburg, PA 17101-1720

The Director of the National Park Service wishes to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4(f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

Attachment



# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, D.C. 20240

IN REPLY REFER TO:

## DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places  
National Park Service

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Name of Property: Simon P. App Farm

Location: Snyder County

State: PENNSYLVANIA

Request submitted by: James A. Cheatham, Division Administrator, FHWA, Pennsylvania Division

Date received: 07/15/05

Additional information received

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Opinion of the State Historic Preservation Officer:

Eligible       Not Eligible       No Response       Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

Eligible      Applicable criteria:       Not Eligible

Comment:

See attached Determination of Eligibility Notification for detailed comment.

Documentation insufficient

(Please see accompanying sheet explaining additional materials required)

*Patrick Andrus*  
for Keeper of the National Register

Date: 7/22/2005



# United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.

Washington, D.C. 20240

IN REPLY REFER TO:

## DETERMINATION OF ELIGIBILITY NOTIFICATION

**National Register of Historic Places  
National Park Service**

---

**Name of Property:** Simon P. App Farm

**Location:** Snyder County

**State:** PENNSYLVANIA

**Request submitted by:** James A. Cheatham, Division Administrator, FHWA, Pennsylvania Division

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In July, 2001, the Federal Highway Administration (FHWA) requested a Determination of Eligibility for the Simon P. App Farm from the National Register of Historic Places. At that time, the Pennsylvania State historic preservation office (the Pennsylvania Historical and Museum Commission) stated that in its opinion the Simon P. App Farm was eligible under National Register Criteria A and C. On July 17, 2001, the National Register determined that the Simon P. App Farm was eligible for the National Register under Criteria A and C.

Since that time, the Pennsylvania Department of Transportation (PennDOT) and the Pennsylvania Historical and Museum Commission (SHPO) began developing an historic context for farms in Pennsylvania. Based upon new research information and the methodology outlined in the property types and registration requirements of the draft historic context, *North and West Branch Susquehanna Diversified Region* FhWA, PennDot, and the SHPO now believe that the Simon P. App Farm is not eligible for the National Register and have requested that the National Register rescind the earlier determination of eligibility finding.

Based upon our review of the draft historic context statement and its methodology in the property type and registration requirements section, and after reviewing the June 5, 2005, App Farm Report Draft prepared by Sally McMurry, Professor of History at Penn State University and the Principal Investigator, Historic Rural Pennsylvania Agricultural Context Project, we concur that the Simon P. App Farm is not eligible for the National Register of Historic Places. The Determination of Eligibility issued by the National Register on July 17, 2001, is hereby rescinded.