

# ACTPO

## July 26, 2023



# Staff Updates

## Significant Developments

Development Name	Resubmission	Municipality	School District	Street Location	Total New Residential Lots or Units (≥ 25)	Total Building Square Feet (≥30,000) for Industrial, Commercial, or Mixed Use Development
Musket Ridge	YES	Cumberland	GASD	1432 Chambersburg Road	120	0
Cumberland Village: Phase IIB	NO	Cumberland	GASD	Herrs Ridge Rd	66	0
Eagle Rock	YES	Conewago	CVSD	5955 Hanover Rd	89	0
Randall Inskip	NO	Gettysburg	GASD	Hanover St	28	0

# Staff Updates

## **HOP/Traffic Study/Project Meetings**

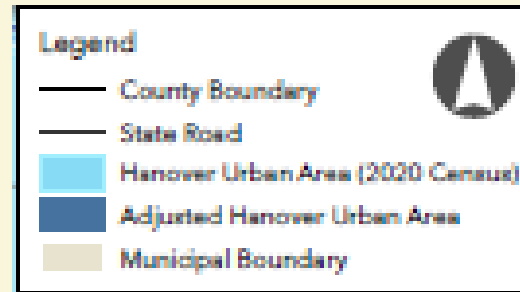
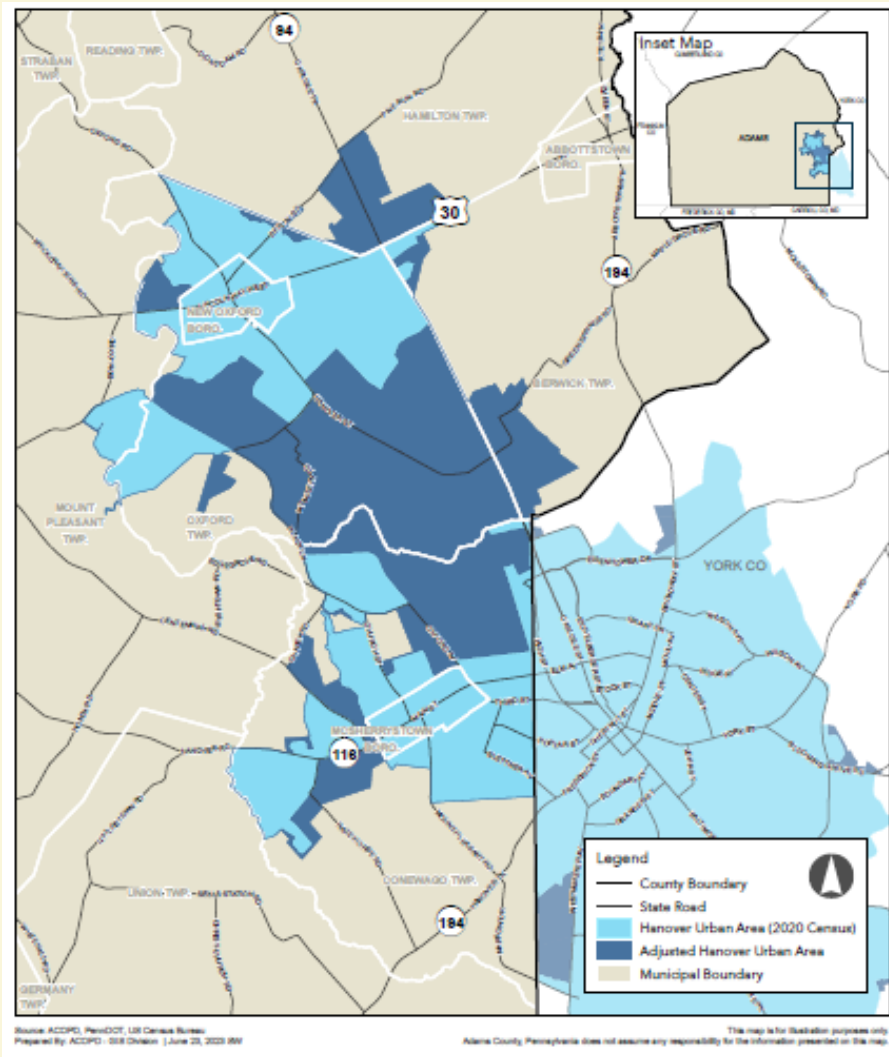
- SRTP/PA Commuter Services
  - Board Meeting (May & July)
- PennDOT
  - District 8 Planning Partners Call (June)
  - UPWP Invoicing Training (June)
  - Bi-Monthly Planning Partners Call (July)
  - Eisenhower Drive Update (July)
  - 2025 TIP Update (July)

# Staff Updates

## **HOP/Traffic Study/Project Meetings**

- FHWA
  - Pennsylvania Federal Lands Access and Regional Integration Study
- PennDOT TIS Scoping Meetings
  - New Oxford Logistics (Hamilton Township)
  - Pennwood Products (Hamilton Township)
  - Wawa/Dollar General (Huntington Township)
- Municipal
  - Berwick, Hamilton, Oxford
  - East Berlin

# Staff Updates – 2020 Hanover Urban Area



- Criteria for determining urban areas changed in 2020
  - Light Blue – Hanover Urban Area as determined by 2020 Census
  - Dark Blue – Adjusted Hanover Urban Area boundary
    - Adjustments based on areas of existing industrial, commercial, or residential development OR areas where future development is anticipated (based on submitted land development plans & growth areas)

## End of Calendar Year 2022 Performance Measures Annual Report -- Bridges

Adams

### MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

	MAP-21 Bridge Performance Measure										
	Good				Fair				Poor		
	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)
Interstate (Including Ramps)	0	0.00%	0.000	0.00%	0	0.00%	0.000	0.00%	0	0.00%	0.000
NHS, Non-Interstate	10	33.33%	0.054	36.91%	20	66.67%	0.092	63.09%	0	0.00%	0.000
<b>Total NHS</b>	<b>10</b>	<b>33.33%</b>	<b>0.054</b>	<b>36.91%</b>	<b>20</b>	<b>66.67%</b>	<b>0.092</b>	<b>63.09%</b>	<b>0</b>	<b>0.00%</b>	<b>0.000</b>

	Map-21 Goal	End of Year 2022 Value	2021 Target	2023 Target	2025 Target
<b>Total NHS Deck Area Poor %</b>	10.00%	0.00%	5.50%	6.25%	4.00%

	Count	Deck Area (Msf)
Interstate (Including Ramps)	0	0.000
NHS, Non-Interstate	30	0.145
<b>Total NHS</b>	<b>30</b>	<b>0.145</b>

MAP-21 bridge data is assessed and analyzed by National Bridge Inventory Standards (Bridges 20' and greater), which differs from PennDOT's 8' and greater reporting.

MAP-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in PA, regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in totals.

MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge.

End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)  
fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.

FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.

FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.

FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.

MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.

MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State >8'; Interstate/Ramps	0	0.0000	0	0	0	0	0.00%	0.0000	0.00%	0
State >8'; NHS (non-Interstate)	56	0.1647	2,941	0	0	0	0.00%	0.0000	0.00%	14
State >8'; non-NHS > 2000 ADT	130	0.2338	1,799	0	1	10	7.69%	0.0122	5.22%	44
State >8'; non-NHS < 2000 ADT	194	0.2444	1,260	0	1	19	9.79%	0.0248	10.15%	63
<b>Total - State Bridges (&gt;8')</b>	<b>380</b>	<b>0.6429</b>	<b>1,692</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>7.63%</b>	<b>0.0370</b>	<b>5.75%</b>	<b>121</b>
Local >20'	70	0.0979	1,399	0	15	5	7.14%	0.0043	4.40%	31

### Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

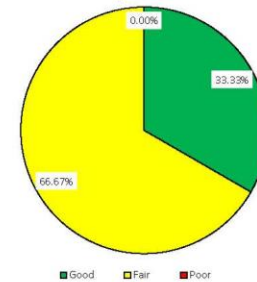
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million\$)	Preservation (#bridges)
State >8'; Interstate/Ramps	0	0	0.00%	0.00%	\$0.00	0
State >8'; NHS (non-Interstate)	0	0	0.00%	0.00%	\$0.00	0
State >8'; non-NHS > 2000 ADT	0	0	0.00%	0.00%	\$0.00	0
State >8'; non-NHS < 2000 ADT	0	0	0.00%	0.00%	\$0.00	0
<b>Total - State Bridges (&gt;8')</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0</b>
Local >20'	2	1	1.03%	1.22%	\$0.00	0

## 2022 Performance Measures Annual Report -- Bridges

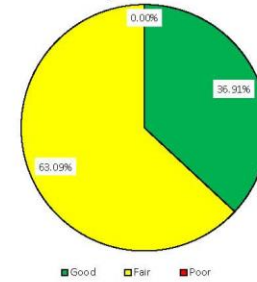
Adams

### MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

By Count



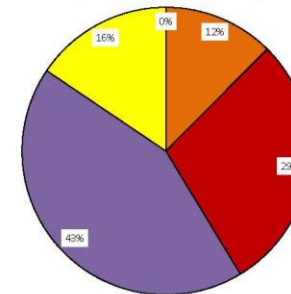
By Deck Area



### End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)

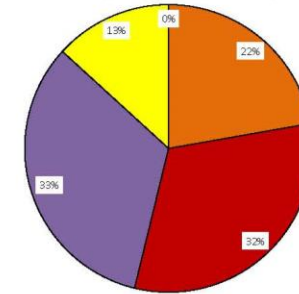
PennDOT Data 8' and Greater By Business Plan Network

% Bridges by BPN (Count)

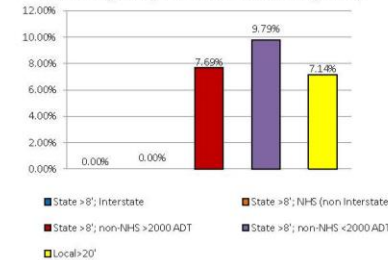


PennDOT Data 8' and Greater By Business Plan Network

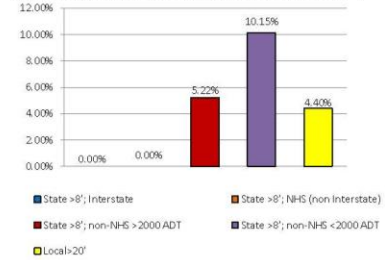
% Bridges by BPN (Deck Area)



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



## 2022 Performance Measures Annual Report -- Pavements

Adams

### 2022 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles\*)

MAP-21 Pavement Performance Measures	Good		Fair		Poor		Missing (Max 5%)	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	102.3	46.71%	114.7	52.40%	1.9	0.89%	0.6	0.29%
MAP-21 Pavement Performance Measure Targets	Good		Fair		Poor		Missing (Max 5%)	
	2023 Target	2024 Target	2025 Target	2026 Target	2023 Target	2024 Target	2025 Target	2026 Target
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	52%	48%	51%	50%	2%	3%	2%	2%

- A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated as poor.
- FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.
- FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's mileage be unreported or missing.
- Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).
- MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

### 2022 Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
Interstate	-	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	45.9	47.39%	44.1	45.60%	4.8	4.97%	2.0	2.04%	77	96.8
Non-NHS, ≥ 2000 ADT	76.3	41.91%	74.7	41.02%	21.0	11.56%	10.0	5.51%	108	182.1
Non-NHS, < 2000 ADT	34.6	11.85%	105.6	36.14%	92.4	31.61%	59.6	20.39%	172	292.1
Total - Roadway	156.8	27.46%	224.4	39.30%	118.2	20.70%	71.6	12.54%	136	570.9

### 2022 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
Interstate	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	7.2	7.46%	81.0	84.27%	6.9	7.16%	1.1	1.11%	90
Non-NHS, ≥ 2000 ADT	45.5	24.99%	79.2	43.51%	54.3	29.85%	3.0	1.65%	84
Non-NHS, < 2000 ADT	67.4	23.11%	193.3	66.24%	28.7	9.85%	2.4	0.81%	80
Total - Roadway	120.1	21.07%	353.5	62.02%	90.0	15.78%	6.4	1.13%	83

Total Miles	
PennDOT Seg-Mi	PA Lane Miles
-	-
97.0	219.6
182.2	-
292.6	-
571.9	-

- The IRI and OPI data presented herein is segment level.
- For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2022. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2021 or 2022.
- PennDOT has historically classified Good Interstate IRI as ≤100, and Poor Interstate IRI as >150; for NHS Non-Interstate, Good is ≤120 and Poor is >170. This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

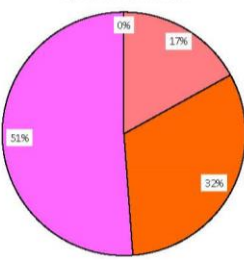
### 2022 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous			Concrete		
	Seg-Mi	OOC Mi <sup>1</sup>	Seg-Mi	OOC Mi <sup>2</sup>	Total	Seg-Mi	OOC Mi <sup>1</sup>	OOC Mi <sup>2</sup>
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	86.16	14.44	0.00	0.00	0.00	15.59	15.30	15.30
Non-NHS, ≥ 2000 ADT	129.16	75.68	55.89	43.48	15.71	59.20	0.00	0.00
Non-NHS, < 2000 ADT	6.51	0.00	283.01	72.58	157.51	230.09	0.00	0.00
Total - Roadway	221.83	90.11	338.90	116.07	173.23	289.29	15.30	15.30

- Out-Of-Cycle Categories:
  - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
  - Low Level Bituminous Surface with Age > 7 Years
  - Low Level Bituminous Pavement with Age > 20 Years or No Structural Layers
  - Concrete Pavements with Age > 30 Years
  - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)
- Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted.
- Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

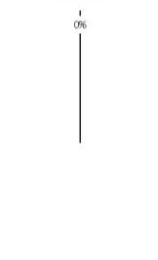
- The IRI miles and Total PennDOT miles include bridge lengths. The Total PA miles, used for MAP-21, do not include bridge lengths. The Treatment Network miles do not include bridge lengths.

Percent Total PennDOT Segment Miles by Business Plan Network



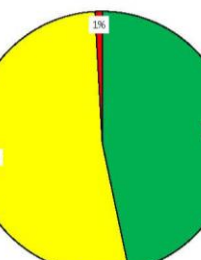
■ Interstate ■ NHS, Non-Interstate ■ Non-NHS, > 2000 ADT ■ Non-NHS, < 2000 ADT

MAP-21 Interstate Performance All PA Miles



■ Good ■ Fair ■ Poor

MAP-21 NHS Non-Interstate Performance All PA Miles

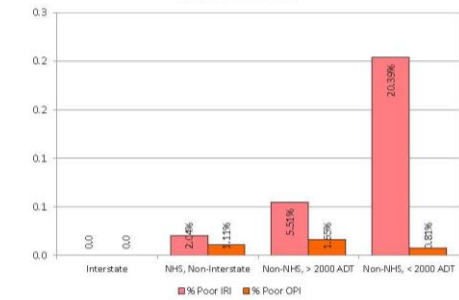


■ Good ■ Fair ■ Poor

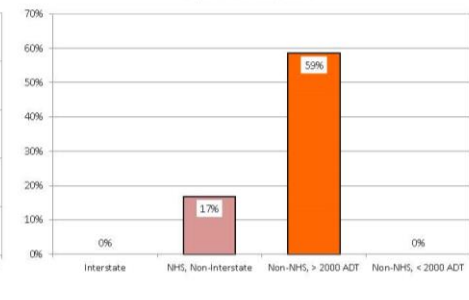
### MAP-21 Pavement Conditions and Thresholds

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Cracking Percentage	<5	CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

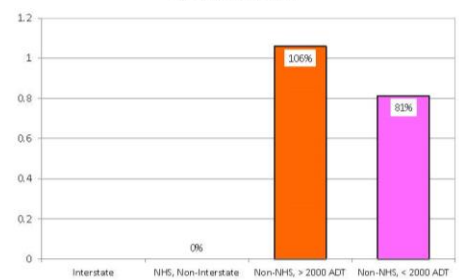
Percent of Poor IRI and Poor OPI by Business Plan Network



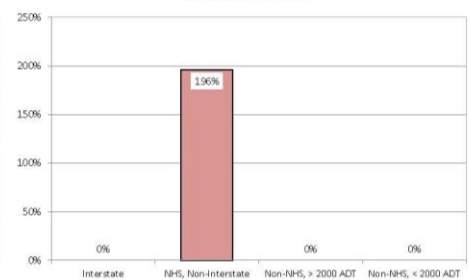
Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Low Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Concrete Miles Out-Of-Cycle by Business Plan Network



# State Transportation Commission – Statewide Survey: Transportation Issues Identified in Adams County



State Transportation  
Commission

2025 12-Year Program Update: Regional Transportation Survey Summary  
**ADAMS COUNTY TRANSPORTATION PLANNING  
ORGANIZATION (ACTPO)**

## A CLOSER LOOK AT YOUR REGION

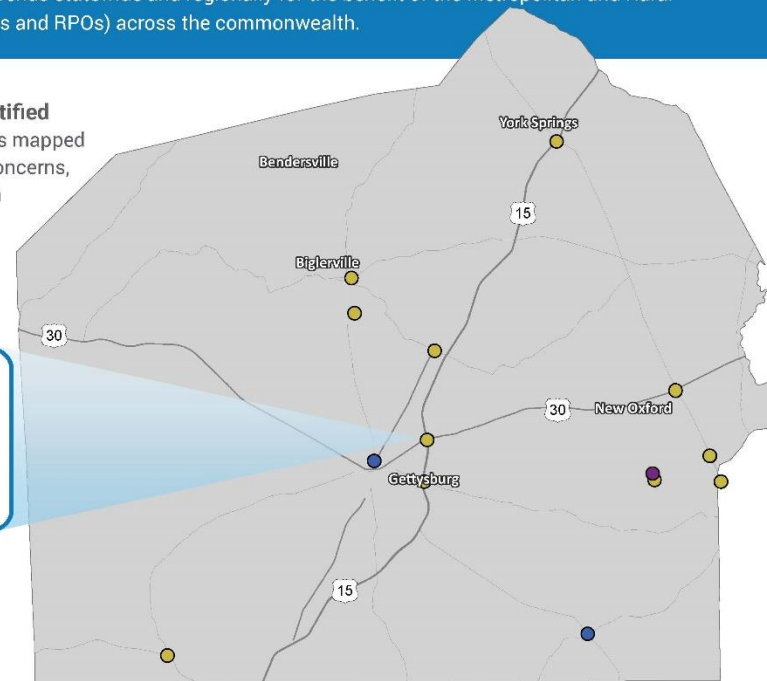
The State Transportation Commission held a 60-day Public Comment Period for the 2025 12-Year Program (TYP) Update from March 1, through April 30, 2023. The public was invited to provide input through taking the Transportation Survey and participating in an Online Public Forum. The Online Public Forum, held on Wednesday, April 12, was broadcasted on a webinar platform with a call-in option, and on Facebook Live. The public could also request assistance to participate in the Survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was reviewed and compiled to convey current transportation priorities and trends statewide and regionally for the benefit of the Metropolitan and Rural Planning Organizations (MPOs and RPOs) across the commonwealth.

### Transportation Issues Identified

Statewide, survey participants mapped about **4,250** transportation concerns, **14** of these are located within the **ACTPO region**.

“Poor line of sight at northbound exit from US15 at Rt116. High speed of traffic on 116 makes this dangerous.”

Local Survey  
Participant



### Number of Issues Identified

The icons below correspond with the same color dots on the map.



# State Transportation Commission – Statewide Survey: Adams County



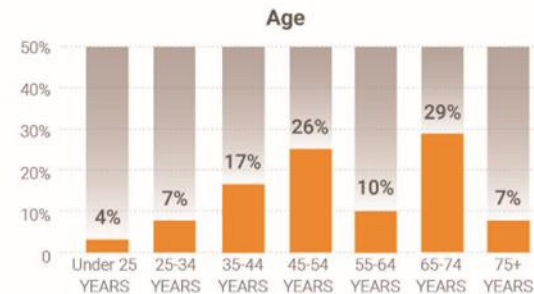
State Transportation  
Commission

2025 12-Year Program Update: Regional Transportation Survey Summary  
**ADAMS COUNTY TRANSPORTATION PLANNING  
ORGANIZATION (ACTPO)**

## ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

Over 10,000 individuals participated in the survey statewide, and 47 of the survey participants identified with the ACTPO region through feedback provided. Learn more about the participants from this region.

Male	19	45%
Female	23	55%
Third gender/Nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	0	0%



## Transportation Priorities Ranking

- ROAD PAVEMENT**  
Repairing, restoring, reconstructing, and maintaining Pennsylvania's 120,000 miles of state and local roadways to improve your travel
- BRIDGES**  
Repairing, replacing, and maintaining Pennsylvania's 31,000 state and local bridges
- INTERSTATE HIGHWAY**  
Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highway
- TRAFFIC FLOW**  
Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently
- WALKING**  
Accessible and connected routes to get you where you need to go safely
- FREIGHT**  
Modern highways, railways, airports, and waterways to support the economy and ensure the efficient movement of goods and services
- TRANSIT**  
Accessible and timely public transportation that covers an extensive service area and crosses regions
- BICYCLING**  
Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go
- PASSENGER RAIL**  
Intercity and commuter rail service across Pennsylvania with out-of-state connections
- AVIATION**  
Modern facilities, operations, and a wide range of commercial airline choices at airports

# State Transportation Commission – Statewide Survey: Adams County



June 2023

State Transportation  
Commission

2023

47  
SURVEY  
PARTICIPANTS

14 MAPPED ISSUES  
0 RESOLVED

2021

33  
SURVEY  
PARTICIPANTS

9 MAPPED ISSUES  
1 RESOLVED

## About the Survey Participants

2023

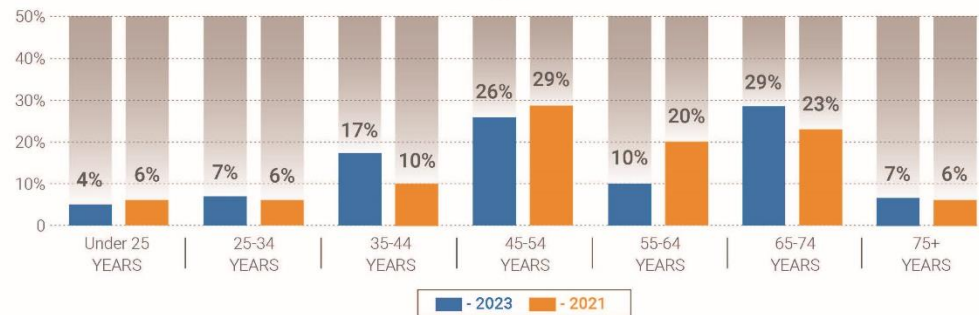
Male	45%
Female	55%
Third gender/Nonconforming	0%
I prefer to self-describe	0%
I prefer not to answer	0%

2021

Male	47%
Female	44%
Third gender/Nonconforming	3%
I prefer to self-describe	0%
I prefer not to answer	6%

Responses to demographic questions were optional.

## Age



## Top Transportation Modes

2023

1 DRIVE ALONE  
2 WALKING  
3 AVIATION

2021

1 DRIVE ALONE  
2 WALKING  
3 BICYCLING

## Highest Ranked Priorities

2023

1 ROAD PAVEMENT  
2 BRIDGES  
3 INTERSTATE HIGHWAY

2021

1 BRIDGES  
2 ROAD PAVEMENT  
3 INTERSTATE HIGHWAY

# 2025-2028 TIP Development Process

## General & Procedural Guidance

### Key Points:

- No new major priorities expected....not as many changes in the guidance as the last program update
- Most changes related to IIJA/BIL legislation

## Financial Guidance

### Key Points:

- No changes in formula structure
- 2020 census data incorporated into formulas
- Increase in state funds available due to reduction in MLF budgeted to the PSP

# 2025-2028 TIP Development Process

## Financial Guidance

Highway/Bridge Base Funding Allocation (\$000) – Adams County

2023-2026 Program

2025	2026	2027	2028	<u>TOTAL TIP</u>
\$14,266	\$14,646	\$14,826	\$15,035	<b>\$58,773</b>

<u>TOTAL TIP</u>
<b>\$53,402</b>

2025-2028	2029-2032	2033-2036	<u>TOTAL TYP</u>
\$58,773	\$60,108	\$60,049	<b>\$178,930</b>

<u>TOTAL TYP</u>
<b>\$156,628</b>

Financial charts begin on pg. 18 of the Financial Guidance document

# 2023-2026 TIP Amendment

## FFY 2023-2026 TIP MODIFICATIONS FORM

Date: 7/19/2023  
Page 1 of 2

Adams											Informed Coordinating Committee: 7/26/23											
Amendment - Highway				Funds			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks
Line	Project Title	MPMS	Fk	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	
1	Eisenhower Drive Extension	58137	FD	Defcon		581		1,801,435			629,250			1,000,000								Increasing the FD phase of Eisenhower Drive Extension in FFY 2023/2024/2025 for \$2,832,332 to the current estimated cost. This project consists of extending the Eisenhower Drive through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. This project has a current estimated let date of Jan. 2, 2025.
	Defcon			IRIP	185				13,404		425,054	266,200										
	Adjust			STP	581	113,585			1,302,140		1,075,661											
	Adjust			IRIP	185				70,000		270,946											
	After			STP	581	113,585	1,801,435		1,302,140	629,250		1,075,661	1,000,000									
	After			IRIP	185				70,000	13,404		696,000	266,200									
2	US 15 Preservation NorthBound	116595	CON	Defcon	NIIPP		2,575,398			3,416,299			2,770,000									Decreasing the CON phase of US 15 Preservation NorthBound in FFY 2023/2024 for \$1,415,725 to the current estimated cost. This project consists of a pavement preservation on US 15 (Blue-Gray Highway) from the Maryland line to PA 394 (Shrivers Corner Road) in Freedom, Cumberland, Mount Joy and Straban Townships. This project has a current estimated let date of Dec. 14, 2023.
	Defcon			STP		113,585			1,302,140													
	Adjust			NIIPP																		
	Adjust			STP		-113,585			-1,302,140													
	After			NIIPP		2,575,398			3,416,299			2,770,000										
	After			STP																		
3	Eisenhower Drive Extension	58137	CON	Defcon	STP	581							1,829,597			1,531,479	2,500,000		271,000			Cashflowing the CON phase of Eisenhower Drive Extension in FFY 2025 to FFY 2027 for \$1,075,661 to better utilize current available funds. This project consists of extending the Eisenhower Drive through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. This project has a current estimated let date of Jan. 2, 2025.
	Defcon				a581																	
	Defcon				185																	
	Adjust			STP	581												1,075,661					
	Adjust				a581																	
	Adjust				185																	
	After			STP	581														1,346,661			
	After				a581																	
	After				185								753,936			1,531,479	2,500,000					

Increasing the FD phase of Eisenhower Drive Extension in FFY 2023/2024/2025 for \$2,832,332 to the current estimated cost. This project consists of extending the Eisenhower Drive through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. This project has a current estimated let date of Jan. 2, 2025.

Decreasing the CON phase of US 15 Preservation NorthBound in FFY 2023/2024 for \$1,415,725 to the current estimated cost. This project consists of a pavement preservation on US 15 (Blue-Gray Highway) from the Maryland line to PA 394 (Shrivers Corner Road) in Freedom, Cumberland, Mount Joy and Straban Townships. This project has a current estimated let date of Dec. 14, 2023.

Cashflowing the CON phase of Eisenhower Drive Extension in FFY 2025 to FFY 2027 for \$1,075,661 to better utilize current available funds. This project consists of extending the Eisenhower Drive through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. This project has a current estimated let date of Jan. 2, 2025.

# 2023-2026 TIP Amendment

**FFY 2023-2026 TIP MODIFICATIONS FORM**

Date: 7/19/2023  
 Page 2 of 2

Amendment - Highway				Funds			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks	
Item	Project Title	MPMS	PA	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
4	Bridge Reserve	87792	CON	Before	BRIP	185																This is a reserve line item.	
				After	DOF																		
				Adjust	BRIP	185																	
				Adjust	DOF																		
				After	BRIP	185																	
				After	DOF																		
5	Red Bridge Rd over Conewago Creek  1017006	78642	CON	Before	BRIP																	Cashflowing the CON phase of Red Bridge Rd over Conewago Creek from FFY 2027 to FFY 2030 for \$89,661 to better utilize current available funds. This project may consist of a bridge rehabilitation/replacement on SR 1017 (Red Bridge Road) over Conewago Creek in Straban Township, Adams County. This project has a current estimated let date of Jan. 1, 2027.	
				After	DOF																		
				Adjust	BRIP																		
				Adjust	DOF																		
				After	BRIP																		
				After	DOF																		
6	Hunterstown Hampton Rd ov Conewago Cr  394010	96698	CON	Before	STP																	Changing the funding flavor of the CON phase of Hunterstown Hampton Rd ov Conewago Cr in FFY 2027 for \$1,075,661 to better utilize current available funding. This project may consist of a bridge rehabilitation/replacement on PA 394 over Conewago Creek in Straban Township and Reading Township, Adams County. This project has a current estimated let date of Jan. 1, 2027.	
				Before																			
				Before																			
				Adjust	STP																		
				Adjust	DOF																		
				Adjust	BRIP																		
				After	STP																		
				After	DOF																		
				After	BRIP																		
				Before FFY Totals			2,688,983	1,801,435	0	4,788,439	643,760	0	5,347,597	1,285,995	0	1,531,479	2,500,000	0	6,417,661	0	0	0	
Program Summary - Not Changes				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				After FFY Totals			2,688,983	1,801,435	0	4,788,439	643,760	0	5,347,597	1,285,995	0	1,531,479	2,500,000	0	5,113,661	0	0		

# 2023-2026 TIP Transit Modification

FFY 2023-2026 TIP MODIFICATIONS FORM

CPTA																			Informed Coordinating Committee: 7/26/2023	
Administrative - Transit																			Informed Technical Committee: N/A	
					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
1	Hanover Operating	114479	PT	Before	5307														The additional funding is to cover operating costs and help fund transit operations in Hanover, Pa.	
				Adjust	5307															
				After	5307															
							1,000,000			1,000,000			1,000,000			1,000,000				
							554,889													
							1,554,889			1,000,000			1,000,000			1,000,000				
					Before FFY Totals		1,000,000	0	0	1,000,000	0	0	1,000,000	0	0	1,000,000	0	0	0	
Program Summary - Net Changes					Adjustments		554,889	0	0	0	0	0	0	0	0	0	0	0		
					After FFY Totals		1,554,889	0	0	1,000,000	0	0	1,000,000	0	0	1,000,000	0	0	0	





# 2023-2026 TIP Administrative Actions

FFY 2023-2026 TIP MODIFICATIONS FORM																			Date: 7/19/2023 Page 3 of 6		
Administrative Modifications - Highway				Funds			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks	
Item	Project Title	MTMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
8	Eisenhower Drive Extension	58137	RD	Before	581			1,841,435			629,250			1,000,000						Decreasing the FD phase of Eisenhower Drive Extension in FFY 2023 for \$40,000 to better utilize current available funding. This project consists of extending the Eisenhower Drive through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. This project has a current estimated let date of Jan. 2, 2025.	
	O/RWY			Before	185					438,458			266,200								
				Adjust	581			-40,000													
				Adjust	185																
				After	581			1,801,435			629,250			1,000,000							
	Adams			After	185					438,458			266,200								
9	Red Bridge Rd over Conewago Creek	76042	PE	Before	BOF					453,000									Cashflowing the PE phase of Red Bridge Rd over Conewago Creek from FFY 2024 to FFY 2023 for \$453,000 to better align current funds. This project may consist of a bridge rehabilitation/replacement on SR 1017 (Red Bridge Road) over Conewago Creek in Straban Township, Adams County. This project has a current estimated let date of Jan. 1, 2027.		
	1017/606			Adjust	BOF			453,000		-453,000											
	Adams			After	BOF			453,000													
10	Rock Creek Bridge	98832	CON	Before	BOF			695,000		775,910			433,305						Cashflowing the CON phase of Rock Creek Bridge from FFY 2023 to FFY 2024 for \$453,000 to better align with current estimated let date. This project consists of a bridge replacement on State Route 3002 (Mason Dixon) over Rock Creek in Cumberland and Mount Joy Townships, Adams County. This project has a current estimated let date of Feb. 1, 2024.		
	3002/616			Before	BRIP			1,304,000													
				Adjust	BOF			-453,000		453,000											
				Adjust	BRIP																
				After	BOF			242,000		1,228,910			433,305								
	Adams			After	BRIP			1,304,000													

## 2023-2026 TIP Administrative Actions

FFY 2023-2026 TIP MODIFICATIONS FORM

Date: 1/19/2023

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Administrative Modifications - Highway				Funds			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks
Item	Project Title	MMMS	F%	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
11	Piney Creek Bridge 2  97010   Adams	96092	CON	Bolton	185			151,450												Increasing the CON phase of Piney Creek Bridge 2 in FFY 2024 for \$425,054 to the pre-bid estimate. This project consists of a bridge replacement on PA 97 over Tributary to Piney Creek in Germany Township, Adams County. This project This project was let on June 15, 2023.
				Bolton	581			183,000				534,750								
				Adopt	185							425,054								
				Adopt	581															
				After	185			151,450				425,054								
				After	581			183,000				534,750								
12	Eisenhower Drive Extension  O/R/W/Y   Adams	58137	FD	Bolton	581			1,801,435			629,250			1,000,000						Cashflowing and changing the funding flavor of the FD phase of Eisenhower Drive Extension from FFY 2024 to FFY 2025 for \$425,054 to better utilize current available funding. This project consists of extending the Eisenhower Drive through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. This project has a current estimated let date of Jan. 2, 2025.
				Bolton	185						438,458			266,200						
				Adopt	BRP 581							425,054								
				Adopt	185						-425,054									
				After	BRP 581			1,801,435			629,250		425,054	1,000,000						
				After	185						13,404			266,200						
13	Bridge Reserve     Adams	97902	CON	Bolton	BRP 185					70,000	1,106		696,000	10,795						This is a reserve line item.
				Bolton	BOF								52,000							
				Adopt	BRP 185							-425,054								
				Adopt	BOF															
				After	BRP 185					70,000	1,106		270,946	10,795						
				After	BOF								52,000							

## 2023-2026 TIP Administrative Actions

[illegible]

## 2023-2026 TIP Administrative Actions

**FFY 2023-2026 TIP MODIFICATIONS FORM**

Date: 7/19/2023  
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Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks	
Item	Project Title	MFMS	PS	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.			Loc.
17	Piney Creek Bridge 2  97010   Adams	90692	CON	Before		185		151,450			425,054									Decreasing the CON phase of Piney Creek Bridge 2 in FFY 2024 for \$192,738 to the low bid amount. This project consists of a bridge replacement on PA 97 over Tributary to Piney Creek in Germany Township, Adams County. This project was let on June 15, 2023.
				Before		581		161,990			555,760									
				Adjust		185														
				Adjust		581				-192,738										
				After		185		151,450			425,054									
				After		581		161,990			363,022									
18	Highway Reserve   Adams	87793	CON	Before															This is a reserve line item.	
				Adjust		581				192,738										
				After		581				192,738										
				Before FFY Totals		1,999,000	7,511,607	0	1,368,910	7,827,123	0	1,929,305	3,838,190	0	0	0	0	0		
Program Summary - Net Changes				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals		1,999,000	7,511,607	0	1,368,910	7,827,123	0	1,929,305	3,838,190	0	0	0	0	0	0	

# Next ACTPO Meeting

October 25, 2023

1:00 p.m.