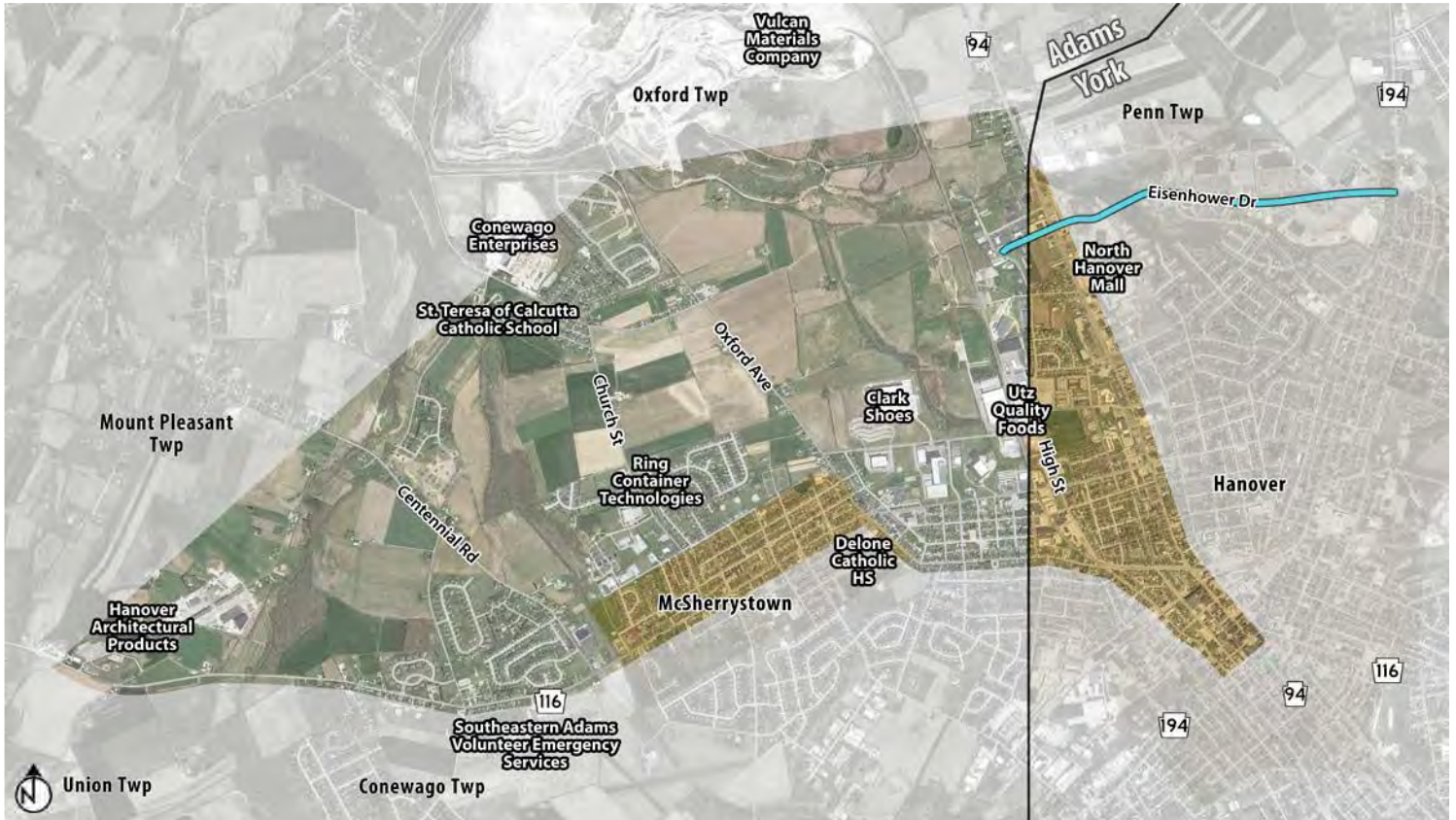


## PROJECT LOCATION MAP



## PROJECT PURPOSE AND DESCRIPTION

The Eisenhower Drive, SR 0094, and SR 0116 main thoroughfares through McSherrystown and Conewago Township are densely developed corridors with a heavy traffic demand. The primary purpose of the project is to facilitate safe and efficient intermodal travel within the project study area to meet both current and future transportation needs of the area. The secondary purpose of this project is to provide a functional and modern roadway that maximizes current design criteria and promotes multi-modal transportation alternatives.

The project involves the evaluation of a potential western extension of Eisenhower Drive from the current terminus just west of SR 0094 (at its intersection with High Street) to SR 0116 at a location to the west of McSherrystown to improve traffic safety, mobility and management. The northern and southern limits of the study area include the northern boundary of Conewago Township to the north and SR 0116, through McSherrystown to the south. The project will consider traffic congestion and traffic safety, regional and local travel patterns, community connectivity, and avoidance and minimization of impacts.



# WELCOME TO TONIGHT'S OPEN HOUSE PLANS DISPLAY

Station 1: Welcome & Registration

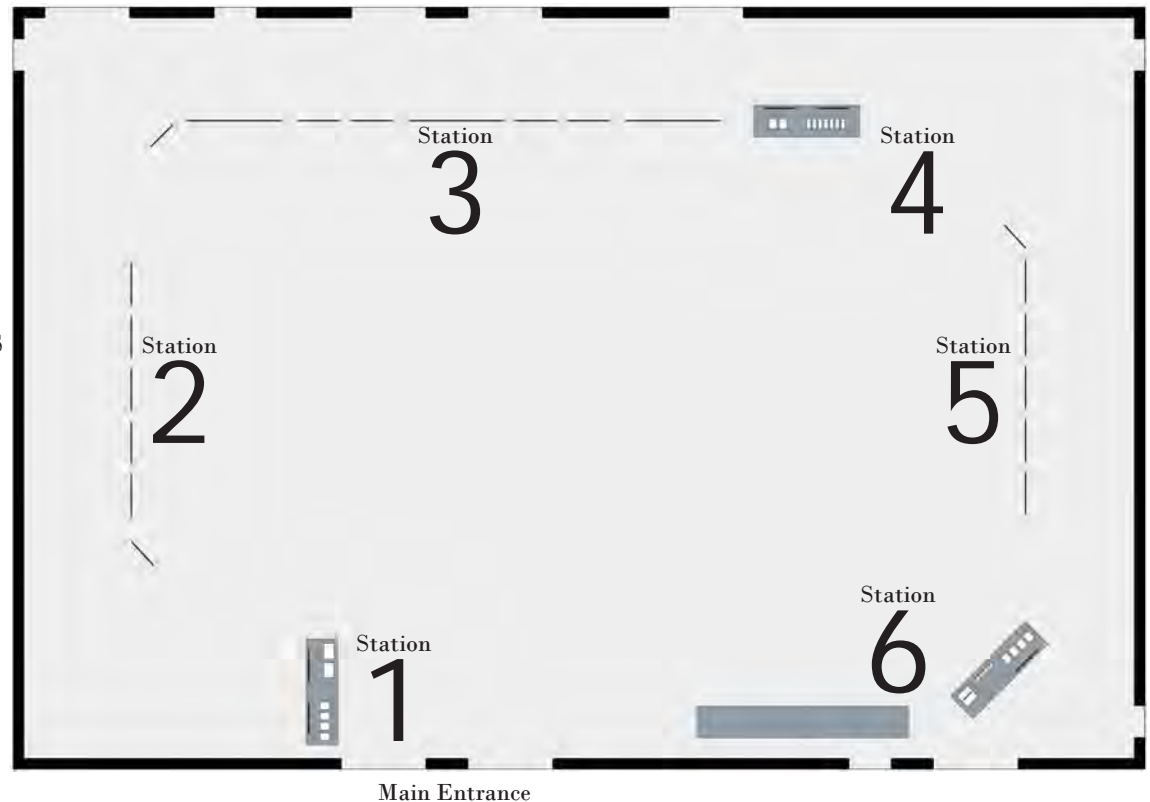
Station 2: Project Description

Station 3: Alignment Alternatives

Station 4: Right-of-Way

Station 5: Environmental Constraints

Station 6: Comments & Suggestions





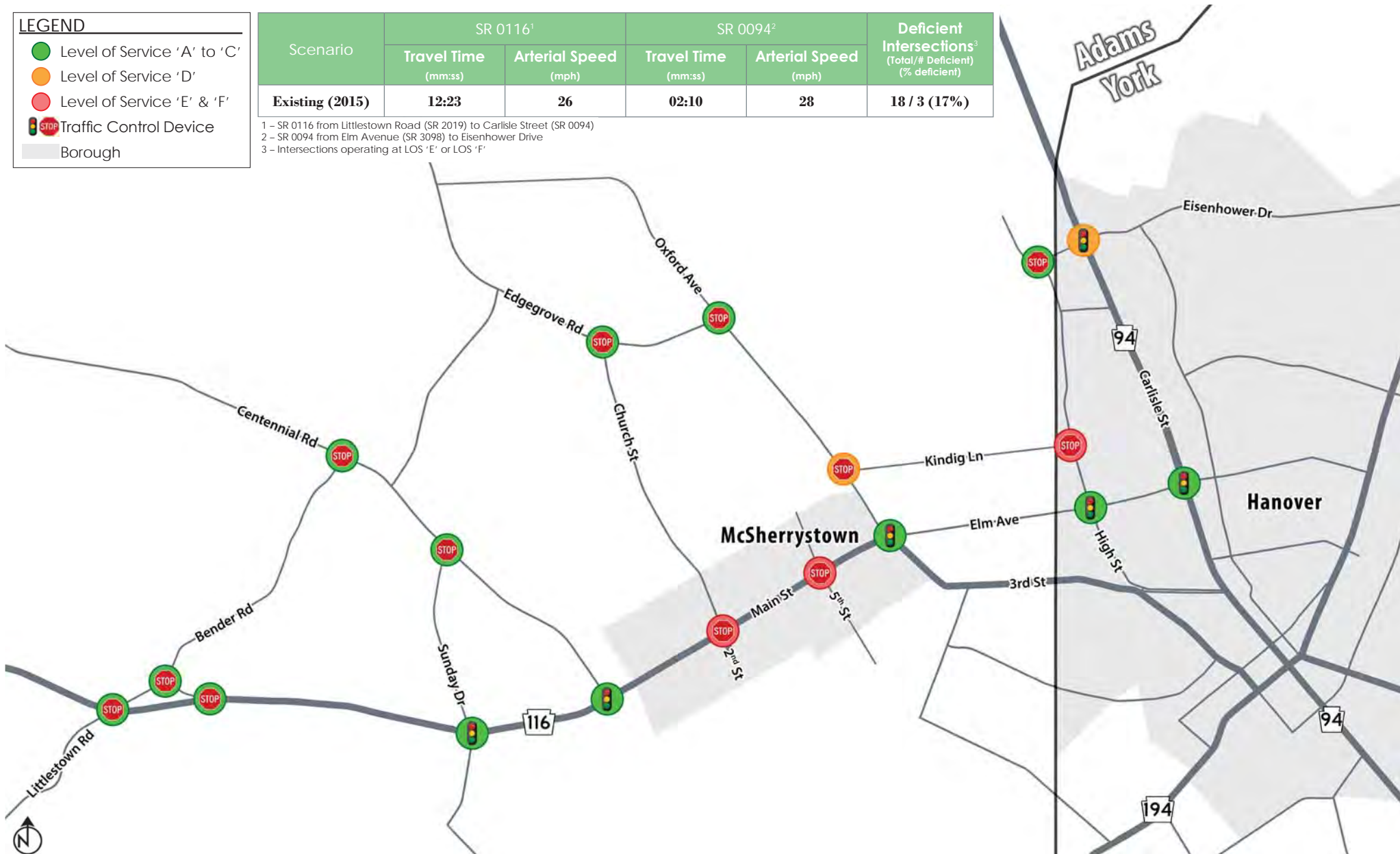
# EXISTING (2015) LEVEL OF SERVICE

**LEGEND**

- Level of Service 'A' to 'C'
- Level of Service 'D'
- Level of Service 'E' & 'F'
- Traffic Control Device
- Borough

Scenario	SR 0116 <sup>1</sup>		SR 0094 <sup>2</sup>		Deficient Intersections <sup>3</sup> (Total/# Deficient) (% deficient)
	Travel Time (mm:ss)	Arterial Speed (mph)	Travel Time (mm:ss)	Arterial Speed (mph)	
<b>Existing (2015)</b>	<b>12:23</b>	<b>26</b>	<b>02:10</b>	<b>28</b>	<b>18 / 3 (17%)</b>

1 - SR 0116 from Littlestown Road (SR 2019) to Carlisle Street (SR 0094)  
 2 - SR 0094 from Elm Avenue (SR 3098) to Eisenhower Drive  
 3 - Intersections operating at LOS 'E' or LOS 'F'







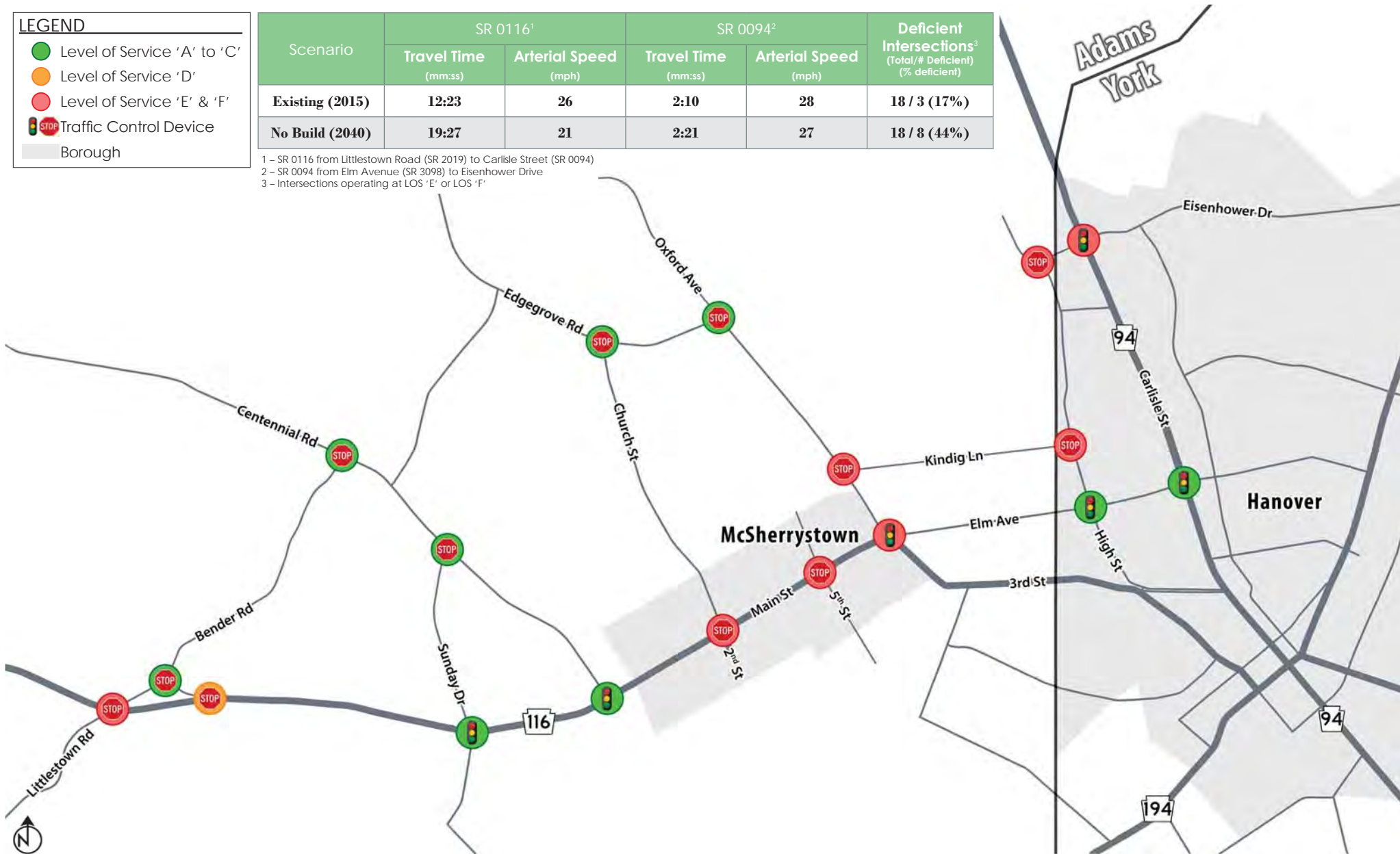
# NO BUILD (2040) LEVEL OF SERVICE

**LEGEND**

- Level of Service 'A' to 'C'
- Level of Service 'D'
- Level of Service 'E' & 'F'
- Traffic Control Device
- Borough

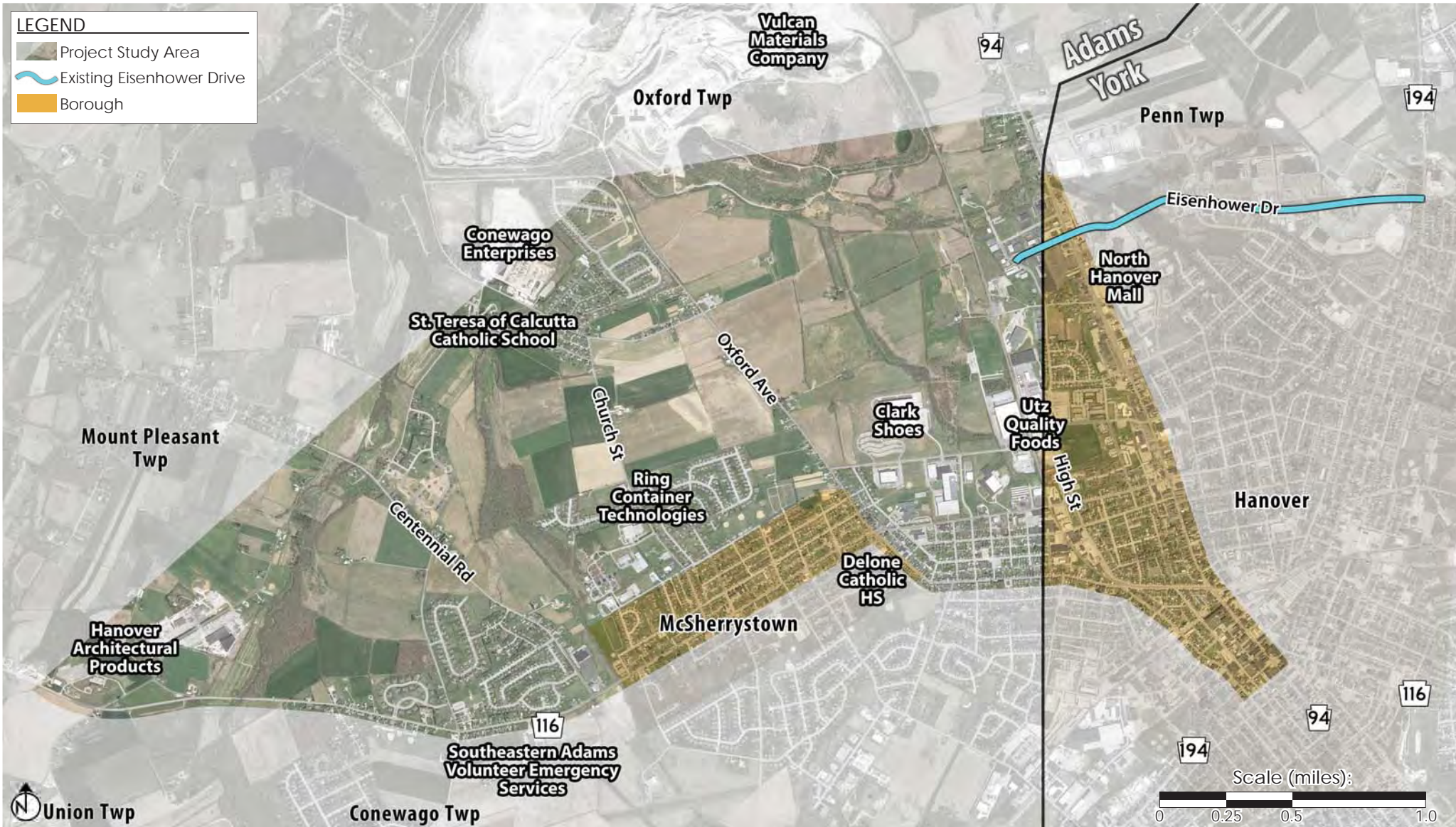
Scenario	SR 0116 <sup>1</sup>		SR 0094 <sup>2</sup>		Deficient Intersections <sup>3</sup> (Total/# Deficient) (% deficient)
	Travel Time (mm:ss)	Arterial Speed (mph)	Travel Time (mm:ss)	Arterial Speed (mph)	
<b>Existing (2015)</b>	<b>12:23</b>	<b>26</b>	<b>2:10</b>	<b>28</b>	<b>18 / 3 (17%)</b>
<b>No Build (2040)</b>	<b>19:27</b>	<b>21</b>	<b>2:21</b>	<b>27</b>	<b>18 / 8 (44%)</b>

1 - SR 0116 from Littlestown Road (SR 2019) to Carlisle Street (SR 0094)  
 2 - SR 0094 from Elm Avenue (SR 3098) to Eisenhower Drive  
 3 - Intersections operating at LOS 'E' or LOS 'F'

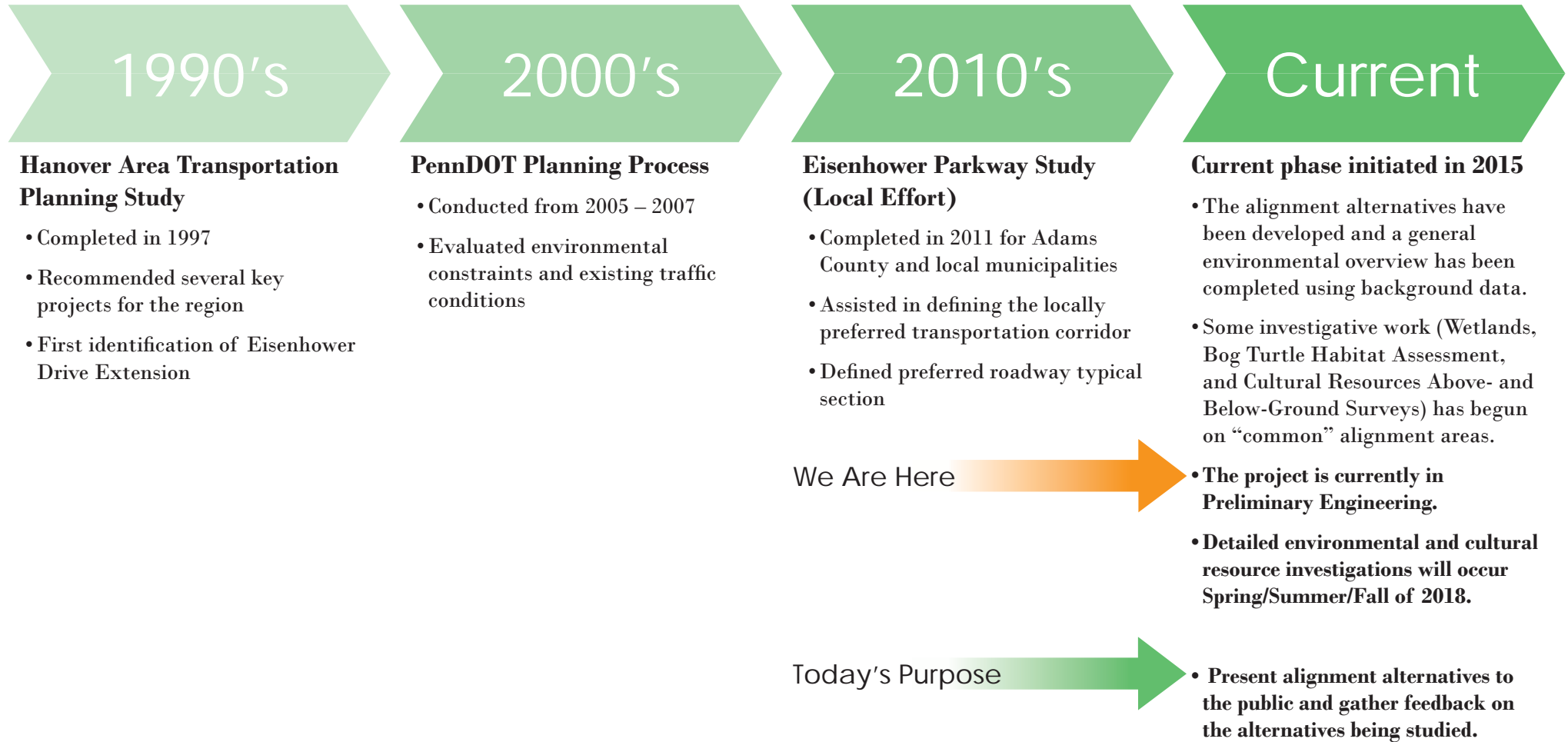




# PROJECT LOCATION



# PROJECT HISTORY





# PURPOSE AND NEED

## Need

- Traffic congestion results in poor levels of service
- Poor traffic safety along SR 0116 and SR 0094
- Limited mobility and poor roadway connectivity/linkages

## Purpose

- Facilitate safe and efficient multimodal travel within the project study area to meet current and future transportation needs.
- Provide a functional and modern roadway that maximizes current design criteria and promotes multimodal transportation.



Kindig/High - Looking East



Elm/Oxford - Looking South



Main Street (McSherrystown) - Looking East



Eisenhower/Carlisle - Looking South

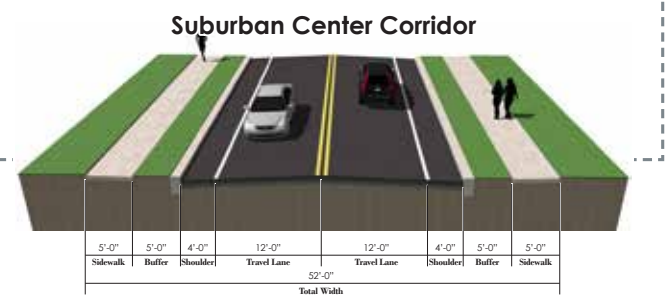
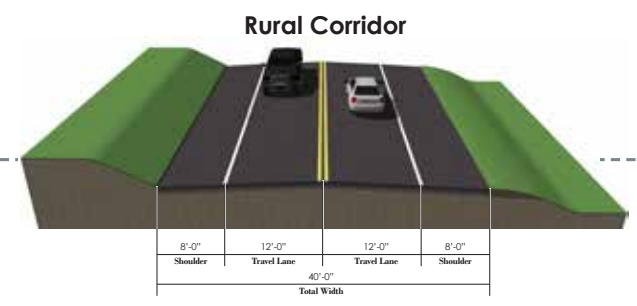
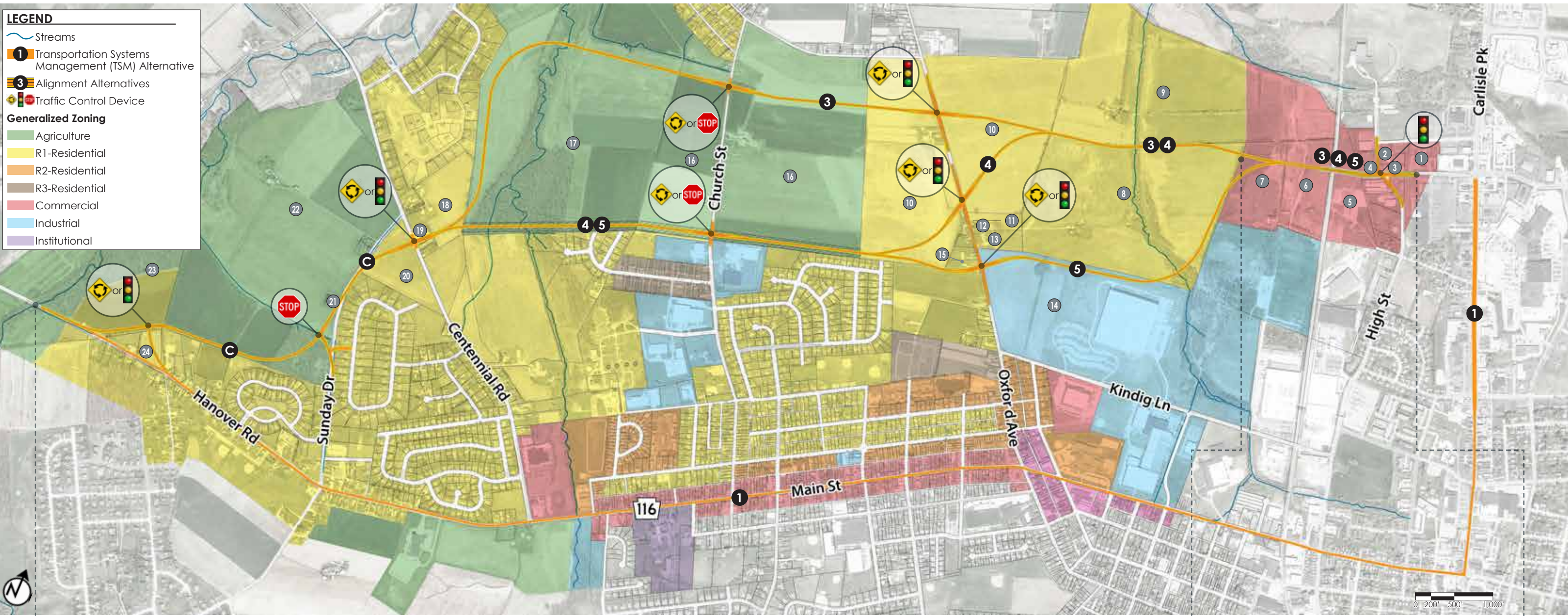


**LEGEND**

- Streams
- 1 Transportation Systems Management (TSM) Alternative
- 3 Alignment Alternatives
- Traffic Control Device (Yellow diamond or Stop sign)

**Generalized Zoning**



- Agriculture
- R1-Residential
- R2-Residential
- R3-Residential
- Commercial
- Industrial
- Institutional

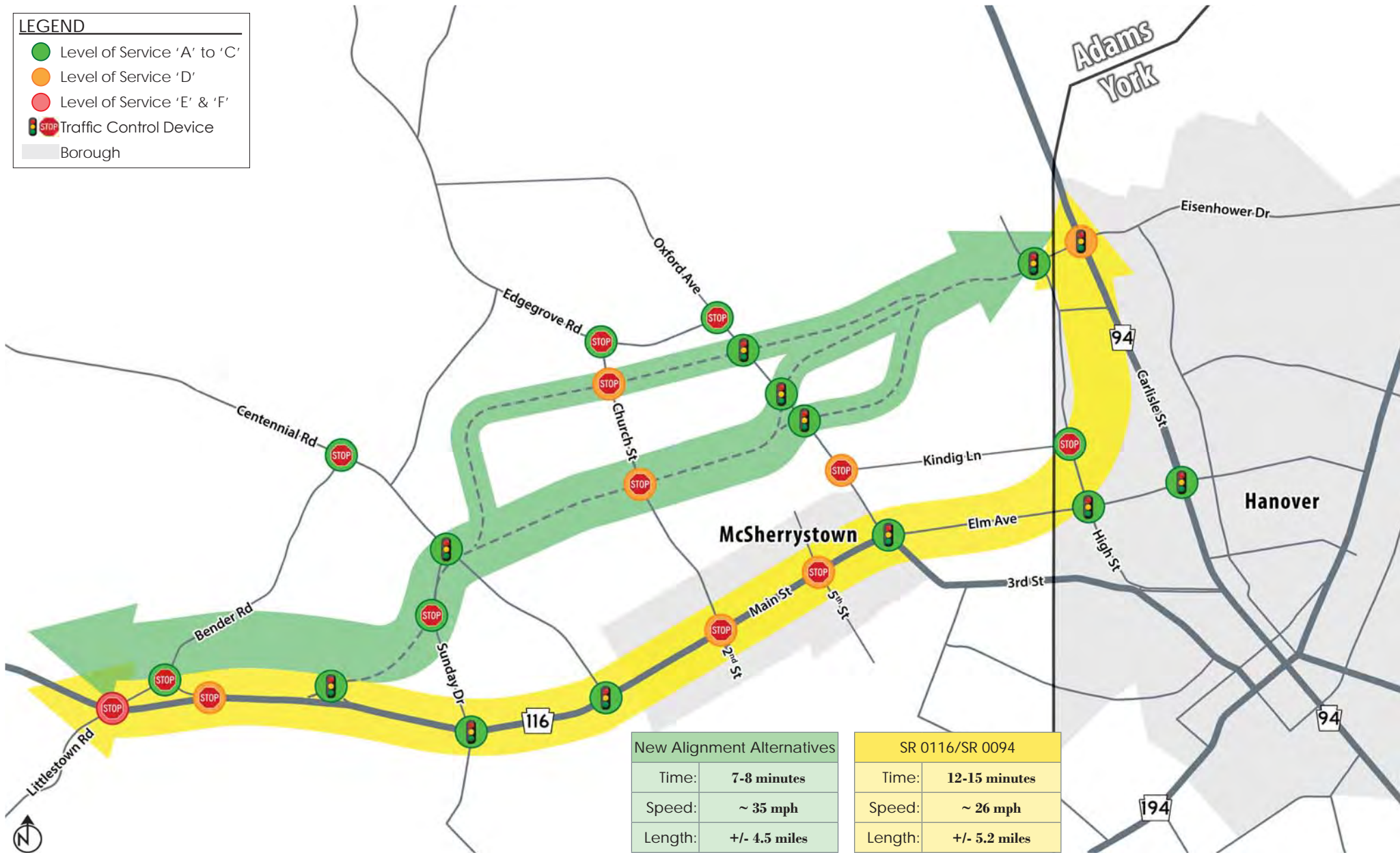




# BUILD (2040) LEVELS OF SERVICE

**LEGEND**

- Level of Service 'A' to 'C'
- Level of Service 'D'
- Level of Service 'E' & 'F'
-  Traffic Control Device
-  Borough



New Alignment Alternatives	
Time:	7-8 minutes
Speed:	~ 35 mph
Length:	+/- 4.5 miles

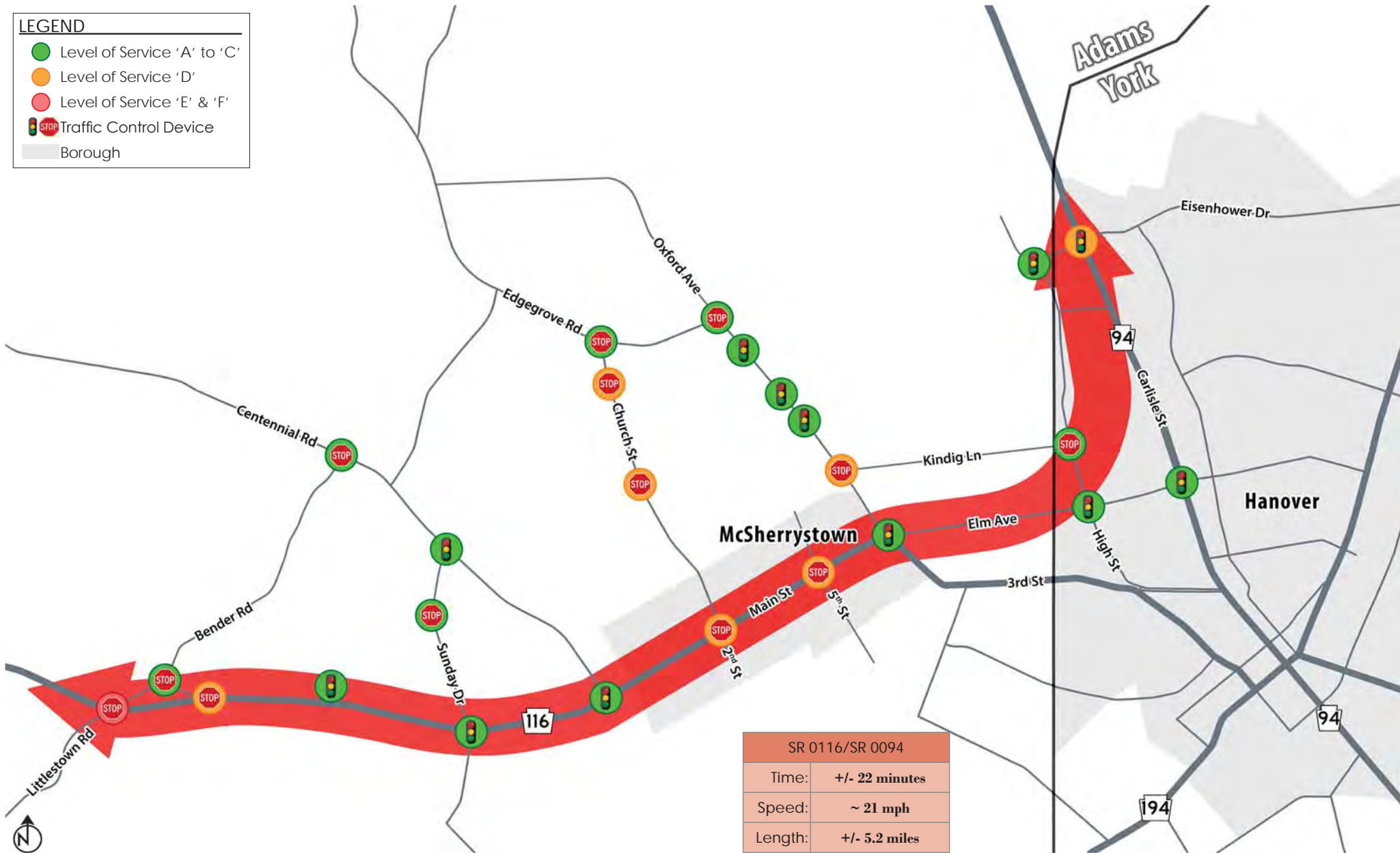
SR 0116/SR 0094	
Time:	12-15 minutes
Speed:	~ 26 mph
Length:	+/- 5.2 miles



# NO BUILD (2040) LEVELS OF SERVICE

**LEGEND**


- Level of Service 'A' to 'C'
- Level of Service 'D'
- Level of Service 'E' & 'F'
- Traffic Control Device
- Borough



SR 0116/SR 0094	
Time:	+/- 22 minutes
Speed:	~ 21 mph
Length:	+/- 5.2 miles



# ROUNDAABOUT ALTERNATIVES

	<u>Centennial Road</u>	<u>Church Street</u>	<u>Oxford Avenue</u>
<u>Alignment Alternative 3</u>			
<u>Alignment Alternative 4</u>			
<u>Alignment Alternative 5</u>			

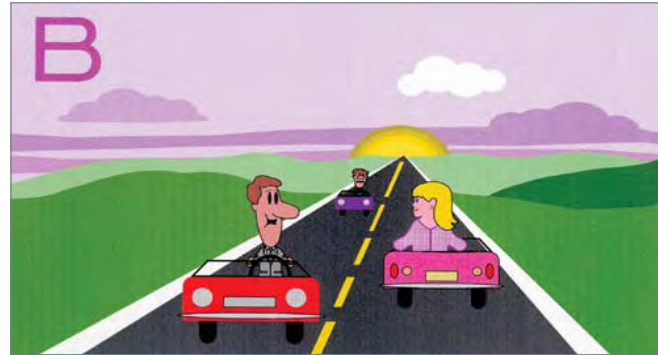
Alignment Alternative C



# WHAT IS LEVEL OF SERVICE?



**A** Free Flow  
A general level of comfort and convenience provided to the motorist is excellent.



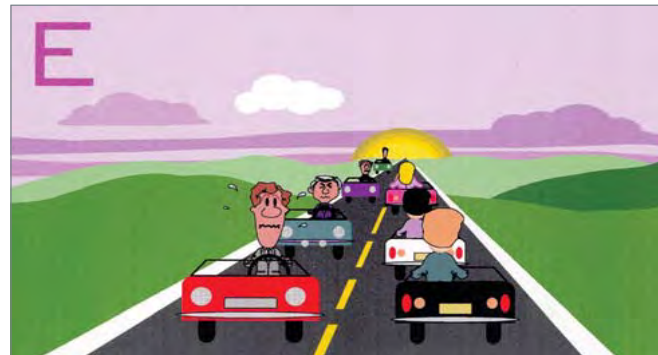
**B** Stable Flow  
The presence of others in the traffic stream begins to affect individual behavior.



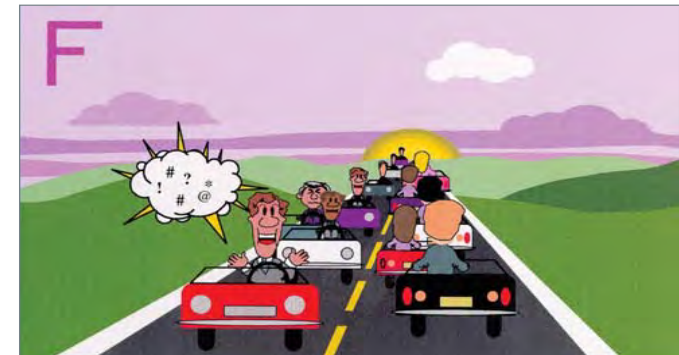
**C** Stable Flow  
Comfort level declines noticeably at this level.



**D** High Density but Stable Flow  
Speed and freedom to maneuver are severely restricted.



**E** Near or at Level of Capacity  
Driver frustration level is generally high.



**F** Forced or Breakdown Flow  
The amount of traffic approaching a point exceeds the amount which can traverse the point; gridlock.

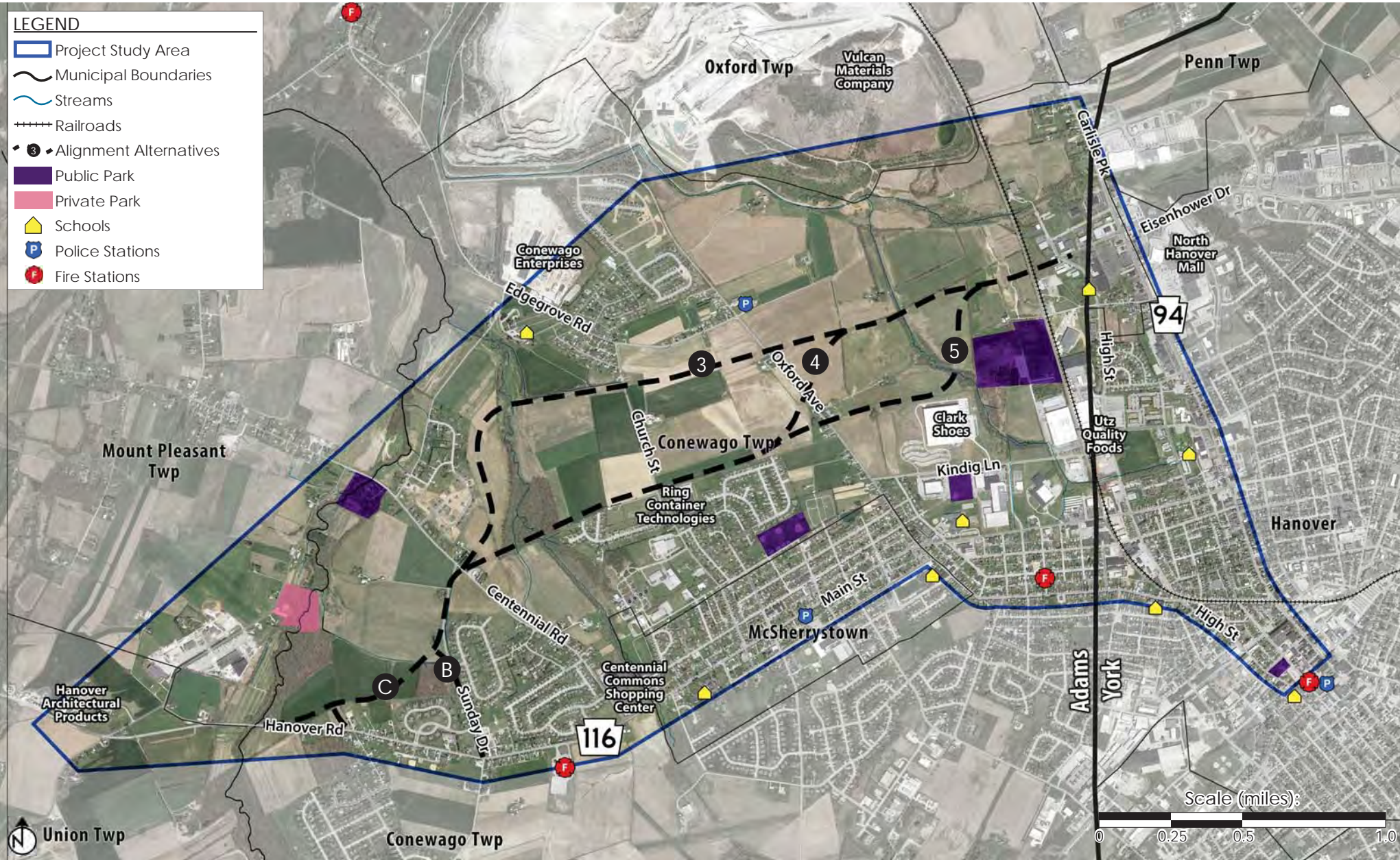


# AGRICULTURAL RESOURCES



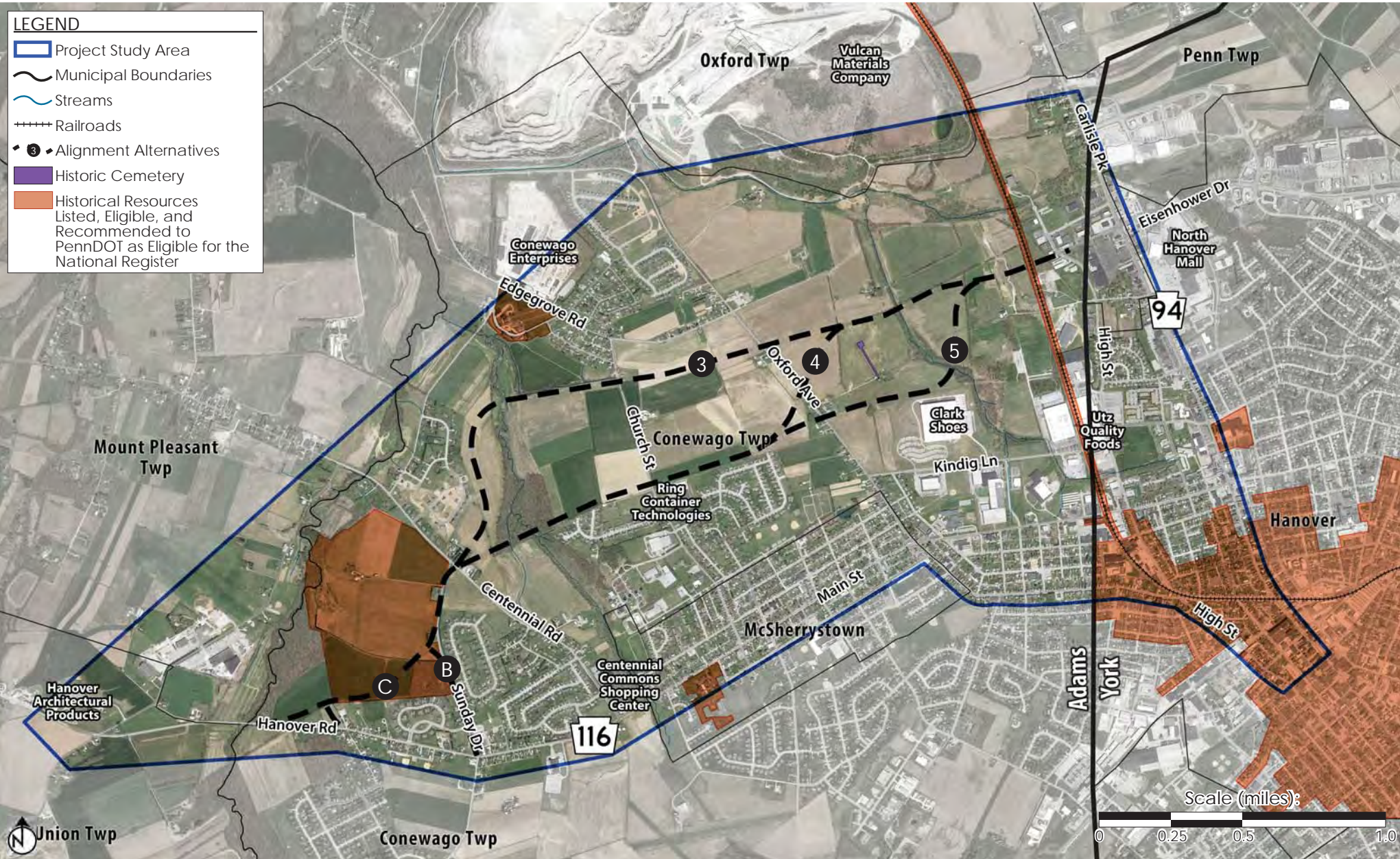


# COMMUNITY RESOURCES





# CULTURAL RESOURCES











# PRELIMINARY IMPACTS MATRIX

	Alignment #						
	1 (TSM)	3B	3C	4B	4C	5B	5C
<b>Aquatic Resource Impacts</b>							
Wetlands (Acres)	0.0	0.2	0.2	1.0	1.0	1.0	1.0
Streams (# of Crossings)	0	2	4	3	5	3	5
<b>Agricultural Resource Impacts</b>							
Preserved Farmland (Acres)	0.0	15.7	15.7	0.0	0.0	0.0	0.0
Agricultural Security Areas (Acres)	0.0	18.8	21.6	14.2	16.8	14.3	16.9
Forested Land Impacts (Acres)	0.0	1.2	0.6	3.3	2.7	3.5	3.0
<b>Cultural Resource Impacts</b>							
Aboveground Historic Structures (Resources/Acres)	4 / 0.0	2 / 1.1	2 / 8.7	2 / 1.1	2 / 8.7	2 / 1.1	2 / 8.7
<b>Project Cost (Million \$)</b>							
Construction	\$11 - \$13	\$25 - \$28	\$29 - \$32	\$24 - \$27	\$28 - \$31	\$24 - \$27	\$29 - \$32
Right-of-Way	\$14 - \$16	\$8 - \$9	\$9 - \$10	\$7 - \$8	\$9 - \$10	\$7 - \$8	\$9 - \$10
<b>Total</b>	<b>\$25 - \$29</b>	<b>\$33 - \$37</b>	<b>\$38 - \$42</b>	<b>\$31 - \$35</b>	<b>\$37 - \$41</b>	<b>\$31 - \$35</b>	<b>\$38 - \$42</b>



# PUBLIC OPEN HOUSE PLANS DISPLAY COMMENT FORM

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1. Which municipality do you live in? \_\_\_\_\_

2. How often do you travel through the SR 0094/SR 0116 corridor? (Check one)

Daily

Weekly

Monthly

3. What mode(s) of transportation do you use within the study area? (Check all that apply)

Motor Vehicle

Walking

Bicycle

Transit

4. If the new alignment included pedestrian/bicycle facilities, what mode(s) of transportation would you use? (Check all that apply)

Motor Vehicle

Walking

Bicycle

Transit

5. Which alignment do you prefer? (Check one)

No Build

Alignment 3C

Alignment 5B

Alignment 1 (TSM Alternative)

Alignment 4B

Alignment 5C

Alignment 3B

Alignment 4C

6. General Comments: \_\_\_\_\_

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