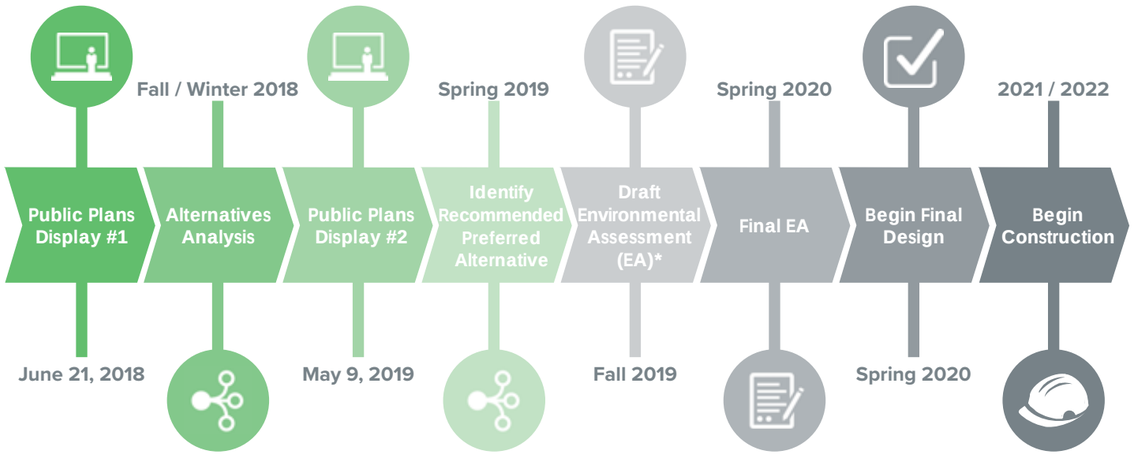
PUBLIC OPEN HOUSE PLANS DISPLAY
GENERAL INFORMATION

PROJECT SCHEDULE

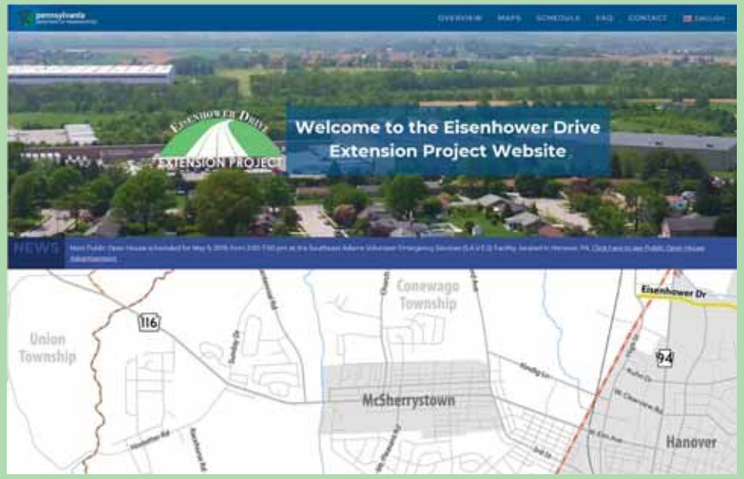


* Available to the public to comment on the EA and recommnded preferred alternative

Today's Public Open House Plans Display is not the only time you will be able to provide input.

You can provide continued feedback several different ways:

1. During the public comment period of the Draft Environmental Document
2. Through the project website
3. Contacting PennDOT District 8-0
4. Staying up to date by signing up for project updates on the project website

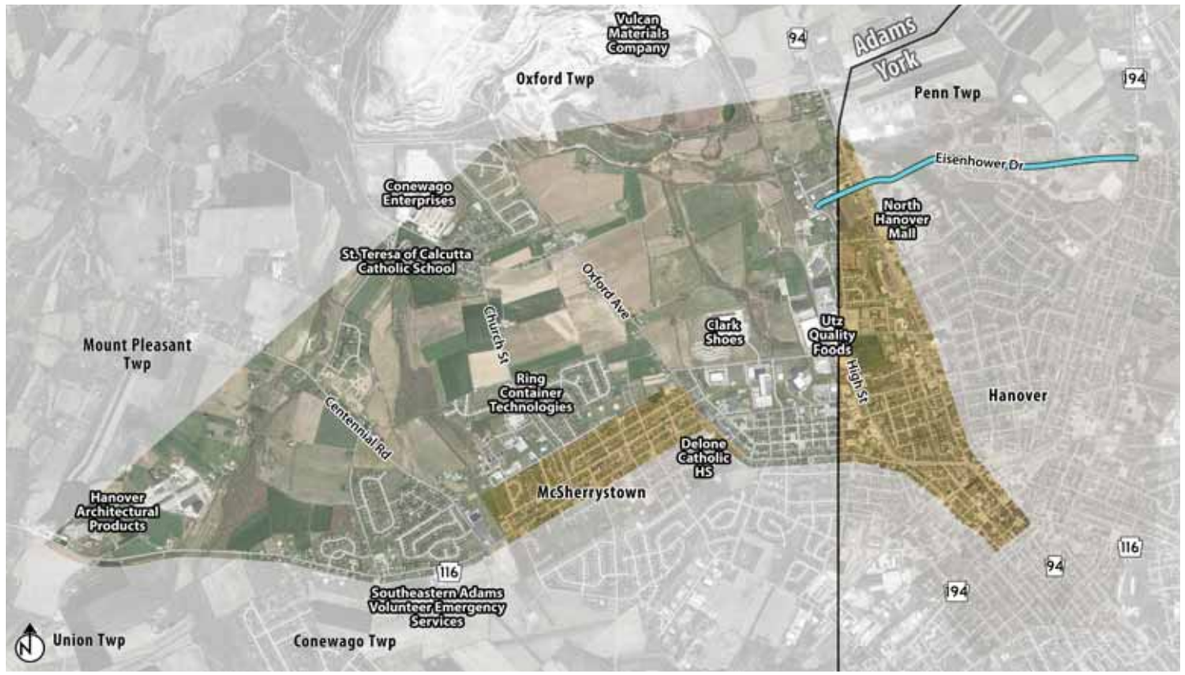


eisenhowerdriveextension.com

Thank you for attending the Eisenhower Drive Extension Public Open House Plans Display.

Please fill out a comment card or take one with you and mail your comments in at your convenience.

PROJECT LOCATION MAP



PROJECT DESCRIPTION & MEETING PURPOSE

The Pennsylvania Department of Transportation (PennDOT) in coordination with the Federal Highway Administration (FHWA) welcomes you to the Public Open House Plans Display for the Eisenhower Drive Extension Project.

The Eisenhower Drive Extension Project is intended to provide transportation improvements aimed at addressing the traffic congestion and safety concerns within the study area. The project involves investigating project alternatives including improvements to the local existing roadway network as well as the potential to extend Eisenhower Drive through Conewago Township, from where it currently ends at High Street to Hanover Road (SR 116) west of McSherrystown. The project will consider traffic congestion and traffic safety, regional and local travel patterns, community connectivity, and avoidance and minimization of impacts.

The purpose of today's open house plans display will focus on the identification of the alternatives being carried forward for in-depth review and development.

ALTERNATIVES

The following Alternatives will be carried forward in the Environmental Assessment for further analysis:

1. No Build Alternative

a. The No Build alternative would consist of taking no action to improve the traffic or roadway system in the community.

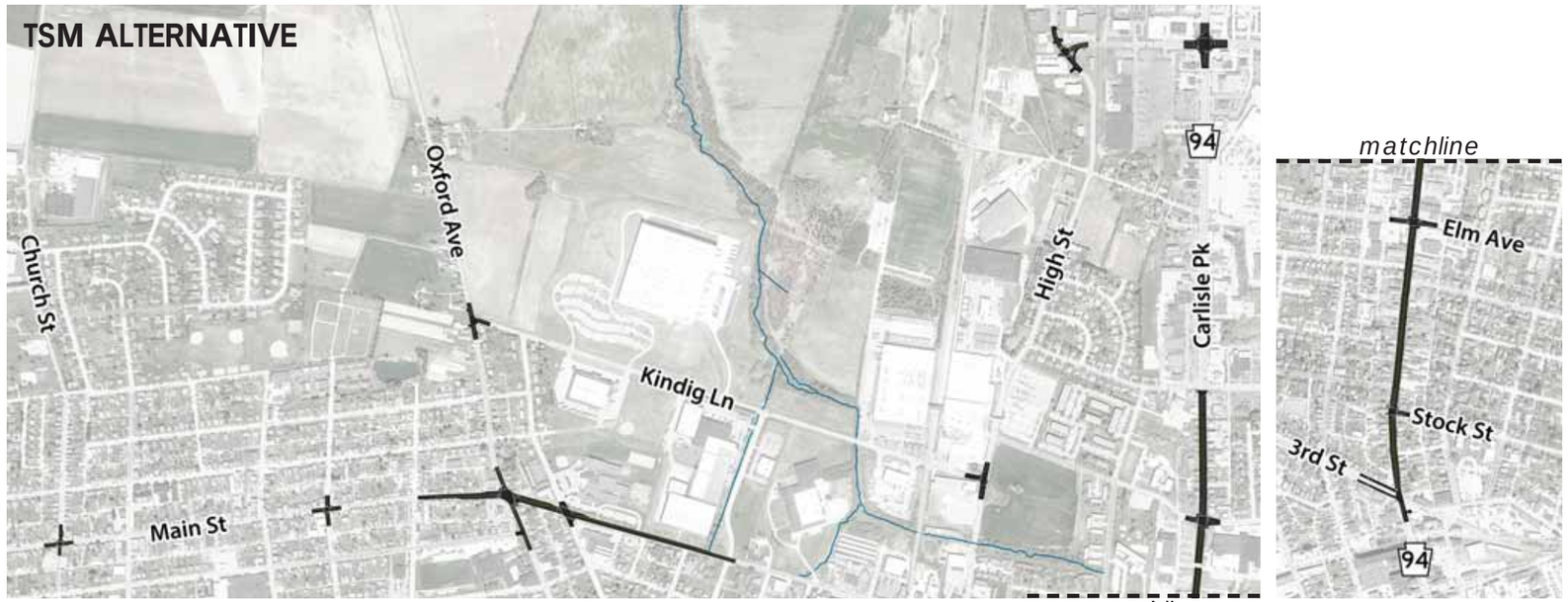
2. Transportation System Management (TSM) Alternative

a. Evaluates preserving capacity through Traffic Management and Transit Management Strategies.

b. The TSM alternative would consist of updating the existing roadway network by improving turning movements, potential widening of existing roadways, installing new intersection signals, potential roundabouts and other roadway network improvements.

3. Off-Alignment Build Alternative (5C)

a. The Off-alignment Build Alternative extends Eisenhower Drive from its existing terminus at High Street to SR 116 on new alignment throughout the project area.



WELCOME TO THE EISENHOWER DRIVE EXTENSION PROJECT OPEN HOUSE PLANS DISPLAY

Station 1: Welcome & Registration

Station 2: Pre-Recorded Presentation

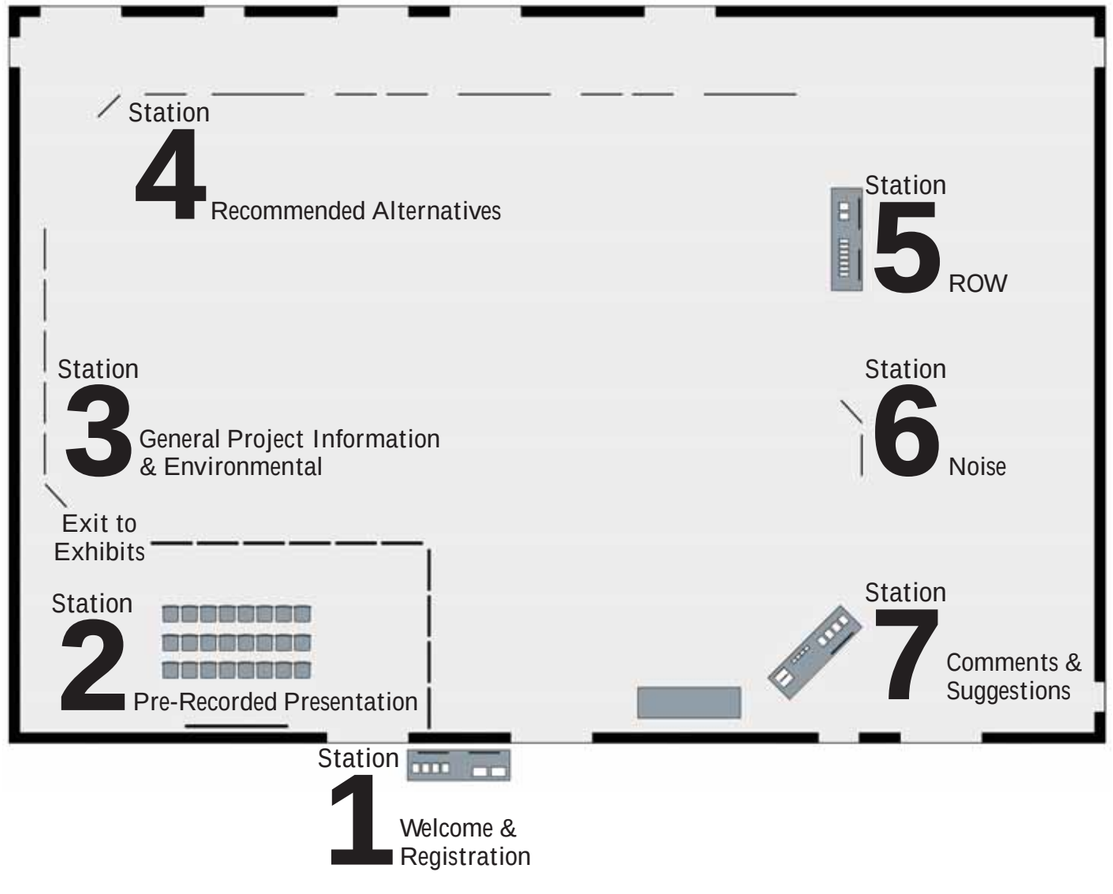
Station 3: General Project Information & Environmental

Station 4: Recommended Alternatives

Station 5: ROW

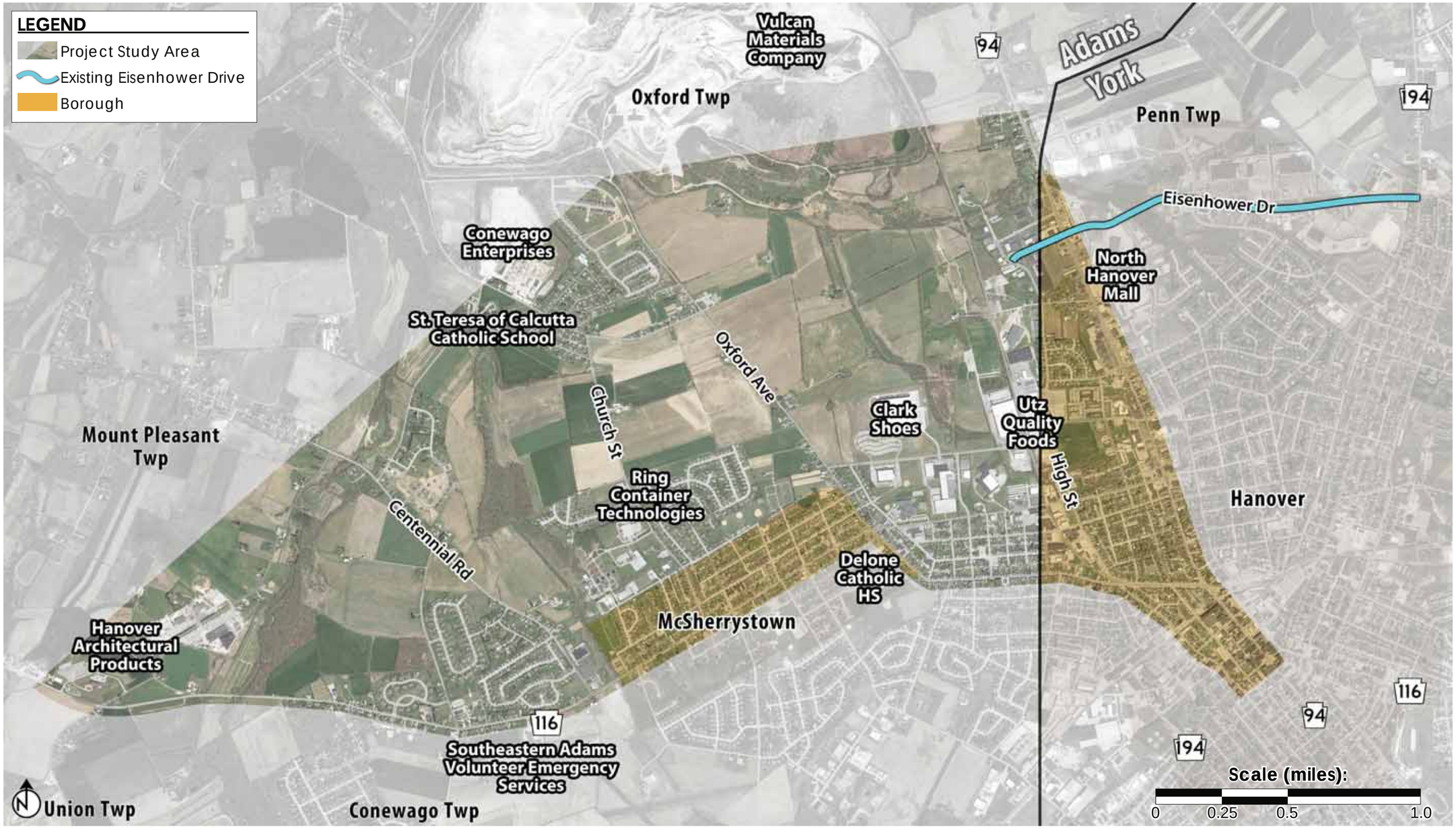
Station 6: Noise

Station 7: Comments & Suggestions



EISENHOWER DRIVE
EXTENSION PROJECT

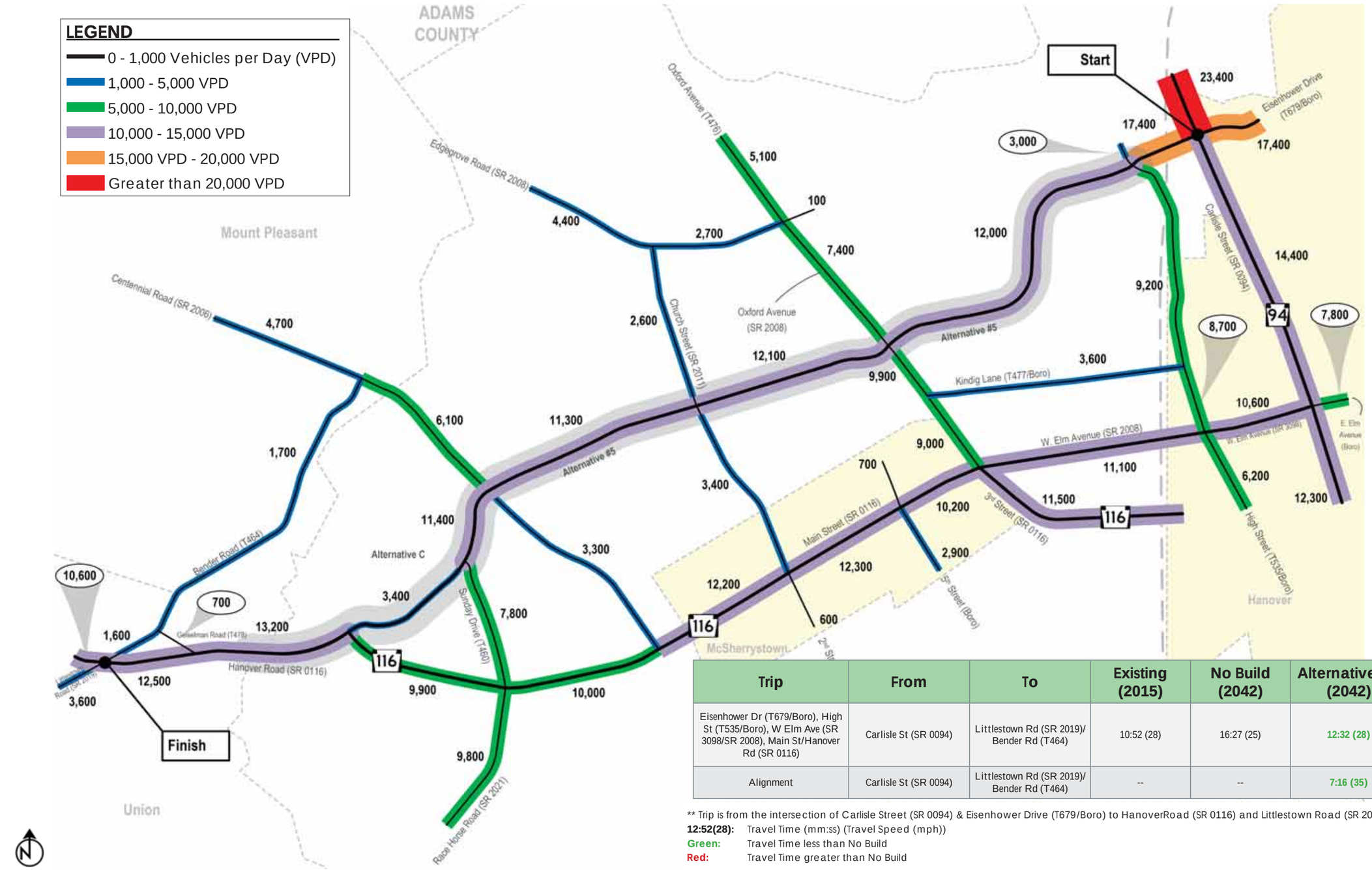
PROJECT LOCATION



EISENHOWER DRIVE EXTENSION PROJECT

2042 DESIGN YEAR ALTERNATIVE 5C

AADT & TRAVEL TIMES



Trip	From	To	Existing (2015)	No Build (2042)	Alternative 5C (2042)
Eisenhower Dr (T679/Boro), High St (T535/Boro), W Elm Ave (SR 3098/SR 2008), Main St/Hanover Rd (SR 0116)	Carlisle St (SR 0094)	Littlestown Rd (SR 2019)/ Bender Rd (T464)	10:52 (28)	16:27 (25)	12:32 (28)
Alignment	Carlisle St (SR 0094)	Littlestown Rd (SR 2019)/ Bender Rd (T464)	--	--	7:16 (35)

** Trip is from the intersection of Carlisle Street (SR 0094) & Eisenhower Drive (T679/Boro) to HanoverRoad (SR 0116) and Littlestown Road (SR 2019)

12:52(28): Travel Time (mm:ss) (Travel Speed (mph))

Green: Travel Time less than No Build

Red: Travel Time greater than No Build

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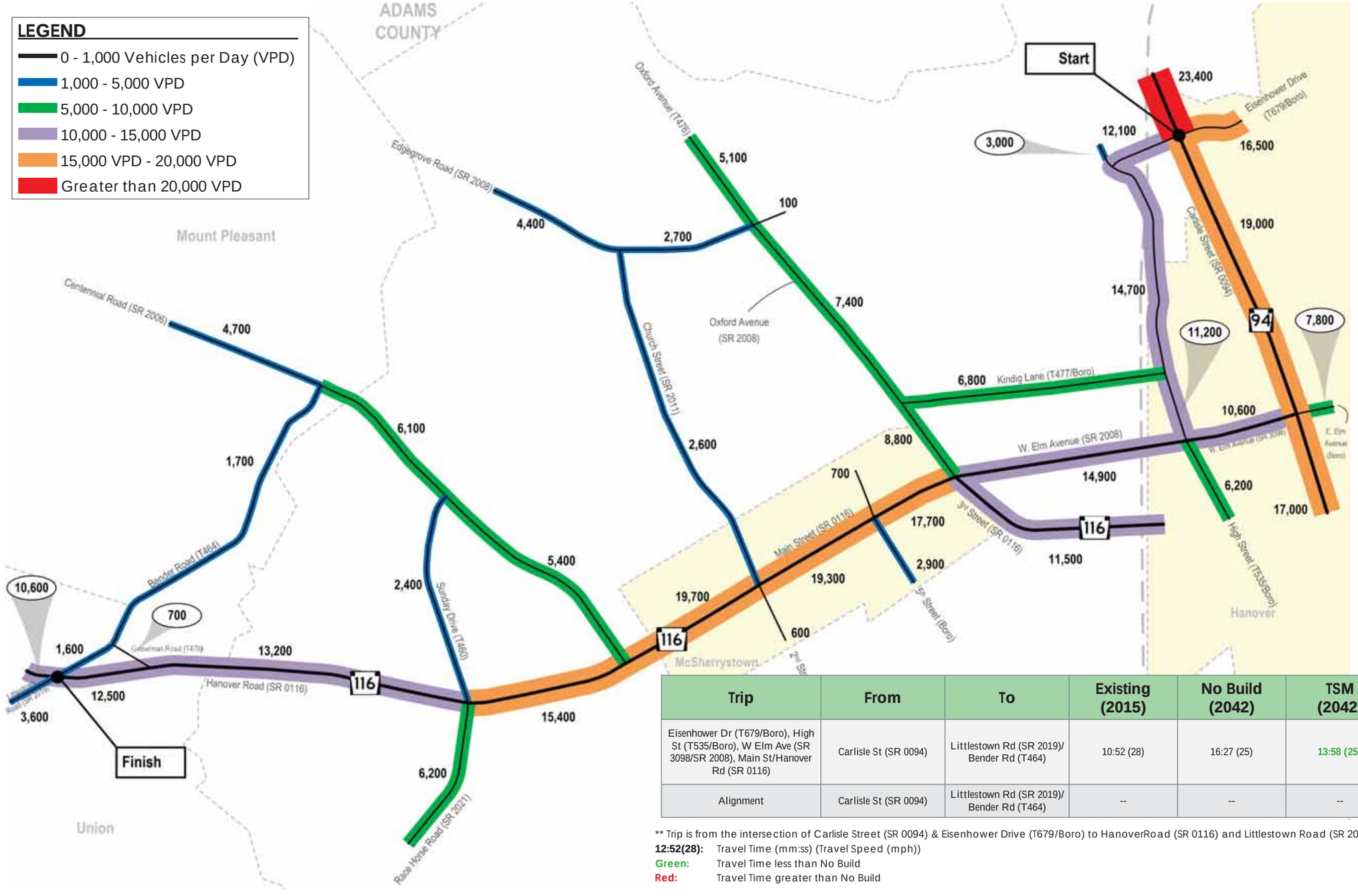
EISENHOWER DRIVE EXTENSION PROJECT

2042 DESIGN YEAR NO BUILD/TSM

AADT & TRAVEL TIMES



Trip	From	To	Existing (2015)	No Build (2042)	TSM (2042)
Eisenhower Dr (T679/Boro), High St (T535/Boro), W Elm Ave (SR 3098/SR 2008), Main St/Hanover Rd (SR 0116)	Carlisle St (SR 0094)	Littlestown Rd (SR 2019)/ Bender Rd (T464)	10:52 (28)	16:27 (25)	13:58 (25)
Alignment	Carlisle St (SR 0094)	Littlestown Rd (SR 2019)/ Bender Rd (T464)	--	--	--

** Trip is from the intersection of Carlisle Street (SR 0094) & Eisenhower Drive (T679/Boro) to HanoverRoad (SR 0116) and Littlestown Road (SR 2019)

12:52(28): Travel Time (mm:ss) (Travel Speed (mph))

Green: Travel Time less than No Build

Red: Travel Time greater than No Build

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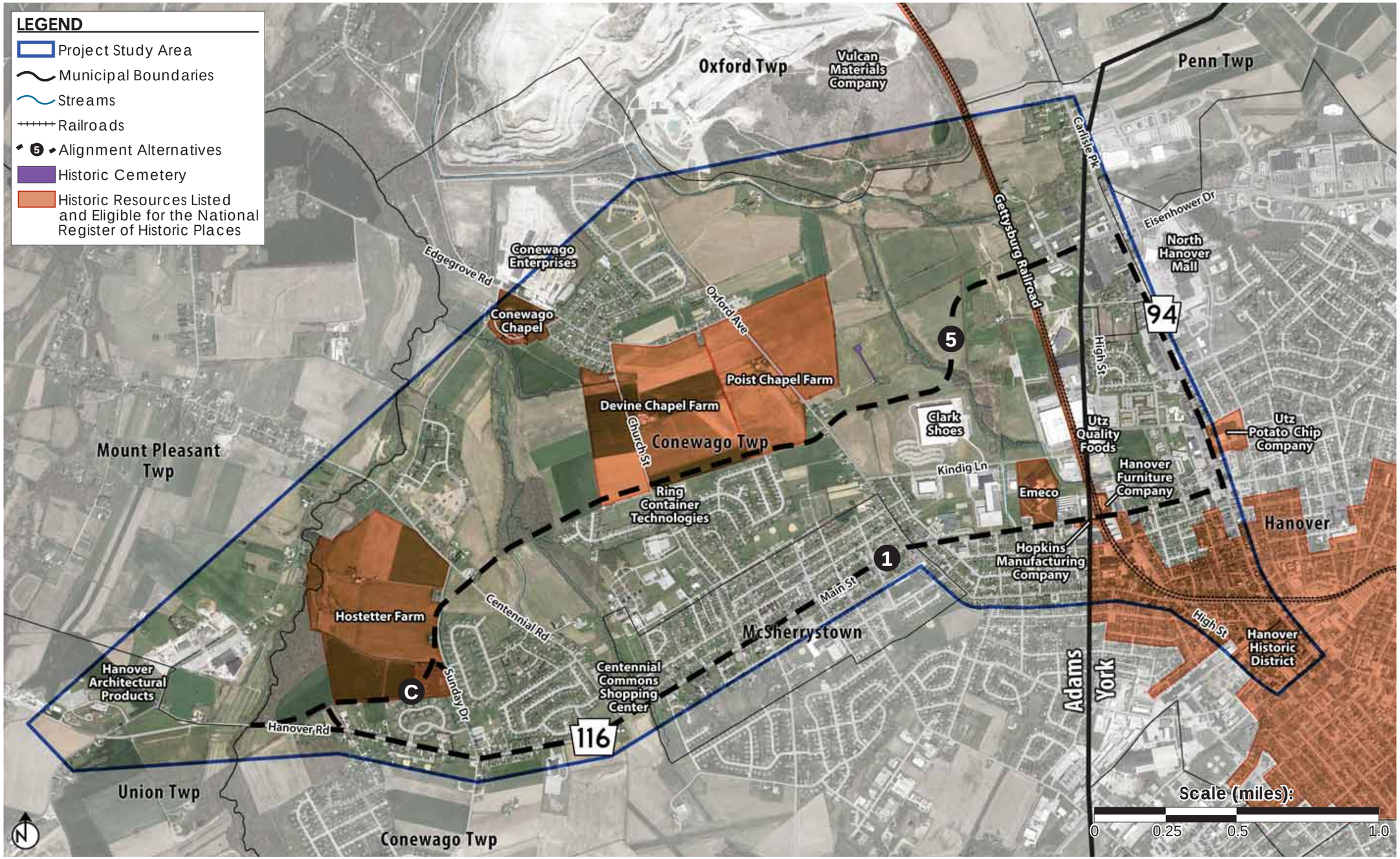
EISENHOWER DRIVE
EXTENSION PROJECT

CULTURAL RESOURCES



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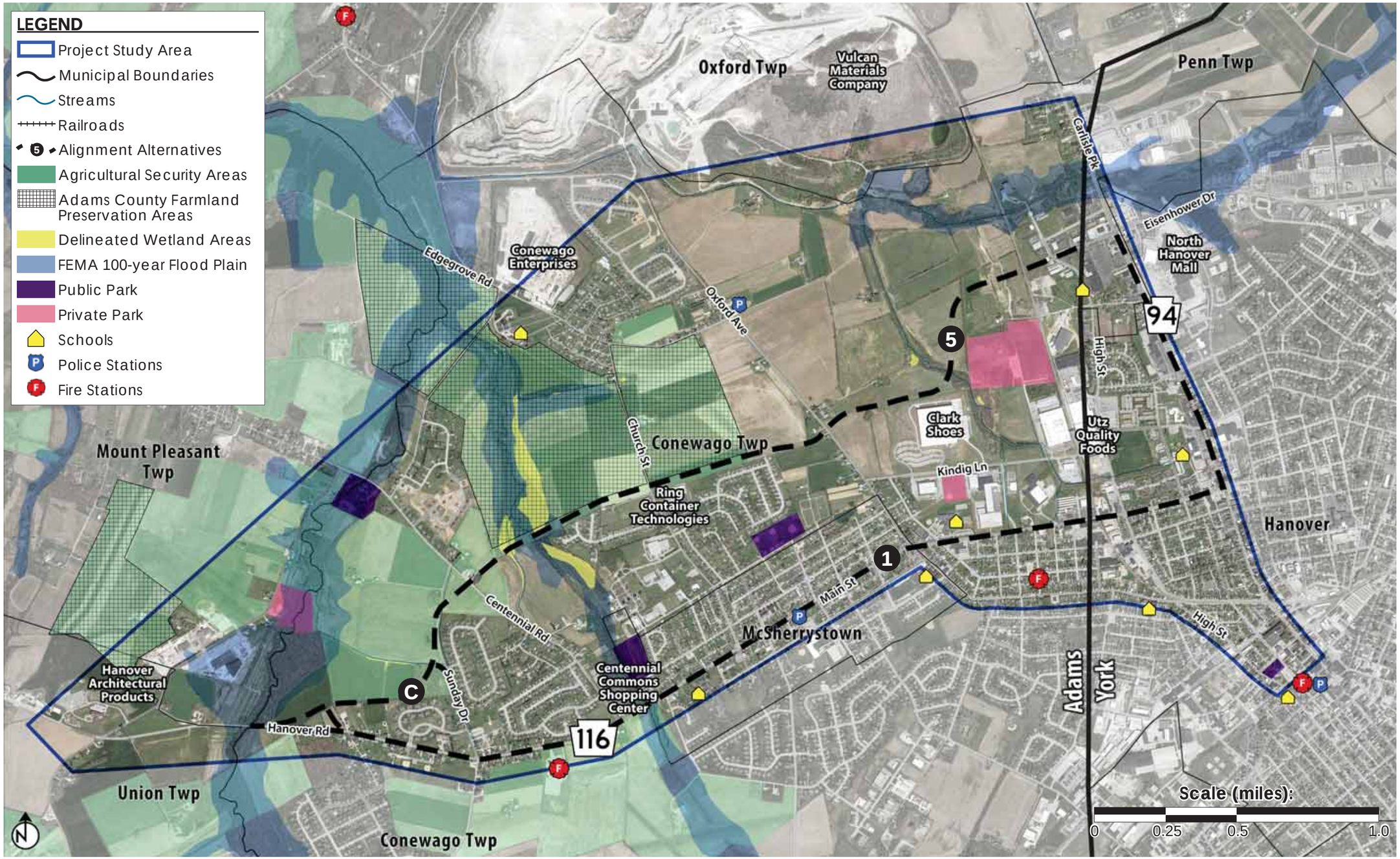
EISENHOWER DRIVE
EXTENSION PROJECT

ENVIRONMENTAL FEATURES



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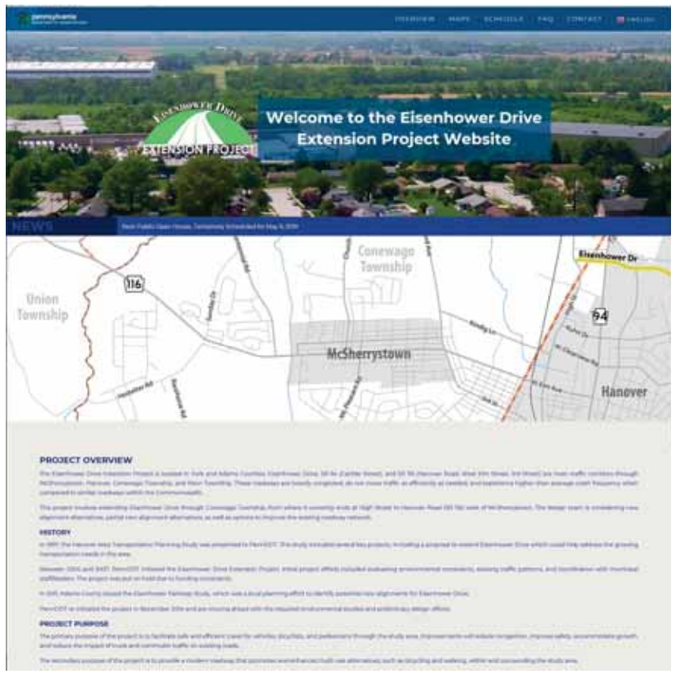
PUBLIC INVOLVEMENT

Stay Informed

As the projects progress there will be more updates and information to be provided. For additional information, contact:
Ben Singer, PennDOT Design Manager at 717-787-6690.
To stay informed, visit our project website and sign up for project related email updates.

eisenhowerdriveextension.com



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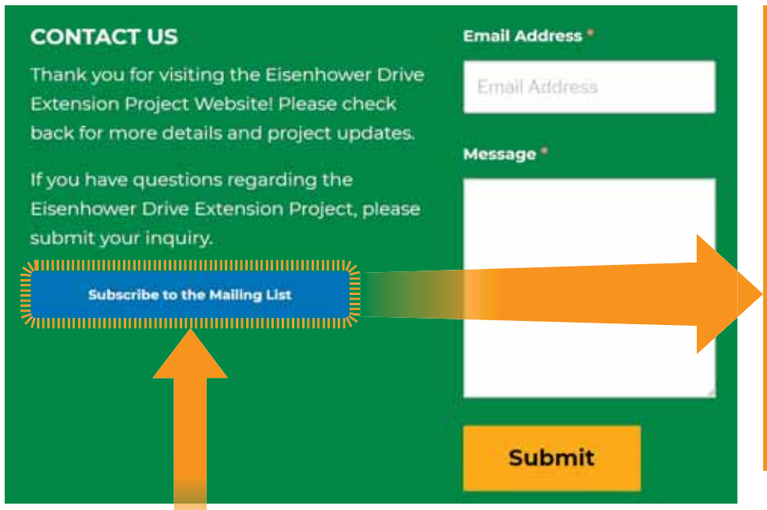
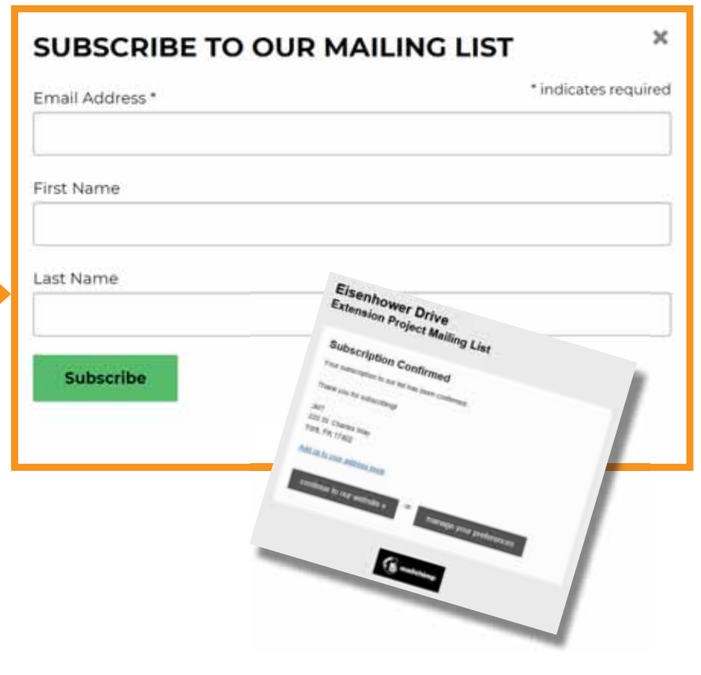


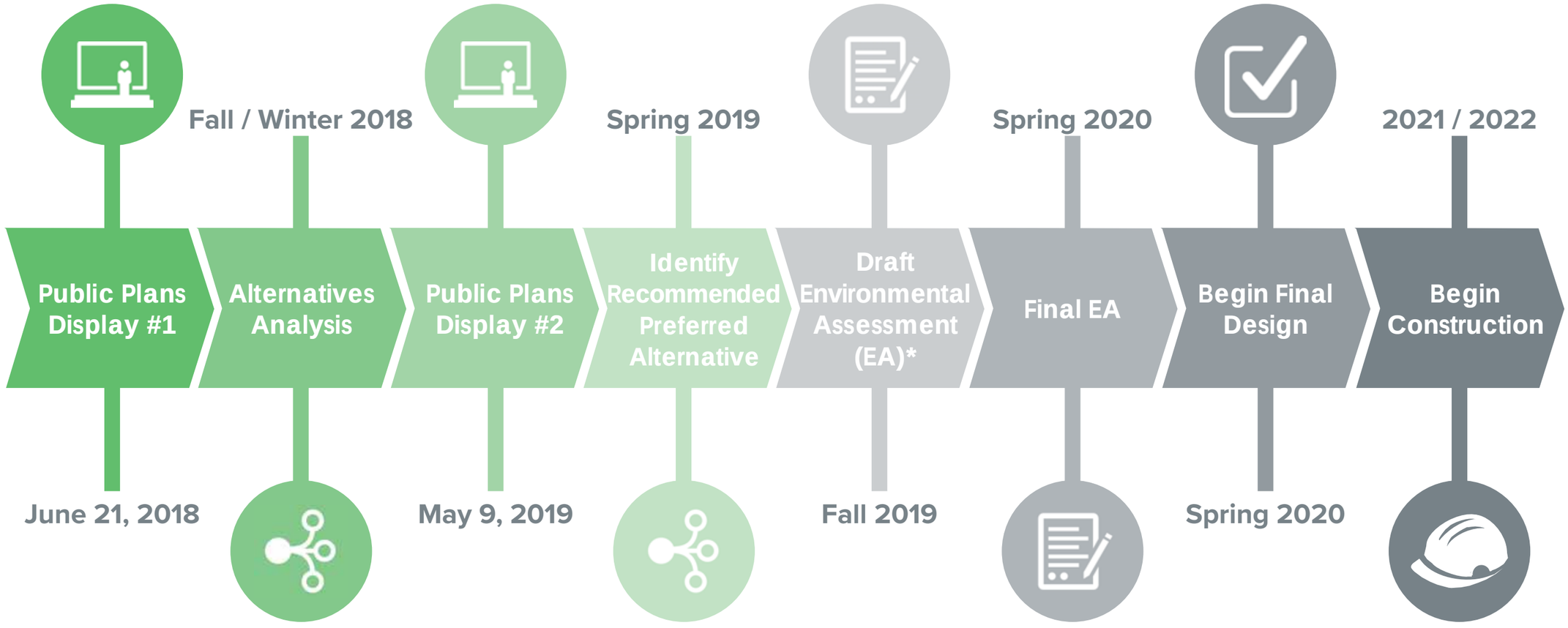
Click Here

Email Updates



EISENHOWER DRIVE
EXTENSION PROJECT

PROJECT SCHEDULE



* Available to the public to comment on the EA and recommnded preferred alternative

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EISENHOWER DRIVE EXTENSION PROJECT

ALTERNATIVE DISMISSAL

Alternatives	Conceptual Preliminary Alternatives Analysis	Alternatives Retained for Environmental Assessment Document	Summary of Analysis	Does Not Meet Project Need	Has Excessive Impacts
No Build Alternative	→	→	The No-Build Alternative will be carried forward for detailed analysis as a part of the Environmental Assessment Document		
On-Line Alternatives					
Transportation Systems Management (TSM) Alternative	→	→	The TSM Alternative will be carried forward for detailed analysis as a part of the Environmental Assessment Document		
Off-Alignment Alternatives					
Alternative 3	→		Alternative 3 would result in larger impacts to both Agricultural Security Areas and preserved farmland, as compared to Alternative 5. In addition, alternative 3 would bisect these agricultural resources, resulting in divided agricultural operations. Alternative 3 would also bisect two National Register of Historic Places (NRHP) eligible resources. The result would likely be a finding of adverse effect on both resources. Overall, Alternative 3 displays the most potential for impacts to historic resources, Section 4(f) resources, and agricultural resources.		X
Alternative 4	→		Alternative 4 would bisect one National Register of Historic Places (NRHP) eligible resource. The result would likely be a finding of adverse effect for this resource. Alternative 4 demonstrated similar impacts as alternative 3, though to a slightly lesser degree. However, the impacts are still large, especially when compared to alternative 5. Also, the public support for alternative 4 is minimal from the municipal and county level, as well as the general public.		X
Alternative 5	→	→	Alternative 5 will be carried forward as the preferred Off-Alignment Alternative. Alternative 5 is less impactive to Agricultural, Section 4(f), and Historic Resources.		
Sub Alternative B	→		Sub-Alternative B was not supported by the Municipalities, County, or General Public. Sub Alternative B would increase traffic along Sunday Drive and require significant improvements at the intersection of Sunday Drive and Race Horse Road.	X	
Sub Alternative C	→	→	Sub-Alternative C will be carried forward as a part of the Preferred Off-Alignment Alternative.		

EISENHOWER DRIVE EXTENSION PROJECT

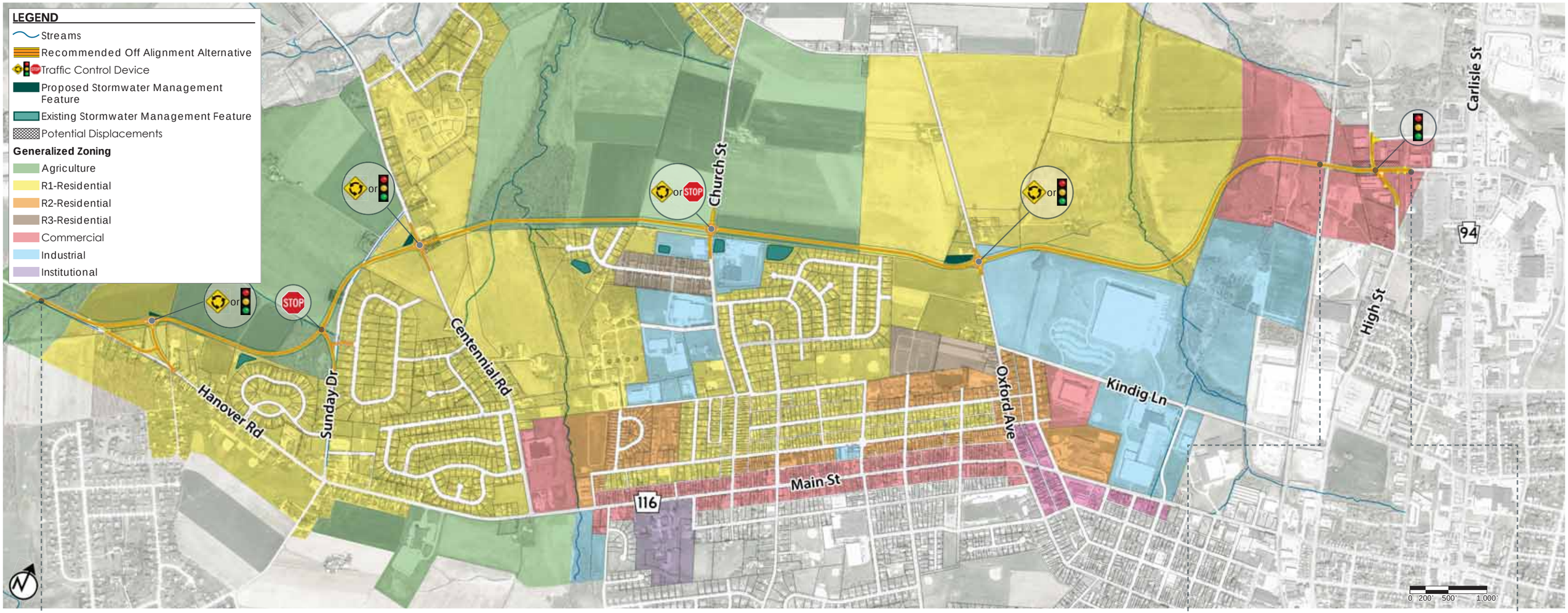
ALTERNATIVES

The following Alternatives will be carried forward in the Environmental Assessment for further analysis:

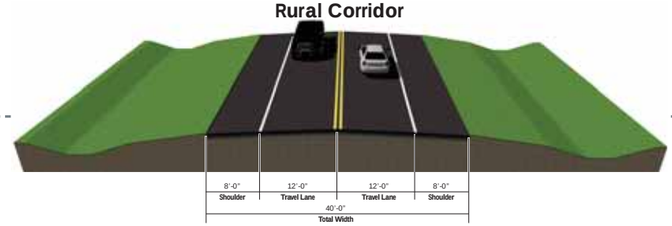
Description	Costs (Million $)		Potential Displacements
No Build Alternative			
a. The No Build alternative would consist of taking no action to improve the traffic or roadway system in the community.	Construction	$0	0
	Right-of-Way	$0	
	Total	$0	
Transportation System Management (TSM) Alternative			
a. Evaluates preserving capacity through Traffic Management and Transit Management Strategies. b. The TSM alternative would consist of updating the existing roadway network by improving turning movements, potential widening of existing roadways, installing new intersection signals, potential roundabouts and other roadway network improvements.	Construction	$11 - 13	53
	Right-of-Way	$14 - $16	
	Total	$25 - $29	
Off-Alignment Build Alternative (5C)			
a. The Off-alignment Build Alternative extends Eisenhower Drive from its existing terminus at High Street to SR 116 on new alignment throughout the project area.	Construction	$25 - $27	7
	Right-of-Way	$9 - $10	
	Total	$34 - $37	

EISENHOWER DRIVE
EXTENSION PROJECT

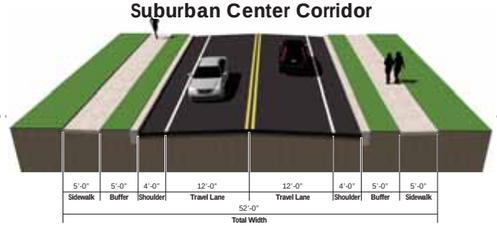
RECOMMENDED OFF ALIGNMENT ALTERNATIVE



Rural Corridor



Suburban Center Corridor



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EISENHOWER DRIVE EXTENSION PROJECT

TSM ALTERNATIVE

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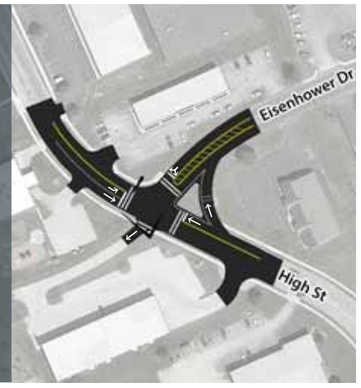
EISENHOWER DRIVE
EXTENSION PROJECT

TSM ALTERNATIVE

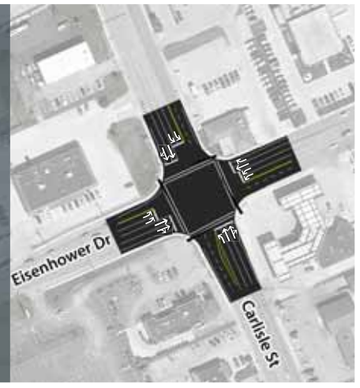
1 High Street & Eisenhower Drive

- Install new traffic signal
- Construct SB left turn lane
- Channelize NB right turn with yield



2 Carlisle Street (SR 0094) & Eisenhower Drive

- Revise existing signal timing

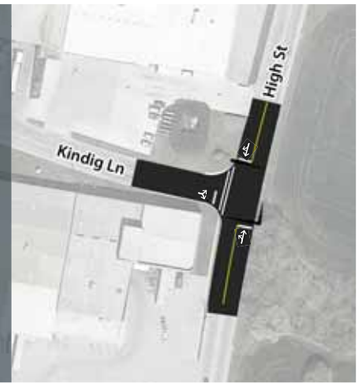


3 Oxford Avenue (SR 2008) & Kindig Lane

- Convert to all-way stop controlled

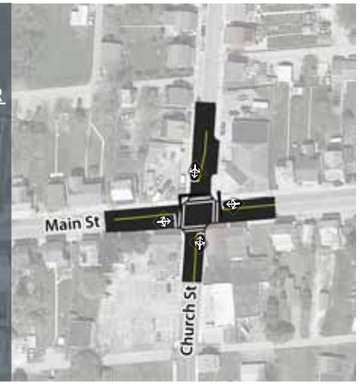
4 High Street & Kindig Lane

- Install new traffic signal



5 Main Street (SR 0116) & 2nd Street

- Install new traffic signal



6 Main Street (SR 0116) & 5th Street

- Install new traffic signal

7 Main Street (SR 0116) & Oxford Avenue (SR 2008)

- Construct additional EB through lane
- Construct additional WB through lane
- Construct EB left turn lane
- Construct WB left turn lane
- Construct SB left turn lane
- Reconstruct existing signal

8 Clearview Road & Carlisle Street (SR 0094)

- Construct additional NB through lane
- Construct additional SB through lane
- Reconstruct existing signal

9 Elm Avenue (SR 3098) & Carlisle Street (SR 0094)

- Construct additional NB through lane
- Construct additional SB through lane
- Reconstruct existing signal

10 Stock Street & Carlisle Street (SR 0094)

- Construct additional NB through lane
- Construct additional SB through lane
- Reconstruct existing signal

11 3rd Street & Carlisle Street (SR 0094)

- Southern terminus of Carlise Street (SR 0094) widening

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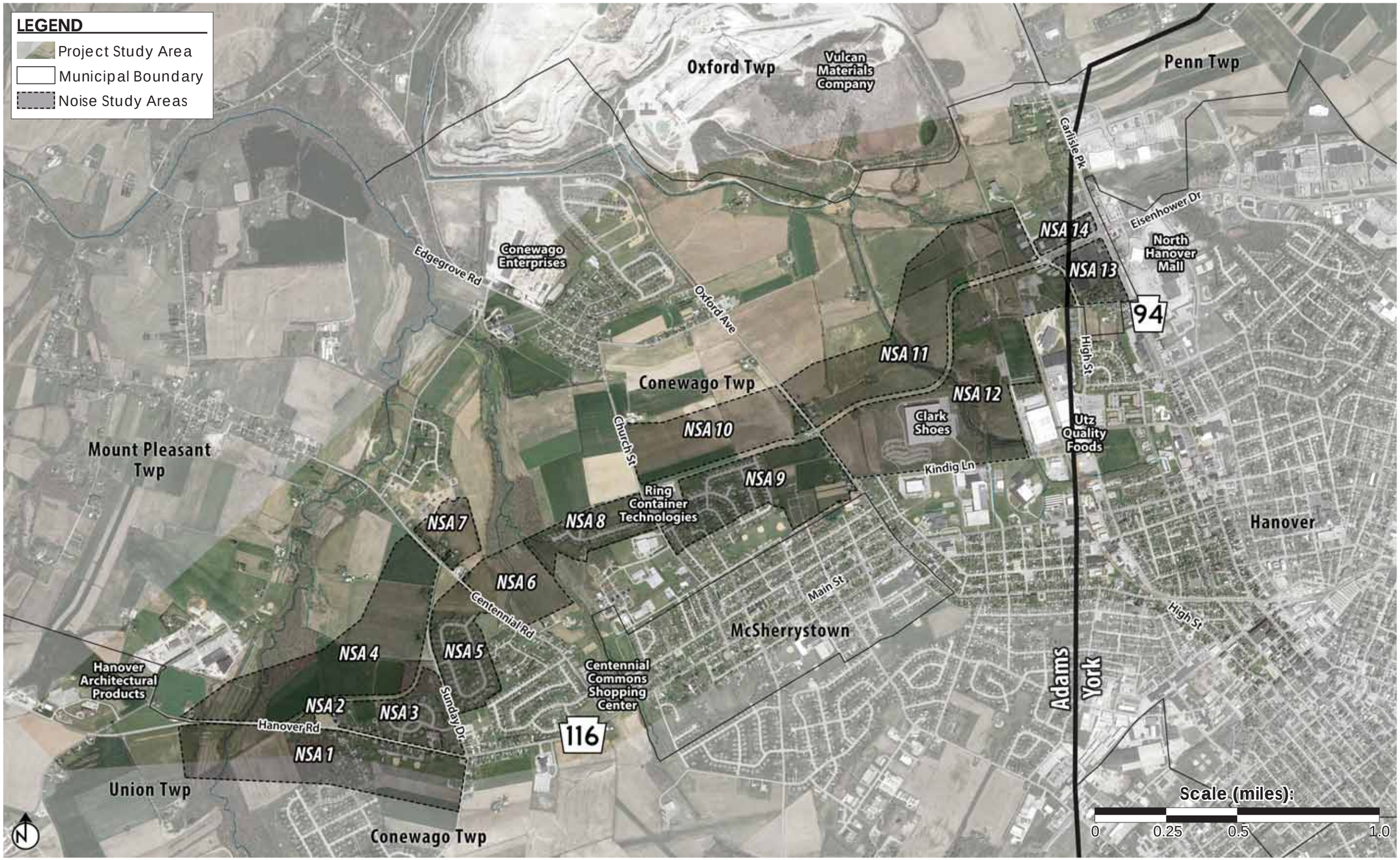
EISENHOWER DRIVE
EXTENSION PROJECT

NOISE ASSESSMENT:
RECOMMENDED OFF ALIGNMENT ALTERNATIVE



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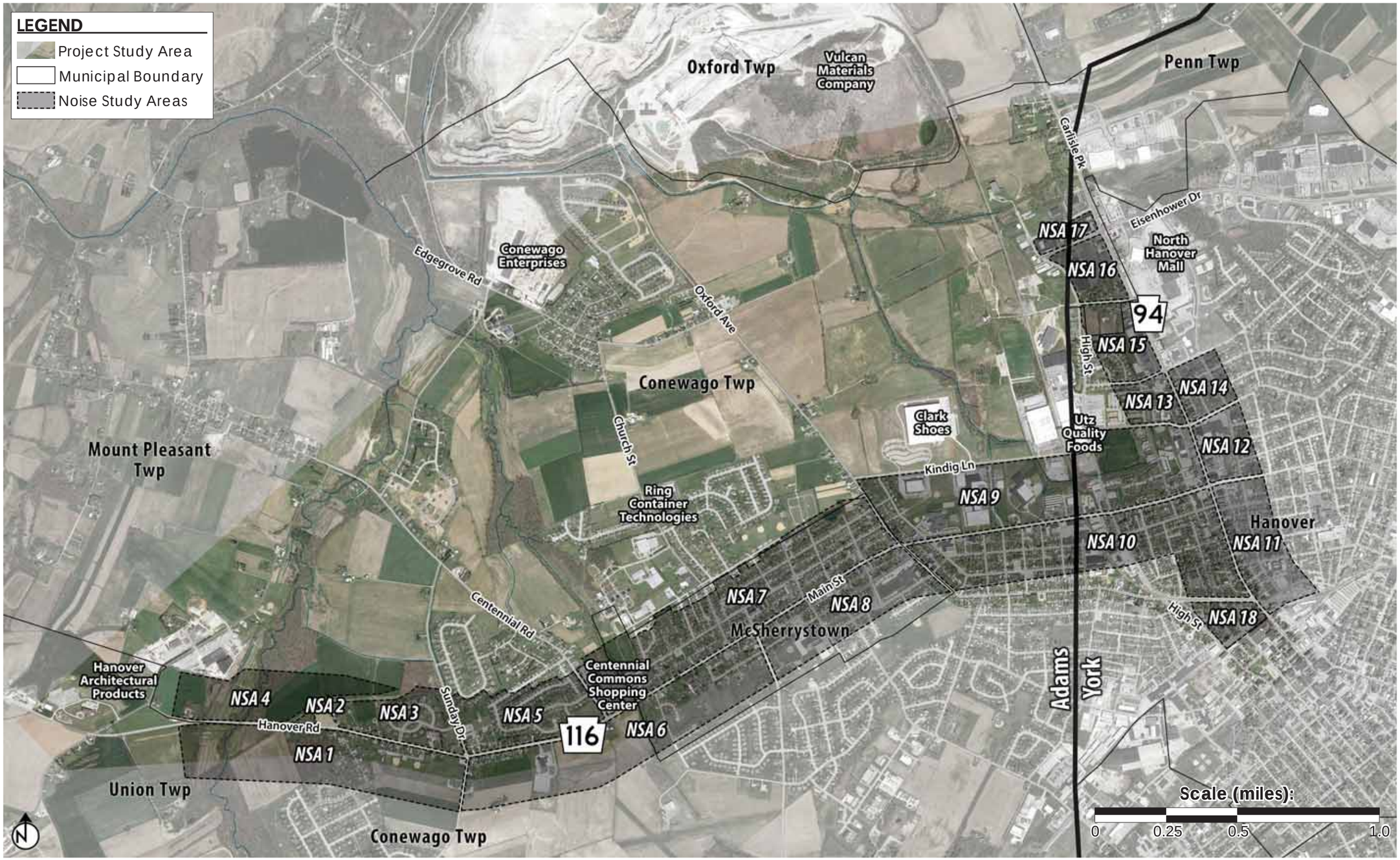
EISENHOWER DRIVE
EXTENSION PROJECT

NOISE ASSESSMENT:
TSM ALTERNATIVE



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EISENHOWER DRIVE EXTENSION PROJECT

PUBLIC OPEN HOUSE PLANS DISPLAY COMMENT FORM

1. Name and Address (Optional) _____

_____

2. Which municipality do you live in? _____

3. How did you hear about the Public Open House Plans Display? (Check one)

_____ Project Website _____ Municipal Website _____ Newspaper / Media

_____ Other _____

4. Which alternative do you prefer? (Check one)

_____ No Build _____ Alternative 5C

_____ Transportation System Management (TSM) Alternative

5. Why do you prefer the alternative you chose? _____

_____

_____

_____

6. General Comments: _____

_____

_____

_____

_____

_____

_____

Please return comment form by June 7, 2019

Place
Postage
Here

JMT, Inc. Attn: Neil Beach

220 St. Charles Way, Suite 200

York, PA 17402