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 improving local travel patterns, community connectivity, and avoidance and minimization of impacts. This will include 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.

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

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.
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
   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
**Trip from To Existing**

- **2015**
  - No Build
- **2042**
  - Alternative 5C

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 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>Alignment</td>
<td>Carlisle St (SR 0094)</td>
<td>Littlestown Rd (SR 2019)/Bender Rd (T464)</td>
<td>10:52 (28)</td>
<td>16:27 (25)</td>
<td>12:32 (28)</td>
</tr>
</tbody>
</table>

**Legend**
- 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

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

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

**Note:** The trip distances and times assume a mix of traffic conditions and do not reflect specific traffic patterns or congestion.
**Trip is from the intersection of Carlisle Street (SR 0094) & Eisenhower Drive (T679/Boro) to Hanover Road (SR 0116) and Littlestown Road (SR 2019)**

**Start**

**Legend**

- 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

<table>
<thead>
<tr>
<th>Trip</th>
<th>From</th>
<th>To</th>
<th>Existing (2015)</th>
<th>No Build (2042)</th>
<th>TSM (2042)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alignment</td>
<td>Carlisle St (SR 0094)</td>
<td>Littlestown Rd (SR 2019) &amp; Bender Rd (T464)</td>
<td>10.52 (38)</td>
<td>16.27 (26)</td>
<td>13.38 (25)</td>
</tr>
</tbody>
</table>

**Legend**

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

**Trip from**

**Eisenhower Drive (T679/Boro), High St (T355/Boro), W Elm Ave (SR 0085/SR 2008), Main St/analyser Rd (SR 0136)**

```
Eisenhower Dr (T679/Boro), High St (T355/Boro), W Elm Ave (SR 0085/SR 2008), Main St/analyser Rd (SR 0136) to Hanover Rd (SR 0116) and Littlestown Rd (SR 2019)  
125S0287: Travel Time (minutes), 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.

eisenhowerdriveextension.com

Click Here
PROJECT SCHEDULE

June 21, 2018

Public Plans Display #1

Alternatives Analysis

June 21, 2018

Public Plans Display #2

Identify Recommended Preferred Alternative

May 9, 2019

Draft Environmental Assessment (EA)*

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><strong>No Build Alternative</strong></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><strong>On-Line Alternatives</strong></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><strong>Off-Alignment Alternatives</strong></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></td>
</tr>
<tr>
<td><strong>Transportation System Management (TSM) Alternative</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$11 - 13</td>
<td>53</td>
</tr>
<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>
RECOMMENDED OFF ALIGNMENT ALTERNATIVE

Legend:
- Streams
- Recommended Off Alignment Alternative
- Traffic Control Device
- Proposed Stormwater Management Feature
- Existing Stormwater Management Feature
- Potential Displacements

Generalized Zoning:
- Agriculture
- R1-Residential
- R2-Residential
- R3-Residential
- Industrial
- Institutional
- Commercial

Suburban Center Corridor:
- 5'-0" Sidewalk
- 5'-0" Buffer
- 4'-0" Shoulder
- 12'-0" Travel Lane
- 12'-0" Travel Lane
- 5'-0" Sidewalk
- 5'-0" Buffer
- 4'-0" Shoulder
- 52'-0" Total Width

Rural Corridor:
- 8'-0" Shoulder
- 12'-0" Travel Lane
- 12'-0" Travel Lane
- 8'-0" Shoulder
- 40'-0" Total Width

Public Open House Plans Display - May 9, 2019
Public Open House Plans Display - May 9, 2019
NOISE ASSESSMENT:
RECOMMENDED OFF ALIGNMENT ALTERNATIVE
NOISE ASSESSMENT:
TSM ALTERNATIVE
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
   - No Build
   - Alternative
   - Other

4. Which alternative do you prefer? (Check one)
   - No Build
   - Alternative
   - 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