



## Cultural Resources Submission

DATE: October 17, 2025

SUBJECT:

District: 6-0  
 County: Bucks Municipalities: Middletown Township, Langhorne Borough,  
 Langhorne Manor Borough  
 SR: 0001 Section: RC3  
 Project Name: U.S. 1 Section RC3 Improvement Project  
 MPMS Number: 93446  
 SHPO Review No.: 2022PR03560 Funding: Federal Lead Agency: FHWA  
 Re: Determination of Effect (Above Ground Historic Properties)  
**PA SHPO Concurrence Requested – Above Ground Historic Properties**

TO: Andrea MacDonald, Director  
 PA State Historic Preservation Office  
 PA Historical and Museum Commission

FROM: Monica Harrower  
 District 6-0 Cultural Resources Professional  
 Bureau of Design and Delivery

We are submitting a Determination of Effect finding and documentation for your review for the above-referenced project. The project involves approximately 2.6 miles of roadway reconstruction and widening from just north of the Lincoln Highway Bridge (Route 1) over Business Route 1, CSX, and SEPTA to approximately 0.2 miles north the Corn Crib Lane Bridge over Lincoln Highway. The project also includes the frontage roads along Route 1, two new interchanges on Route 1, bridge replacements, three roundabouts, intersection signalization and realignments, and traffic calming improvements.

### **Area of Potential Effect Description (APE)**

The APE includes the area of the proposed project footprint along Route 1 (SR 0001), approximately 2.6 miles long. It also includes bridges, interchanges, roundabouts, and traffic calming improvements. Please see the attached figure which show the APE.

### **Identification of Historic Properties**

There is one historic property in the APE:

- Langhorne Historic District; Listed; Resource No. 1985RE00546

There are four bridges and one culvert in the APE that will be replaced (see attached table). The four bridges are pre-stressed concrete spread box beam bridges that were built in 1965. The culvert is a reinforced concrete box culvert that was built in 1963.

The bridges and culvert were determined not eligible for listing in the National Register of Historic Places as part of the *ACHP's Program Comment for Post-1945 Concrete and Steel Bridges*.

Six properties will be acquired as part of the project:

- 136 Central Avenue (2025RE01088)
- 140 Central Avenue (2025RE01087)
- 141 Central Avenue (2025RE01086)
- 142 Central Avenue (2025RE01085)
- 143 Central Avenue (2025RE01084)
- 514 Pine Street (2025RE01083)

The PennDOT CRP has determined, on behalf of FHWA, that these properties are not eligible for the National Register of Historic Places due to a lack of significance and integrity. The PennDOT CRP entered minimal records for both properties into PA SHARE.

### **Determination of Effect Finding**

#### **Langhorne Historic District; Listed; Resource No. 1985RE00546**

The Langhorne Historic District was listed on the National Register of Historic Places in 1987 under Criterion A for Transportation and Commerce significance. It is also listed under Criterion C for its architecture. The period of significance for the district begins in 1738 when the cross-roads village first developed to 1937, 50 years from the preparation of the nomination. The verbal boundary description and map from the National Register nomination are attached (Attachment B).

While not specifically identified in the documentation, based on a review of the documentation the character-defining features of the Langhorne Historic District include:

- The borough's grid layout centered on the cross-roads intersection of Bellevue and Maple Avenues, and its perpendicular side streets;
- The varied architectural styles and vernacular architecture that comprise the late 17th through early 20th centuries;
- And its residential nature consisting of sidewalks, numerous trees, varied building setbacks from the street, and dwellings that account for 97% of the buildings within the district.

Within the Langhorne Historic District, traffic calming measures will be introduced along Pine Street between Flowers Avenue and Maple Avenue. Three options are proposed which include potential curb bulb-outs or concrete medians, ADA ramp upgrades, rectangular rapid flashing beacons (RRFBs), and sidewalk repairs or reconstruction. From the E. Richardson Avenue intersection and up to Maple Avenue, improvements will include an extended left turn lane. Pine Street will not be widened between Flowers Avenue and Maple Avenue regardless of what option is selected.

A mini-roundabout at the intersection of Gillam Avenue and Bellevue Avenue outside and adjacent to the historic district will be constructed. This proposed work will also include curb bulb-outs and a raised crosswalk.

Although some of the sidewalks may be altered with bump outs and new visual elements will be introduced within and adjacent to the Langhorne Historic District, the proposed project will not alter, directly or indirectly, any of the characteristics (grid layout, architecture, and residential nature) of the Langhorne Historic District that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the historic district's location, design, setting, materials, workmanship, feeling, or association.

The PennDOT Cultural Resources Professional, on behalf of FHWA, has determined that the proposed project will have No Adverse Effect on the Langhorne Historic District. We are requesting your concurrence with this Determination of Effect finding. If you have any questions, please contact Monica Harrower, PennDOT Cultural Resources Professional at [mharrower@pa.gov](mailto:mharrower@pa.gov) or 610-205-6709.

Enclosures

4340/MPH/mph

cc: Michelle Goddard, FHWA  
Sibty Hasan, PennDOT Project Manager

**U.S. 1 Section RC3 Improvement Project**  
**SR 0001, Section RC3**  
**MPMS #93446**  
**Middletown Township, Langhorne and Langhorne Manor Boroughs**  
**Bucks County, Pennsylvania**  
**October 17, 2025**

**Project Description:**

This project was originally scoped as part of SR 0001 Section 03S (MPMS 13549) as one bridge rehabilitation and double-face guide rail median barrier replacement. In 2011, PennDOT expanded the scope to include safety improvements (replacement of the existing raised concrete traffic islands with concrete median barrier, removal of the existing traffic crossovers, and replacement of the West Interchange Road overpass). In 2014, during public involvement for the safety improvement project, the public asked PennDOT to include noise mitigation in the project. Alternative designs were investigated during 2019 and 2020, and a virtual public officials' meeting was held on October 1, 2020, to present two alternative design options. Prior to the meeting, the public officials were provided with a questionnaire to complete on the project and the alternatives. Based on the feedback received, public officials from Middletown Township and Langhorne Manor Borough agreed with the two-interchange alternative. A detailed noise study has been completed, and public involvement will continue as the project progresses. This project is now an independent project within the overall corridor improvement program.

The scope of work for the project has been revised and is as follows:

The project includes approximately 2.6 miles of roadway reconstruction and widening from just north of the Lincoln Highway (SR 0001) bridge over Business Route 1 (SR 2037) and CSX and SEPTA to approximately 0.2 miles north of the Corn Crib Lane (SR 2197) bridge over Lincoln Highway (SR 0001). This part includes the 2-mile segment of the northbound and southbound service (frontage) roads. See attached SR 0001, Section RC3 Project Location Map.

The proposed project includes the construction of two Lincoln Highway (SR 0001) mainline interchanges:

- The first Lincoln Highway (SR 0001) interchange will be in the area of the bridge carrying Lincoln Highway (SR 0001) over Highland Avenue (SR 2008) near the southern end of the project. This interchange will connect Lincoln Highway (SR 0001) with Old Lincoln Highway (SR 2045) west of Lincoln Highway (SR 0001) and Lincoln Highway (SR 0001) with Highland Avenue (SR 2008) east of Lincoln Highway (SR 0001).
- The second Lincoln Highway (SR 0001) interchange will be in the area of the Pine Street (SR 0413) bridge over Lincoln Highway (SR 0001) near the northern end of the project. This interchange will connect Lincoln Highway (SR 0001) with Pine Street (SR 0413). Gillam Avenue and Woods Drive will be realigned to tie into the interchange ramp locations with Pine Street (SR 0413). A retaining wall is proposed along a portion of Gillam Avenue and Pine Street (SR 0413).

Due to the interchanges, access between the northbound and southbound frontage roads and Lincoln Highway (SR 0001) will be removed. After construction, the northbound and southbound frontage roads will only provide access to the local road network for adjacent properties along the frontage roads in certain areas. In the other areas, sections of the frontage roads will be removed, and side roads will be terminated with cul-de-sacs.



The project also includes the replacement of four bridges:

1. West Interchange Road (SR 2199) over Lincoln Highway (SR 0001) - built 1965
  - Bridge ID 6725 (GPS Coordinates: 40.166664, -74.923497)
2. Corn Crib Lane (SR 2197) over Lincoln Highway (SR 0001) - built 1965
  - Bridge ID 6727 (GPS Coordinates: 40.173344, -74.911544)
3. Pine Street (SR 0413) over Lincoln Highway (SR 0001) - built 1965
  - Bridge ID 7027 (GPS Coordinates: 40.171117, -74.914800)
4. Lincoln Highway (SR 0001) over Highland Avenue (SR 2008) – built 1965
  - Bridge ID 6722 (GPS Coordinates: 40.156811, -74.942925)

One box culvert will be replaced:

1. Lincoln Highway (SR 0001) over Unnamed Tributary to Neshaminy Creek (box culvert) - built 1963
  - Culvert ID 6724 (GPS Coordinates: 40.164267, -74.930436)

Additionally, the project includes improvements at three intersections within the project corridor where roundabouts will be constructed. The roundabout intersection locations include:

- Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Highland Avenue (SR 2008)
- Pine Street (SR 0413), Bellevue Avenue (SR 2049), and West Highland Avenue
- Bellevue Avenue (SR 2049) and Gillam Avenue

The following two intersections will be signalized:

- Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR 0413)
- Southbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR 0413)

The following existing signalized intersection will have minor realignments to the approaches:

- Highland Avenue (SR 2008), Old Lincoln Highway (SR 2045) and Fairhill Avenue

Traffic calming improvements are being assessed for the project at the following locations:

- Pine Street (SR 0413) between Flowers Avenue and Maple Avenue (SR 0213)
  - Improvements being assessed include curb bulb-outs, painted medians and crosswalks, and flashing beacons.
- Gillam Avenue between Bellevue Avenue (SR 2049) and Pine Street (SR 0413)
  - Improvements being assessed include a mini-roundabout, curb bulb-outs, and raised crosswalk/speed table.

The anticipated traffic calming improvements along Pine Street (SR 0413) will be between the existing curblines of the roadways plus potentially within the adjacent existing sidewalk limits (e.g., replace sections of sidewalk and construct new ADA ramps, if needed).

Stormwater management facilities will be constructed for the project.

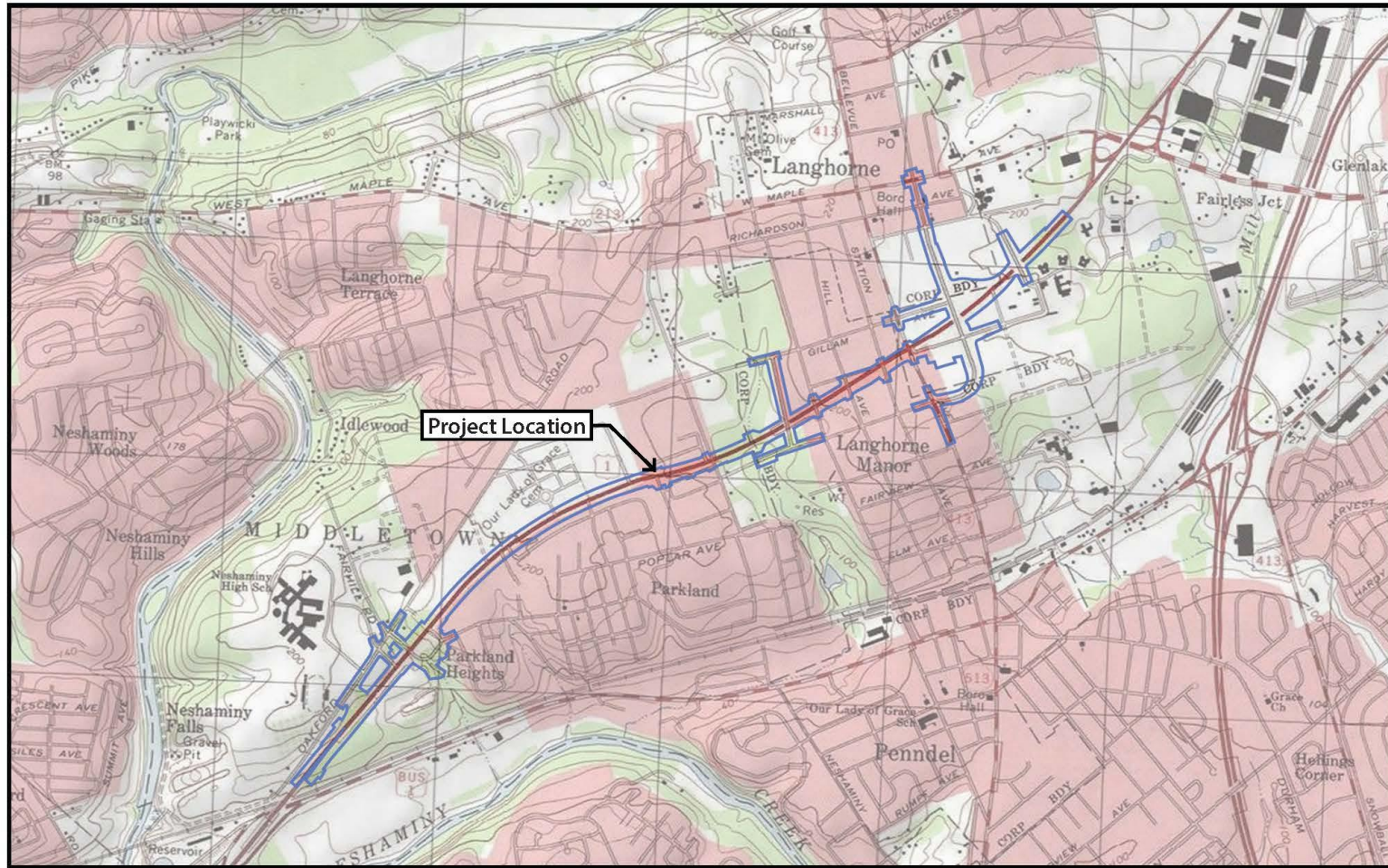
The project includes the relocation of three Intelligent Transportation System (ITS) closed circuit television (CCTV) cameras and ITS fiber optic cable along Lincoln Highway (SR 0001).

Permanent Right-of-way will be acquired. Temporary Construction Easements will be required for the contractor access during construction.

The project will utilize state and federal funding.

| SR 0001, SECTION RC3 – MAINLINE EXISTING STRUCTURE SUMMARY |        |                   |                                      |                               |      |                           |                                      |                             |
|------------------------------------------------------------|--------|-------------------|--------------------------------------|-------------------------------|------|---------------------------|--------------------------------------|-----------------------------|
| BRKEY                                                      | COUNTY | BMS #             | BRIDGE TYPE                          | NATIONAL REGISTER ELIGIBILITY | DATE | FEATURE CARRIED           | FEATURE INTERSECTED                  | ANTICIPATED STRUCTURAL WORK |
| 6722                                                       | Bucks  | 09-0001-0080-0000 | Prestressed concrete spread box beam | Not in PA SHARE, Unevaluated  | 1965 | LINCOLN HIGHWAY (SR 0001) | HIGHLAND AVENUE                      | REPLACEMENT                 |
| 6724                                                       | Bucks  | 09-0001-0094-0000 | Reinforced CIP Concrete Box Culvert  | Not in PA SHARE, Unevaluated  | 1963 | LINCOLN HIGHWAY (SR 0001) | UNNAMED TRIBUTARY TO NESHAMINY CREEK | REPLACEMENT                 |

| SR 0001, SECTION RC3 – OVERHEAD EXISTING BRIDGE SUMMARY |        |                   |                                      |                               |      |                                 |                           |                             |
|---------------------------------------------------------|--------|-------------------|--------------------------------------|-------------------------------|------|---------------------------------|---------------------------|-----------------------------|
| BRKEY                                                   | COUNTY | BMS #             | BRIDGE TYPE                          | NATIONAL REGISTER ELIGIBILITY | DATE | FEATURE CARRIED                 | FEATURE INTERSECTED       | ANTICIPATED STRUCTURAL WORK |
| 6725                                                    | Bucks  | 09-2199-0010-0000 | Prestressed concrete spread box beam | Not in PA SHARE, Unevaluated  | 1965 | WEST INTERCHANGE ROAD (SR 2199) | LINCOLN HIGHWAY (SR 0001) | REPLACEMENT                 |
| 7027                                                    | Bucks  | 09-0413-0210-1611 | Prestressed concrete spread box beam | Not in PA SHARE, Unevaluated  | 1965 | PINE STREET (SR 0413)           | LINCOLN HIGHWAY (SR 0001) | REPLACEMENT                 |
| 6727                                                    | Bucks  | 09-2197-0010-0000 | Prestressed concrete spread box beam | Not in PA SHARE, Unevaluated  | 1965 | CORN CRIB LANE (SR 2197)        | LINCOLN HIGHWAY (SR 0001) | REPLACEMENT                 |

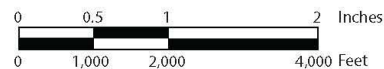


## S.R. 0001 Section RC3/MPMS 93446 Project Location Map

Middletown Township, Langhorne Borough, and Langhorne Manor Borough

Bucks County, PA

Scale = 1:24,000

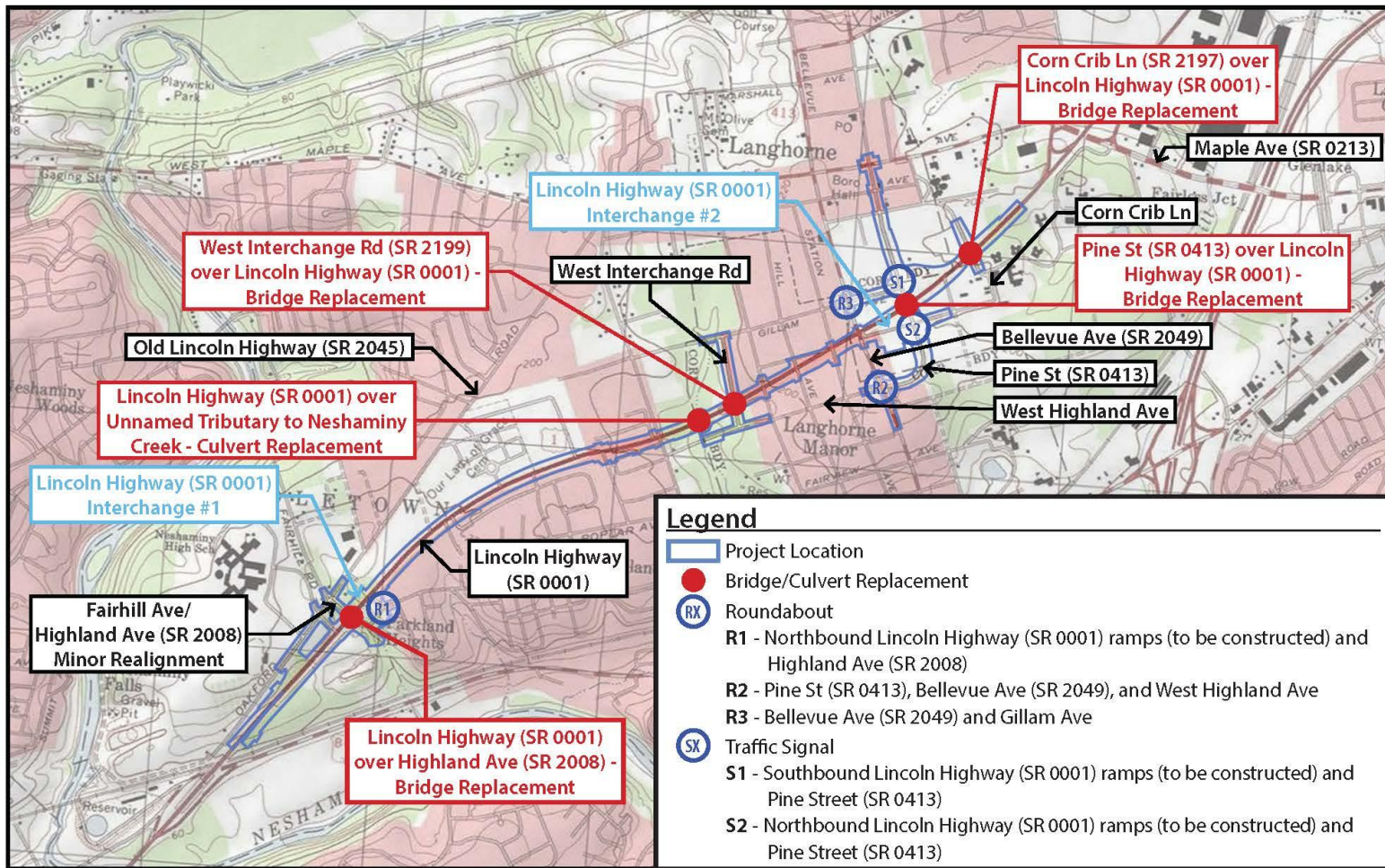


July 15, 2024



Figure 1. Project Location Map



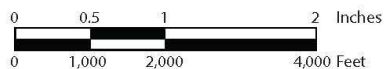


## S.R. 0001 Section RC3/MPMS 93446 Detailed Project Location Map

Middletown Township, Langhorne Borough, and Langhorne Manor Borough

Bucks County, PA

Scale = 1: 24,000



July 15, 2024



Figure 2. Detailed Project Location Map

### **Langhorne Historic District (Resource No. 1985RE00546)**

The Langhorne HD was listed on the National Register of Historic Places in 1987 under Criterion A for Transportation and Commerce significance. It is also listed under Criterion C for its architecture. The period of significance for the district begins in 1738 when the cross-roads village first developed to 1937, 50 years from the preparation of the nomination. The verbal boundary description and map from the National Register nomination are attached (Attachment B).

While not specifically identified in the documentation, based on a review of the documentation the character-defining features of the Langhorne Historic District include:

- The borough's grid layout centered on the cross-roads intersection of Bellevue and Maple Avenues, and its perpendicular side streets;
- The varied architectural styles and vernacular architecture that comprise the late 17th through early 20th centuries;
- And its residential nature consisting of sidewalks, numerous trees, varied building setbacks from the street, and dwellings that account for 97% of the buildings within the district.

At the request of Langhorne Borough, two traffic calming measures were added to the project. These two components of the proposed undertaking fall within the boundaries of the Langhorne Historic District (see Figures 4-10):

- Construction of a mini-roundabout at the intersection of Gillam Avenue and Bellevue Avenue (SR 2049), along with curb bulb-outs and a raised crosswalk as depicted in Figures 4-6.
- Traffic calming and intersection improvements along Pine Street (SR 0413) at Flowers Avenue and E. Richardson Avenue, including potential curb bulb-outs, ADA ramp upgrades, rectangular rapid flashing beacons (RRFBs), and sidewalk repairs or reconstruction, as shown in Figures 7-10. From the E. Richardson Avenue intersection and up to Maple Avenue, improvements will include an extended left turn lane. Pine Street will not be widened between Flowers Avenue and Maple Avenue.



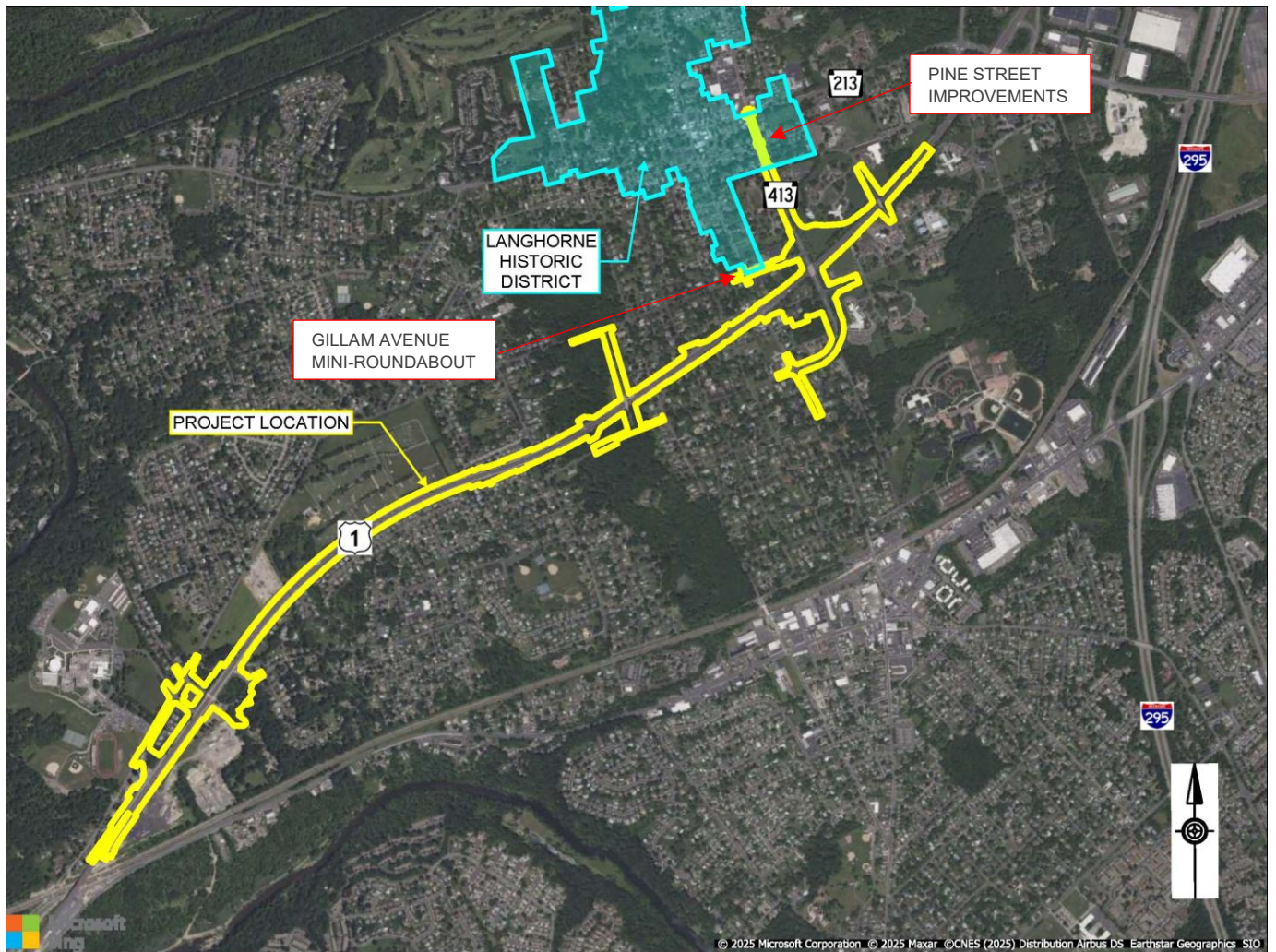


Figure 3. The project's APE is shown in yellow in relation to the Langhorne Historic District National Register boundary shown in blue.

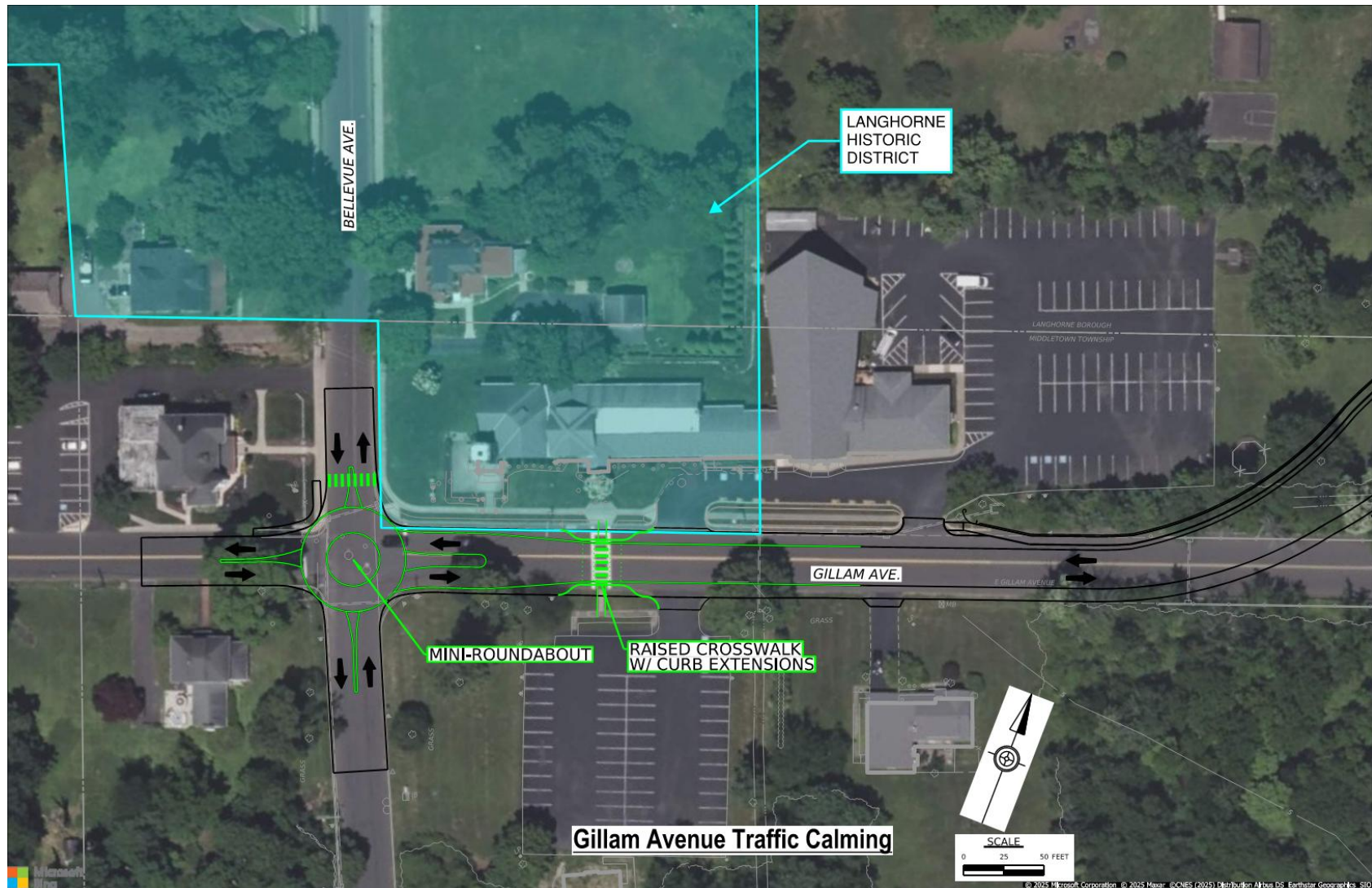


Figure 4. The proposed Gillam Avenue Traffic Calming Improvements, including mini roundabout, curb bulb-outs, and a raised crosswalk, in relation to the Langhorne Historic District National Register boundary shown in blue shading.



## Gillam Avenue - Proposed Traffic Calming

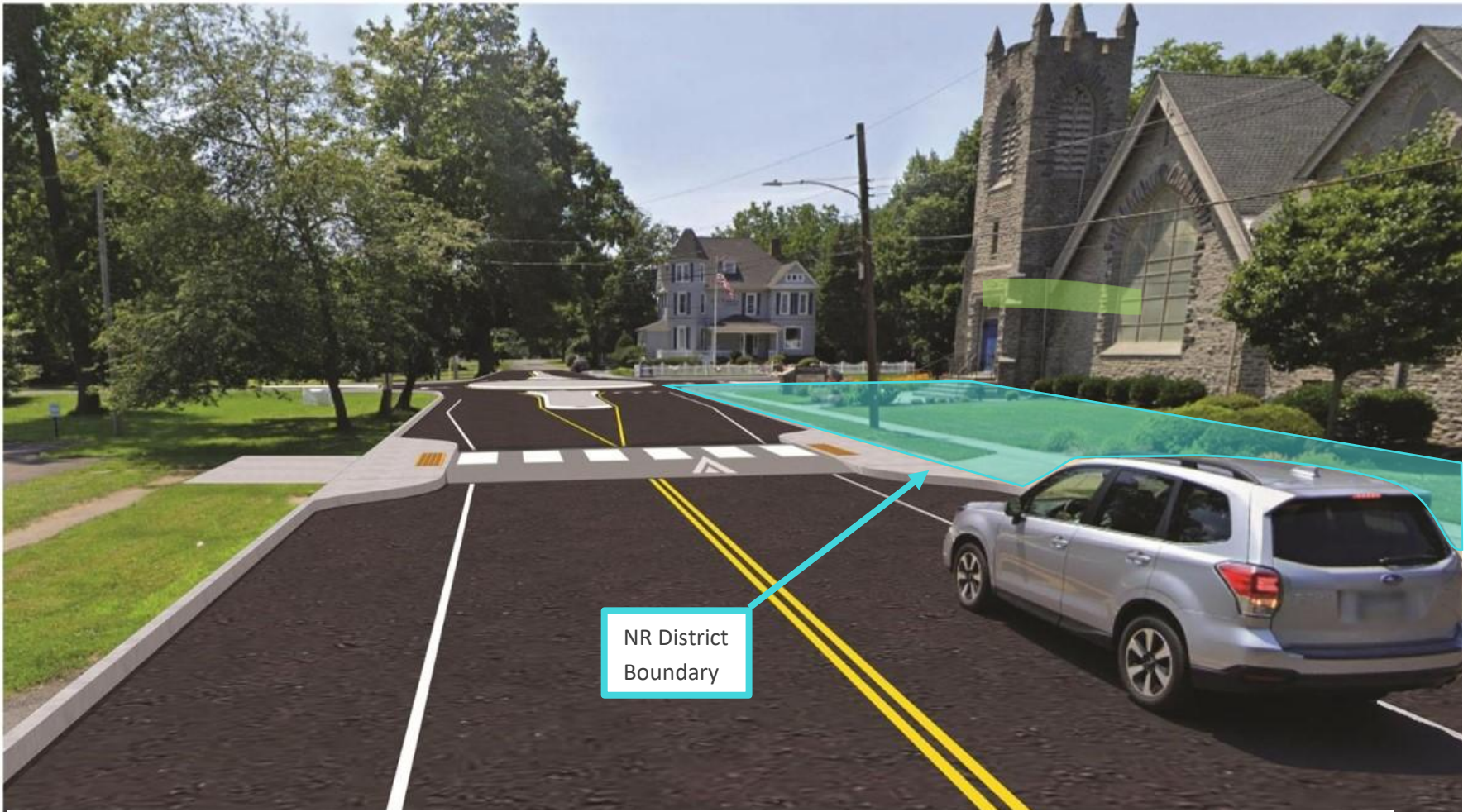


Figure 5. Gillam Avenue Improvements (Rendering), showing the proposed mini-roundabout at Bellevue Avenue and Gillam Avenue, raised crosswalk, and curb bulb-outs. The Langhorne Historic District National Register boundary (blue shading) runs along the north side of Gillam Avenue and includes the historic core of the church to the right. The district boundary follows the east side of Bellevue Avenue north, and excludes the house shown at the corner (378 Bellevue Avenue).

Gillam Avenue -  
Proposed Traffic Calming



Figure 6. Additional view of the Gillam Avenue Improvements (Rendering), showing the proposed mini-roundabout at Bellevue Avenue and Gillam Avenue. The Langhorne Historic District National Register boundary (blue shading) is along the corner at the church property.





Figure 7. A view of the proposed Pine Street (SR 0413) Traffic Calming Improvements in relation to the Langhorne Historic District National Register boundary shown in blue shading. Traffic calming and intersection improvements along Pine Street (SR 0413) between Flowers Avenue and Maple Avenue, include potential curb bulb-outs, ADA ramp upgrades, rectangular rapid flashing beacons (RRFBs), an extended left turn lane, and sidewalk repairs or reconstruction.



At the June 12<sup>th</sup>, 2025, Section 106 Consulting Parties meeting, three options were shown for the traffic calming measures proposed along Pine Street within the Langhorne Historic District. There is no widening along Pine Street between Flowers Avenue and Maple Avenue for any of the three options. An option has not been selected yet for the Pine Street traffic calming measures between Flowers Avenue and Maple Avenue. The following three renderings illustrate the proposed options at the intersection of Pine Street and Flowers Avenue.

**S.R. 0413 (Pine Street) Traffic Calming -**  
**Option 1 (Median with Left Turns Prohibited)**

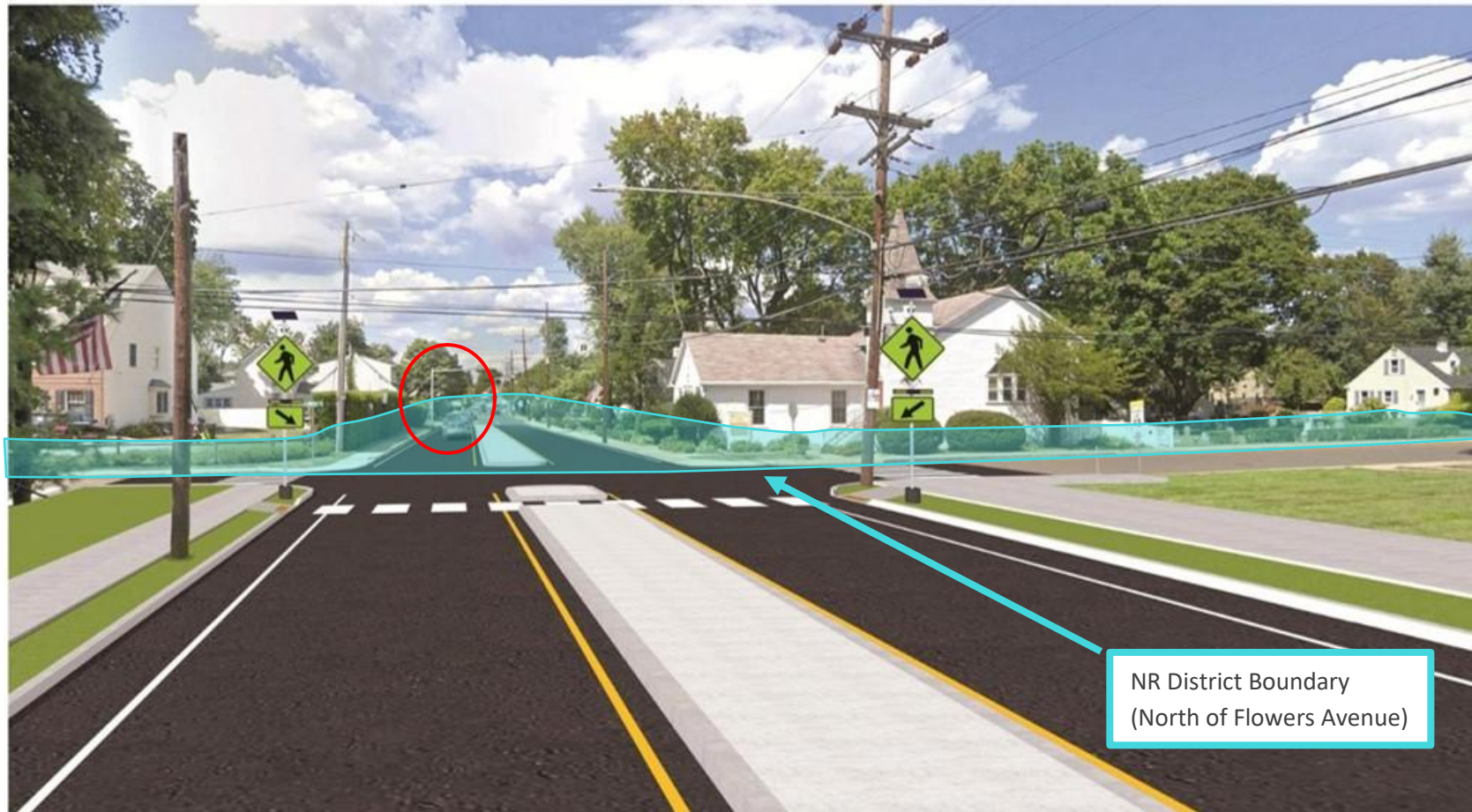


Figure 8. Pine Street Improvements (Rendering), Option 1 (Median with Left Turns Prohibited), showing proposed concrete medians and enhanced crosswalks with rectangular rapid flashing beacons (RRFBs). This option would prohibit left turns from Pine Street onto Flowers Avenue and E. Richardson Avenue. The Langhorne Historic District boundary, shown in blue shading, is north of Flowers Avenue. The existing overhead flasher along Pine Street within the district boundary (red circle) will be removed.



**S.R. 0413 (Pine Street) Traffic Calming -  
Option 2 (Median with Left Turns Allowed)**

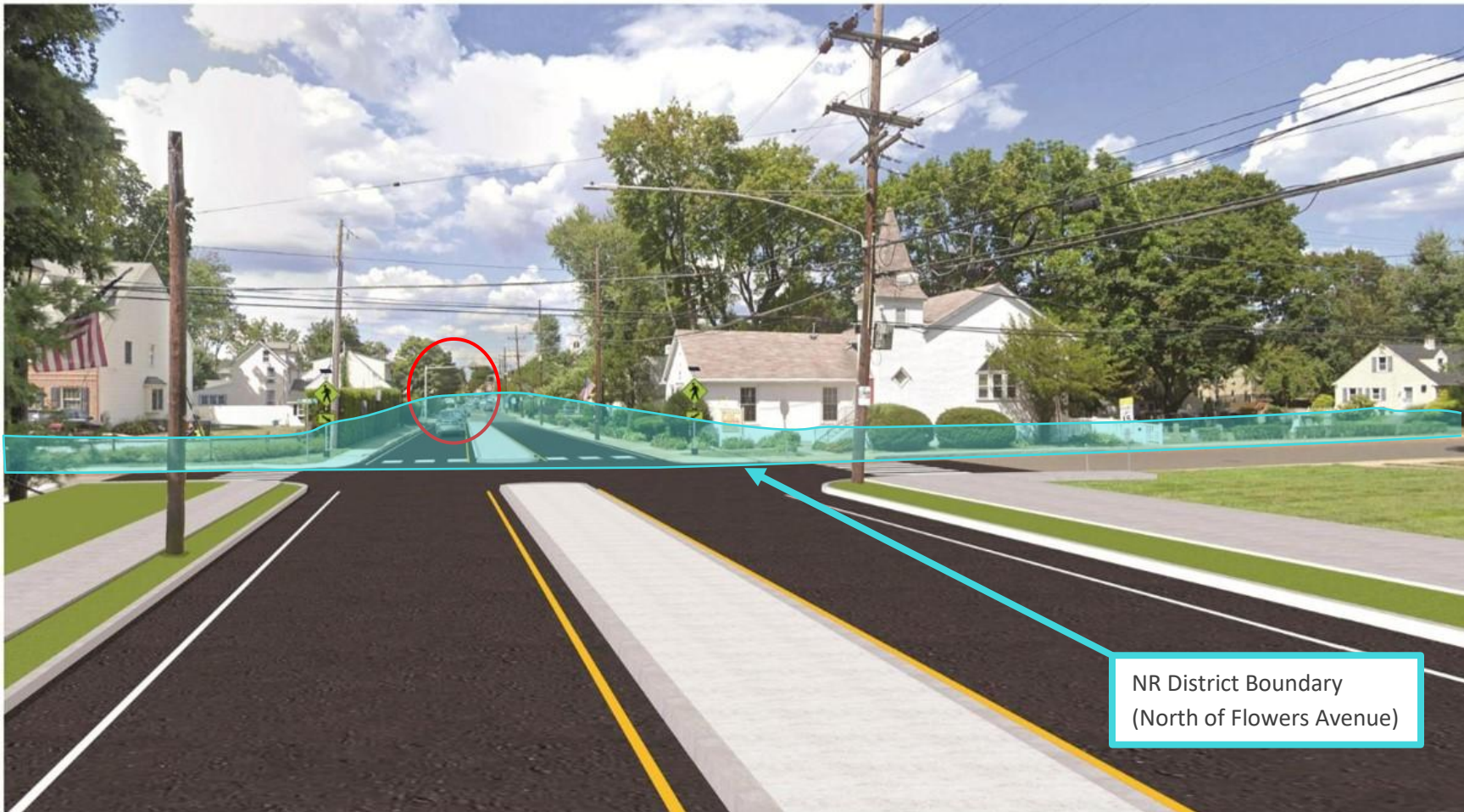


Figure 9. Pine Street Improvements (Rendering), Option 2 (Median with Left Turns Allowed), showing proposed concrete medians and enhanced crosswalks with rectangular rapid flashing beacons (RRFBs). This option would allow left turns from Pine Street onto Flowers Avenue and E. Richardson Avenue. The Langhorne Historic District boundary, shown in blue shading, is north of Flowers Avenue. The existing overhead flasher along Pine Street within the district boundary (red circle) will be removed.

**S.R. 0413 (Pine Street) Traffic Calming –**  
**Option 3 (No Median with Left Turn Lanes and Curb Bulb-Outs)**

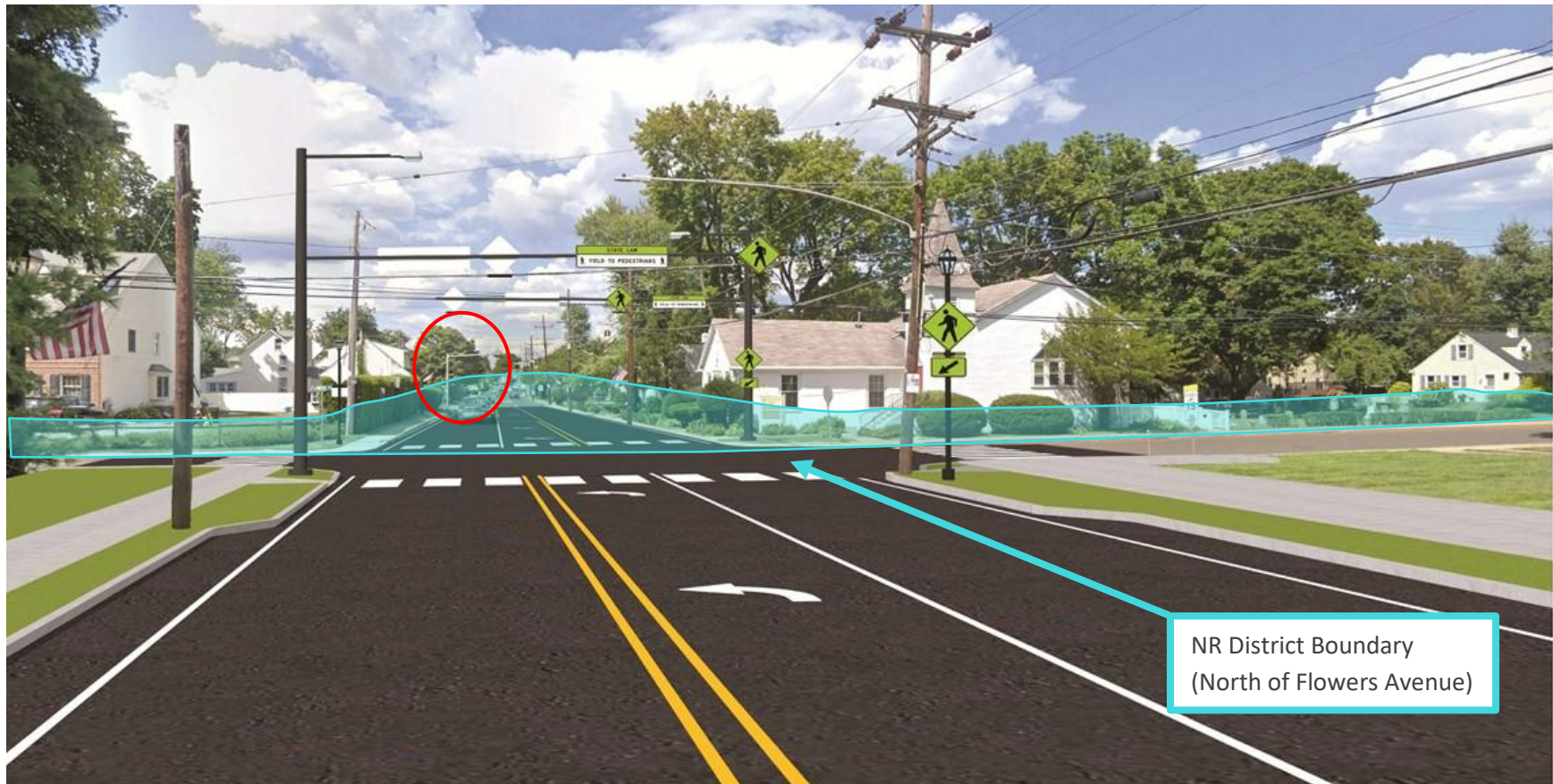


Figure 10. Pine Street Improvements (Rendering), Option 3 (No Median with Left Turn Lanes and Curb Bulb-Outs), showing proposed curb bulb-outs and enhanced crosswalks with rectangular rapid flashing beacons (RRFBs). The Langhorne Historic District boundary, shown in blue shading, is north of Flowers Avenue. Overhead mast arm mounted RRFBs are proposed over the thru travel lanes, as well as pole mounted RRFBs located at the adjacent corners for both northbound and southbound Pine Street (as shown in the rendering above) at the intersections of Flowers Avenue and E Richardson Avenue (4 poles per intersection for a total of 8 poles). The existing overhead flasher along Pine Street within the district boundary (red circle) will be removed.

Enc:

Attachment A: Figure 2: APE and Project Plans

Attachment B: Langhorne Historic District Verbal Boundary Description and Boundary Map





Imagery Source: ArcGIS Map Service "Google Maps Basemaps" via <https://www.arcgis.com/home/item.html?id=a706f1759f9944eb3888bdecf3bc6f7>

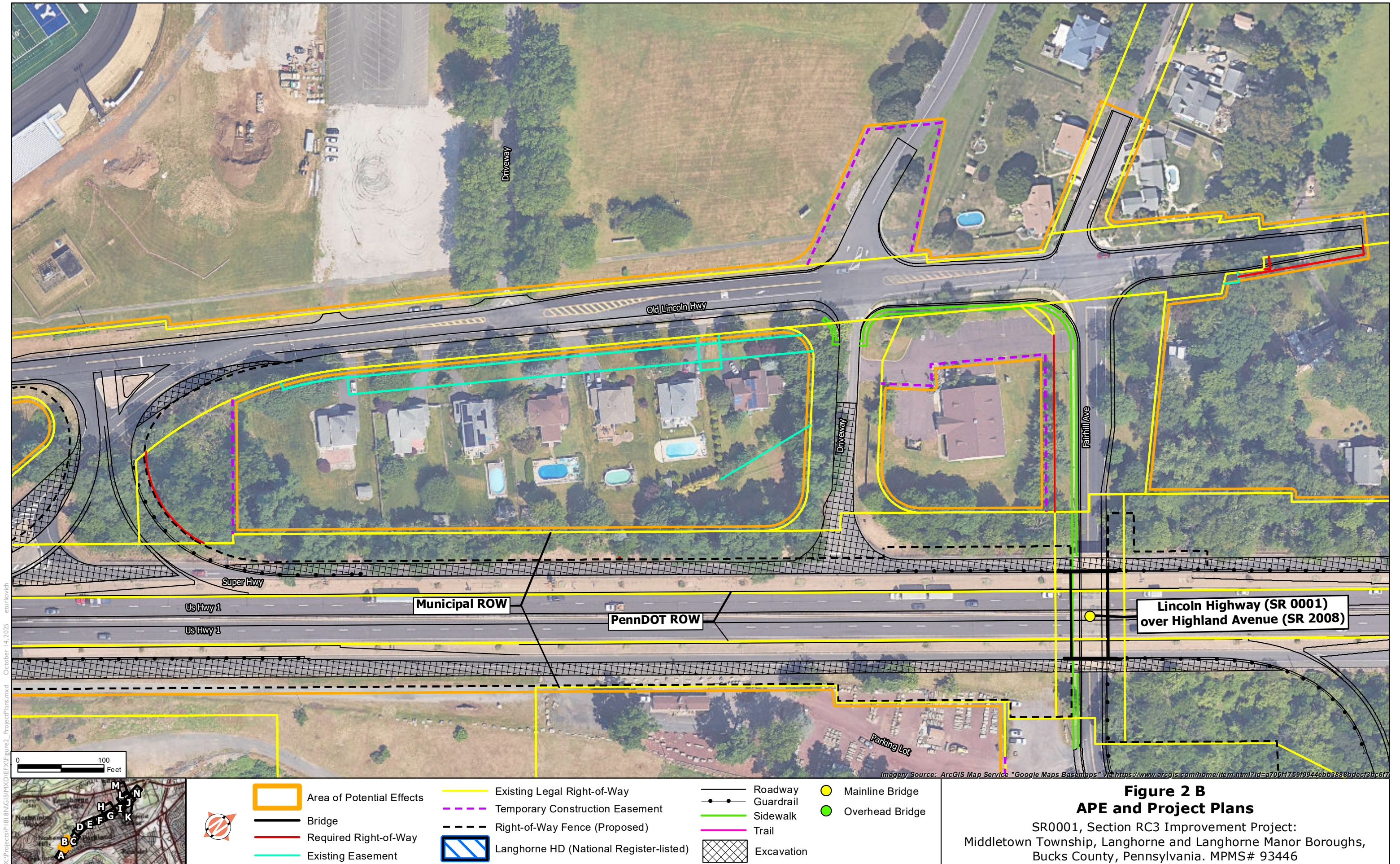


|                       |                                         |                               |                   |                 |
|-----------------------|-----------------------------------------|-------------------------------|-------------------|-----------------|
|                       | Area of Potential Effects               | Existing Legal Right-of-Way   | Roadway Guardrail | Mainline Bridge |
| Bridge                | Temporary Construction Easement         | Right-of-Way Fence (Proposed) | Sidewalk          | Overhead Bridge |
| Required Right-of-Way | Langhorne HD (National Register-listed) | Trail                         | Excavation        |                 |
| Existing Easement     |                                         |                               |                   |                 |

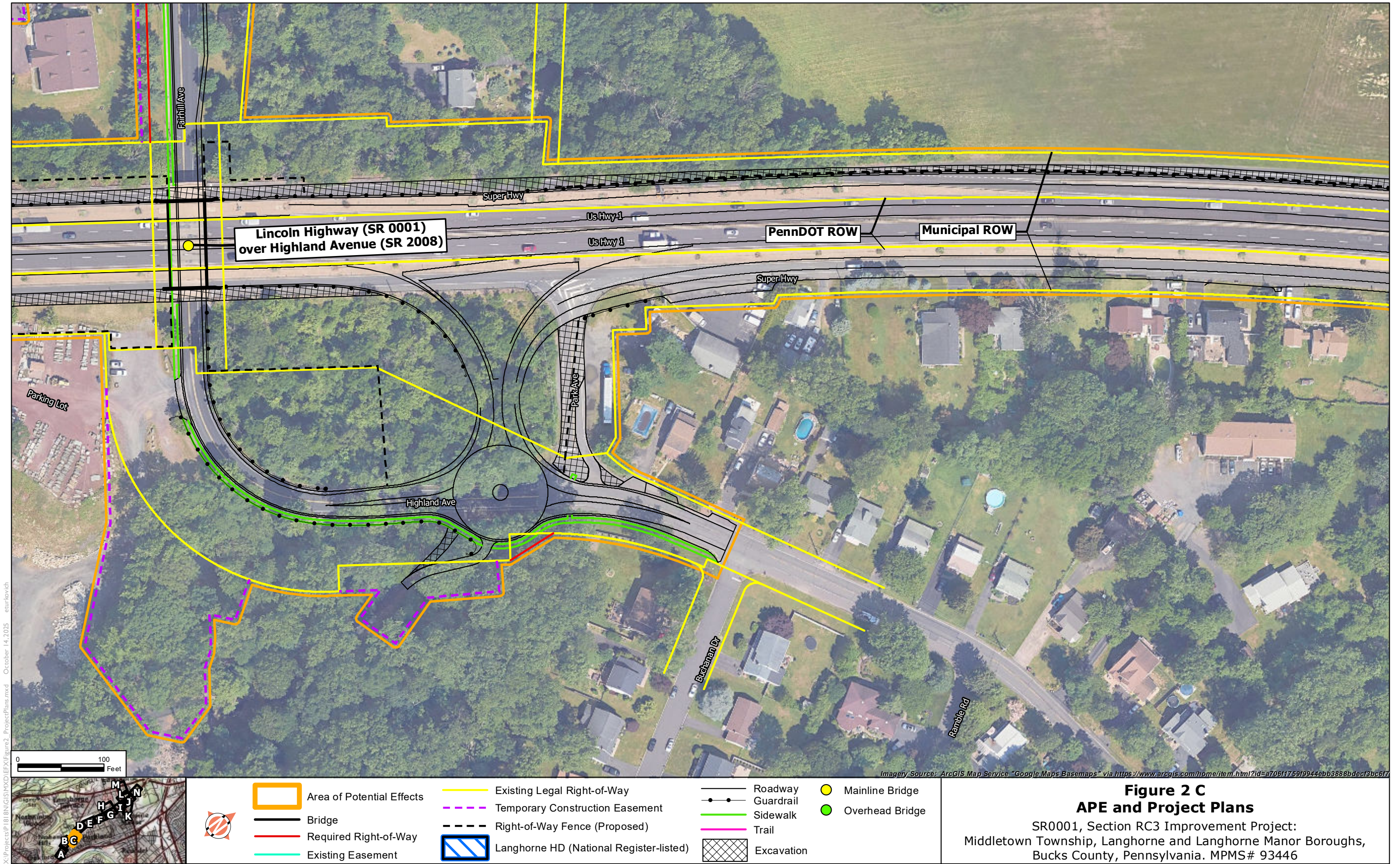
**Figure 2 A**  
**APE and Project Plans**  
SR0001, Section RC3 Improvement Project:  
Middletown Township, Langhorne and Langhorne Manor Boroughs,  
Bucks County, Pennsylvania. MPMS# 93446

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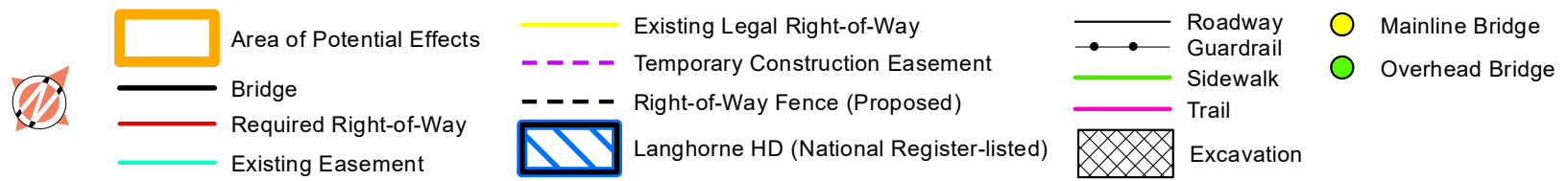






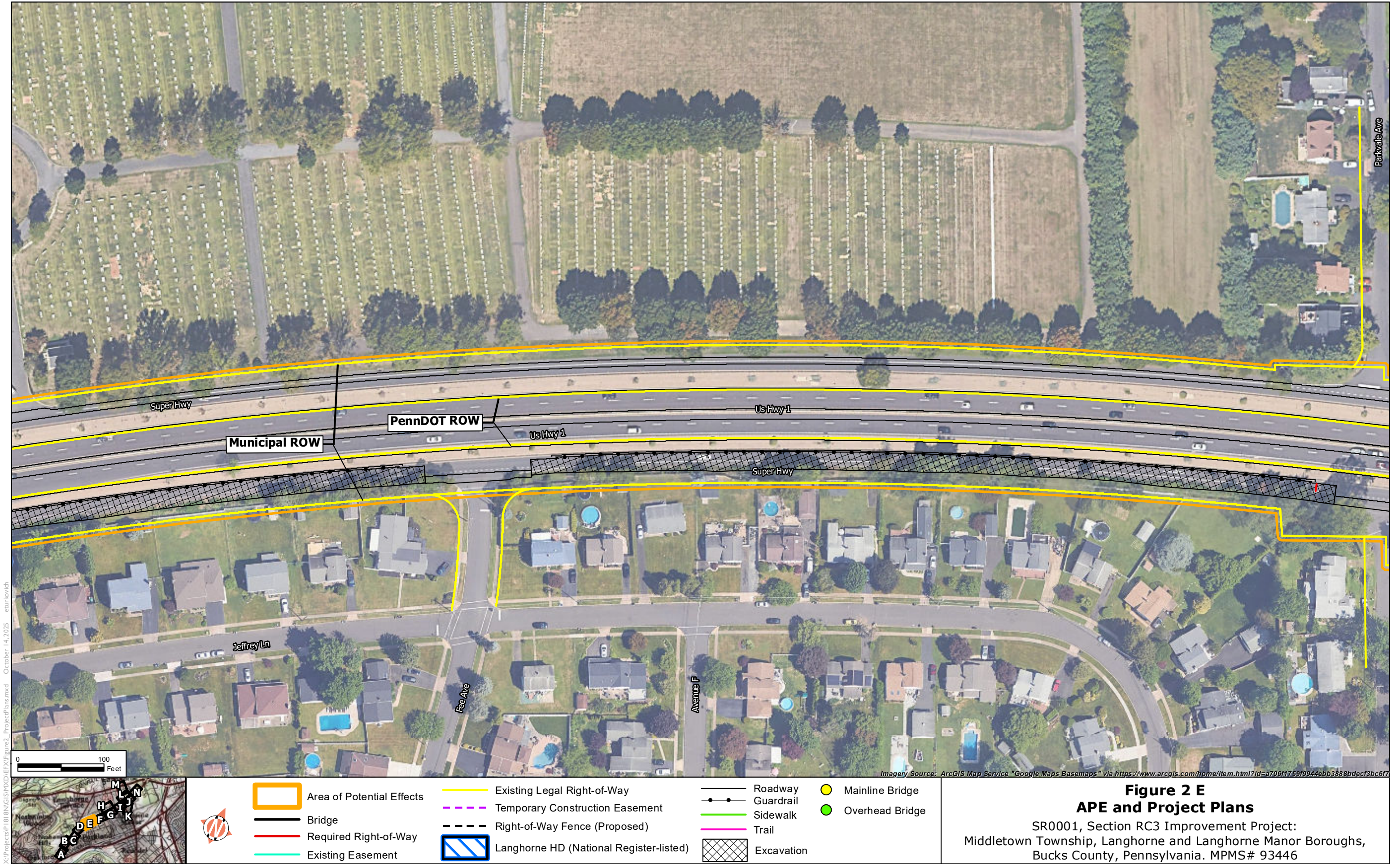


Map Created: October 14, 2025

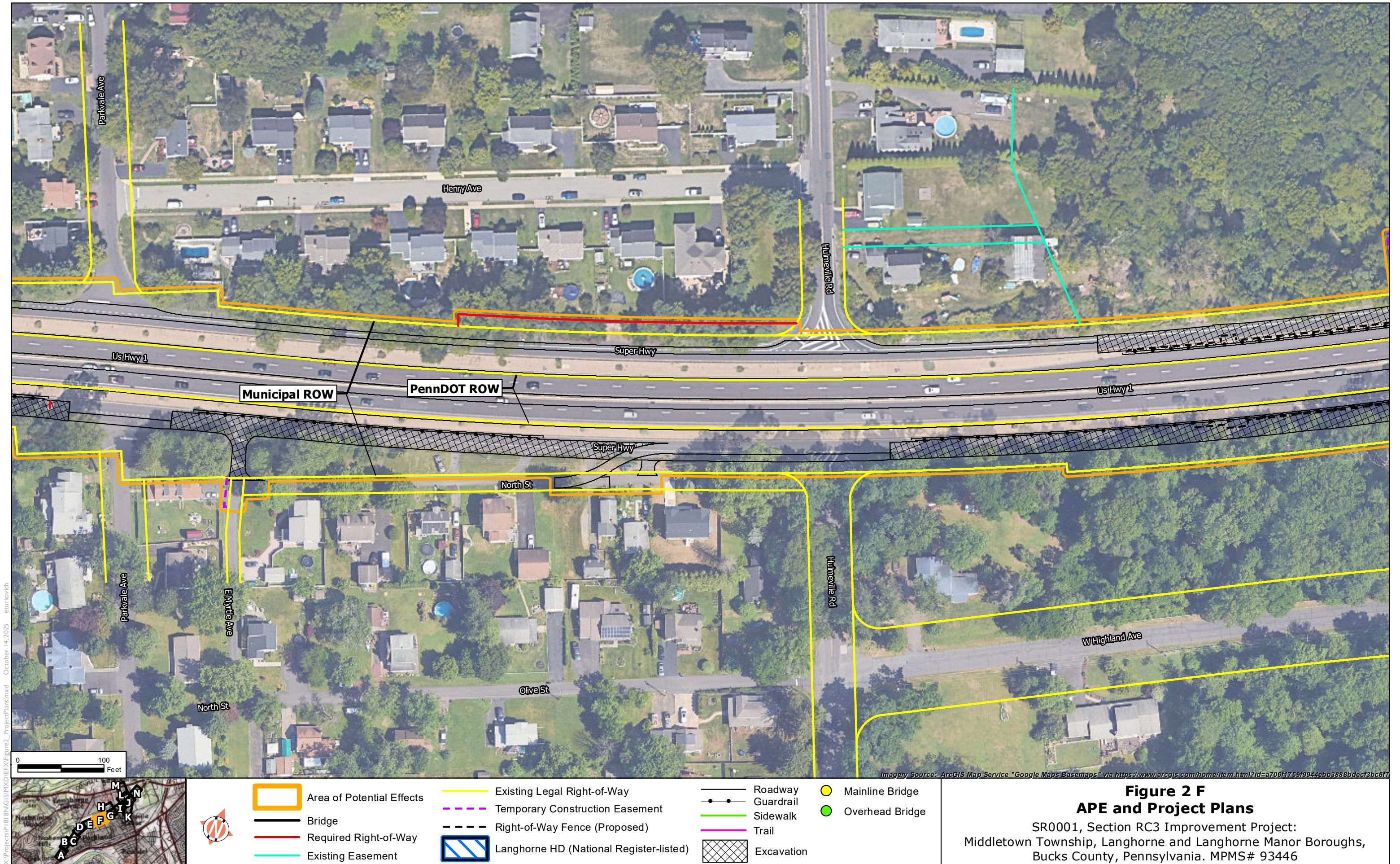


**Figure 2 D**  
**APE and Project Plans**  
SR0001, Section RC3 Improvement Project:  
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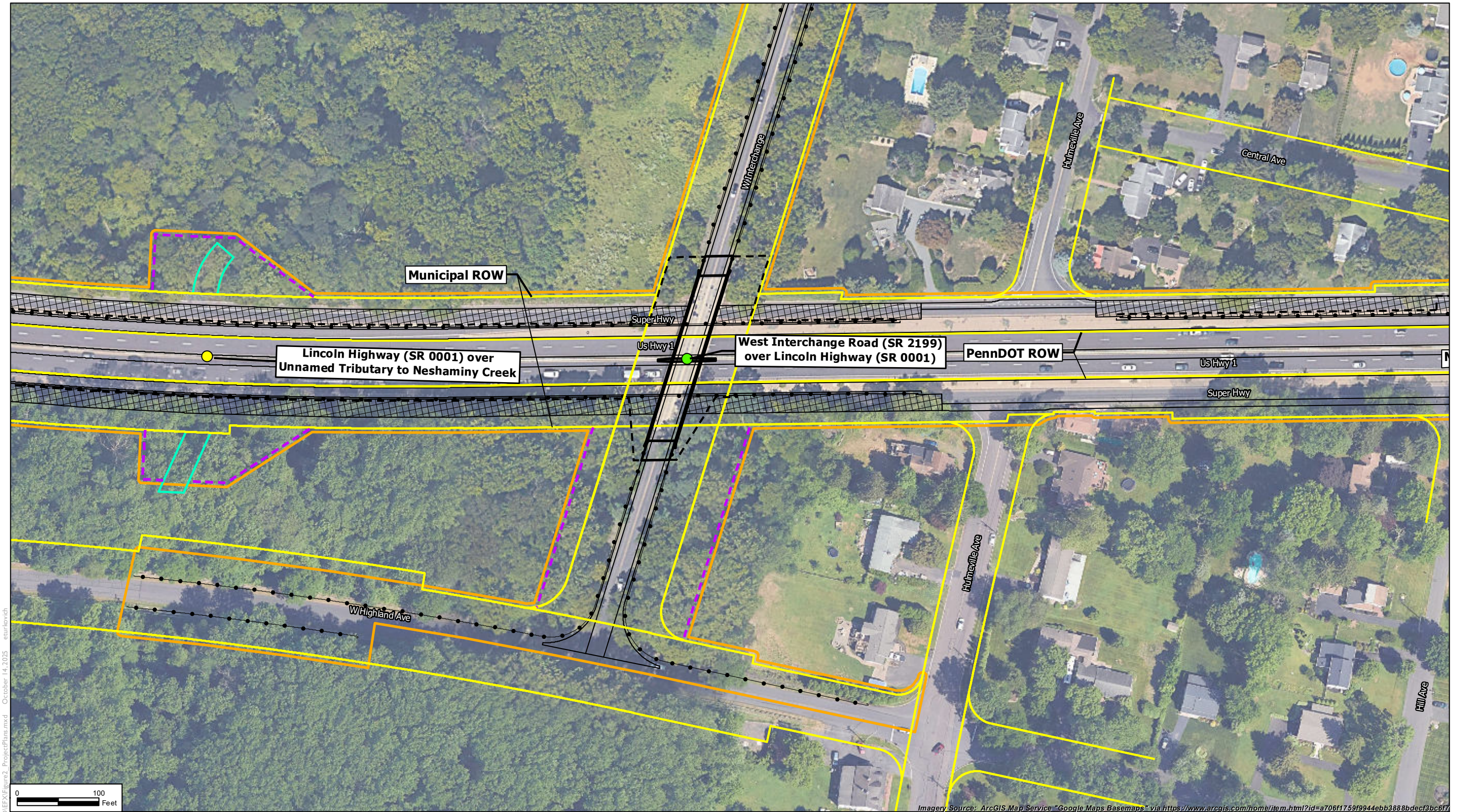






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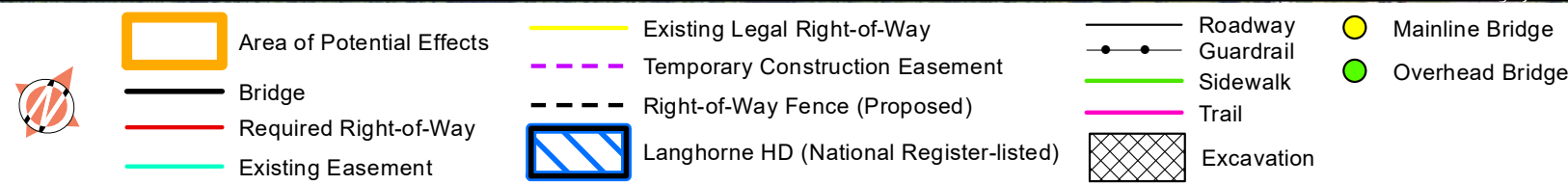




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Map Created: October 14, 2025



**Figure 2 G**  
**APE and Project Plans**  
SR0001, Section RC3 Improvement Project:  
Middletown Township, Langhorne and Langhorne Manor Boroughs,  
Bucks County, Pennsylvania. MPMS# 93446





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Imagery Source: ArcGIS Map Service "Google Maps Basemaps" via <https://www.arcgis.com/home/item.html?id=a706f1759f9944ebbb3888bdecf3bc6f7>



Area of Potential Effects



Bridge



Required Right-of-Way



Existing Easement



Temporary Construction Easement



Right-of-Way Fence (Proposed)



Langhorne HD (National Register-listed)



Roadway



Guardrail



Sidewalk



Trail



Excavation



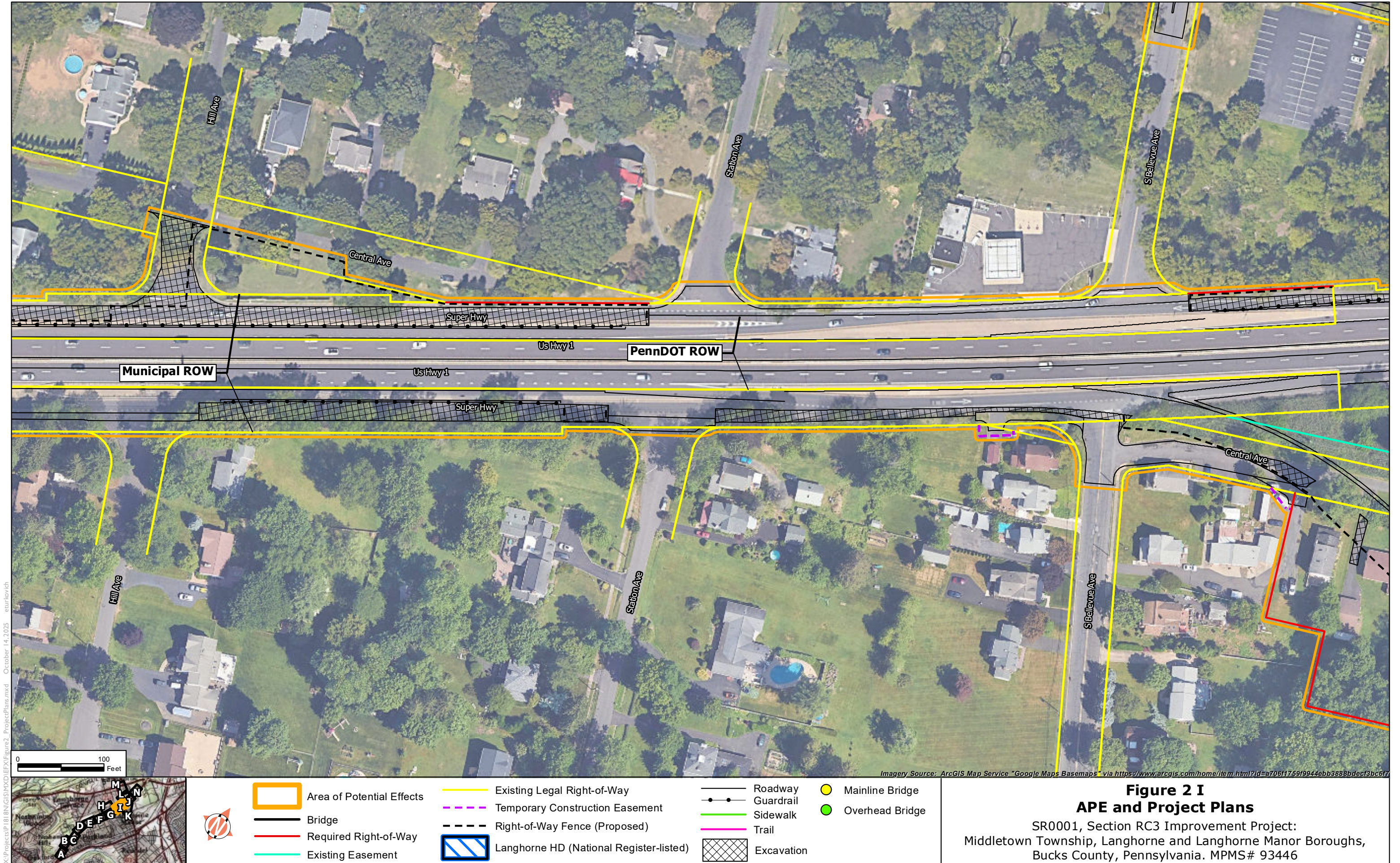
Mainline Bridge



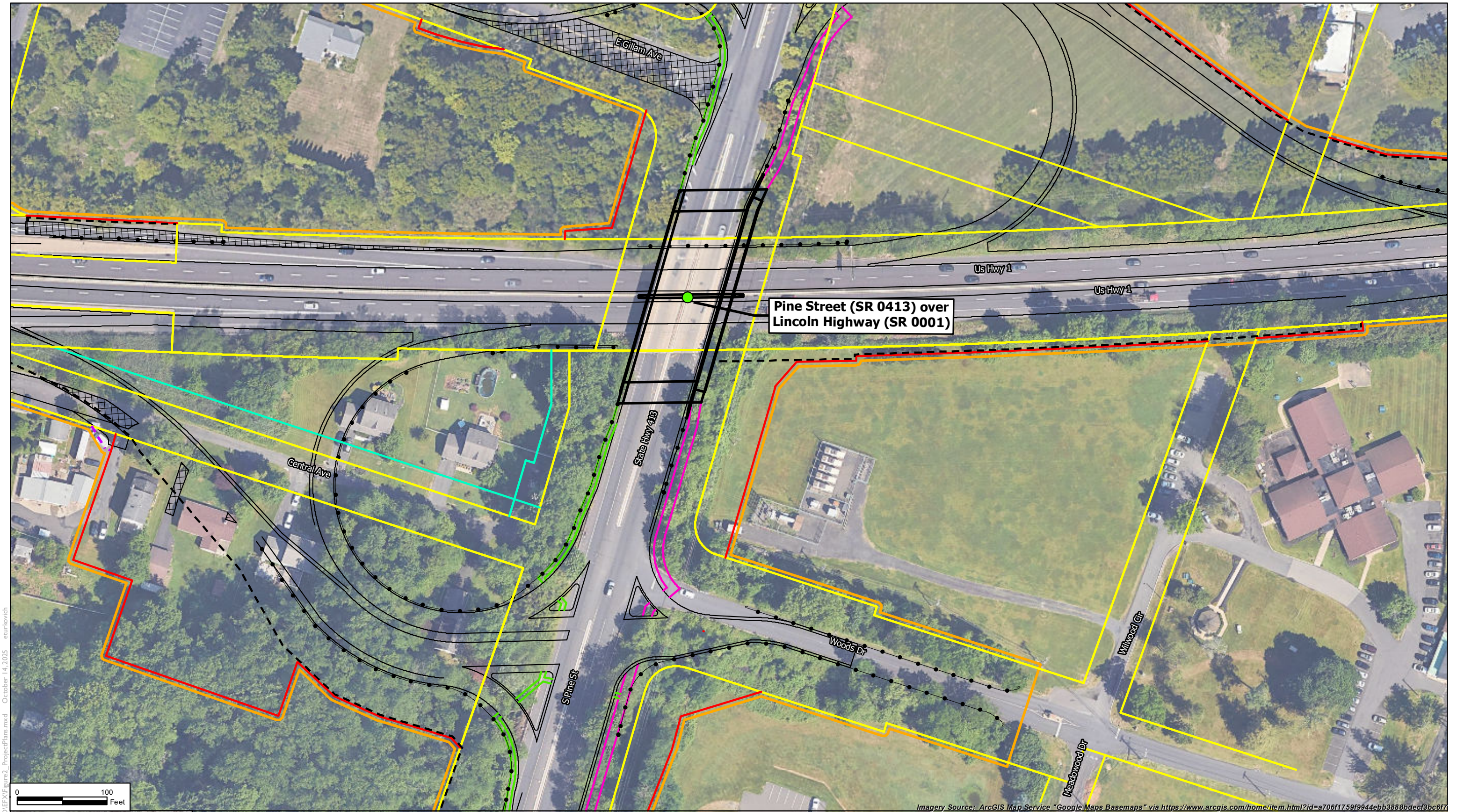
Overhead Bridge

**Figure 2 H**  
**APE and Project Plans**  
SR0001, Section RC3 Improvement Project:  
Middletown Township, Langhorne and Langhorne Manor Boroughs,  
Bucks County, Pennsylvania. MPMS# 93446





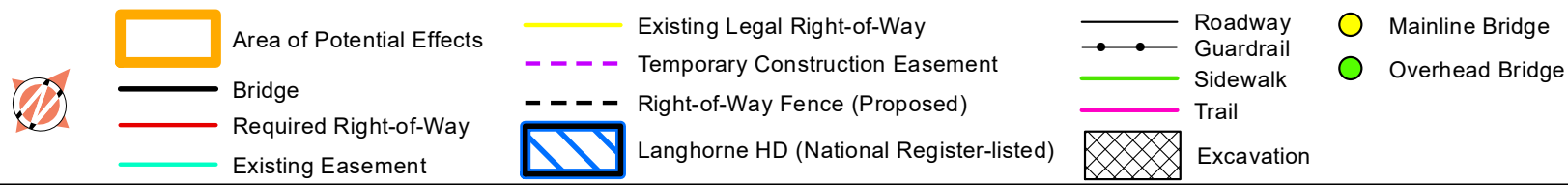




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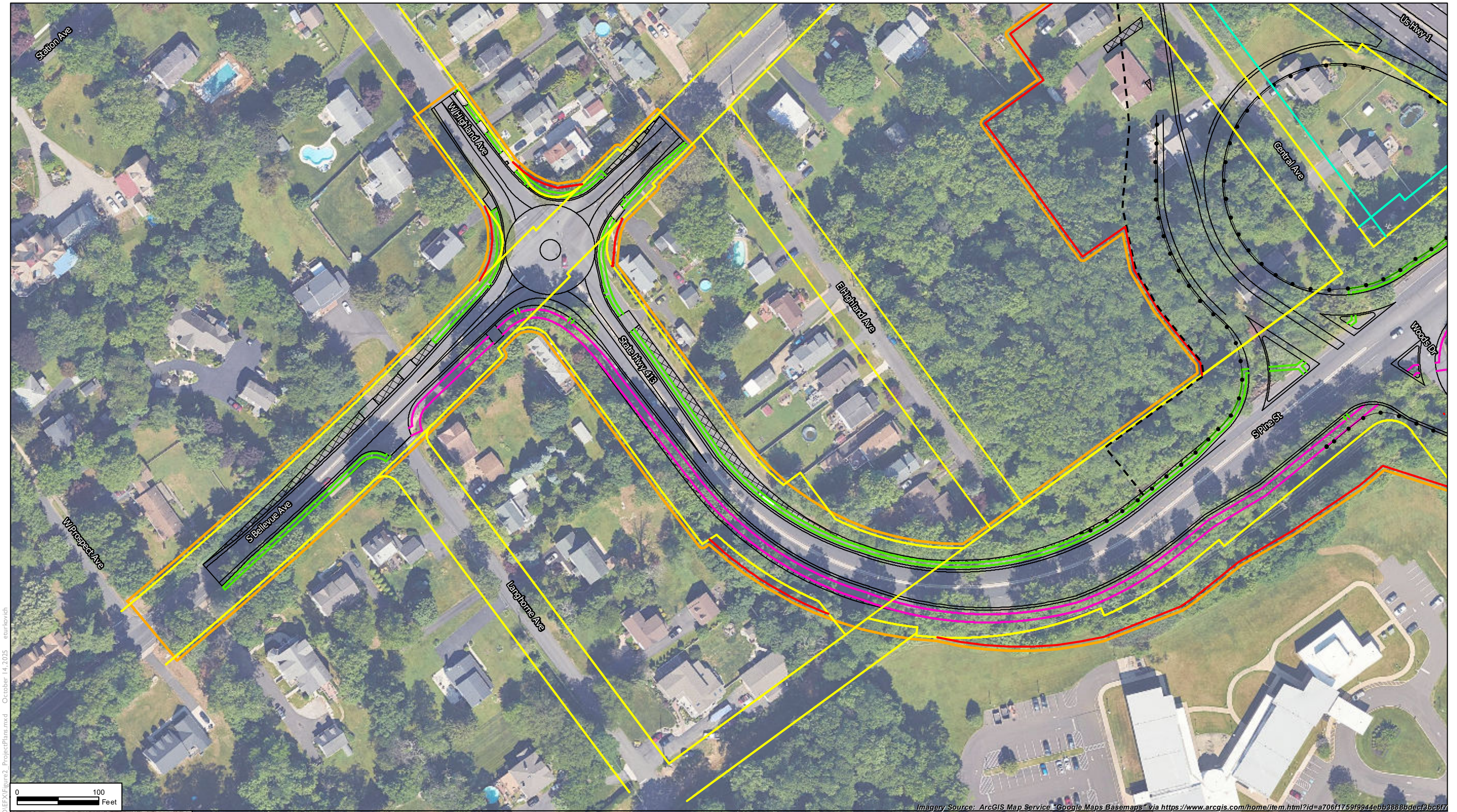


Map Created: October 14, 2025

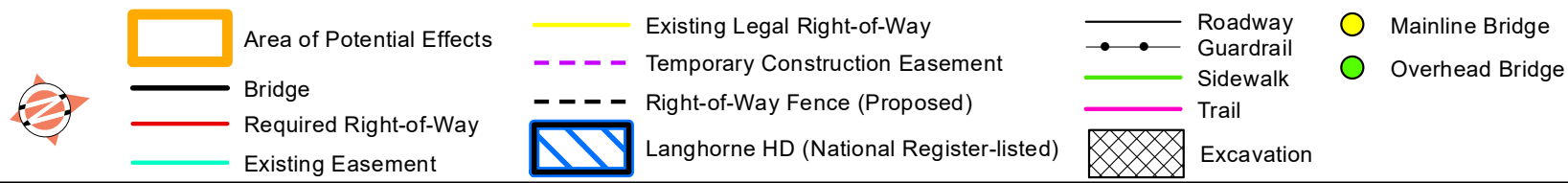


**Figure 2 J**  
**APE and Project Plans**  
SR0001, Section RC3 Improvement Project:  
Middletown Township, Langhorne and Langhorne Manor Boroughs,  
Bucks County, Pennsylvania. MPMS# 93446





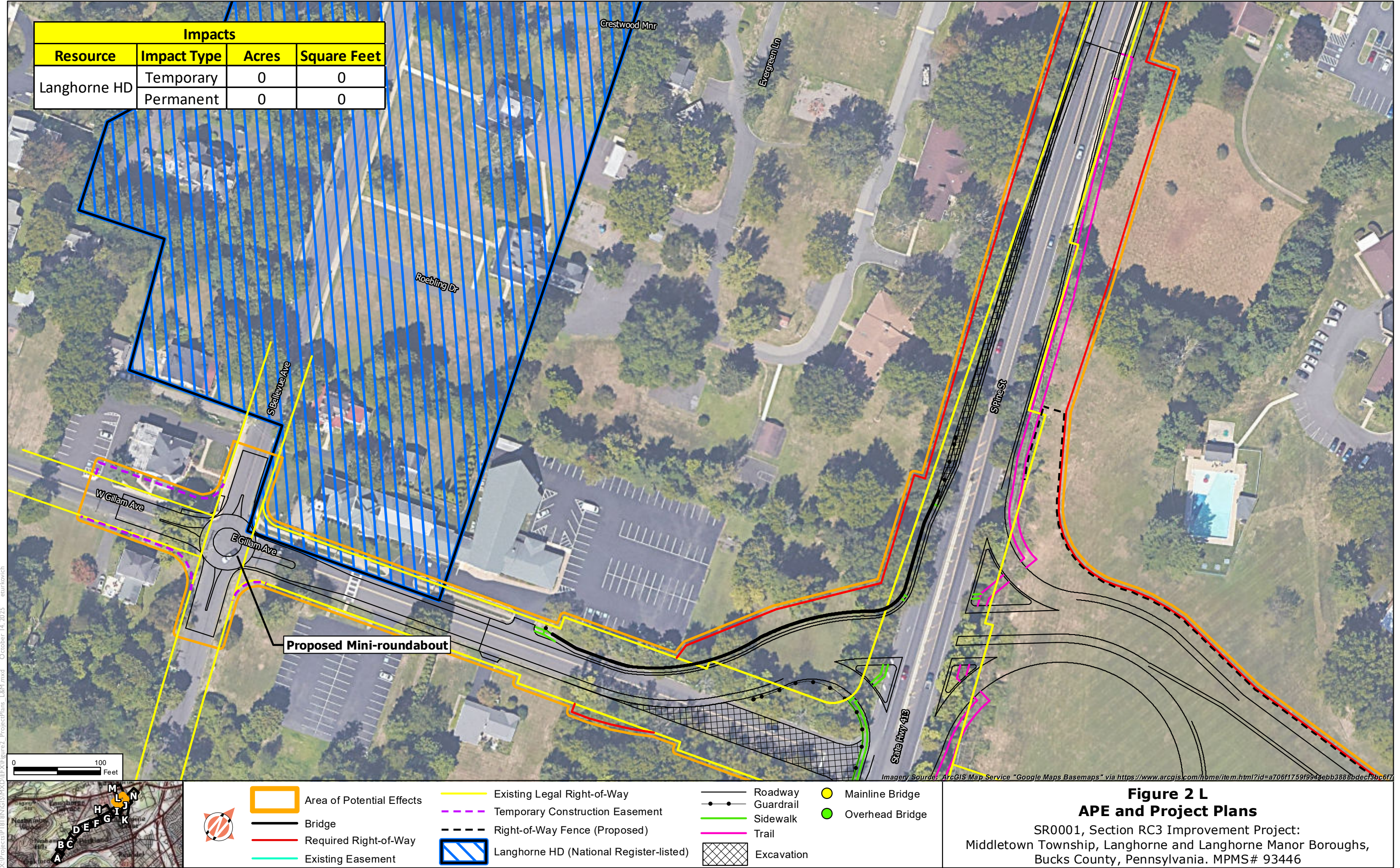
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**Figure 2 K**  
**APE and Project Plans**

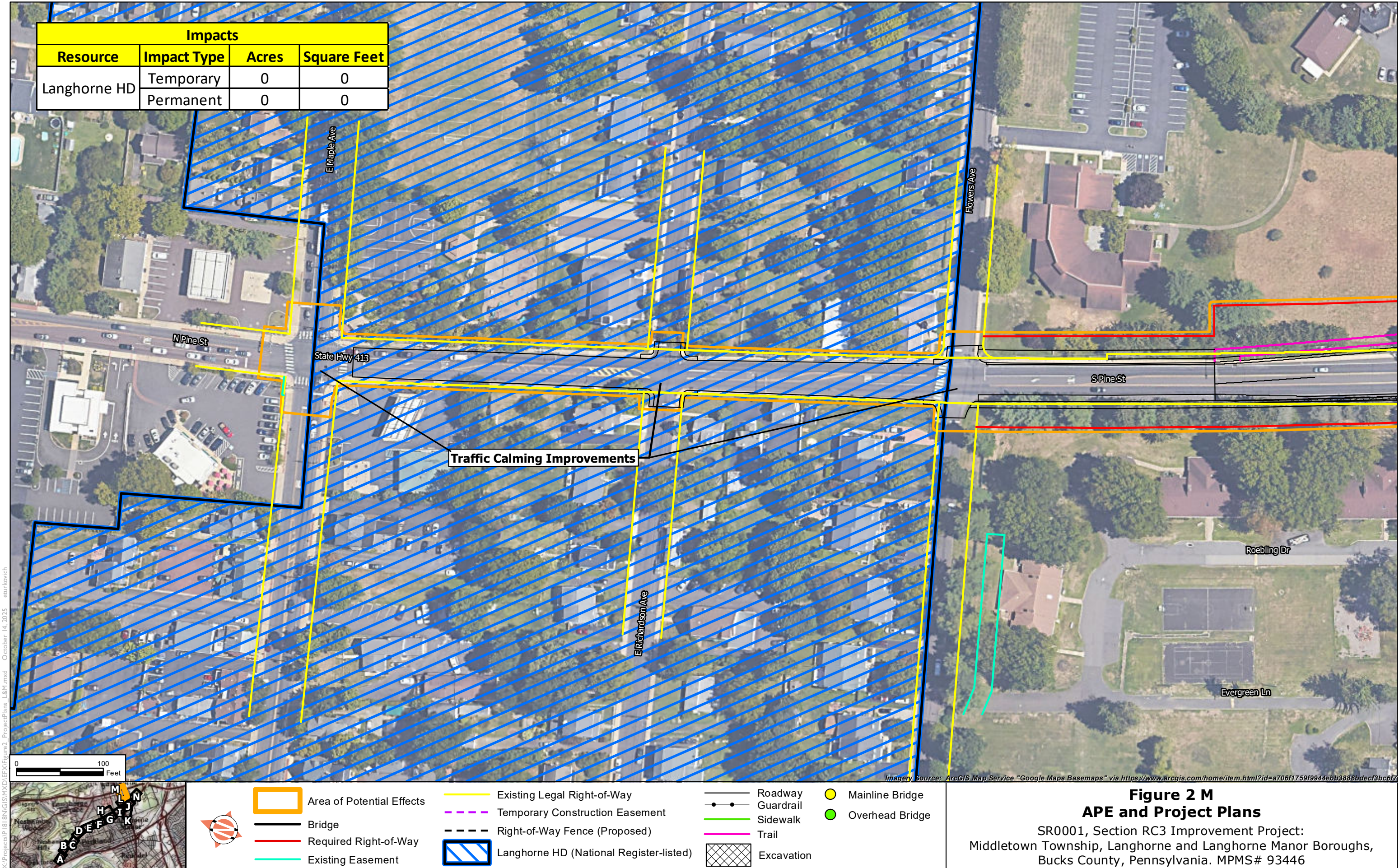
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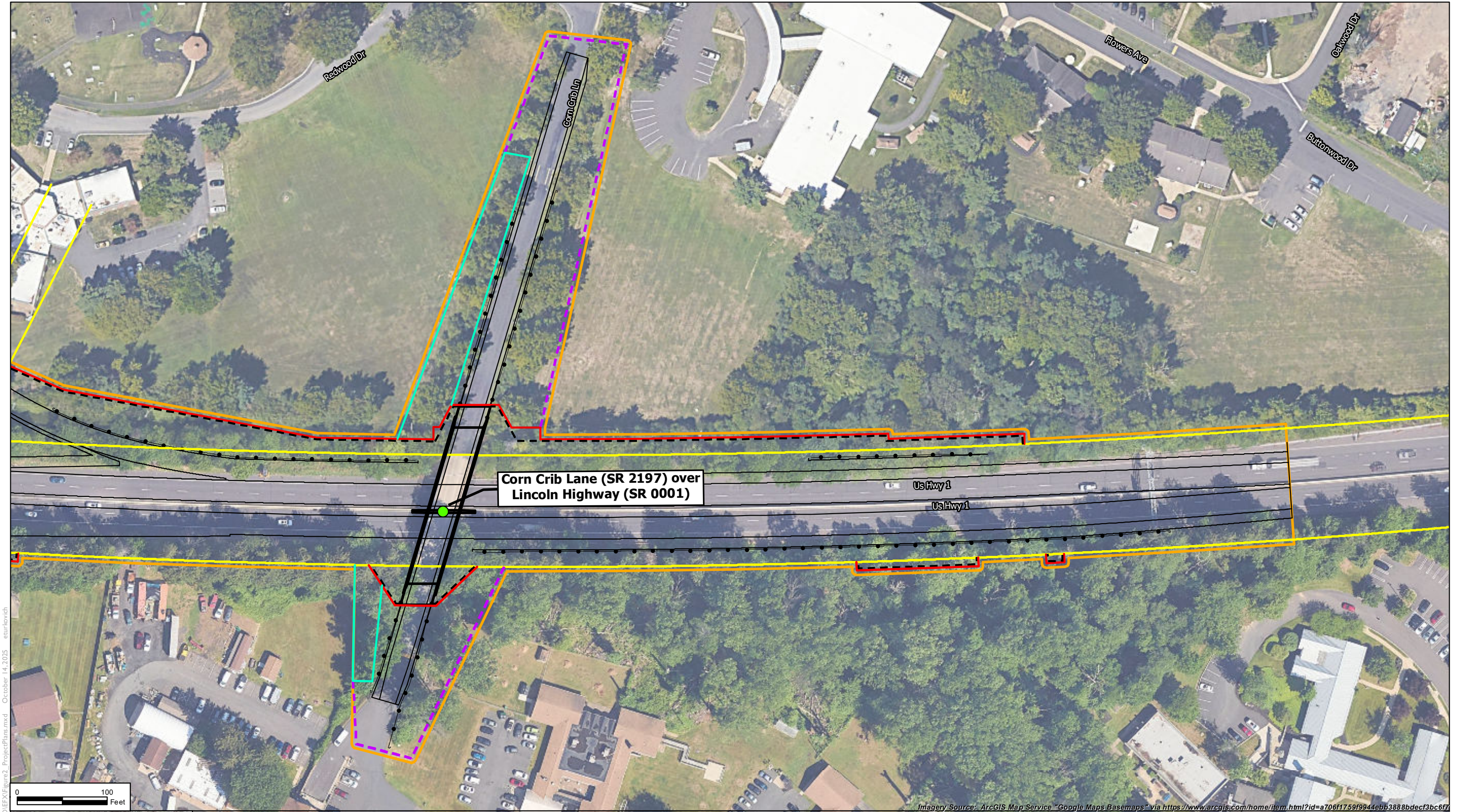
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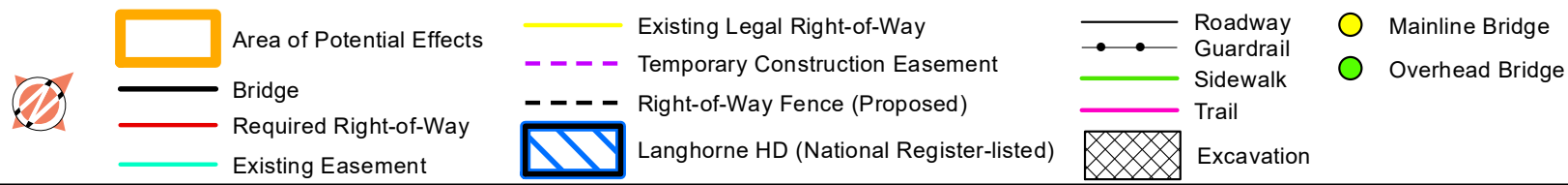
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Imagery Source: ArcGIS Map Service "Google Maps Basemaps" via <https://www.arcgis.com/home/item.html?id=a706f1759f9944eb3888bdecf3bc6f7>



**Figure 2 N**  
**APE and Project Plans**  
SR0001, Section RC3 Improvement Project:  
Middletown Township, Langhorne and Langhorne Manor Boroughs,  
Bucks County, Pennsylvania. MPMS# 93446



United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

LANGHORNE HISTORIC DISTRICT, Bucks County

Continuation sheet

Geographical Data

Item number

10

Page 1

## VERBAL BOUNDARY DESCRIPTION

Beginning at a point in the easterly side of North Bellevue Avenue approximately 200 feet northwesterly from the intersection of Bellevue Avenue and Summit Avenue at a point in the southerly corner of Tax Parcel 18-2-27; thence along said parcel north-easterly approximately 268.92 feet to a point in the line of Parcel 18-2-27; being the westerly corner of Parcel 18-2-26-2; thence along Parcel 18-2-26-2 southeasterly approximately 200 feet to a point on the northwesterly side of Summit Avenue; thence along the northwesterly side of Summit Avenue southwesterly approximately 132.79 feet to a point where the westerly line of Parcel 18-2-35, if extended, would strike the northwesterly side of Summit Avenue; thence along the line, if extended, southeasterly approximately 120 feet to the southerly corner of said Parcel 18-2-35; thence north-easterly by Parcel 18-2-35 and 18-2-36, 123.95 feet to a corner of Parcel 18-2-36; thence by same southeasterly 107 feet to a corner; thence northeasterly by Parcel 18-2-36, and through a portion of 18-2-42 and by 18-2-38, 18-2-39, 18-2-40, approxi-mately 540 feet to the southwesterly side of Pine Street; thence along the south-westerly side of Pine Street southeasterly approximately 251 feet to the southwesterly corner of Pine and Winchester Avenue.

Thence crossing Pine Street and along the southeasterly side of Winchester Avenue, northeasterly approximately 655 feet to a corner; thence southeasterly approximately 240 feet; thence southwesterly approximately 400 feet to a point being the easterly corner of Parcel 18-4-62; thence along Marshall Avenue approximately 198 feet to the southerly corner of Parcel 18-4-62; thence crossing said Marshall Avenue, southwesterly approximately 40 feet to a corner of Parcel 18-4-92-1; thence by same southeasterly 129.36 feet to a point in the corner of 18-4-92; thence by said parcel southerly by various courses approximately 81.03 feet to a corner of Parcel 18-4-88; thence by same southwesterly 25.88 feet to another corner; thence by same and Parcel 18-4-88-2 southeasterly approximately 361.33 feet to the northerly corner of Parcel 18-4-84; thence by same southwesterly 200 feet to the northeasterly side of Pine Street; thence along same, northwesterly approximately 65 feet to a point where the northeasterly line of Parcel 18-4-80-1, if extended, would strike the northeasterly side of Pine Street; thence along said line, if extended and crossing Pine Street, southwesterly approximately 200 feet to a point being the westerly corner of Parcel 18-4-81; thence along a portion of Parcel 18-4-82 northerly approximately 75 feet to a corner; thence westerly approximately 84.2 feet to the northwesterly corner of Parcel 18-4-83; thence along same southeasterly approximately 203.66 feet to the northwesterly side of Watson Avenue; thence along said Avenue and Parcel 18-4-63, approximately 287 feet to a point in the line of Parcel 18-4-104 if extended, would strike the northerly side of Watson Avenue; thence along the line of Parcel 18-4-102-1 and crossing Watson Avenue approxi-mately 157 feet to a corner; thence southeasterly 53.74 feet to a corner in Parcel 18-4-105; thence along the northwesterly side of same, approximately 47.52 feet to another corner of said parcel, and thence by same southeasterly approximately 59 feet to a point in the line of Parcel 18-4-110; thence by same the following courses and distances: southeasterly approximately 155.6 feet, southwesterly 23.25 feet, south-easterly 79.86 feet, northeasterly 65.38 feet, southeasterly 91.65 feet, northeasterly approximately 210 feet and easterly approximately 100.55 feet to a corner of Parcel



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

LANGHORNE HISTORIC DISTRICT, Bucks County

Continuation sheet      Geographical Data      Item number      10      Page 2

18-4-113; thence northeasterly approximately 40 feet to a corner in Parcel 18-4-112, southeasterly 175.35 feet to the northwesterly side of Maple Avenue.

Thence along Maple Avenue and crossing Pine Street northeasterly approximately 320 feet to the southwesterly side of Seventh Alley; thence along the same northwesterly approximately 133 feet to a point in the southerly line of Parcel 18-4-136, if extended; thence along same northeasterly approximately 220 feet to the northeasterly side of National Avenue; thence along same northwesterly approximately 178 feet to a corner being the southerly corner of Parcel 18-4-144; thence along same to a point in the line of Parcel 18-4-152; thence by same southeasterly 301.07 feet to the northwesterly side of Maple Avenue; thence along same northeasterly approximately 40 feet to a point of Parcel 18-4-189 also being the westerly side of Cherry Street, if extended, would strike the northerly side of Maple Avenue.

Thence along the westerly side of Cherry Street, crossing Richardson Avenue southeast approximately 780 feet to a point in the northerly side of Flowers Avenue being the southeasterly corner of Parcel 18-4-230; thence along the northerly side of Flowers Avenue crossing Pine Street southwesterly approximately 1,150 feet; thence southeasterly approximately 1,220 feet to the northwest side of Gillam Avenue. Thence along the northwesterly side of Gillam Avenue southwesterly 330 feet to the easterly side of Bellevue Avenue. Thence along same northwesterly 170 feet to a point in the line of Langhorne Borough.

Thence crossing Bellevue Avenue and along the westerly side of Parcel 18-3-114 northwesterly approximately 183 feet to the northerly corner of 18-3-115; thence along same southwesterly approximately 65 feet to a corner in Parcel 18-3-113-2; thence by same and Parcel 18-3-113 northwesterly 109.41 feet; thence continuing by Parcel 18-3-113 the following two (2) courses and distances: northerly 44.56 feet, northwesterly 46.17 feet to a point in the southerly line of Parcel 18-3-112-1; thence by same and Parcel 18-3-112-3 northeasterly approximately 65 feet to a corner; thence continuing by Parcel 18-3-112-3 and Parcel 18-3-112, 199.90 feet to a corner; thence continuing by Parcel 18-3-112, southwesterly approximately 130 feet to a corner of 18-3-111-1; thence along the easterly side of same and Parcel 18-3-100, 18-3-101, 18-3-102, 18-3-103, 18-3-104, 18-3-105, 18-3-106, 18-3-107, 18-3-108, and by its various courses and distances; thence along Parcel 18-3-108 southwesterly approximately 67 feet to a corner of Parcel 18-4-199-1; thence along the northeastwardly side of same and 18-4-199 crossing Richardson Avenue northwesterly approximately 200 feet to a corner in the northwesterly side of Richardson Avenue; thence along the northwesterly side of same southwesterly approximately 170 feet to a corner being a point where the southwesterly side of Station Avenue, if extended would strike the northwesterly side of Richardson Avenue.

Thence along the southwesterly side of Station Avenue southeastwardly 220 feet to a corner in Parcel 18-3-83-1; thence along said parcel the two (2) following courses and



United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

LANGHORNE HISTORIC DISTRICT, Bucks County

Continuation sheet

Geographical Data

Item number

10

Page 3

distances: southwesterly 90 feet, southeasterly 80 feet to a point in the line of Parcel 18-3-84; thence by said line southwesterly to a corner of Parcel 18-3-76; thence by same the four (4) following courses and distances: northwesterly 110 feet; southwesterly 40 feet; southeasterly 10 feet and southwesterly 74.71 feet to the northeasterly side of Hill Avenue. Thence crossing Hill Avenue approximately 150 feet to a corner in the line of Parcel 18-3-64; thence by same and Parcel 18-3-61 northwesterly crossing Richardson Avenue and by Parcel 18-3-35 approximately 340 feet to the northeasterly corner of said Parcel 18-3-35; thence along same and Parcel 18-3-36 southwesterly approximately 131.55 feet to a corner in Parcel 18-3-36; thence by same northwesterly 44.02 feet to a corner; thence by same and Parcel 18-3-37, 18-3-38, 18-3-39 and 18-3-40 southwesterly approximately 368.02 feet to the easterly side of Parcel 18-3-19; thence by same and Parcel 18-3-20 northwesterly approximately 105 feet to a corner; thence by Parcel 18-3-20 southwesterly approximately 110 feet to the westerly side of Green Street; thence along the southwesterly side of Green Street southeasterly approximately 60 feet to a point where the northwesterly line of Parcel 18-3-14-1, if extended, would strike said line; thence crossing Green Street and by Parcel 18-3-14-1, southwesterly approximately 150 feet to a corner; thence by Parcel 18-3-14-1 southeasterly approximately 50 feet to a point in the northwesterly side of Parcel 18-3-15; thence by same and Parcel 18-3-18 and 18-3-18-1 approximately 270 feet to the Langhorne Borough line.

Thence along the Middletown Township line northwesterly approximately 280 feet to the northwesterly side of Maple Avenue; thence along the northwesterly side of same southwesterly approximately 625 feet to a corner of Parcel 22-21-8; thence by said parcel the three (3) following courses and distances: northwesterly approximately 225 feet, northeasterly approximately 420 feet, east-northeasterly 250 feet to a point in the Langhorne-Middletown line; thence by same northwesterly approximately 1,000 feet to the south side of Marshall Avenue.

Thence along the southerly side of same northeasterly approximately 568 feet to the westerly side of Parcel 18-2-54; thence along same southeasterly 189.82 feet to a point in the northwesterly line of Parcel 18-2-52; thence along same southwesterly approximately 120 feet to the westerly side of Green Street; thence along same southeast approximately 769.9 feet to the southeasterly line of Parcel 18-1-14, if said line were extended; thence along same and crossing Wells Avenue northeasterly approximately 330 feet to a point on the northwesterly side of Wells Avenue; thence by same northwesterly 329.6 feet to the southerly side of Watson Avenue; thence along same northeasterly approximately 250 feet to a point where the northeasterly line of Parcel 18-2-73, if extended would strike the southeasterly side of Watson Avenue; thence crossing Watson Avenue and along the northeasterly side of Parcel 18-3-73 northwesterly approximately 235 feet to a corner in line of Parcel 18-2-68; thence by said parcel the following four (4) courses and distances: northeasterly 76.4 feet, northerly 259.12 feet, southwesterly 95.2 feet and northwesterly 132.33 feet to a point on the southeasterly side of Marshall Avenue.



**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Inventory—Nomination Form**

LANGHORNE HISTORIC DISTRICT, Bucks County

Continuation sheet

Geographical Data

Item number

10

Page

4

Thence along the southeasterly side of Marshall Avenue northeasterly approximately 170 feet to a point where the line of Parcel 18-2-4, if extended, would strike the southeasterly side of Marshall Avenue; thence crossing Marshall Avenue and along Parcel 18-2-4 the following five (5) courses and distances: northwesterly approximately 375 feet, southwesterly approximately 90 feet, north 197.1 feet, northwesterly 281.98 feet and northeasterly 247.4 feet to a point in the line of Parcel 18-2-4 being the westerly corner of Parcel 18-2-7; thence along Parcel 18-2-7 crossing Country Lane, known as Matthew Drive, and along Parcel 18-2-9 southeast approximately 475 feet to a corner; thence by Parcel 18-2-9, 18-2-10 and 18-2-11 northeasterly approximately 300.6 feet to a corner of Parcel 18-2-11; thence by same and crossing Country Lane, known as Matthew Drive, and by Parcel 18-2-6 northwesterly approximately 470 feet to a point in the line of Parcel 18-2-4; thence along 18-2-4 and crossing Bellevue Avenue northeasterly approximately 280 feet to a corner; thence along the northeasterly side of Bellevue Avenue, crossing Summit Avenue northwesterly approximately 235 feet to a point being the southerly corner of Parcel 18-2-27, being the Place of Beginning.



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

LANGHORNE HISTORIC DISTRICT, Bucks County



Continuation sheet      Geographical Data      Item number      10      Page      5

The boundary is located to include the highest concentration of contributing buildings in Langhorne Borough. Modern (post-1937) houses and a golf course are excluded to the north and northwest of the historic district boundaries. Modern housing is also excluded along Wells Avenue, Watson Avenue and National Avenue, as well as immediately to the west and southwest of the District. To the southeast and east largely open land lies just outside the historic district boundary.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Langhorne Historic District  
Section number 10 Page 6

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These continuation sheets and attached historic district map address questions posed by the National Register Office about non-contributing resources in the southeast corner and along the western edge of the Langhorne Historic District. These continuation sheets and attached historic district map also make corrections to the historic district map originally submitted to the National Register office.

On the western edge of the historic district, questions were raised about whether or not tax parcels 18-1-1 and 18-1-2 were contributing resources. These two parcels include a late nineteenth century vernacular residence and a mid-nineteenth century vernacular school building, both of which contribute to the architectural significance of the historic district as outlined on page 8/2 of the nomination form. Buildings constructed within the last four years are located immediately outside the district directly to the west of these two parcels.

The southeast corner of the historic district contains two blocks. One of these blocks is bounded by Maple Avenue, Cherry Street, Richardson Avenue and Pine Street. At the southeast corner of this block is a 1790s vernacular residence (tax parcel 18-4-191) which was part of the late eighteenth century development of the southeast corner of the district (see the first page of Section 8) and contributes to the architectural significance of the historic district (see page 8/2). The building on tax parcel 18-4-197 is a 1922 late Gothic Revival church. The building on tax parcel 18-4-190 is an early twentieth century bungalow. Both the church and bungalow contribute to the architectural significance of the historic district (see page 8/2). Tax parcels 18-4-188 and 18-4-189 are vacant lots. The remaining buildings on this block (tax parcels 18-4-192, 18-4-193, 18-4-194, 18-4-195, 18-4-196, and 18-4-198) are non-contributing, post-1937 Cape Cod and split-level homes.

The second block in the southeast corner of the historic district is bounded by Richardson Avenue, Cherry Street, Flowers Avenue and Pine Street. This block includes six Federal style homes or vernacular homes with Federal elements (tax parcels 18-4-222, 18-4-223, 18-4-225, 18-4-226, 18-4-230, and 18-4-232). These six homes contribute to the architectural significance of the district as outlined on page 8/2. Two other homes and one church building on this block (tax parcels 18-4-219 and 18-4-224) are mid-nineteenth and early twentieth century vernacular buildings that also contribute to architectural significance. Seven other homes (tax parcels 18-4-220, 18-4-221, 18-4-227, 18-4-228, 18-4-229, 18-4-231, and 18-4-235) are post-1937 ranch or Cape Cod houses and are non-contributing. One 1920s cottage (tax parcel 18-4-234) is a



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Langhorne Historic District  
Section number 10 Page 7

---

greatly altered building that does not contribute to the historic district's significance. Parcel 18-4-226-1 is a vacant lot.

Four buildings on the two southeast blocks (tax parcels 18-4-190, 18-4-224, 18-4-226, and 18-4-232) were incorrectly marked as non-contributing on the historic district map originally submitted to the National Register office. These buildings are correctly marked as contributing on the attached map. The building on parcel 18-4-227 was incorrectly marked as contributing on the original map, and is correctly marked as non-contributing on the attached map.





LANGHORNE BOROUGH HISTORIC DISTRICT  
 Local Ordinance 167 (1976)  
 National Register (1986)  
 Significant  
 Contributing  
 Non-Contributing

Scale in Feet 1" = 302'

*Becks County*



*corrected map 11/30/07*





# Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 22, 2025

*Sent Via PA-SHARE*

RE: ER Project # 2022PR03560.011, U.S. 1 Section RC3 Improvement Project, Federal Highway Administration, Middletown Township, Bucks County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

## **Above Ground Resources**

*No Above Ground Concerns - Environmental Review - No Adverse Effect - Above Ground*

Based on the information received and available within our files, we concur with the agency that the proposed project will have No Adverse Effect on the following historic properties: Langhorne Historic District (Resource # 1985RE00546). Should the scope of the project change and/or should you be made aware of historic property concerns, you will need to reinitiate consultation with our office using PA-SHARE.

For questions concerning above ground resources, please contact Tyra Guyton at [tyguyton@pa.gov](mailto:tyguyton@pa.gov).

## **Archaeological Resources**

For questions concerning archaeological resources, please contact Sara-Ladd Manley at [samanley@pa.gov](mailto:samanley@pa.gov).

Sincerely,

Barbara Frederick  
Environmental Review Division Manager