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

Welcome to the Eisenhower Drive Extension Project Website

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.

May 9, 2019
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
   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-Aligned Build Alternative (5C)
   a. The Off-aligned 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
** Trip is from the intersection of Carlisle Street (SR 0094) & Eisenhower Drive (T679/Boro) to Hanover Road (SR 0116) and Littlestown Road (SR 2019)

---

<table>
<thead>
<tr>
<th>Trip</th>
<th>From</th>
<th>To</th>
<th>Existing (2015)</th>
<th>No Build (2042)</th>
<th>Alternative 5C (2042)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trip is from the intersection of Carlisle Street (SR 0094) &amp; Eisenhower Drive (T679/Boro) to Hanover Road (SR 0116) and Littlestown Road (SR 2019)</strong></td>
<td>Eisenhower Dr (T679/Boro), High St (T535/Boro), W Elm Ave (SR 0116/SR 2019), Main St/sharphans Rd (SR 0116)</td>
<td>Littletown Rd (SR 2019), Bender Rd (T464)</td>
<td><strong>10:52 (28)</strong></td>
<td><strong>16:27 (25)</strong></td>
<td><strong>12:52 (28)</strong></td>
</tr>
</tbody>
</table>

Legend:
- Green: Travel Time less than No Build
- Red: Travel Time greater than No Build

- 0 - 1,000 Vehicles per Day (VPD)
- 1,000 - 5,000 VPD
- 5,000 - 10,000 VPD
- 10,000 - 15,000 VPD
- 15,000 VPD - 20,000 VPD
- Greater than 20,000 VPD
**2042 Design Year No Build/TSM AADT & Travel Times**

**Legend**
- Black: 0 - 1,000 Vehicles per Day (VPD)
- Blue: 1,000 - 5,000 VPD
- Green: 5,000 - 10,000 VPD
- Yellow: 10,000 - 15,000 VPD
- Orange: 15,000 VPD - 20,000 VPD
- Red: Greater than 20,000 VPD

**Trips from**
- Eisenhower Dr (T679/Boro), High St (T138/Boro), W Elm Ave (SR 3036)/SR 2008, Main St/Shankover Rd (SR 0034)
- Carlisle St (SR 0094), Littlestown Rd (SR 2019), Bender Rd (T464)

**Alignment**
- Carlisle St (SR 0094), Littlestown Rd (SR 2019), Bender Rd (T464)

**Legend**
- Green: Travel Time less than No Build
- Red: Travel Time greater than No Build

**Trip from**
- Eisenhower Drive (T679/Boro) to Hanover Road (SR 0116) and Littlestown Road (SR 2019)

**Trip Details**
- Travel Time (mm:ss) / Travel Speed (mph)
- Green: Travel Time less than No Build
- Red: Travel Time greater than No Build

**Alignment**
- Carlisle St (SR 0094), Littlestown Rd (SR 2019), Bender Rd (T464)

**Legend**
- Blue: Alignment

**Public Open House Plans Display - May 9, 2019**

**2042 Design Year No Build/TSM AADT & Travel Times**

- **Trip from**
  - Eisenhower Drive (T679/Boro), High St (T138/Boro), W Elm Ave (SR 3036)/SR 2008, Main St/Shankover Rd (SR 0034)
  - Carlisle St (SR 0094), Littlestown Rd (SR 2019), Bender Rd (T464)

- **Alignment**
  - Carlisle St (SR 0094), Littlestown Rd (SR 2019), Bender Rd (T464)

- **Legend**
  - **Green**: Travel Time less than No Build
  - **Red**: Travel Time greater than No Build

**Note:**
- "Trip is from the intersection of Carlisle Street (SR 0094) & Eisenhower Drive (T679/Boro) to Hanover Road (SR 0116) and Littlestown Road (SR 2019)"
- "Travel Time (mm:ss) / Travel Speed (mph)
- Green: Travel Time less than No Build
- Red: Travel Time greater than No Build"
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.
PUBLIC OPEN HOUSE PLANS DISPLAY - MAY 9, 2019

PROJECT SCHEDULE

PUBLIC PLANS DISPLAY #1
Alternatives Analysis
Fall / Winter 2018
June 21, 2018

PUBLIC PLANS DISPLAY #2
Identify Recommended Preferred Alternative
Spring 2019
May 9, 2019

DRAFT ENVIRONMENTAL ASSESSMENT (EA)*
Draft
Fall 2019

FINAL EA
Spring 2020

BEGIN FINAL DESIGN
Spring 2020

BEGIN CONSTRUCTION
2021 / 2022

* Available to the public to comment on the EA and recommended preferred alternative
### ALTERNATIVE DISMISSAL

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Conceptual Preliminary Alternatives Analysis</th>
<th>Alternatives Retained for Environmental Assessment Document</th>
<th>Summary of Analysis</th>
<th>Does Not Meet Project Need</th>
<th>Has Excessive Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build Alternative</td>
<td></td>
<td></td>
<td>The No-Build Alternative will be carried forward for detailed analysis as a part of the Environmental Assessment Document</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Line Alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Systems Management (TSM) Alternative</td>
<td></td>
<td></td>
<td>The TSM Alternative will be carried forward for detailed analysis as a part of the Environmental Assessment Document</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-Alignment Alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative 3</td>
<td></td>
<td></td>
<td>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.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Alternative 4</td>
<td></td>
<td></td>
<td>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.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Alternative 5</td>
<td></td>
<td></td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub Alternative B</td>
<td></td>
<td></td>
<td>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.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Sub Alternative C</td>
<td></td>
<td></td>
<td>Sub-Alternative C will be carried forward as a part of the Preferred Off-Alignment Alternative.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The following Alternatives will be carried forward in the Environmental Assessment for further analysis:

<table>
<thead>
<tr>
<th>Description</th>
<th>Costs (Million $)</th>
<th>Potential Displacements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No Build Alternative</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. The No Build alternative would consist of taking no action to improve the traffic or roadway system in the community.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Transportation System Management (TSM) Alternative</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$11 - 13</td>
<td>53</td>
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<tr>
<td>Right-of-Way</td>
<td>$14 - $16</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$25 - $29</td>
<td></td>
</tr>
<tr>
<td><strong>Off-Alignment Build Alternative (5C)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$25 - $27</td>
<td>7</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$9 - $10</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$34 - $37</td>
<td></td>
</tr>
</tbody>
</table>
**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**
   - Construct 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) & 9th 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 3096) & Carlisle Street (SR 0094)**
   - Construct additional NB through lane
   - Construct additional SB through lane
   - Reconstruct existing signal

10. **Stock Street & Carlisle Street (SR 0094)**
    - Southern terminus of Carlisle Street (SR 0094) widening

11. **3rd Street & Carlisle Street (SR 0094)**
    - Southern terminus of Carlisle Street (SR 0094) widening
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
   - Transportation System Management (TSM) Alternative
   - Alternative 5C
   - No Build
   - Other

4. Which alternative do you prefer? (Check one)
   - No Build
   - Alternative 5C
   - Transportation System Management (TSM) Alternative
   - Other

5. Why do you prefer the alternative you chose?

6. General Comments:

*Please return comment form by June 7, 2019*