

PROJECT SCHEDULE



WELCOME TO THE EISENHOWER DRIVE EXTENSION PUBLIC HEARING

The Pennsylvania Department of Transportation (PennDOT) Engineering District 8-0 and the Federal Highway Administration (FHWA), along with the United States Army Corps of Engineers (USACE) Baltimore District, welcome you to tonight's Public Hearing for the Eisenhower Drive Extension Project located in Adams and York Counties.

The purpose of the Eisenhower Drive Extension Project Public Hearing is to afford the public an opportunity to formally present their views on the proposed project. This hearing is being conducted as part of the 45-day comment period on the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation. The public review and comment period began on January 24, 2022 and will end on **March 10, 2022**. All testimony given this evening will be recorded by a stenographer. For those that prefer to provide testimony in a private setting, they may do so in the private testimony room. For those that prefer not to speak at tonight's hearing either publicly or in private, comment forms are available for your use. The forms can be submitted at the hearing in the comment form boxes or mailed to the address listed on the back of the comment form. Comment forms can also be found on the project website and submitted electronically.

All comments received either written or via the website **during the designated comment period** and at this public hearing (either orally or in writing) will bear the same weight and will be considered equally. All comments will become part of the public record for this project. The public comment period for the project is open until **5:00 pm, March 10, 2022**. The Public Hearing layout is presented in the graphic below.

WHAT'S NEXT?

At the conclusion of the 45-day Public and Agency comment period, PennDOT, FHWA, and USACE will review and consider the oral and written comments received on the project, and a determination of the significance of the impacts will be made.

If it is evident that there are no significant impacts associated with the proposed project, a Finding of No Significant Impact (FONSI) will be prepared. The FONSI will document the decision on the project, and will include all applicable comments and responses. The FONSI will be made available on the project website.

REMINDER

Comments concerning the EA and Draft Section 4(f) Evaluation Document **must be submitted by 5:00 PM on March 10, 2022** to: Johnson, Mirmiran, & Thompson, Inc. | 220 St. Charles Way, Suite 200 | York, PA 17402 | Attn: Neil Beach or via the project website at www.eisenhowerdriveextension.com.

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PURPOSE AND NEED

Purpose: The primary purpose of this project is to facilitate safe and efficient travel within the project area to meet both the 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 within and surrounding the project area.

Needs: PennDOT identified three project needs:

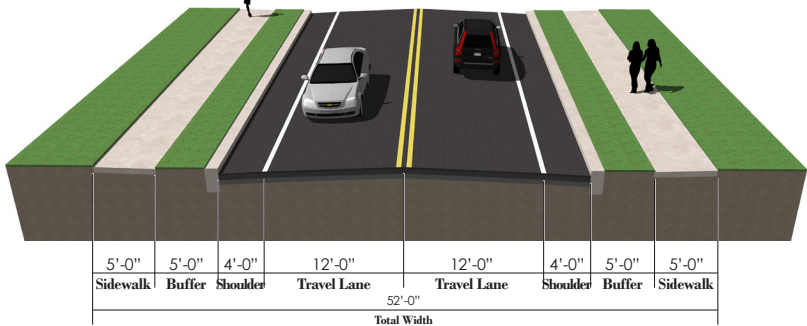
- Traffic congestion results in poor levels of service.
- Poor traffic safety along Hanover Road and Carlisle Street.
- Limited mobility and poor roadway connectivity/linkages.



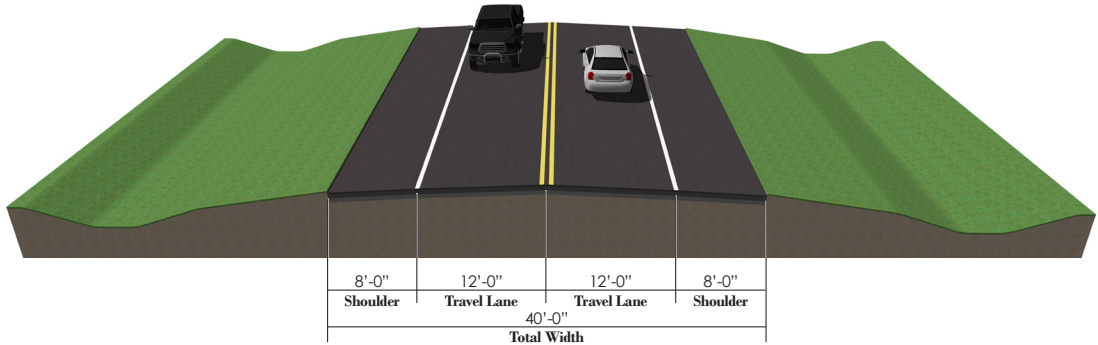
An EA has been prepared for FHWA by PennDOT to fulfill the requirement set forth in the National Environmental Policy Act of 1969. The EA documents include the analysis of the:

- needs for the proposed project
- development of alternatives
- project's impact to the natural, cultural, and social and economic environments
- mitigation commitments identified to offset those impacts
- agency and public outreach efforts completed to date
- the identification of the preferred alternative

Suburban Center Corridor
*East of the CSX rail corridor



Rural Corridor
*West of the CSX rail corridor



The No Build and Alternative 5C are presented in the EA. **Alternative 5C is identified as the Preferred Alternative for the project.** Environmental resources were considered throughout the alternatives development. The resources evaluated in the EA include the following:

NATURAL RESOURCES	Streams	Geology and Groundwater
	Wetlands	Agriculture
	Floodplains	Vegetation, Invasive Species, & Pollinators
	Threatened & Endangered Species	Wildlife
CULTURAL RESOURCES	Above-Ground Resources (Historic Structures) Archaeological Resources	
SECTION 4(F) RESOURCES	Section 4(f) Resources	
SOCIOECONOMIC RESOURCES	Community Impact Assessment	
	Environmental Justice and Title VI of the Civil Rights Act	
	Displacements and Tax Base	
	Air Quality and Noise	
	Hazardous Waste	

Alternative 5C best meets the project purpose and needs by providing transportation improvements that address operational and safety concerns and reduces traffic volumes on the existing roadway network by providing a direct east/west connection through the project area. The project is estimated to cost \$49 million (2021 construction estimate).

Alternative 5C is proposed as a **limited access or controlled access roadway**. This type of roadway provides limited or no direct access to adjacent properties and has only a few intersections with local roads. The purpose of this type of roadway is to maintain efficient traffic on the new alignment and limit the number of locations where cars must slow down to exit the roadway or to allow for cars entering the roadway.

Key elements of the preferred alternative include the following:

- Extension of the existing Eisenhower Drive from High Street to Hanover Road, west of McSherrystown
- Two-lane Suburban Center Corridor east of CSX rail corridor
- Two-lane Rural Corridor west of the CSX rail corridor
- New traffic signal and intersection improvements to the existing Eisenhower Drive and High Street intersection
- Bridge over the CSX rail corridor
- Bridge over Plum Creek
- Roundabouts at major intersections
- Realignment and modifications to existing Hanover Road, west of McSherrystown, to establish the new roadway as the primary movement
- Realignment of existing Sunday Drive to intersect with the proposed new roadway
- Signage improvements to assist in guiding motorists with the new traffic patterns
- Linear stormwater management facilities along the corridor, with small basin facilities adjacent to proposed roundabouts