



2017-2020 Highway/Bridge Transportation Improvement Program (TIP)

Prepared by: Adams County
Transportation Planning Organization

April 2016



ABOUT THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

What is the TIP?

The Transportation Improvement Program (TIP) proposes where projected transportation funding sources will be spent over the next four years in all of Adams County. The Adams County Transportation Planning Organization (ACTPO) approves projects for the next 20 years; the TIP is just the first four of those 20.

What Types of Projects are on the TIP?

Repaving projects, bridge rehabilitation projects, major interchange upgrades, intersection improvements, and new road alignments are all eligible types of projects. The projects shown on the TIP have at least \$1 of public money.

Who Recommends Projects for the TIP?

PennDOT and municipalities in Adams County submit projects to ACTPO, who then approves, dismisses, or recommends other funding for each project. ACTPO is an organization with representatives from PennDOT, the Adams County Commissioners, the Adams County Planning Commission, rabbittransit, the Gettysburg Adams Chamber of Commerce, the Adams County Emergency Services Office, and multiple municipal representatives.

Where does the Funding Come From?

The Federal legislation for transportation (MAP-21) distributes formula-driven funding to each state. Much of this funding has restrictions on where in the County it can be used, or on what types of projects can be funded. Recently passed state transportation funding legislation (Act 89) also distributes a substantial amount of money to each area of the Commonwealth. Local money from municipalities, developers or companies can be used to supplement the Federal and state money.

What is the Next Step?

The public should review the projects on the Highway and Transit TIPs and maps, available from the Adams County Office of Planning and Development in paper form or online at www.adamscounty.us. Positive or negative comments about specific projects or general comments about the program can be sent to the Adams County Office of Planning and Development. ACTPO will address all comments received between **May 16th** and **June 21st, 2016**. ACTPO will vote to approve the TIPs on **June 22, 2016**. If approved, the TIP will be in effect on October 1, 2016.

Will there be any Public Presentations on the TIP?

Yes. Two public meetings will be held on **June 9th, 2016** at **11:00 AM** and **7:00 PM**. These will be hosted at the Adams County Agricultural and Natural Resources Center, 670 Old Harrisburg Road, Gettysburg.

Contact ACOPD Staff at (717) 337-9824 or amerkel@adamscounty.us.

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Glossary

Federal Funding Sources:

1. BOF- Bridge Off-System
2. CAQ- Congestion Mitigation/Air Quality
3. HSIP- Highway Safety Improvement Program
4. NHPP- National Highway Performance Program
5. STP- Surface Transportation Program
6. SXF- Special Federal Earmarked Funds

State Funding Sources:

1. 183- State Bridge Funds for Local Bridges
2. 185- State Bridge Funds for State Bridges
3. 409- Maintenance Funds from Act 89
4. 581- State Highway Funds

Project Phases:

1. P- Preliminary Engineering
2. F- Final Design
3. U- Utility
4. ROW- Right of Way
5. C- Construction

Project by Municipality

Municipality	Project Number	Type of Project	Location
Abbottstown Borough	3	Road Resurfacing	Abbottstown Pike
Arendtsville Borough	4	Road Resurfacing	Arendtsville Road
Berwick Township	3	Road Resurfacing	Abbottstown Pike
Butler Township	35	Bridge Replacement	Old Carlisle Road
Conewago Township	42	New Road/Highway Construction	Eisenhower Drive
Tyrone Township	22	Bridge Replacement	Heidlersberg Road
Carroll Valley Borough	40	Safety Study	PA 116
Cumberland Township	20	Bridge Replacement	Fairfield Road
Cumberland Township	5	Road Resurfacing	US 30/Chambersburg Road
Cumberland Township	33	Bridge Replacement	Fairfield Road
Cumberland Township	13	Bridge Preservation	US 15 over Rock Creek
Cumberland Township	26	Bridge Rehabilitation	Mason Dixon Road
Cumberland Township	21	Bridge Preservation	Taneytown Road
Cumberland Township	28	Bridge Rehabilitation	Millerstown Road
Fairfield Borough	40	Safety Study	PA 116
Franklin Township	30	Bridge Replacement	Mummasburg Road
Franklin Township	5	Road Resurfacing	US 30/Chambersburg Road
Franklin Township	23	Bridge Replacement	Buchanan Valley Road
Freedom Township	14	Bridge Preservation	US 15 over Marsh Creek
Freedom Township	15	Bridge Preservation	US 15 over Middle Creek
Freedom Township	29	Bridge Replacement	Pumping Station Road
Germany Township	31	Bridge Replacement	PA 97
Germany Township	37	Bridge Replacement	Mengus Mill Road
Gettysburg Borough	41	Bicycle/Congestion Reduction/Trail	Middle Street/Reynolds Street throughout Gettysburg

Municipality	Project Number	Type of Project	Location
Hamilton Township	11	Road Resurfacing	Carlisle Pike
Hamiltonban Township	34	Bridge Replacement	Water Street
Hamiltonban Township	40	Safety Study	PA 116
Highland Township	32	Bridge Rehabilitation	Fairfield Road
Huntington Township	19	Bridge Replacement	Wiermans Mill Road
Huntington Township	9	Safety Improvement	Heidlersburg Road
Huntington Township	12	Road Resurfacing	Carlisle Road
Latimore Township	38	Study	US 15/PA 94
Latimore Township	24	Bridge Improvement	Latimore Valley Road
Latimore Township	39	Study	US 15/Franklin Crossing
Latimore Township	38	Study	US 15/PA 94
Latimore Township	10	Road Resurfacing	US 15
Latimore Township	2	Safety Improvements	US 15
Menallen Township	35	Bridge Replacement	Carlisle Road
Menallen Township	36	Bridge Replacement	Shippensburg Road
Menallen Township	12	Road Resurfacing	Carlisle Road
Menallen Township	16	Bridge Replacement	Carlisle Road
Mount Joy Township	6	Road Resurfacing	Baltimore Pike
Mount Joy Township	13	Bridge Preservation	15 over Rock Creek
Mount Joy Township	26	Bridge Preservation	Mason Dixon Road
Oxford Township	11	Road Resurfacing	Carlisle Pike
Reading Township	7	Intersection Improvement	East Berlin Road and Carlisle Pike
Reading Township	8	Intersection Improvement	PA 94, PA 394, and Stoney Point Road
Reading Township	25	Bridge Replacement	Stoney Point Road
Straban Township	17	Bridge Replacement	Shrivers Corner Road
Straban Township	1	Interchange Improvement	US 15 and US 30
Straban Township	27	Bridge Preservation	US 15
Straban Township	18	Bridge Preservation	US 15
Tyrone Township	12	Road Resurfacing	Carlisle Road
Tyrone Township	9	Safety Improvement	Heidlersburg Road

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

1

MAP PROJECT #: 1
PROJECT NAME: US 15/30 INTERCHANGE

PROJECT'S FIRST APPEARANCE: 5/9/2000
MPMS#: 58136

PRIMARY IMPROVEMENT TYPE: INTERCHANGE IMPROVEMENTS
STATE ROUTE #: 0015 **NAME:** US ROUTE 15
PROJECT LENGTH: 4.12 MILES
GEOGRAPHIC LIMITS: US 15 & US 30 INTERCHANGE IN STRABAN TOWNSHIP.

PROJECT PURPOSE: INTERCHANGE IMPROVEMENTS

PROJECT DESCRIPTION: DESIGN AND CONSTRUCTION OF NEW LAYOUT FOR US 15/30 INTERCHANGE

ESTIMATED LET DATE: 11/11/2021
ESTIMATED YEAR OF CONSTRUCTION: 2022

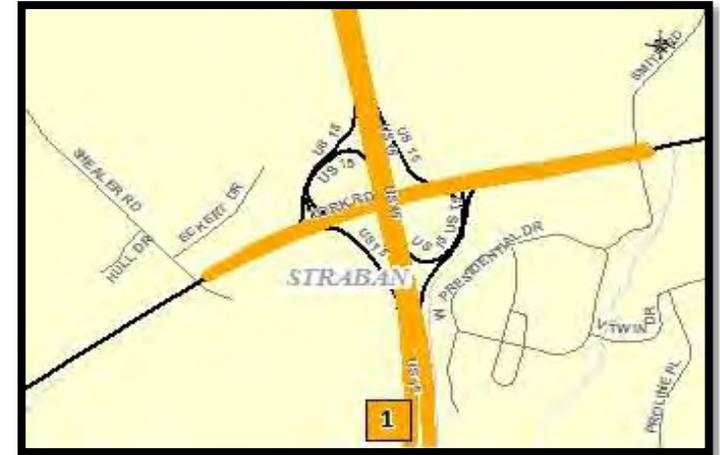
ESTIMATED TOTAL PROJECT COSTS: \$33,354,320

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$250	\$750	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$478	\$522	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$500	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$22,908
SUBTOTAL	\$2,000	\$0	\$0	\$250	\$1,728	\$522	\$22,908
TOTAL FY 2015-2016	\$2,000						
TOTAL FY 2017-2020	\$2,500						
TOTAL FY 2021-2024	\$20,957						

FUNDING SOURCE (2017 TIP):

FEDERAL: \$2,292,001 (NHPP); \$208,000 (STP); 2ND 4 YEARS: \$9,664,000 (NHPP); \$6,366,000 STP
\$4,055,999 (HSIP); 3RD 4 YEARS: 1,414,000 (NHPP)
STATE: 2ND 4 YEARS: \$432,000 (581); 3RD 4 YEARS: \$537,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

2

MAP PROJECT #: 2
PROJECT NAME: US 15 JUGHANDLES- ADAMS

PROJECT'S FIRST APPEARANCE: 3/27/2014
MPMS#: #102333

PRIMARY IMPROVEMENT TYPE: SAFETY IMPROVEMENT
STATE ROUTE #: 0015
PROJECT LENGTH: 7.55 MILES
GEOGRAPHIC LIMITS: US ROUTE 15 FROM ADAMS COUNTY LINE TO SOUTH RIDGE ROAD IN LATIMORE AND HUNTINGTON TOWNSHIPS.

PROJECT PURPOSE: SAFETY IMPROVEMENTS
PROJECT DESCRIPTION: CONSTRUCT FOUR JUGHANDLES AT: COUNTY LINE ROAD, LATIMORE VALLEY ROAD, MOUNTAIN ROAD, AND BONNERS HILL ROAD. REMOVE CROSS TRAFFIC PATTERNS. IMPROVEMENTS AT ALL OTHER INTERSECTIONS.

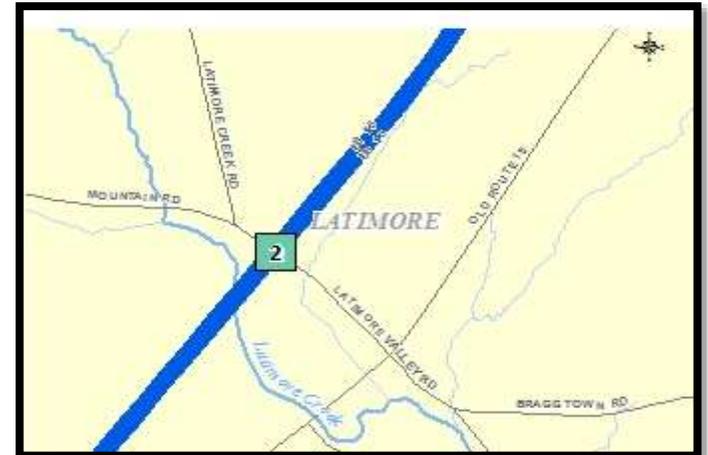
ESTIMATED LET DATE: 6/8/2017
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,000,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$2,000						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$2,000,000 (NHPP)
STATE:
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

3

MAP PROJECT #: 3
PROJECT NAME: ABBOTTSTOWN PIKE RESURFACING

PROJECT'S FIRST APPEARANCE: 6/26/2015
MPMS#: #105328

PRIMARY IMPROVEMENT TYPE: PAVEMENT PRESERVATION/RESURFACING
STATE ROUTE #: 0194
PROJECT LENGTH: 0.98 MILES
GEOGRAPHIC LIMITS: PA 194 (ABBOTTSTOWN PIKE) FROM PINE COURT DRIVE TO JACOBS MILL ROAD

PROJECT PURPOSE: RESURFACING
PROJECT DESCRIPTION: RESURFACING, DRAINAGE, GUIDE RAIL, AND ADA RAMPS ON PA 194 (ABBOTTSTOWN PIKE) IN ABBOTTSTOWN BOROUGH AND BERWICK TOWNSHIP

ESTIMATED LET DATE: 4/5/2018
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$610,258

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$650	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$0	\$650	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$650						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$650,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

5

MAP PROJECT #: 5
PROJECT NAME: US 30 RESURFACING #4

PROJECT'S FIRST APPEARANCE: 1/27/2014
MPMS#: 101480

PRIMARY IMPROVEMENT TYPE: ROAD RESURFACING
STATE ROUTE #: 0030 **NAME:** YORK ROAD
PROJECT LENGTH: 4.24 MILES
GEOGRAPHIC LIMITS: US 30 FROM THE GETTYSBURG BOROUGH LINE TO OLD ROUTE 30 IN FRANKLIN AND CUMBERLAND TOWNSHIPS.

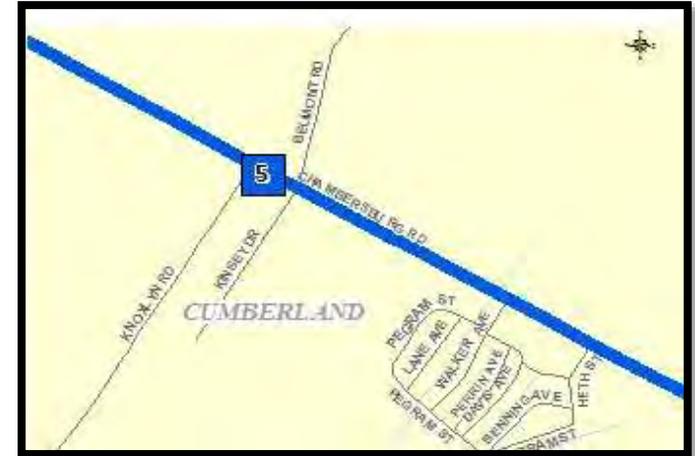
PROJECT PURPOSE: ROAD RESURFACING

PROJECT DESCRIPTION:

ESTIMATED LET DATE: 3/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

ESTIMATED TOTAL PROJECT COSTS: \$2,484,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$2,182	\$318	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$2,182	\$318	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$2,500						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$2,500,000 (NHPP)
STATE:
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

4

MAP PROJECT #: 4
PROJECT NAME: ARENDTSVILLE ROAD RESURFACING

PROJECT'S FIRST APPEARANCE: 11/26/2012
MPMS#: #96288

PRIMARY IMPROVEMENT TYPE: PAVEMENT PRESERVATION/RESURFACING
STATE ROUTE #: 0234
PROJECT LENGTH: 0.45 MILES
GEOGRAPHIC LIMITS: PA 234 (ARENDSVILLE ROAD) FROM NARROWS ROAD TO EAST OF MILL ROAD IN ARENDTSVILLE BOROUGH

PROJECT PURPOSE: ROAD RESURFACING
PROJECT DESCRIPTION: RESURFACE PA 234 (ARENDSVILLE ROAD) FROM NARROWS ROAD TO EAST OF MILL ROAD IN ARENDTSVILLE BOROUGH, ADAMS COUNTY.

ESTIMATED LET DATE: 5/18/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

ESTIMATED TOTAL PROJECT COSTS: \$1,100,001

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$1,100	\$0	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$1,100	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$1,100						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$1,100,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

6

MAP PROJECT #: 6
PROJECT NAME: BALTIMORE PIKE RESURFACING

PROJECT'S FIRST APPEARANCE: 11/2/2012
MPMS#: #96245

PRIMARY IMPROVEMENT TYPE: PAVEMENT PRESERVATION/RESURFACING
STATE ROUTE #: 0097
PROJECT LENGTH: 3.9 MILES
GEOGRAPHIC LIMITS: PA 97 (BALTIMORE PIKE) FROM WHITE RUN TO MUD COLLEGE ROAD IN MOUNT JOY TOWNSHIP

PROJECT PURPOSE: ROAD RESURFACING
PROJECT DESCRIPTION: RESURFACE

ESTIMATED LET DATE: 9/14/2017
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,645,201

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$2,645	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$0	\$2,645	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$2,645						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$2,645,000 (409)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

7

MAP PROJECT #: 7
PROJECT NAME: PA 94 & 234 INTERSECTION IMPROVEMENT

PROJECT'S FIRST APPEARANCE: 12/20/2011
MPMS#: 94897

PRIMARY IMPROVEMENT TYPE: INTERSECTION IMPROVEMENT
STATE ROUTE #: 0094 **NAME:** CARLISLE PIKE
PROJECT LENGTH: 2.38 MILES
GEOGRAPHIC LIMITS: INTERSECTION OF PA 94 (CARLISLE PIKE) AND PA 234 (EAST BERLIN ROAD) IN READING TOWNSHIP.

PROJECT PURPOSE: INTERSECTION SAFETY

PROJECT DESCRIPTION: ADD LEFT TURN LANES AND PROTECTED PHASING ON PA 94 (CARLISLE PIKE)

ESTIMATED LET DATE: 1/12/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

ESTIMATED TOTAL PROJECT COSTS: \$2,610,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$150	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$30	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$50	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$363	\$557	\$896	\$734	\$330	\$0	\$0
SUBTOTAL	\$593	\$557	\$896	\$734	\$330	\$0	\$0
TOTAL FY 2015-2016	\$1,150						
TOTAL FY 2017-2020	\$1,960						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL: \$1,630,095 (STP); \$329,905 (CAQ)

STATE:

LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

8

MAP PROJECT #: 8
PROJECT NAME: PA 94 & 394 INTERSECTION IMPROVEMENT

PROJECT'S FIRST APPEARANCE: 12/20/2011
MPMS#: 94894

PRIMARY IMPROVEMENT TYPE: INTERSECTION IMPROVEMENT
STATE ROUTE #: 0094 **NAME:** CARLISLE PIKE
PROJECT LENGTH: 1.67 MILES
GEOGRAPHIC LIMITS: INTERSECTION OF PA 94, PA 394, AND SR 1007 (STONE POINT ROAD) IN READING TOWNSHIP.

PROJECT PURPOSE: INTERSECTION SAFETY

PROJECT DESCRIPTION: INTERSECTION IMPROVEMENTS

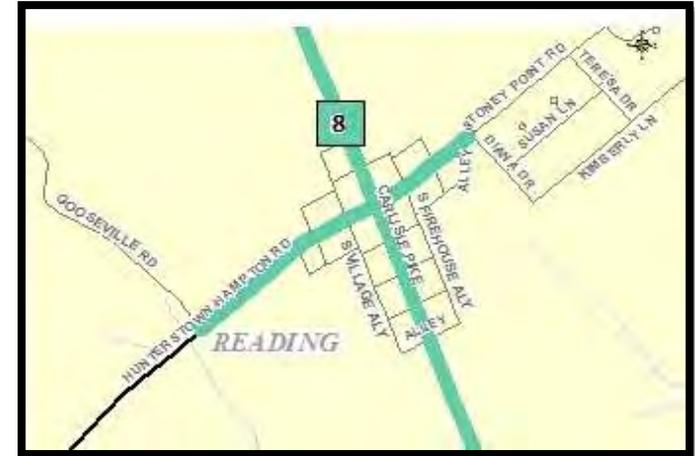
ESTIMATED LET DATE: 1/11/2018
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,480,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$750	\$930	\$0	\$0
SUBTOTAL	\$0	\$0	\$0	\$750	\$930	\$0	\$0
TOTAL FY 2015-2016	\$0						
TOTAL FY 2017-2020	\$1680						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$1,680,000 (HSIP)
STATE:
LOCAL:

PROJECT LOCATION:



**2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

9

MAP PROJECT #: 9
PROJECT NAME: 234 & 3001 IMPROVEMENTS

PROJECT'S FIRST APPEARANCE: 4/21/2005
MPMS#: 73602

PRIMARY IMPROVEMENT TYPE: SAFETY IMPROVEMENT/ROAD WIDENING
STATE ROUTE #: 0234 **NAME:** HEIDLERSBURG RD.
PROJECT LENGTH: 2.44 MILES
GEOGRAPHIC LIMITS: SR 234 (HEIDLERSBURG RD) AND SR 3001 (OLD HARRISBURG RD); TYRONE AND HUNTINGTON TOWNSHIPS.

PROJECT PURPOSE: SAFETY IMPROVEMENTS INVOLVING ROAD WIDENING.

PROJECT DESCRIPTION: UPGRADE OF SIGNING AND PAVEMENT MARKINGS. MINOR PAVEMENT AND SHOULD UPGRADES.

ESTIMATED LET DATE: 8/10/2017
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$1,826,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$125	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$20	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$20	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$476	\$961	\$228	\$0	\$0	\$0
SUBTOTAL	\$165	\$476	\$961	\$228	\$0	\$0	\$0
TOTAL FY 2015-2016	\$641						
TOTAL FY 2017-2020		\$1,189					
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$1,189,000 (HSIP)
STATE:
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

10

MAP PROJECT #: 10
PROJECT NAME: US 15 RESURFACING

PROJECT'S FIRST APPEARANCE: 4/6/2015
MPMS#: #105071

PRIMARY IMPROVEMENT TYPE: ROAD RESURFACING
STATE ROUTE #: 0015
PROJECT LENGTH: 4.38 MILES
GEOGRAPHIC LIMITS: US 15 FROM THE YORK COUNTY LINE TO JUST SOUTH OF OLD ROUTE 15 IN LATIMORE TOWNSHIP

PROJECT PURPOSE: ROAD RESURFACING
PROJECT DESCRIPTION: RESURFACE US ROUTE 15 (BLUE-GRAY HIGHWAY) FROM YORK COUNTY LINE TO JUST SOUTH OF OLD ROUTE 15.

ESTIMATED LET DATE: 6/8/2017
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,039,840

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$1,195	\$783	\$0	\$0
SUBTOTAL	\$0	\$0	\$0	\$1,195	\$783	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$1,979						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$1,978,880 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

11

MAP PROJECT #: 11
PROJECT NAME: CARLISLE PIKE RESURFACING

PROJECT'S FIRST APPEARANCE: 6/26/2015
MPMS#: #105331

PRIMARY IMPROVEMENT TYPE: ROAD RESURFACING
STATE ROUTE #: 0094
PROJECT LENGTH: 3.36 MILES
GEOGRAPHIC LIMITS: PA 94 FROM YORK COUNTY LINE TO SR 1019 (BERLIN ROAD) IN OXFORD AND HAMILTON TOWNSHIPS.

PROJECT PURPOSE: ROAD RESURFACING
PROJECT DESCRIPTION: RESURFACE PA 94 (CARLISLE PIKE) THE YORK COUNTY LINE TO SR 1019 (BERLIN ROAD) IN OXFORD AND HAMILTON TOWNSHIPS

ESTIMATED LET DATE: 4/5/2018
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,320,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$1,686	\$814	\$0	\$0
SUBTOTAL	\$0	\$0	\$0	\$1,686	\$814	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$2,600						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$2,500,000 (NHPP)
STATE:
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

13

MAP PROJECT #: 13
PROJECT NAME: US 15 BRIDGE OVER ROCK CREEK

PROJECT'S FIRST APPEARANCE: 1/14/2014
MPMS#: #99734

PRIMARY IMPROVEMENT TYPE: BRIDGE PRESERVATION ACTIVITIES
STATE ROUTE #: 0015
PROJECT LENGTH: 0.03 MILES
GEOGRAPHIC LIMITS: US 15 OVER ROCK CREEK

PROJECT PURPOSE: BRIDGE PRESERVATION
PROJECT DESCRIPTION: BRIDGE PRESERVATION ON US ROUTE 15 OVER ROCK CREEK IN CUMBERLAND AND MOUNT JOY TOWNSHIPS, ADAMS COUNTY

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

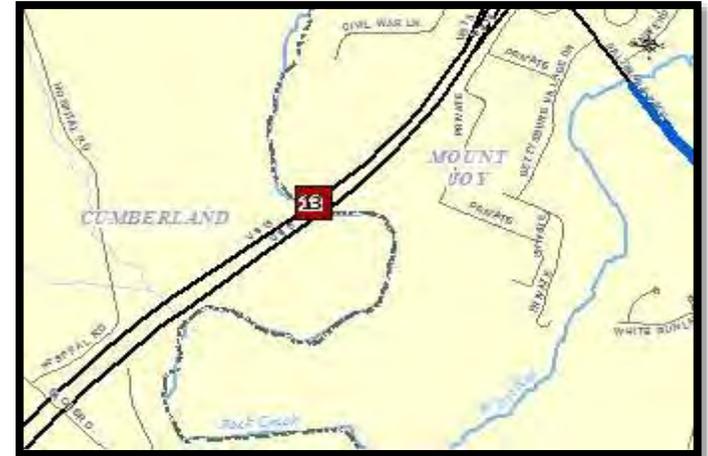
ESTIMATED TOTAL PROJECT COSTS: \$888,261

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$50	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$500	\$0	\$0	\$0	\$0
SUBTOTAL	\$50	\$0	\$500	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016	\$50						
TOTAL FY 2017-2020	\$500						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$500,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

12

PROJECT'S FIRST APPEARANCE: 11/26/2012
MPMS#: #96289

MAP PROJECT #: 12
PROJECT NAME: CARLISLE ROAD RESURFACING

PRIMARY IMPROVEMENT TYPE: ROAD RESURFACING
STATE ROUTE #: 0034
PROJECT LENGTH: 3.51 MILES
GEOGRAPHIC LIMITS: PA 34 FROM GABLER ROAD TO THE COUNTY LINE IN HUNTINGTON TOWNSHIP, ADAMS COUNTY

PROJECT PURPOSE: ROAD RESURFACING
PROJECT DESCRIPTION: RESURFACE PA 34 (CARLISLE ROAD) FROM SR 4003 (GABLER ROAD) TO THE COUNTY LINE IN HUNTINGTON, MENALLEN, AND TYRONE TOWNSHIPS.

ESTIMATED LET DATE: 5/18/2017
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,600,001

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$2,600	\$0	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$2,600	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$2,600						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$2,600,000 (409)
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

14

MAP PROJECT #: 14
PROJECT NAME: US 15 BRIDGE OVER MARSH CREEK PM

PROJECT'S FIRST APPEARANCE: 2/4/2015
MPMS#: #104606

PRIMARY IMPROVEMENT TYPE: BRIDGE PRESERVATION
STATE ROUTE #: 0015
PROJECT LENGTH: 0.03 MILES
GEOGRAPHIC LIMITS: US 15 OVER MARSH CREEK

PROJECT PURPOSE: BRIDGE PRESERVATION
PROJECT DESCRIPTION: BRIDGE PRESERVATION ON US 15 OVER MARSH CREEK IN FREEDOM TOWNSHIP, ADAMS COUNTY.

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

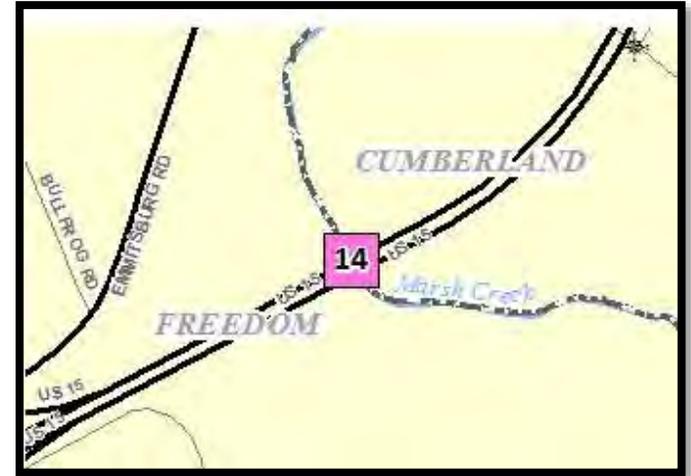
ESTIMATED TOTAL PROJECT COSTS: \$685,613

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$36	\$13	\$550	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$36	\$13	\$550	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016	\$49						
TOTAL FY 2017-2020	\$550						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$550,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

15

MAP PROJECT #: 15
PROJECT NAME: US 15 BRIDGE PREVENTATIVE MAINTENANCE

PROJECT'S FIRST APPEARANCE: 1/14/2014
MPMS#: 99724

PRIMARY IMPROVEMENT TYPE: PREVENTATIVE MAINTENANCE
STATE ROUTE #: 0015 **NAME:** US ROUTE 15
PROJECT LENGTH: 0.54 MILES
GEOGRAPHIC LIMITS: US 15 OVER MIDDLE CREEK IN FREEDOM TOWNSHIP.

PROJECT PURPOSE: BRIDGE PRESERVATION

PROJECT DESCRIPTION:

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

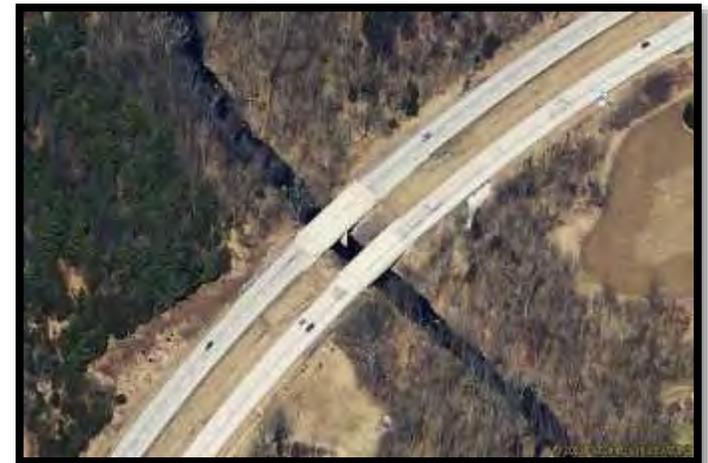
ESTIMATED TOTAL PROJECT COSTS: \$562,373

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$100	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$270	\$0	\$0	\$0	\$0
SUBTOTAL	\$100	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL FY 2013-2014	\$100						
TOTAL FY 2015-2018	\$270						
TOTAL FY 2019-2022							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$270,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

16

MAP PROJECT #: 16
PROJECT NAME: CARLISLE ROAD BRIDGE 4

PROJECT'S FIRST APPEARANCE: 8/14/2009
MPMS#: #87433

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 0034
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: PA 34 OVER TRIBUTARY TO OPPOSUM CREEK IN MENALLEN TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT
PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON PA 34 (CARLISLE ROAD) OVER A TRIBUTARY TO OPOSSUM CREEK IN MENALLEN TOWNSHIP.

ESTIMATED LET DATE: 5/3/2023
ESTIMATED YEAR OF CONSTRUCTION: 2024

ESTIMATED TOTAL PROJECT COSTS: \$291,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$50	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$40	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$10	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$10	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$181	
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$50	\$241	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$50							
TOTAL FY 2021-2024	\$241							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$50,000 (185); 2ND 4 YEARS: \$60,000 (185), \$181,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

17

MAP PROJECT #: 17
PROJECT NAME: SHRIVERS CORNER BRIDGE

PROJECT'S FIRST APPEARANCE: 9/4/2009
MPMS#: 87672

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 394
PROJECT LENGTH: 0.01 MILES
GEOGRAPHIC LIMITS: PA 394 (SHRIVERS CORNER ROAD) BRIDGE IMPROVEMENTS OVER ROCK CREEK IN STRABAN TOWNSHIP, ADAMS COUNTY.

PROJECT PURPOSE: BRIDGE REPLACEMENT
PROJECT DESCRIPTION: PA 394 (SHRIVERS CORNER ROAD) BRIDGE IMPROVEMENTS OVER ROCK CREEK IN STRABAN TOWNSHIP, ADAMS COUNTY.

ESTIMATED LET DATE: 4/8/2021
ESTIMATED YEAR OF CONSTRUCTION: 2021

ESTIMATED TOTAL PROJECT COSTS: \$965,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$150	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$100	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$15	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SUBTOTAL	\$0	\$0	\$0	\$150	\$0	\$115	\$0	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$265							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$265,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

18

MAP PROJECT #: 18
PROJECT NAME: US 15 BRIDGE OVER PA 116 PREVENTATIVE MAINTENANCE

PROJECT'S FIRST APPEARANCE: 1/14/2014
MPMS#: 99736

PRIMARY IMPROVEMENT TYPE: PREVENTATIVE MAINTENANCE
STATE ROUTE #: 0015 **NAME:** US ROUTE 15
PROJECT LENGTH: 0.01 MILES
GEOGRAPHIC LIMITS: US 15 OVER PA 116 (HANOVER ROAD) IN STRABAN TOWNSHIP.

PROJECT PURPOSE: BRIDGE PRESERVATION

PROJECT DESCRIPTION: BRIDGE PRESERVATION OVER PA 116 IN STRABAN TOWNSHIP.

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

ESTIMATED TOTAL PROJECT COSTS: \$350,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$75	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$200	\$0	\$0	\$0	\$0
SUBTOTAL	\$75	\$0	\$200	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016	\$75						
TOTAL FY 2017-2020	\$200						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$200,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

19

MAP PROJECT #: 19
PROJECT NAME: WIERMANS MILL BRIDGE

PROJECT'S FIRST APPEARANCE: 8/14/2009
MPMS#: #87431

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 1009
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: WIERMANS MILL ROAD OVER TRIBUTARY TO BERMUDIAN CREEK IN HUNTINGTON TOWNSHIP, ADAMS COUNTY

PROJECT PURPOSE: BRIDGE IMPROVEMENTS
PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON SR 1009 (WIERMANS MILL ROAD) OVER TRIBUTARY TO BERMUDIAN CREEK IN HUNTINGTON TOWNSHIP.

ESTIMATED LET DATE: 2/11/2021
ESTIMATED YEAR OF CONSTRUCTION: 2021

ESTIMATED TOTAL PROJECT COSTS: \$500,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$75	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$50	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$15	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$10	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$350	
SUBTOTAL	\$0	\$0	\$0	\$75	\$0	\$75	\$350	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$150							
TOTAL FY 2021-2024	\$350							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$150,000 (581); 2ND 4 YEARS: \$350,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

20

MAP PROJECT #: 20
PROJECT NAME: FAIRFIELD ROAD BRIDGE #2

PROJECT'S FIRST APPEARANCE: 1/21/1999
MPMS#: 18147

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 0116 **NAME:** FAIRFIELD ROAD
PROJECT LENGTH: 0.02 MILES
GEOGRAPHIC LIMITS: PA 116 (FAIRFIELD ROAD) OVER WILLOUGHBY RUN IN CUMBERLAND TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: BRIDGE REPLACEMENT OVER WILLOUGHBY RUN IN CUMBERLAND TOWNSHIP.

ESTIMATED LET DATE: 1/1/2018
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,270,561

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$200	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$15	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$15	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0
SUBTOTAL	\$215	\$15	\$0	\$1,500	\$0	\$0	\$0
TOTAL FY 2015-2016	\$230						
TOTAL FY 2017-2020	\$1,500						
TOTAL FY 2021-2024	\$0						

FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$1,138,630 (185); \$361,370 (581)

LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

21

MAP PROJECT #: 21
PROJECT NAME: TANEYTOWN ROAD BRIDGE PREVENTATIVE MAINTENANCE

PROJECT'S FIRST APPEARANCE: 7/14/2010
MPMS#: 99672

PRIMARY IMPROVEMENT TYPE: BRIDGE PRESERVATION
STATE ROUTE #: 0134 **NAME:** TANEYTOWN ROAD
PROJECT LENGTH: 0.02 MILES
GEOGRAPHIC LIMITS: PA 134 (TANEYTOWN RD) OVER ROCK CREEK IN MOUNT JOY AND CUMBERLAND TOWNSHIPS.

PROJECT PURPOSE: BRIDGE PRESERVATION

PROJECT DESCRIPTION: BRIDGE PRESERVATION OVER ROCK CREEK IN MOUNT JOY AND CUMBERLAND TOWNSHIPS.

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

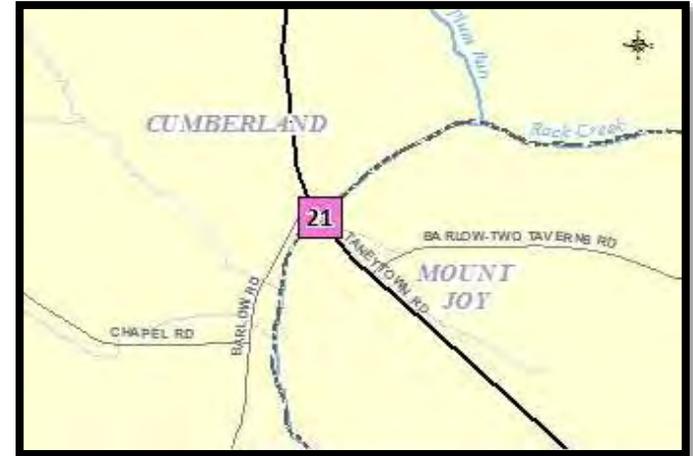
ESTIMATED TOTAL PROJECT COSTS: \$415,638

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$100	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$250	\$0	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$350	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$350						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$350,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

22

MAP PROJECT #: 22
PROJECT NAME: HEIDLERSBURG BRIDGE

PROJECT'S FIRST APPEARANCE: 8/14/2009
MPMS#: 87426

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 0234 **NAME:** HEIDLERSBURG ROAD
PROJECT LENGTH: 1.75 MILES
GEOGRAPHIC LIMITS: PA 234 (HEIDLERSBURG RD) OVER A TRIBUTARY TO CONEWAGO CREEK IN TYRONE TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON PA 234 (HEIDLERSBURG ROAD) OVER A TRIBUTARY TO CONEWAGO CREEK IN TYRONE TOWNSHIP

ESTIMATED LET DATE: 1/9/2020
ESTIMATED YEAR OF CONSTRUCTION: 2020

ESTIMATED TOTAL PROJECT COSTS: \$1,005,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$250	\$0	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$150	\$0	\$0	\$0	
UTILITY	\$0	\$0	\$0	\$10	\$0	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$45	\$0	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$550	\$0	\$0	
SUBTOTAL	\$0	\$0	\$250	\$205	\$550	\$0	\$0	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$1,005							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$1,005,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

23

MAP PROJECT #: 23
PROJECT NAME: PA 234 BRIDGE

PROJECT'S FIRST APPEARANCE: 7/12/2010
MPMS#: 90693

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 0234 **NAME:** BUCHANAN VALLEY RD
PROJECT LENGTH: 0.01 MILES
GEOGRAPHIC LIMITS: PA 234 (BUCHANAN VALLEY RD) OVER CONEWAGO CREEK IN FRANKLIN TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: BRIDGE REPLACEMENT OVER CONEWAGO CREEK IN FRANKLIN TOWNSHIP.

ESTIMATED LET DATE: 1/9/2020
ESTIMATED YEAR OF CONSTRUCTION: 2020

ESTIMATED TOTAL PROJECT COSTS: \$1,505,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$250	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$175	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$30	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$50	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
SUBTOTAL	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$150						
TOTAL FY 2021-2024							

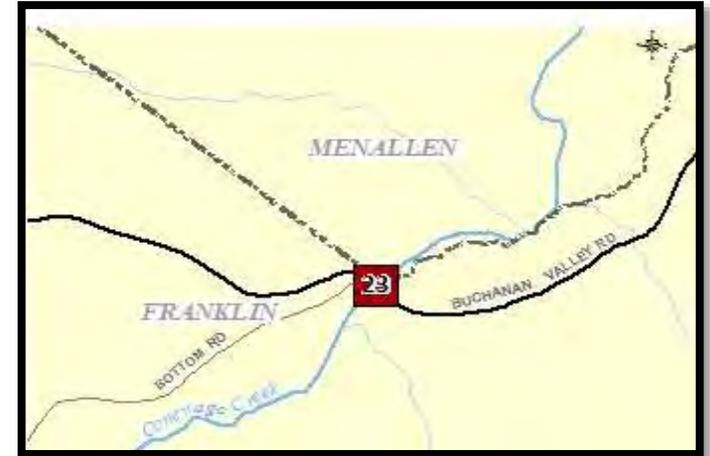
FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$1,035,250 (185); \$469,750 (581)

LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

24

MAP PROJECT #: 24
PROJECT NAME: LATIMORE VALLEY ROAD BRIDGE

PROJECT'S FIRST APPEARANCE: 6/14/2015
MPMS#: 73854

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 1005 **NAME:** LATIMORE VALLEY RD.
PROJECT LENGTH: 0.67 MILES
GEOGRAPHIC LIMITS: SR 1005 (LATIMORE VALLEY RD) BRIDGE OVER BERMUDIAN CREEK IN LATIMORE TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: REPLACEMENT OF HISTORIC STONE ARCH BRIDGE.

ESTIMATED LET DATE: 1/24/2019
ESTIMATED YEAR OF CONSTRUCTION: 2019

ESTIMATED TOTAL PROJECT COSTS: \$1,800,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$300	\$0	\$200	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$350	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$50	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$900	\$0	\$0
SUBTOTAL	\$300	\$0	\$200	\$400	\$900	\$0	\$0
TOTAL FY 2015-2016	\$300						
TOTAL FY 2017-2020	\$1,500						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL: \$631,000 (BOF); \$269,000 (STP)
STATE: \$200,000 (185); \$400,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

25

MAP PROJECT #: 25
PROJECT NAME: MUD RUN BRIDGE

PROJECT'S FIRST APPEARANCE: 8/24/2006
MPMS#: 78638

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 1007 **NAME:** STONEY POINT ROAD
PROJECT LENGTH: 0.04 MILES
GEOGRAPHIC LIMITS: SR 1007 (STONEY POINT RD) OVER MUD RUN IN READING TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: BRIDGE REPLACEMENT OVER MUD RUN IN READING TOWNSHIP.

ESTIMATED LET DATE: 1/24/2019
ESTIMATED YEAR OF CONSTRUCTION: 2020

ESTIMATED TOTAL PROJECT COSTS: \$835,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$150	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$75	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$10	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$600	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$150	\$685	\$0	\$0	\$0
TOTAL FY 2015-2016	\$835						
TOTAL FY 2017-2020							
TOTAL FY 2021-2024							

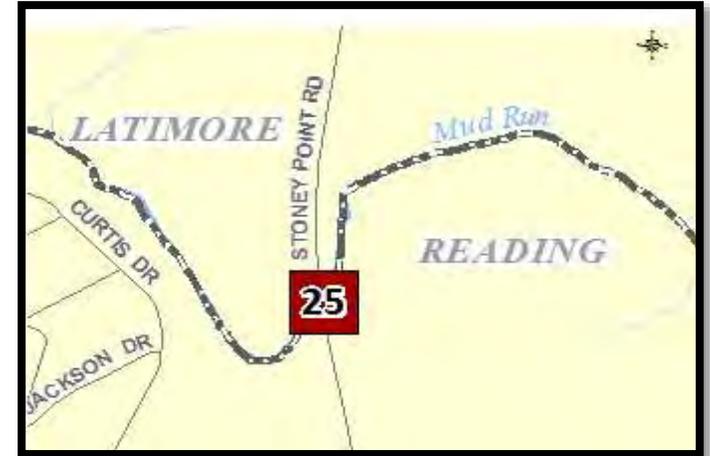
FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$150,000 (185); \$685,000 (581)

LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

26

MAP PROJECT #: 26
PROJECT NAME: ROCK CREEK BRIDGE

PROJECT'S FIRST APPEARANCE: 1/15/2014
MPMS#: #99832

PRIMARY IMPROVEMENT TYPE: BRIDGE REHABILITATION
STATE ROUTE #: 3002
PROJECT LENGTH: 0.37 MILES
GEOGRAPHIC LIMITS: STATE ROUTE 3002 (MASON DIXON ROAD) OVER ROCK CREEK IN CUMBERLAND AND MOUNT JOY TOWNSHIPS.

PROJECT PURPOSE: BRIDGE PRESERVATION
PROJECT DESCRIPTION: BRIDGE PRESERVATION ON SR 3002 (MASON DIXON ROAD) OVER ROCK CREEK IN CUMBERLAND AND MOUNT JOY TOWNSHIPS, ADAMS COUNTY

ESTIMATED LET DATE: 2/6/2020
ESTIMATED YEAR OF CONSTRUCTION: 2020

ESTIMATED TOTAL PROJECT COSTS: \$2,065,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$200	\$0	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$125	\$0	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$25	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$15	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$1,700	\$0	
SUBTOTAL	\$0	\$0	\$200	\$0	\$165	\$1,700	\$0	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$2,065							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):

FEDERAL: \$631,000 (BOF); \$729,000 (STP)
STATE: \$325,000 (581); \$380,00 (185);
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

27

MAP PROJECT #: 27
PROJECT NAME: US 15 OVER CSX RR

PROJECT'S FIRST APPEARANCE: 1/14/2014
MPMS#: 99739

PRIMARY IMPROVEMENT TYPE: BRIDGE PRESERVATION
STATE ROUTE #: 0015 **NAME:** US ROUTE 15
PROJECT LENGTH: 0.02 MILES
GEOGRAPHIC LIMITS: US 15 OVER CSX RAILROAD IN STRABAN TOWNSHIP.

PROJECT PURPOSE: BRIDGE PRESERVATION

PROJECT DESCRIPTION: BRIDGE PRESERVATION OVER CSX RAILROAD IN STRABAN TOWNSHIP.

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

ESTIMATED TOTAL PROJECT COSTS: \$488,560

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$62	\$13	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$250	\$0	\$0	\$0	\$0
SUBTOTAL	\$62	\$13	\$250	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016	\$75						
TOTAL FY 2017-2020	\$250						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$250,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

28

MAP PROJECT #: 28
PROJECT NAME: MILLERSTOWN ROAD BRIDGE

PROJECT'S FIRST APPEARANCE: 8/24/2006
MPMS#: #78662

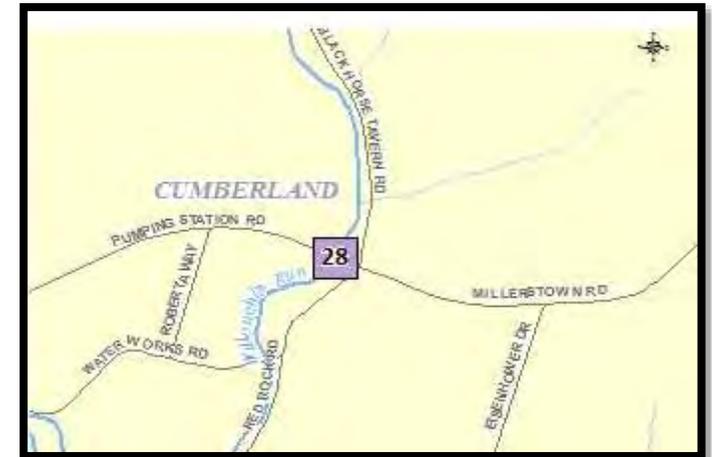
PRIMARY IMPROVEMENT TYPE: BRIDGE REHABILITATION
STATE ROUTE #: 3005
PROJECT LENGTH: 0.04 MILES
GEOGRAPHIC LIMITS: SR 3005 (MILLERSTOWN ROAD) OVER WILLOUGHBY RUN

PROJECT PURPOSE: BRIDGE REHABILITATION
PROJECT DESCRIPTION: BRIDGE REHAB ON SR 3005 (MILLERSTOWN ROAD) OVER WILLOUGHBY RUN IN CUMBERLAND TOWNSHIP, ADAMS COUNTY.

ESTIMATED LET DATE: 3/26/2020
ESTIMATED YEAR OF CONSTRUCTION: 2020

ESTIMATED TOTAL PROJECT COSTS: \$1,065,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$100	\$0	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$60	\$0	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$15	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$15	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$875	\$0	
SUBTOTAL	\$0	\$0	\$100	\$0	\$85	\$875	\$0	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$1,060							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$60,000 (185); \$1,005,000 (581)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

29

MAP PROJECT #: 29
PROJECT NAME: TRIB TO MARSH CREEK

PROJECT'S FIRST APPEARANCE: 7/13/2010
MPMS#: #90752

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 3005
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: SR 3005 (PUMPING STATION ROAD) OVER TRIB TO MARSH CREEK

PROJECT PURPOSE: BRIDGE REPLACEMENT
PROJECT DESCRIPTION: BRIDGE REPLACEMENT FOR SR 3005 (PUMPING STATION ROAD) OVER TRIBUTARY TO MARSH CREEK IN FREEDOM TOWNSHIP, ADAMS COUNTY

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

ESTIMATED TOTAL PROJECT COSTS: \$225,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$225	\$0	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$225	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$225						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$225,000 (185)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

30

MAP PROJECT #: 30
PROJECT NAME: MUMMASBURG ROAD BRIDGE

PROJECT'S FIRST APPEARANCE: 8/14/2009
MPMS#: #87435

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 3017
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: SR 3017 (MUMMASBURG ROAD) OVER MUD RUN

PROJECT PURPOSE: BRIDGE REPLACEMENT
PROJECT DESCRIPTION: BRIDGE IMPROVEMENTS ON SR 3017 (MUMMASBURG ROAD) OVER MUD RUN IN FRANKLIN TOWNSHIP, ADAMS COUNTY.

ESTIMATED LET DATE: 1/14/2021
ESTIMATED YEAR OF CONSTRUCTION: 2021

ESTIMATED TOTAL PROJECT COSTS: \$500,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$75	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$50	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$15	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$10	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$350	
SUBTOTAL	\$0	\$0	\$0	\$75	\$0	\$75	\$350	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$150							
TOTAL FY 2021-2024	\$350							

FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$75,000 (581); \$75,000 (185); 2ND 4 YEARS: \$350,000 (581)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

31

MAP PROJECT #: 31
PROJECT NAME: PINEY CREEK BRIDGE 2

PROJECT'S FIRST APPEARANCE: 7/12/2010
MPMS#: #90692

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 0097
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: PA 97 OVER TRIBUTARY TO PINEY CREEK

PROJECT PURPOSE: BRIDGE REPLACEMENT
PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON PA 94 OVER TRIBUTARY TO PINEY CREEK IN GERMANY TOWNSHIP, ADAMS COUNTY

ESTIMATED LET DATE: 5/18/2023
ESTIMATED YEAR OF CONSTRUCTION: 2024

ESTIMATED TOTAL PROJECT COSTS: \$370,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$60	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$50	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$10	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$10	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$240	
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$60	\$310	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$60							
TOTAL FY 2021-2024	\$310							

FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$60,000 (185); 2ND 4 YEARS: \$310,000 (185)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

32

MAP PROJECT #: 32
PROJECT NAME: PA 116 OVER TRIB MARSH CREEK

PROJECT'S FIRST APPEARANCE: 1/28/2016
MPMS#: #106665

PRIMARY IMPROVEMENT TYPE: BRIDGE REHABILITATION
STATE ROUTE #: 0116
PROJECT LENGTH: .01 MILES
GEOGRAPHIC LIMITS: PA 116 (FAIRFIELD ROAD) OVER TRIBUTARY TO MARSH CREEK

PROJECT PURPOSE: BRIDGE REHABILITATION
PROJECT DESCRIPTION: BRIDGE REHAB ON PA 116 (FAIRFIELD ROAD) OVER TRIBUTARY TO MARSH CREEK IN HIGHLAND TOWNSHIP, ADAMS COUNTY.

ESTIMATED LET DATE: 5/9/2024
ESTIMATED YEAR OF CONSTRUCTION: 2025

ESTIMATED TOTAL PROJECT COSTS: \$525,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$75	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$50	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$400	
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$75	\$450	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$75							
TOTAL FY 2021-2024	\$450							

FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$75,000 (185); 2ND 4 YEARS: \$50,000 (185), \$400,000 (581)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

33

MAP PROJECT #: 33
PROJECT NAME: PA 116 OVER TRIB WILLOUGHBY RUN

PROJECT'S FIRST APPEARANCE: 1/28/2016
MPMS#: #106666

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 0116
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: PA 116 (FAIRFIELD ROAD) OVER TRIBUTARY TO WILLOUGHBY RUN IN CUMBERLAND TOWNSHIP, ADAMS COUNTY

PROJECT PURPOSE: BRIDGE REPLACEMENT
PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON PA 116 (FAIRFIELD ROAD) OVER TRIBUTARY TO WILLOUGHBY RUN IN CUMBERLAND TOWNSHIP.

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: 2023

ESTIMATED TOTAL PROJECT COSTS: \$445,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$75	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$50	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$10	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$10	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$300	
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$75	\$370	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$75							
TOTAL FY 2021-2024	\$370							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$75,000 (185); 2ND 4 YEARS: \$70,000 (185); \$300,000 (581)
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

34

MAP PROJECT #: 34
PROJECT NAME: WATER STREET BRIDGE

PROJECT'S FIRST APPEARANCE: 8/14/2009
MPMS#: #87430

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 3010
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: SR 3010 (WATER STREET) OVER SPRING RUN IN HAMILTONBAN TOWNSHIP

PROJECT PURPOSE: BRIDGE REPLACEMENT
PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON SR 3010 (WATER STREET) OVER SPRING RUN IN HAMILTONBAN TOWNSHIP, ADAMS COUNTY.

ESTIMATED LET DATE: 1/9/2020
ESTIMATED YEAR OF CONSTRUCTION: 2020

ESTIMATED TOTAL PROJECT COSTS: \$875,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$250	\$0	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$150	\$0	\$0	\$0	
UTILITY	\$0	\$0	\$0	\$35	\$0	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$40	\$0	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$400	\$0	\$0	
SUBTOTAL	\$0	\$0	\$250	\$225	\$400	\$0	\$0	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$875							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$250,000 (185); \$625,000 (581)
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

35

MAP PROJECT #: 35
PROJECT NAME: OLD CARLISLE ROAD BRIDGE

PROJECT'S FIRST APPEARANCE: 1/21/1999
MPMS#: 18148

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 4001 **NAME:** OLD CARLISLE ROAD
PROJECT LENGTH: 0.11 MILES
GEOGRAPHIC LIMITS: SR 4001 (OLD CARLISLE ROAD) OVER OPOSSUM CREEK IN BUTLER TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON OLD CARLISLE ROAD OVER OPOSSUM CREEK IN BUTLER TOWNSHIP

ESTIMATED LET DATE: 7/13/2017
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,254,788

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$250	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$15	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$15	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$383	\$1,865	\$0	\$0	\$0
SUBTOTAL	\$280	\$0	\$383	\$1,865	\$0	\$0	\$0
TOTAL FY 2015-2016	\$280						
TOTAL FY 2017-2020	\$2,248						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL: \$1,167,201 (STP); \$631,000 (BOF)

STATE: \$449,549 (185)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

36

MAP PROJECT #: 36
PROJECT NAME: SHIPPENSBURG ROAD BRIDGE

PROJECT'S FIRST APPEARANCE: 9/23/2005
MPMS#: 74952

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 4010 **NAME:** SHIPPENSBURG ROAD
PROJECT LENGTH: 0.11MILES
GEOGRAPHIC LIMITS: SR 4010 (SHIPPENSBURG ROAD) BRIDGE OVER CONEWAGO CREEK IN FRANKLIN AND MENALLEN TOWNSHIPS.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: BRIDGE REPLACEMENT OVER CONEWAGO CREEK IN FRANKLIN AND MENALLEN TOWNSHIPS.

ESTIMATED LET DATE: 8/24/2017
ESTIMATED YEAR OF CONSTRUCTION: 2018

ESTIMATED TOTAL PROJECT COSTS: \$2,054,632

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$250	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$20	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$20	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$141	\$1,248	\$0	\$0	\$0	\$0
SUBTOTAL	\$0	\$431	\$1,248	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016	\$431						
TOTAL FY 2017-2020	\$1,248						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL: \$631,000 (BOF); \$367,704 (STP)

STATE: \$249,676 (185)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

37

MAP PROJECT #: 37
PROJECT NAME: MENGUS MILL ROAD BRIDGE

PROJECT'S FIRST APPEARANCE: 1/21/1999
MPMS#: 18049

PRIMARY IMPROVEMENT TYPE: BRIDGE REPLACEMENT
STATE ROUTE #: 7207 **NAME:** MENGUS MILL ROAD
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: MENGUS MILL ROAD BRIDGE OVER PINEY CREEK IN GERMANY TOWNSHIP.

PROJECT PURPOSE: BRIDGE REPLACEMENT

PROJECT DESCRIPTION: REPLACEMENT OF TOWNSHIP BRIDGE.

ESTIMATED LET DATE: 2/6/2020
ESTIMATED YEAR OF CONSTRUCTION: 2021

ESTIMATED TOTAL PROJECT COSTS: \$1,525,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$300	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$200	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$50	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$75	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$900	\$0
SUBTOTAL	\$300	\$0	\$0	\$0	\$325	\$900	\$0
TOTAL FY 2015-2016	\$300						
TOTAL FY 2017-2020	\$1,225						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$980,000 (STP)
STATE: \$177,000 (183)
LOCAL: \$61,250

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

38

MAP PROJECT #: 38
PROJECT NAME: US 15/PA 94 STUDY

PROJECT'S FIRST APPEARANCE: 1/6/2016
MPMS#: #106447

PRIMARY IMPROVEMENT TYPE: INTERCHANGE IMPROVEMENT STUDY
STATE ROUTE #: US 15/PA 94
PROJECT LENGTH: 3.96 MILES
GEOGRAPHIC LIMITS: FROM COUNTY LINE ROAD SOUTH TO THE US 15/PA 94 INTERCHANGE IN HUNTINGTON TOWNSHIP, ADAMS COUNTY.

PROJECT PURPOSE: INTERCHANGE IMPROVEMENT
PROJECT DESCRIPTION: INTERCHANGE IMPROVEMENT STUDY AT US 15/PA 94 INTERCHANGE

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

ESTIMATED TOTAL PROJECT COSTS: [Click here to enter text.](#)

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
STUDY	\$0	\$0	\$300	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$300	\$0	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$300						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$300,000 (581)
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

39

MAP PROJECT #: 39
PROJECT NAME: US 15/FRANKLIN CROSSING- ADAMS

PROJECT'S FIRST APPEARANCE: 1/28/2016
MPMS#: #106669

PRIMARY IMPROVEMENT TYPE: SAFETY IMPROVEMENT
STATE ROUTE #: 0015
PROJECT LENGTH: 4.64 MILES
GEOGRAPHIC LIMITS: US 15 FROM ADAMS COUNTY LINE TO PA 94

PROJECT PURPOSE: IMPLEMENTS RESULTS OF THE CROSSING STUDY
PROJECT DESCRIPTION: IMPLEMENT RESULTS OF THE US 15/FRANKLIN CROSS STUDY FROM THE YORK TIP. THIS PROJECT IS COORDINATING WITH MPMS 95098 ON THE YORK TIP.

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

ESTIMATED TOTAL PROJECT COSTS: \$6,600,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$800	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$800	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	
SUBTOTAL	\$0	\$0	\$0	\$0	\$800	\$800	\$5,000	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$1,600							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):

FEDERAL: \$800,000 (NHPP); \$800,000 (STP); 3RD 4 YEARS: \$5,000,000 (NHPP)

STATE:

LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

40

MAP PROJECT #: 40
PROJECT NAME: PA 116 ROAD SAFETY AUDIT

PROJECT'S FIRST APPEARANCE: 1/6/2016
MPMS#: #106448

PRIMARY IMPROVEMENT TYPE: ROAD SAFETY AUDIT
STATE ROUTE #: 0116
PROJECT LENGTH: 9.83 MILES
GEOGRAPHIC LIMITS: PA 16/116 INTERSECTION TO BULLFROG ROAD

PROJECT PURPOSE: SAFETY STUDY
PROJECT DESCRIPTION: ROAD SAFETY AUDIT

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

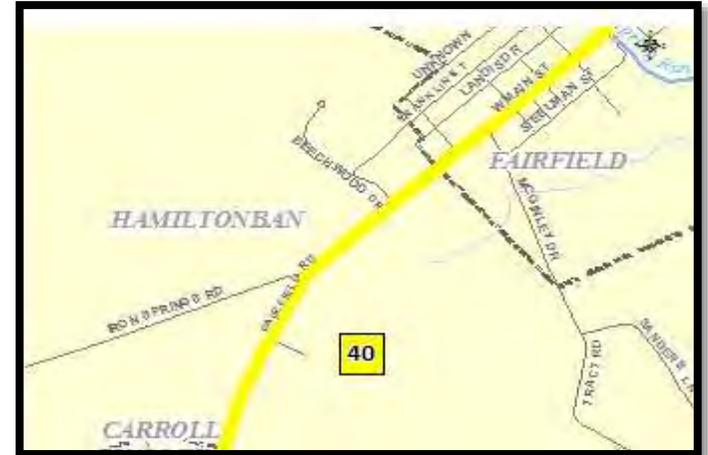
ESTIMATED TOTAL PROJECT COSTS: \$75,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
STUDY	\$0	\$0	\$75	\$0	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SUBTOTAL	\$0	\$0	\$75	\$0	\$0	\$0	\$0	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$75							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$75,000 (581)
LOCAL:

PROJECT LOCATION:



**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

41

MAP PROJECT #: 41
PROJECT NAME: GETTYSBURG INNER LOOP TRAIL

PROJECT'S FIRST APPEARANCE: 7/2/2012
MPMS#: 95724

PRIMARY IMPROVEMENT TYPE: BICYCLE FACILITIES/SERVICES & CONGESTION REDUCTION
STATE ROUTE #: [Click here.](#) **NAME:** [Click here.](#)
PROJECT LENGTH: [Click here to enter text.](#)
GEOGRAPHIC LIMITS: GETTYSBURG BOROUGH

PROJECT PURPOSE:

PROJECT DESCRIPTION: CONSTRUCTION OF BICYCLE AND PEDESTRIAN FACILITIES IN GETTYSBURG BOROUGH.

ESTIMATED LET DATE: 2/9/2017
ESTIMATED YEAR OF CONSTRUCTION: 2017

ESTIMATED TOTAL PROJECT COSTS: \$1,570,000

FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0	\$0	\$574	\$588	\$38	\$0	\$0	
SUBTOTAL	\$0	\$0	\$574	\$588	\$38	\$0	\$0	
TOTAL FY 2015-2016								
TOTAL FY 2017-2020	\$1,200							
TOTAL FY 2021-2024								

FUNDING SOURCE (2017 TIP):
FEDERAL: \$1,200,000 (CAQ)
STATE:
LOCAL:

PROJECT LOCATION:



MAP PROJECT #: 42
PROJECT NAME: EISENHOWER DRIVE EXTENSION

PROJECT'S FIRST APPEARANCE: 5/9/2000
MPMS#: 58137

PRIMARY IMPROVEMENT TYPE: NEW ROAD/HIGHWAY RECONSTRUCTION
STATE ROUTE #: N/A **NAME:** N/A
PROJECT LENGTH: ~3.5 MILES
GEOGRAPHIC LIMITS: BETWEEN SR 116 AND SR 94 IN CONEWAGO TOWNSHIP.

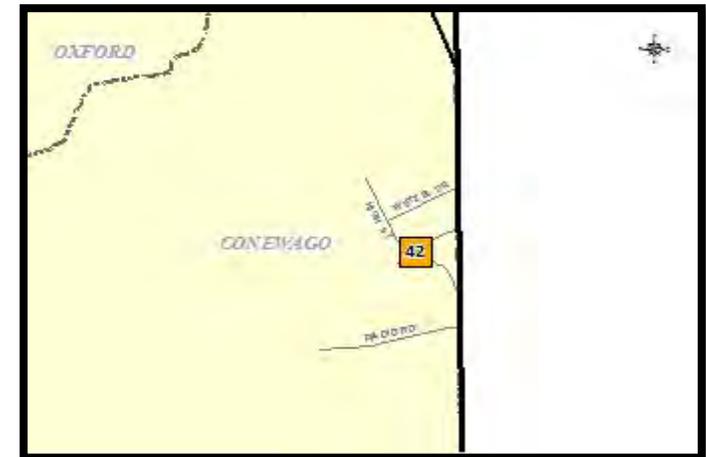
PROJECT PURPOSE: EXTENSION OF ROADWAY

PROJECT DESCRIPTION: FINAL DESIGN, UTILITY, AND ROW WORK FOR NEW ROAD CONNECTION BETWEEN HIGH STREET AND PA 116

ESTIMATED LET DATE: 10/28/2021
ESTIMATED YEAR OF CONSTRUCTION: 2024

ESTIMATED TOTAL PROJECT COSTS: \$17,600,000

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)								
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS	
PRELIM. ENG.	\$1,841	\$1,359	\$0	\$0	\$0	\$0	\$0	
FINAL DESIGN	\$0	\$0	\$0	\$0	\$1,250	\$750	\$0	
UTILITY	\$0	\$0	\$0	\$0	\$0	\$500	\$0	
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$452	\$1,548	
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$3,329	
SUBTOTAL	\$1,841	\$1,359	\$0	\$0	\$1,250	\$1,702	\$4,877	
TOTAL FY 2015-2016	\$3,200							
TOTAL FY 2017-2020	\$2,952							
TOTAL FY 2021-2024	\$4,877							

FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$2,951,973 (581); 2ND 4 YEARS: \$4,877,000 (581)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: GIL SEGMENTS A1 AND A2

PROJECT'S FIRST APPEARANCE: 11/21/2014
MPMS#: #104301

PRIMARY IMPROVEMENT TYPE: BIKE AND PED FACILITIES
STATE ROUTE #: N/A
PROJECT LENGTH: ~1 MILE
GEOGRAPHIC LIMITS: GETTYSBURG BOROUGH

PROJECT PURPOSE: BICYCLE AND PEDESTRIAN FACILITY IMPROVEMENTS
PROJECT DESCRIPTION: BUILD GIL SEGMENTS A1 AND A2 FROM THE BISER TRAIL AT WEST STREET TO BUFORD AVE. ON-STREET SHARROWS, OFF-ROAD TRAIL, STREAM/STREET CROSSINGS, AND SIDEWALK WIDENING

ESTIMATED LET DATE: 5/24/2018
ESTIMATED YEAR OF CONSTRUCTION: 2018

PROJECT LOCATION:

ESTIMATED TOTAL PROJECT COSTS: \$334,236

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$334	\$0	\$0	\$0
SUBTOTAL	\$0	\$0	\$0	\$334	\$0	\$0	\$0
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$334						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$334,236 (TAP)
STATE:
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: BRIDGE RESERVE

PROJECT'S FIRST APPEARANCE: 9/18/2009
MPMS#: #87792

PRIMARY IMPROVEMENT TYPE: RESERVE LINE ITEM
STATE ROUTE #: N/A
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: N/A

PROJECT PURPOSE: BRIDGE RESERVE
PROJECT DESCRIPTION: FEDERAL AND STATE BRIDGE RESERVE LINE ITEM FOR ADAMS COUNTY

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

PROJECT LOCATION:

ESTIMATED TOTAL PROJECT COSTS: \$20,000,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$50	\$21	\$0	\$6	\$827
SUBTOTAL	\$0	\$0	\$50	\$21	\$0	\$6	\$827
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$77						
TOTAL FY 2021-2024	\$202						

FUNDING SOURCE (2017 TIP):

FEDERAL: 2ND 4 YEARS: \$127,000 (BOF); 3RD 4 YEARS: \$399,000 (BOF)
STATE: \$78,145 (185); 2ND 4 YEARS: \$75,000 (185); 3RD 4 YEARS: \$226,000 (185)
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: CMAQ LINE ITEM

PROJECT'S FIRST APPEARANCE: 9/18/2009
MPMS#: 87794

PRIMARY IMPROVEMENT TYPE: CONGESTION MITIGATION AND AIR QUALITY
STATE ROUTE #: N/A **NAME:** N/A
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: COUNTYWIDE

PROJECT LOCATION:

PROJECT PURPOSE:

PROJECT DESCRIPTION: UNALLOCATED CMAQ FUNDS

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: 10/1/2010

ESTIMATED TOTAL PROJECT COSTS: \$3,660,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$35	\$0	\$0	\$235	\$620	\$2,604
SUBTOTAL	\$0	\$35	\$0	\$0	\$235	\$620	\$2,604
TOTAL FY 2015-2016	\$35						
TOTAL FY 2017-2020	\$855						
TOTAL FY 2021-2024	\$2,604						

FUNDING SOURCE (2017 TIP):

FEDERAL: \$854,538 (CAQ); 2ND 4 YEARS: \$2,604,000 (CAQ)

STATE:

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: DELIVERY/CONSULT ASSISTANCE

PROJECT'S FIRST APPEARANCE: 9/21/2009
MPMS#: 87807

PRIMARY IMPROVEMENT TYPE: BRIDGE PRESERVATION ACTIVITIES
STATE ROUTE #: N/A **NAME:** N/A
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: COUNTYWIDE

PROJECT LOCATION:

PROJECT PURPOSE: CONSULT ASSISTANCE IN PROJECT DELIVERY AND CONSTRUCTION.

PROJECT DESCRIPTION:

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

ESTIMATED TOTAL PROJECT COSTS: \$700,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$400	\$400	\$400	\$400	\$400	\$400	\$1,600
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$200	\$200	\$200	\$200	\$200	\$200	\$800
SUBTOTAL	\$600	\$600	\$600	\$600	\$600	\$600	\$2,400
TOTAL FY 2015-2016	\$1,200						
TOTAL FY 2017-2020	\$2,400						
TOTAL FY 2021-2024	\$2,400						

FUNDING SOURCE (2017 TIP):

FEDERAL:

STATE: \$2,400,000 (581); 2ND 4 YEARS: \$2,400,000 (581)

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: DF BOX CULVERT LINE ITEM

PROJECT'S FIRST APPEARANCE: 2/26/2014
MPMS#: #102142

PRIMARY IMPROVEMENT TYPE: BOX CULVERT PROGRAM
STATE ROUTE #: N/A
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: N/A

PROJECT PURPOSE: BOX CULVERT LINE ITEM
PROJECT DESCRIPTION: BOX CULVERT PROGRAM LINE ITEM FOR ADAMS COUNTY

PROJECT LOCATION:

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

ESTIMATED TOTAL PROJECT COSTS: \$675,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,095	\$200	\$0	\$225	\$225	\$225	\$0
SUBTOTAL	\$2,095	\$200	\$0	\$225	\$225	\$225	\$0
TOTAL FY 2015-2016	\$2,295						
TOTAL FY 2017-2020	\$675						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):

FEDERAL:
STATE: \$675,000 (581)
LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: HIGHWAY RESERVE

PROJECT'S FIRST APPEARANCE: 9/18/2009
MPMS#: #87793

PRIMARY IMPROVEMENT TYPE: HIGHWAY RESERVE
STATE ROUTE #: N/A
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: N/A

PROJECT PURPOSE: HIGHWAY RESERVE LINE ITEM
PROJECT DESCRIPTION: FEDERAL AND STATE HIGHWAY RESERVE LINE ITEM FOR ADAMS COUNTY

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

PROJECT LOCATION:

ESTIMATED TOTAL PROJECT COSTS: \$30,000,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$36	\$0	\$78	\$1,470	\$32
SUBTOTAL	\$0	\$0	\$36	\$0	\$78	\$1,470	\$32
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$1,584						
TOTAL FY 2021-2024	\$32						

FUNDING SOURCE (2017 TIP):

FEDERAL: \$1,093,999 (NHPP); \$274,000 (STP)
STATE: \$216,027 (581); 2ND 4 YEARS: \$32,000 (581)
LOCAL:

**2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: HSIP LINE ITEM

PROJECT'S FIRST APPEARANCE: 9/21/2009
MPMS#: 87811

PRIMARY IMPROVEMENT TYPE: HIGHWAY SAFETY IMPROVEMENT
STATE ROUTE #: N/A **NAME:** N/A
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: COUNTYWIDE

PROJECT PURPOSE: HIGHWAY SAFETY IMPROVEMENTS

PROJECT DESCRIPTION: UNALLOCATED HIGHWAY SAFETY FUNDS

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

PROJECT LOCATION:

ESTIMATED TOTAL PROJECT COSTS: \$2,093,000

FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$65	\$1,014	\$4,056
SUBTOTAL	\$0	\$0	\$0	\$0	\$65	\$1,014	\$4,056
TOTAL FY 2015-2016							
TOTAL FY 2017-2020	\$1,079						
TOTAL FY 2021-2024	\$4,056						

FUNDING SOURCE (2017 TIP):

FEDERAL: \$1,079,000 (HSIP); 2ND 4 YEARS: \$4,056,000 (HSIP)

STATE:

LOCAL:

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**



MAP PROJECT #: Unmapped Project
PROJECT NAME: SRTP RIDESHARE PROGRAM

PROJECT'S FIRST APPEARANCE: 10/2/2007
MPMS#: 82372

PRIMARY IMPROVEMENT TYPE: CONGESTION REDUCTION/RIDESHARING
STATE ROUTE #: N/A **NAME:** N/A
PROJECT LENGTH: N/A
GEOGRAPHIC LIMITS: COUNTYWIDE

PROJECT PURPOSE:

PROJECT DESCRIPTION: RIDESHARING AND VANPOOLING PROGRAMS, AND TRANSIT COORDINATION.

ESTIMATED LET DATE: N/A
ESTIMATED YEAR OF CONSTRUCTION: N/A

ESTIMATED TOTAL PROJECT COSTS: \$235,818

PROJECT LOCATION:



FUNDING SUMMARY (IN THOUSANDS)							
PHASE	2015	2016	2017	2018	2019	2020	2 ND /3 RD 4-YRS
PRELIM. ENG.	\$58	\$59	\$59	\$59	\$60	\$61	\$0
FINAL DESIGN	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$58	\$59	\$59	\$59	\$60	\$61	\$0
TOTAL FY 2015-2016	\$117						
TOTAL FY 2017-2020	\$239						
TOTAL FY 2021-2024							

FUNDING SOURCE (2017 TIP):
FEDERAL: \$240,557 (CAQ)
STATE:
LOCAL:

Environmental Justice Summary

2017 Transportation Improvement Program (TIP)

Adams County Transportation Planning Organization (ACTPO)

As part of the Transportation Improvement Program (TIP) adoption process, the Adams County Transportation Planning Organization is required to analyze the impact that TIP projects will have on the surrounding environments. One aspect of this analysis is evaluating the benefits and burdens a project will have on the socio-economic population surrounding the project area.

Outreach Activities

In developing transportation plans and programming projects to address these environmental justice concerns, ACTPO seeks input from a variety of advocacy organizations and service providers that serve a wide variety of socio-economic populations in Adams County. Information on TIP projects are provided to these organizations and providers for feedback on potential impacts on the socio-economic populations they serve. These include

- Adams County Association for the Blind
- Adams County CareerLink
- Adams County Head Start
- Adams County Housing Authority
- Adams County Literacy Council
- Adams County Office for Aging
- The Brethren Home Community
- Center for Community Health Partnership
- East Berlin Area Community Center
- SpiriTrust Lutheran, The Village at Gettysburg
- Hart Center
- Lincoln Intermediate Unit #12
- Rural Opportunities
- SCCAP
- United Way of Adams County

Additionally, TIP information is provided to five Tribes and Nations, as identified by consultation with Penn DOT and FHWA, for feedback on potential impacts to sites and/or artifacts of concern. These Tribes and Nations include:

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe
- Eastern Shawnee Tribe of Oklahoma
- Seneca-Cayuga Tribe of Oklahoma
- Shawnee Tribe
- St. Regis Mohawk Tribe

Multiple public meetings are held to receive comments of TIP projects. These meetings are held at a facility that is handicap accessible. Finally, language translation services are available upon request.

Benefits and Burdens

Projects on the 2017 TIP can be broken down into several categories; Maintenance, Bridges, Capacity, Safety, Bicycle/Pedestrian, and Intermodal. Each type of project will have a unique set of impacts and will affect individual populations differently.

Maintenance projects, in most cases, will cause the least amount of impact on the population. These projects typically involve highway resurfacing/repaving work on existing roadways. Impacts can include delayed travel time, delayed transit service, traffic detours, work zone noise and debris. However, these projects are shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings that meet the newest DOT standards.

Most **bridge projects** fall into one of two categories, rehabilitation or replacement. Bridge rehabilitation projects can impact surrounding populations during construction through delayed travel time, delayed transit service, decreased air quality due to traffic delay, work zone noise and debris. Bridge replacement projects can have the same impacts. However, bridge replacement projects are more likely to involve traffic detours due to the bridge being closed to traffic during repairs. The benefits of these types of improvements include safer bridge structures, improved roadways, new roadway markings and new roadway signs.

Capacity projects typically involve the addition a new lanes to existing roadways, new roads to the existing network, or realignment of intersections or interchanges to provide additional or smoother traffic flows. These projects have a greater impact on the surrounding populations, in the form of right-of-way acquisitions. When planning capacity projects, special attention must be paid to the populations that will be impacted. During construction impacts can include, longer construction durations, shifting travel patterns, delayed travel time, delayed transit services, work zone noise and debris. Once completed, impacts can include loss of property, increased traffic volumes, new travel patterns and decreased air quality. The benefits of these projects include decreased travel delay, improved transit service time, new roadway markings, new roadway signs, smoother driving surfaces, and, in certain cases, improved quality of life for all residents along previously congested roadways.

The many different types of **safety projects** can result in a variety of impacts and benefits. Safety projects include, but are not limited to, new traffic signals, improved signal timing, new roadway markings, additional turning lanes, roundabouts and roadway reconstruction. Impacts can include loss of property, delayed travel time, delayed transit service, decreased access, shifting travel patterns, work zone noise and debris. The benefits of these projects can include safer travel, smoother roadways, safer turning movements, new roadway markings and updated roadway signs.

Bicycle/Pedestrian and Intermodal projects can include a number of different project types, including safe routes to schools, beautification projects, new non-motorized trail construction and travel mode

shifting. Impacts can include acquisition of land for rights-of-way, delayed travel time, delayed transit service, shifting travel patterns, work zone noise and debris. The benefits of these projects can include increased mobility, greater connections between sections of the community and improved air quality.

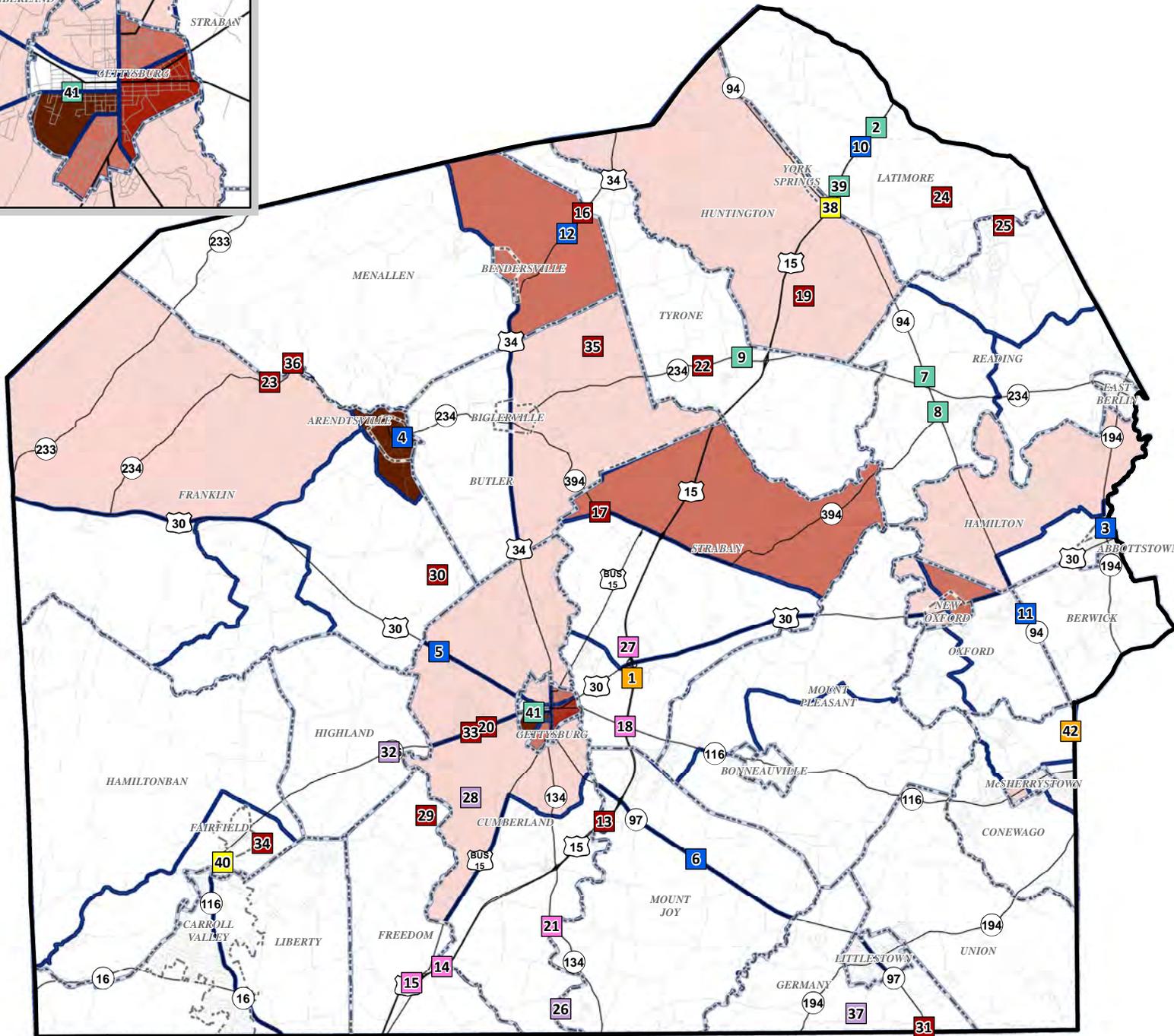
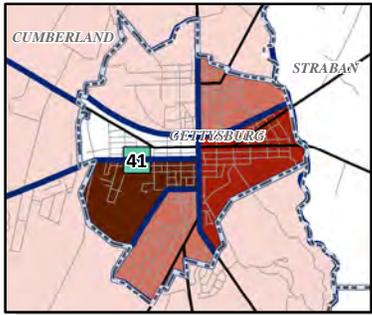
Summary

The burdens of most transportation projects are limited to the duration of construction of the project. However, in some instances there can be negative economic impacts on businesses in the area surrounding the project. At the same time, these projects can also lead to greater economic opportunities. The breadth of impact depends on the type and scope of a particular project.

In reviewing the projects on the draft 2017-2020 Adams County TIP, the majority of projects will have a minimal impact on persons in identified population groups. The most common impacts to these groups are those associated with temporary construction activities. There are a small number of projects that, due to their size and scope, will impact all residents and businesses in the surrounding area. However, the end result in these larger-impact projects will be improved access and traffic flow and increased safety.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Adams County, PA



Legend

2017 - 2020 TIP Project Locations

Project Class

- Bridge Preservation
- Bridge Replacement
- Bridge Restoration
- Highway Reconstruction
- Highway Restoration
- Safety Improvement
- Study Phase

Census Geography

- Block Group
- 0% - 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- Above 25.01%
- Municipal Boundary

Notes:
 Minority persons are the percentage of the block group that are non-Hispanic and not white.



Concentration of Minority Persons



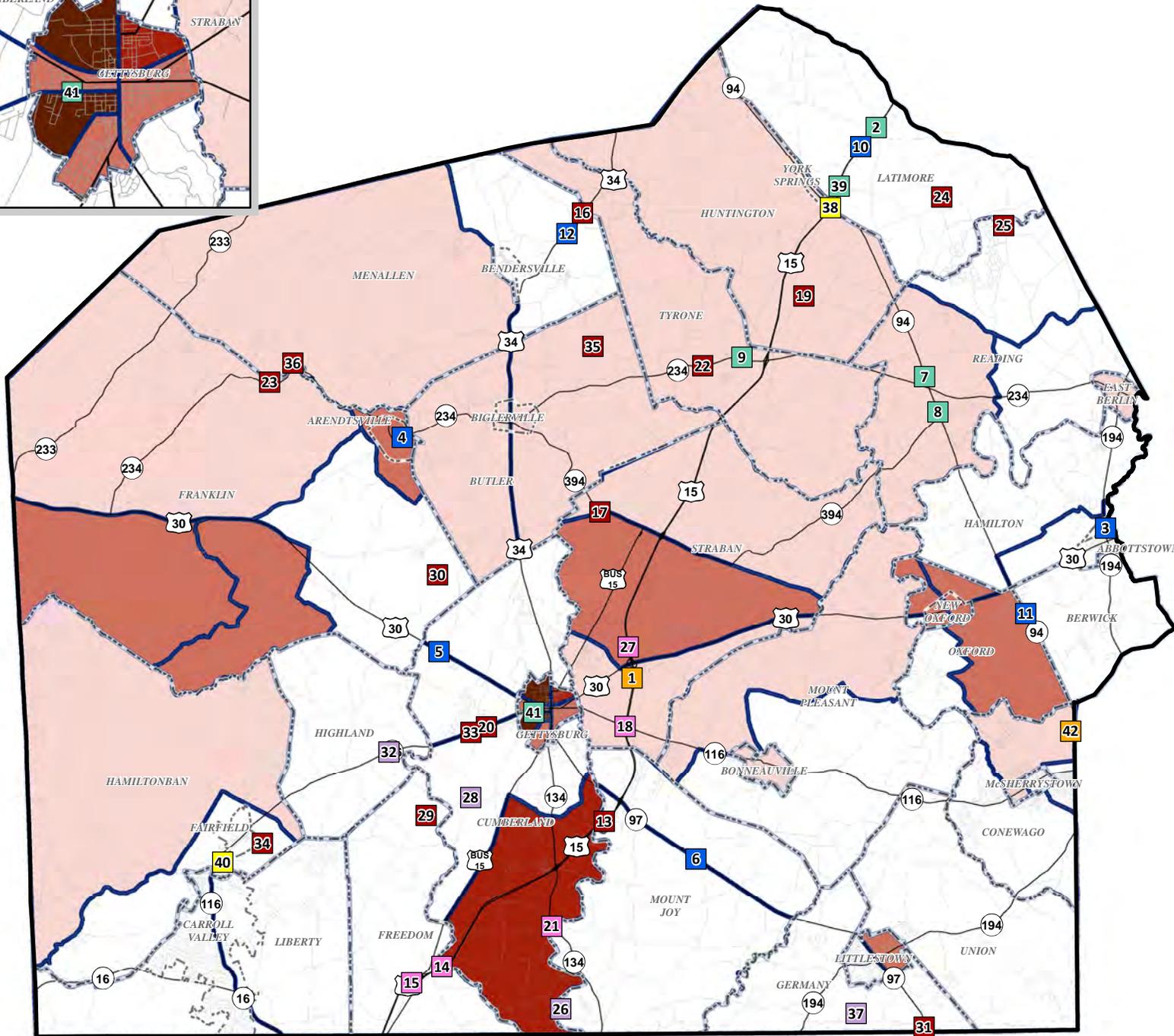
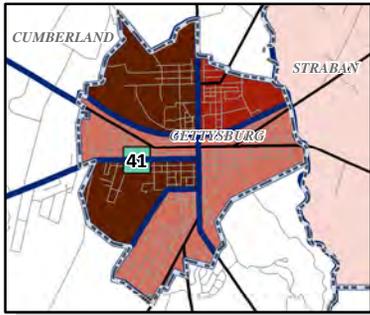
Data Source:
 ACO PD - GIS Division; US Census Bureau, American Community Survey 2013 5-Yr Est.; HUD

Prepared By:
 ACO PD - GIS Division | October 28, 2015 S.W.

This map is for illustration purposes only. Adams County Office of Planning & Development does not assume any responsibility for the information presented on this map.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Adams County, PA



Legend

2017 - 2020 TIP Project Locations

Project Class

- Bridge Preservation
- Bridge Replacement
- Bridge Restoration
- Highway Reconstruction
- Highway Restoration
- Safety Improvement
- Study Phase

Census Geography

- Block Group

Percentage of Households with Income Below Poverty Level by Block Group

- 0% - 7%
- 7.01% - 12%
- 12.01% - 17%
- 17.01% - 22%
- Above 22.01%

- Municipal Boundary



Households In Poverty



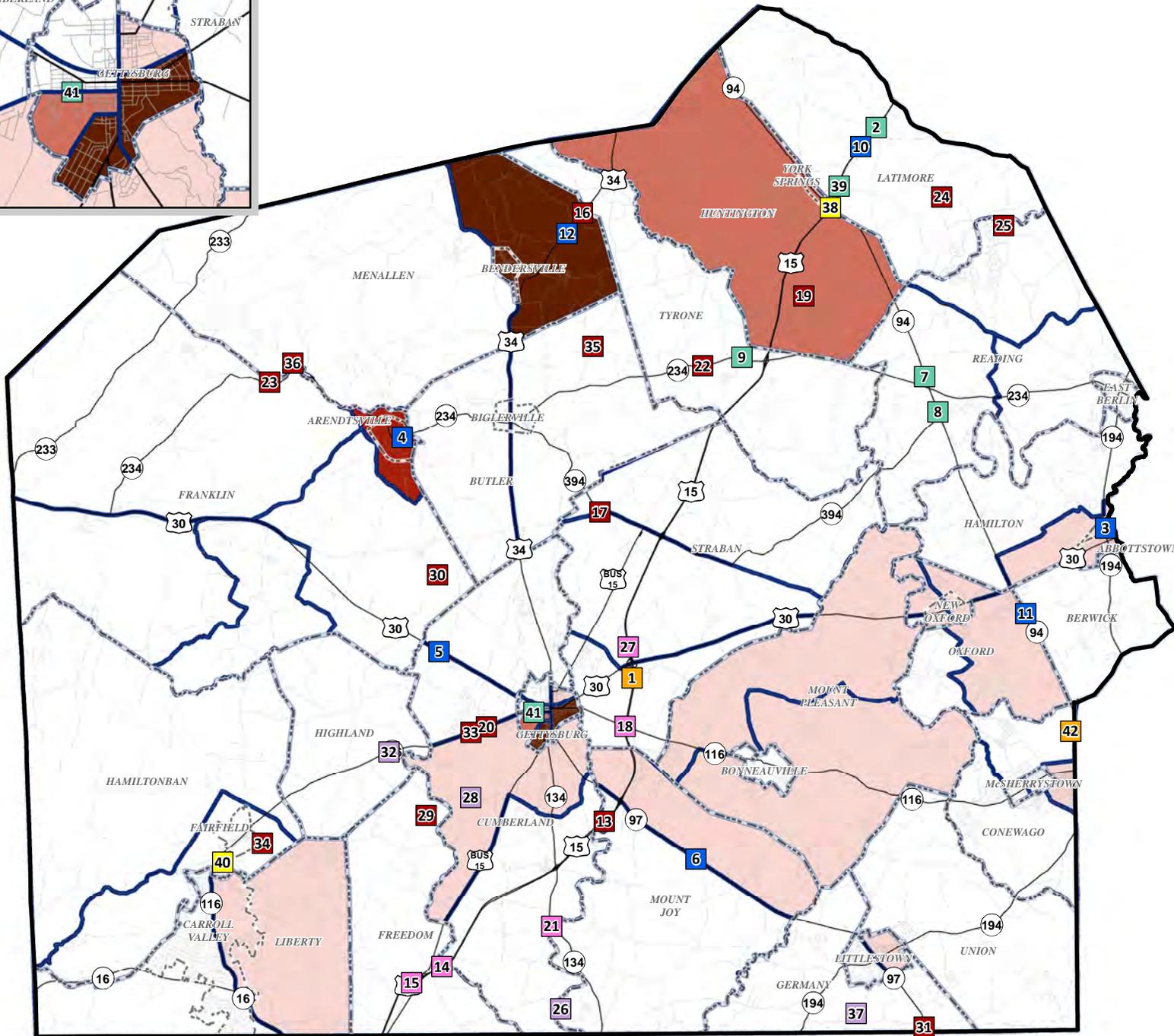
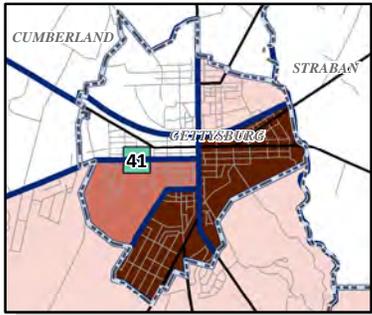
Data Source:
ACOPD, US Census Bureau, American Community Survey 2013 5-Yr Est. B17017

Prepared By:
ACOPD - GIS Division | May 10, 2016 S.W.

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Adams County, PA



Legend

2017 - 2020 TIP Project Locations

Project Class

- Bridge Preservation
- Bridge Replacement
- Bridge Restoration
- Highway Reconstruction
- Highway Restoration
- Safety Improvement
- Study Phase

Census Geography

- Block Group

Percentage of Limited English Speaking Households by Block Group

- 0% - 1%
- 1.01% - 3%
- 3.01% - 6%
- 6.01% - 9%
- Above 9.01%

- Municipal Boundary



Limited English Proficiency



Data Source:
ACOPD, US Census Bureau, American Community Survey 2013 5-Yr Est. B16002

Prepared By:
ACOPD - GIS Division | May 10, 2016 S.W.

This map is for illustration purposes only. Adams County Office of Planning & Development does not assume any responsibility for the information presented on this map.

2017 Adams County Transportation Improvement Program (TIP) Project Selection Process

The 2017 TIP update includes **7** highway projects, **12** new bridge projects, **2** highway studies, and **3** Road Safety Audit projects that are not currently listed on the 2015 TIP. The following process was designed in the 2012 Long Range Transportation Plan to assist the Adams County Transportation Planning Organization (ACTPO) in selecting transportation projects. The process was not intended to be sole input into the selection process. The final decision on project selection rests with the ACTPO Board.

Highway Projects

Maintenance Projects – These projects were selected by the Penn DOT District 8-0 staff.

1. US 15 Jughandles
2. US 15 Resurfacing
3. Baltimore Pike Resurfacing
4. Abbottstown Pike Resurfacing
5. Arendtsville Road Resurfacing
6. Carlisle Pike Resurfacing
7. Carlisle Road Resurfacing

Bridge Projects – The bridge projects involving Penn DOT owned and maintained structures were identified by the Penn DOT District 8-0 staff. The bridge projects involving County or Municipality owned and maintained structures were identified by the ranking system approved by the ACTPO Board.

1. US 15 Bridge over Rock Creek
2. US 15 Bridge over Marsh Creek PM
3. Carlisle Road Bridge 4
4. Shrivvers Corner Bridge
5. Wierman Mill Bridge
6. Rock Creek Bridge
7. Millerstown Road Bridge
8. Trib to Marsh Creek Bridge
9. Mummasburg Road Bridge
10. Piney Creek Bridge 2
11. PA 116 over Marsh Creek
12. PA 116 over Trib of Willoughby Run

Projects Implemented from the 2015 Transportation Improvement Program (TIP)

Adams County Transportation Planning Organization (ACTPO)

Below is a list of the projects from the 2015-2018 TIP that were implemented during the TIP cycle and will not be carried over to the 2017-2020 TIP. These projects span the category list, including Highway Maintenance, Bridges, At-grade Railroad Crossings and Bicycle/Pedestrian projects.

1. Mason Dixon Road Bridge #2- Active Construction
2. US 15 Resurfacing South- Completed
3. Gettysburg Crossing- Deleted Project
4. US 30 Resurfacing #3- Completed
5. Fairview Fruit Road Bridge- Active Construction
6. Adams County Group F Preservations- Active Construction
7. Horner Road Bridge- ???
8. Old Harrisburg Road Bridge #1- Active Construction
9. Old Harrisburg Road Bridge #2- Active Construction
10. Old Harrisburg Road Bridge #3- Active Construction
11. East King Street Bridge- Active Construction
12. US 15 Bridge Preventative Maintenance #2- Deleted Project
13. Hanover Road Resurfacing- Completed
14. Black Lane Bridge- Construction Programmed- LET- 5/19/2016
15. Baltimore Road Resurfacing- Active Construction- Expected Completion- 8/5/2016
16. Fairfield Road Resurfacing- Construction Programmed- LET- 7/14/2016
17. PA 116 and Oxford Avenue- Active Construction
18. Baltimore Pike Resurfacing #2- Active Construction
19. PA 94 and Berlin Road- ???- Maintenance construction occurred- on 2017 TYP for PE.

MEMORANDUM OF UNDERSTANDING

Pennsylvania Department of Transportation's Statewide Procedures for 2017-2020 STIP and TIP Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2017-2020 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Planning Partners' Transportation Improvement Programs (TIPs), including the Statewide Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

Definitions

- **Administrative Modification** is a minor revision to a Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP).
- **Amendment** is a revision to a TIP or STIP that involves a major change to a project included in a TIP or STIP.
- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** include PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- **Fiscal Constraint Chart** is an Excel spreadsheet that depicts the transfer of funds from one source of funding to a donee project or projects and that nets to zero.
- **Interstate Management (IM) Program** is PennDOT's four year listing of statewide interstate maintenance projects.
- **Invest Plan** is PennDOT's ongoing assessments and re-evaluation of data associated with the Transportation Investment decisions ensuring that each dollar invested is being directed to meet the strategic decisions and that enhances the overall performance of the Commonwealth's Transportation system. The regional targets were set with a continued focus on maintaining assets with the following priorities: Bridges on the NHS, Roadway conditions on the NHS, Bridges on the balance of the system; and Roadway conditions on the balance of the system.
- **Keystone Corridor (Pennsylvania portion)** is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia, PA and Harrisburg, PA.
- **Long Range Transportation Plan (LRTP) Lapse** is where a Planning Partner's LRTP has not been updated in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.322 (c)].

- ***New Project*** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.
- ***Planning Partner*** is one of the following: MPOs, or RPOs, or the independent County of Wayne.
- ***Public Participation Plan (PPP)*** is a documented broad-based public involvement process that describes how the Planning Partner will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- ***Rapid Bridge Replacement (RBR)*** Initiative (developed via a Public Private Partnership – P3) will follow the ***Statewide Managed Program*** guidance in the administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on regional TIPs will be considered as an administrative action for each MPO/RPO.
- ***Reserve Line Item*** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- ***Revision*** is either an Amendment or an Administrative Modification to the STIP/TIP.
- ***Statewide Managed Program (Statewide Program)*** includes those transportation improvements or projects that are managed on the STIP including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to HSIP, RRX, “TAP”, Green Light Go, ARLE, Multi-modal, Recreational Trails and Keystone Corridor projects. The Interstate Management Program will remain its own individual program.

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP constitutes a list of projects to be implemented over a four-year period. It is comprised of regional TIPs developed by the Planning Partners and Statewide Programs developed by PennDOT. The STIP is the official transportation improvement program document mandated by Federal statute and recognized by FHWA and FTA. The Commonwealth’s Twelve Year Program which incorporates the TIPs and STIP is updated every two years as required by state law.

How and When is a STIP/TIP Developed?

See General and Procedural Guidance dated January 5, 2016 (attached).

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a Planning Partner, Transit Agency, or PennDOT wishes to proceed with a project not programmed on the TIP, a revision must be made.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs, related to STIP and TIP revisions, and other actions taken to revise the TIP. The intent of this Federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. Federal Transportation Planning Regulations 23 CFR § 450.324 permits the use of

alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. The Federal Transportation Planning Regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the TIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR § 450.324 (e), (h) & (i)] for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure, and maintain the estimated total cost of the project or project phase within the time period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, STIP/TIP revisions must be consistent with PennDOT's Investment Plan priorities, the Planning Partner's Long Range Transportation Plan (LRTP), and must correspond to the adopted provisions of the Planning Partner's Public Participation Plan (PPP). A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group. If a new conformity determination is deemed necessary, an amendment to the region's LRTP shall also be developed and approved by ACTPO. The modified conformity determination would then be based on the amended LRTP conformity analysis and public involvement procedures consistent with the region's PPP shall be required.

If a Planning Partner's LRTP lapses due to the fact that the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that Planning Partner. During a LRTP lapse, all STIP/TIP revisions within that planning region, where the LRTP lapse occurred, will be treated as amendments and require Federal approval. There will be no administrative modifications for that Planning Partner until the LRTP is in compliance with the federal planning cycle.

If August Redistribution of Federal Highway Funds adds, advances, or adjusts Federal funding for a project, Planning Partners will be notified of the Administrative Modification by PennDOT.

Revisions – Amendments and Administrative Modifications

An ***Amendment*** is a STIP/TIP revision that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project or deletes a project that utilizes Federal funds from a statewide line item; that exceed the threshold established in this Memorandum of Understanding and excluding those Federally funded Statewide Program projects;
- Adds a new project phase(s) or increases a current project phase or deletes a project phase (s) or decreases a current project phase that utilizes Federal funds where the modification exceeds the threshold established in this Memorandum of Understanding;
- Involves a Change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation,

- Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the Planning Partner (not to exceed any Federally-funded threshold contained in this MOU),
- Results in a Change in the Scope of Work on any Federally-funded project that is significant enough to essentially constitute a New Project.
- During a Planning Partner LRTP lapse, all STIP/TIP revisions within that planning region will be treated as amendments and the below administrative modifications will not be utilized (or in effect).

The initial submission and approval process of the Federally-funded Statewide Program will be considered an amendment (subsequent placement of these individual projects or line items on respective planning partner TIPs will be considered an administrative action).

Approval by ACTPO is required for Amendments. ACTPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided (in Excel format) which summarizes the before, requested adjustments, after changes, and comments explaining the reason for the adjustment(s) along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate Federal agency for review and approval, with a courtesy copy to the other Federal agency.

In the case of the IM Program and other Federally-funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An ***Administrative Modification*** is a STIP/TIP revision that:

- Adds a project from a funding initiative or line item that utilizes 100 percent State or non-Federal funding; or regional TIP placement of the Federally-funded Statewide Program or Federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/TIP Reserve Line Item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner;
- Adds Federal or state capital funds from low bid savings, deobligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a Change in Scope on any Federally-funded project that is significant enough to essentially constitute a New Project.

Administrative Modifications do not require Federal approval. PennDOT and the Planning Partner will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with Federal regulations or with this MOU where Federal funds are being utilized.

All revisions shall be identified and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire Amendment action) will require approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase on the second period of the respective Planning Partners' Long Range Transportation Plan.

Programming of Keystone Corridor Funding

The Keystone Corridor (Pennsylvania portion) rail line extends from Philadelphia, PA to Harrisburg, PA. Keystone Corridor projects are funded within the three contiguous large UZAs – Harrisburg, Lancaster, and Philadelphia. The entire amount of Federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located in a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a “Keystone Corridor Project”, the particular use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is located in order to avoid the double counting of programmed funds within the two TIPs. For instance, if Federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the Federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as “Keystone Corridor Station Restoration” along with notations per-above and the Federal funding amount will be listed as \$0.

Programming Statewide Managed Funds

Projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA takes place through a summary of recent Administrative Modifications and proposed Amendments. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's MPMS.

STIP/TIP Financial Reporting

At the end of each quarter, PennDOT will provide each Planning Partner with a STIP/TIP Financial report of actual Federal obligations and state encumbrances for highway/bridge and transit programs in their region. At the end of the Federal Fiscal Year, the PennDOT report card can be used by the Planning Partners as the basis for compiling information in order to meet the Federal Annual Listing of Obligated Project requirement. The STIP/TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a Statewide and Planning Partner basis. A summary report detailing this information will be provided no later than 30 days after the end of a Federal Fiscal Year.

TIP Revision Procedures

As each Planning Partner’s TIP is adopted, their respective MOU will be included with the TIP documentation. The MOU will clarify how the Planning Partner will address all TIP revisions. **In all cases, individual Planning Partner revision procedures will be developed under the guidance umbrella of this document.** If a Planning Partner elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing Federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2016, and remain in effect until September 30, 2018, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles.

Rich Farr
ACTPO Chair
Executive Director for the Transit Property

Date

Robert Gordon
ACTPO Vice-Chair

Date

Mr. Larry S. Shifflet, Director
Center for Program Development and
Management
Pennsylvania Department of Transportation

Date

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2017 Costs					FFY 2018 Costs					FFY 2019 Costs					FFY 2020 Costs					^Milestones						
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total		
Adams	15	039	58136	US-15/US-30 Interchange	+F	HCON												NHPP	542,000					542,000									
Adams	15	039	58136	US-15/US-30 Interchange	+F	HCON												STP	208,000					208,000									
Adams	15	039	58136	US-15/US-30 Interchange	+U	HCON												NHPP	477,999					477,999									
Adams	15	039	58136	US-15/US-30 Interchange	+U	HCON																			NHPP	522,001					522,001		
Adams	15	039	58136	US-15/US-30 Interchange	+R	HCON												NHPP	500,000					500,000									
Adams	15	040	99724	US 15 Bridge PM	C	BRDG			581	270,000																						02/09/2017 E	
Adams	15	042	99736	US 15 Brdg over PA 116 PM	C	BRDG			581	200,000																						02/09/2017 E	
Adams	15	043	99739	US 15 Bridge over CSX RR Br	C	BRDG			581	250,000																						02/09/2017 E	
Adams	15	045	99734	US 15 Bridge over Rock Cr	C	BRDG			581	500,000																							02/09/2017 E
Adams	15	046	104606	US 15 over Marsh Creek Br PM	C	BRDG			581	550,000																							02/09/2017 E
Adams	15	048	105071	US-15 Resurfacing - Adams	C	HRST								581	1,195,630																		06/08/2017 E
Adams	15	048	105071	US-15 Resurfacing - Adams	C	HRST														581	783,250				783,250								06/08/2017 E
Adams	30	115	101480	US 30 Resurfacing #4	+C	HRST	NHPP	2,182,000																									03/09/2017 E
Adams	30	115	101480	US 30 Resurfacing #4	+C	HRST								NHPP	318,000																		03/09/2017 E
Adams	34	0	87433	Carlisle Road Bridge 4	P	BRDG																						185	50,000			50,000	
Adams	34	045	96289	Carlisle Road Resurface	C	HRST			409	2,600,000																							05/18/2017 E
Adams	94	0	105331	Carlisle Pike Resurface	+C	HRST								NHPP	1,685,999																		04/05/2018 E
Adams	94	0	105331	Carlisle Pike Resurface	+C	HRST												NHPP	814,001						814,001								04/05/2018 E
Adams	94	025	94894	94 & 394 Intersection Imp	C	SAMI								HSIP	750,000																		01/11/2018 E
Adams	94	025	94894	94 & 394 Intersection Imp	C	SAMI												HSIP	930,000							930,000							01/11/2018 E
Adams	94	026	94897	94 & 234 Intersection Imp	+C	SAMI	STP	896,001																									01/12/2017 E
Adams	94	026	94897	94 & 234 Intersection Imp	+C	SAMI								STP	734,094																		01/12/2017 E
Adams	94	026	94897	94 & 234 Intersection Imp	+C	SAMI												CAQ	329,905														01/12/2017 E
Adams	97	0	90692	Piney Creek Bridge 2	P	BRDG																					185	60,000			60,000		
Adams	97	009	96245	Baltimore Pike Resurface	C	HRST							409	2,645,000																			09/14/2017 E
Adams	116	0	106448	PA 116 Road Safety Audit	S	SAMI			581	75,000																							
Adams	116	0	106665	PA 116 over Trib Marsh Crk	P	BRDG																					185	75,000			75,000		
Adams	116	0	106666	PA 116/Trib Willoughby Run	P	BRDG																					185	75,000			75,000		
Adams	116	032	18147	Fairfield Road Bridge 2	C	BRDG									185	1,138,630																	01/01/2018 E
Adams	116	032	18147	Fairfield Road Bridge 2	C	BRDG									581	361,370																	01/01/2018 E
Adams	134	005	99672	Taneytown Road Bridge PM	F	BRDG			581	100,000																							
Adams	134	005	99672	Taneytown Road Bridge PM	C	BRDG			581	250,000																							02/09/2017 E
Adams	194	0	105328	Abbottstown Pike Rsf	C	HRST								581	650,000																		04/05/2018 E
Adams	234	0	96288	Arendtsville Rd Resurface	C	HRST			581	1,100,000																							05/18/2017 E
Adams	234	020	73602	234 & 3001 Improvements	C	SAMI	HSIP	961,000																									08/10/2017 E
Adams	234	020	73602	234 & 3001 Improvements	C	SAMI								HSIP	228,000																		08/10/2017 E
Adams	234	022	87426	Heildersburg Bridge-C	P	BRDG			581	250,000																							
Adams	234	022	87426	Heildersburg Bridge-C	F	BRDG									581	150,000																	

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2021 Costs					FFY 2022 Costs					FFY 2023 Costs					FFY 2024 Costs					^Milestones											
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total							
Adams			87792	Bridge Reserve	C	BRDG	BOF	71,000	185	75,000																												
Adams			87792	Bridge Reserve	C	BRDG											BOF	56,000																				
Adams			87793	Highway Reserve	C	HRST				581	32,000																											
Adams			87794	CMAQ Line Item	C	AIR	CAQ	681,000																														
Adams			87794	CMAQ Line Item	C	AIR											CAQ	681,000																				
Adams			87794	CMAQ Line Item	C	AIR																																
Adams			87794	CMAQ Line Item	C	AIR																																
Adams			87807	Delivery / Consult Assist	P	PRA				581	400,000																											
Adams			87807	Delivery / Consult Assist	P	PRA																																
Adams			87807	Delivery / Consult Assist	C	PRA				581	200,000																											
Adams			87807	Delivery / Consult Assist	C	PRA																																
Adams			87811	HSIP Line Item	C	SAMI																																
Adams			RWY 58137	Eisenhower Blvd Extension	R	HCON				581	1,548,027																											
Adams			RWY 58137	Eisenhower Blvd Extension	C	HCON				581	890,973																											
Adams			RWY 58137	Eisenhower Blvd Extension	C	HCON																																
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON	HSIP	1,014,000																														
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON	NHPP	2,416,000																														
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON	STP	1,645,000																														
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON											HSIP	1,014,000	581	432,000																		
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON											NHPP	2,416,000																				
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON											STP	1,431,000																				
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON											HSIP	1,013,999																				
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON											NHPP	2,416,000																				
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON											STP	1,645,000																				
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON																																
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON																																
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON																																
Adams	15	039	58136	US-15/US-30 Interchange	+C	HCON																																
Adams	15	041	99727	US 15 Bridge PM#2	P	BRDG											BOF	75,000																				
Adams	30	0	99781	Chambersburg Road Bridge	P	BRDG				185	300,000																											
Adams	30	0	99784	York Road Bridge	P	BRDG				185	300,000																											
Adams	30	0	99830	York Road over Brush Run	C	BRDG																																
Adams	34	0	87433	Carlisle Road Bridge 4	F	BRDG																																
Adams	34	0	87433	Carlisle Road Bridge 4	U	BRDG																																
Adams	34	0	87433	Carlisle Road Bridge 4	R	BRDG																																
Adams	34	0	87433	Carlisle Road Bridge 4	C	BRDG																																
Adams	94	029	78672	PA 94 and Berlin Road	+P	HCON																																
Adams	97	0	90692	Piney Creek Bridge 2	F	BRDG																																
Adams	97	0	90692	Piney Creek Bridge 2	U	BRDG																																
Adams	97	0	90692	Piney Creek Bridge 2	R	BRDG																																
Adams	97	0	90692	Piney Creek Bridge 2	C	BRDG																																
Adams	97	0	99786	Piney Creek Bridge	C	BRDG																																
Adams	116	0	106665	PA 116 over Trib Marsh Crk	F	BRDG																																
Adams	116	0	106665	PA 116 over Trib Marsh Crk	C	BRDG																																
Adams	116	0	106665	PA 116 over Trib Marsh Crk	C	BRDG																																
Adams	116	0	106666	PA 116/Trib Willoughby Run	F	BRDG																																

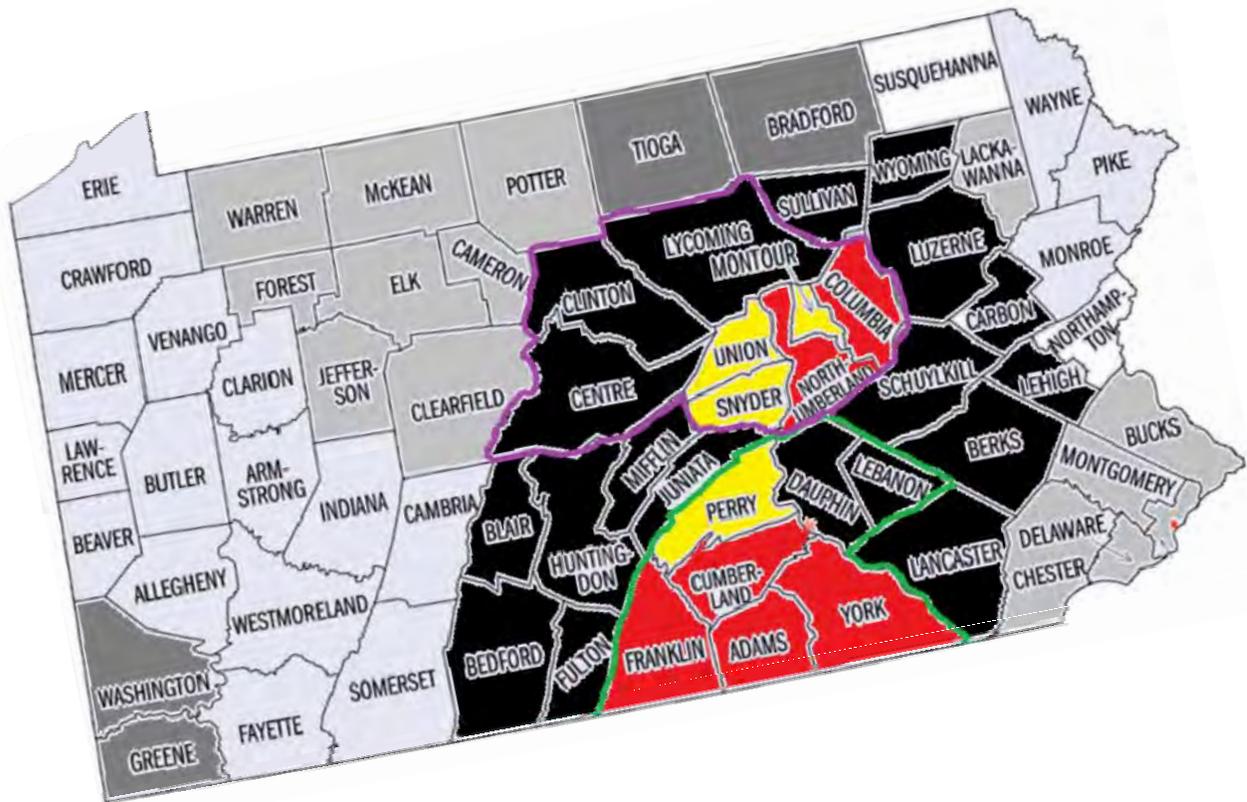
d Discretionary e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifes for TOLL funds * Includes Conversion Amount On Obligation Plan Obligations have occurred ^PE-NEPA, FD-PSE CO, UTL-FnL UTL Clr, ROW-Cond ROW, CON-Let



Central Pennsylvania Transportation Authority

FINANCIAL CAPACITY PROGRAM

April 2016





Central Pennsylvania Transportation Authority

FINANCIAL CAPACITY PROGRAM

Introduction

This assessment is in accordance with the FTA C. 7800.1.A and the Year of Expenditure requirement. The purpose of the Financial Capacity Policy is for transit grantees to demonstrate that they make capital investments based on the current and projected capability to maintain and operate current assets, and to determine the ability to operate and maintain the new assets on the same basis, providing at least the same level of service, for at least one replacement cycle of such assets. The program maintains two basic aspects: (1) demonstrate the general financial condition of the Central Pennsylvania Transportation Authority (CPTA); and (2) the communicate CPTA's sound financial planning efforts.

Assessment Requirements/Components

Planning and Project Development- Unified Planning Work Program. Transportation planning activities, such as database development and the development of analytical revenue and cost forecasting techniques needed to assess financial capacity, must be included in the urbanized area's Unified Planning Work Program of the Metropolitan Planning Organization. In addition, when the State and metropolitan planning organizations certify that the planning process is being carried out in accordance with Federal requirements, they must describe the region's public involvement process for balancing the cost of approved plans and programs with current and projected revenues.

Projected Cash Flow Statement – This is a multi-year projection, back five years (actual) and forward twenty years (CPTA forecasts a 12 year projection based on the EUL of the vehicles) of revenues and expenses (and related items such as depreciation) relating to the grantee as an organization. It identifies expected revenues and expenses for each year, incorporating and highlighting the effects of a planned capital project or program of projects.

Financial Condition – This includes historical trends and current experience in the financial ability of the grantee to operate and maintain its transit system at present levels of service. The information supporting the assessment of the financial condition of the grantee is usually provided in audited financial statements and other financial reports. Financial condition is reflected in working capital levels, cash balances, capital reserves, the presence and status of depreciation accounts, debt levels, trends in transit costs as compared to available revenues, and trends in other relevant economic indicators. Satisfactory financial condition means that the grantee can pay its current costs from existing revenues.

Financial Capability – This refers to the stability and reliability of revenue sources needed to meet future annual capital and operating and maintenance costs. Assessments of financial capability shall cover the greater of the period equivalent to one replacement cycle of the basic system; the retirement of any debt issued to finance the capital project; or 20 years. Financial capability considers the nature of funds pledged to support operating costs and capital replacement

programs (12 years for CPTA), as well as forecasted changes in fare and non-fare revenues. Capital costs include both replacement and rehabilitation of existing equipment and facilities as well as new investments. Operating and maintenance costs include those for the present system, as well as increases due to capital investment and service expansion.

Satisfactory financial capability means the grantee's ability to meet its expansion costs in addition to its existing operations from projected revenues.

Program Management and Compliance - Regular grant monitoring will emphasize whether the findings and self-certifications of financial capacity made at the grant approval stage retain their validity. The Triennial Reviews will be the instrument used for monitoring.

FINANCIAL CAPACITY ASSESSMENT

1) Financial Condition

Historical Trends and Current Conditions-

For Fiscal Year 2015, rabbittransit's total operating expenditures were \$16,187,475. Approximately, 36.1% of the total operating expenditures were used to operate paratransit service.

Since 2001, the cost of fuel, benefits and parts has increased by 146% while all other expenses increased by 120%. Despite these rising costs, rabbittransit boasts one of the lowest operating expenses per vehicle hour. rabbittransit's FY 2013 average cost per hour for all services was \$64.66, in FY 2015 it was \$66.65.

Ridership for FY 2015 was good considering the state of the economy. Fifty six percent of the fixed route riders have no other means of transportation. Additionally, 61% of the riders earn an average income of \$23,000* or less per year and uses the bus for work purposes, up from 39% in 2013. Based on this information, rabbittransit has concluded that the majority of its passengers are excessively volatile to fare increases.

A significant factor affecting paratransit service is the trip length and onboard time. In FY 2015 the average shared ride trip length was 12.82 miles per trip and the average on-board time is 37.8 minutes. rabbittransit believes that there are two factors creating the increase in trip distances; the first is urban sprawl and the second is the fundamental changes in senior citizen needs for transportation.

rabbittransit is projecting FY 2016 expenses to be at \$9,555,400 for York, Hanover and Gettysburg fixed route service, system wide expenses are projected to be \$22,317,000. With the passing of Pennsylvania ACT 44 in 2007, rabbittransit experienced a 50% increase in state funding, an additional 2.8% is being provided in FY 2017 and has remained steady since.

**FY2014 fixed route ridership survey, the maximum margin of error with a sample of 596 is +/- 4.0% at the 95% level of confidence.*

Hourly Cost Comparison		
	2015	2016 (projected)
Fixed Route York	\$90.52	\$89.90
Fixed Route Hanover	\$76.21	\$71.70
Paratransit	\$48.59	\$49.65

Financial Projections-

rabbitransit’s financial capacity analysis is an eleven year combined operating and capital needs projection. The factors determining the outcomes are based on current and historical information. For Fiscal Year 2015 Operating and Capital plan the inflation factors were 3% and 5% respectfully. The analysis demonstrates that rabbitransit can continue to operate at FY 2015 service levels through fiscal year 2021.

rabbitransit works closely with the State and Federal Transportation Departments and other groups of interests when developing projections. The Central Pennsylvania Transportation Authority Board of Director’s are aware of how public transportation in the Commonwealth of Pennsylvania is funded. It is the policy of the Board of Directors to have service levels that can be supported by funding levels. When funding levels fall short of needs, service levels and fares are adjusted accordingly.

2) Financial Capability

Local match funds from Adams County are a concern for CPTA. Service levels will be adjusted based on the ability to match operating and to maintain a state of good repair with rolling stock.

Capital-

Funding remains a concern at the state level. With the loss of discretionary funding based on Congress ban on earmarks and the loss of FTA discretion grants, the capital burden falls back on the state. The FAST ACT provides an understanding of the future, the ACT does financially put transit on solid ground. ACT 89 provides a good foundation for a capital program, but Federal funds need to continue at historic level with the possibility of growth.

Operating-

With the implementation of PA ACT 44, and recently ACT 89, state operating funds are steady. MAP 21 addressed the 200,000 population issue, allowing systems with 100 or less buses in peak service to utilize a percentage of the 5307 funds for operating.

RESOLUTION OF THE Adams County Transportation Planning Organization (ACTPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.334 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.324 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity ; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of MAP-21 (Public Law 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the [Organization], the MPO for the [Name] Transportation Management Area (TMA) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's plans and programs, including the FFY 2017-2020 TIP.

I, [Rich Farr], HEREBY CERTIFY that I am [Chairman] of the [Adams County Transportation Planning Organization]: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 22nd day of June 2016, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman, ACTPO.

Rich Farr, Chairman, ACTPO

Bob Gordon, Vice-Chairman, ACTPO