



Members

Pennsylvania Department of Transportation
Lancaster County Board of Commissioners
Lancaster County Planning Commission
City of Lancaster

South Central Transit Authority
Lancaster Airport Authority
Lancaster County Legislators

150 North Queen Street | Suite 320
Lancaster, Pennsylvania 17603
Phone: 717-299-8333
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MEMORANDUM

To: Transportation Implementation and Engagement Subcommittee (TIES)
From: Will Clark, Director for Land Use & Transportation
Date: January 6, 2023
Subject: January 12, 2023 TIES Meeting

The next TIES meeting will be held in-person on **Thursday, January 12, 2023 at 1:30 p.m.** at the Lancaster County Government Center, Conference Rooms 102/104, 150 N. Queen Street, Lancaster, PA 17603.

There is an option to attend virtually using the Lifesize app at: <https://call.lifesizecloud.com/1696302>. After logging into the app, instructions will be provided on ways to participate in the meeting. *Use Chrome or Edge for the web browser, not Internet Explorer.* To access the meeting by phone: 312-584-2401 Code: 1696302#

The enclosed agenda includes the following action items:

- Minutes of the November 3, 2022 Meeting
- Transportation Improvement Program (TIP) Project Selection Process

The Lancaster County Metropolitan Planning Organization is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in this public meeting, please contact Will Clark at 717-299-8333, or by email to WClark@co.lancaster.pa.us as soon as possible, but no later than 5 days before the scheduled event. Thank you.

William T Clark III, AICP
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**LANCASTER COUNTY
TRANSPORTATION IMPLEMENTATION AND ENGAGEMENT SUBCOMMITTEE (TIES)
MEETING AGENDA**

Date: Thursday, January 12, 2023

Time: 1:30 p.m.

Place: Lancaster County Government Center, Conference Rooms 102/104
150 North Queen Street, Lancaster, Pennsylvania 17603

Online: <https://call.lifesizecloud.com/1696302>

Phone: 312-584-2401, code 1696302#

Order of Business:

1. Call to Order Chairman D'Agostino
2. Minutes of the November 3, 2022 Meeting **(Action)** Chairman D'Agostino
3. Transportation Improvement Program (TIP) Project Selection Process **(Action)** Gary Jones/Will Clark
4. Local Project Delivery Update **(Information)** Rettew
 - a. October 2022, November 2022, and December 2022 Progress Reports
 - b. 222/324/Fairview Ave. Intersection Improvements project – City of Lancaster
5. Other Business and Public Participation Chairman D'Agostino
6. Adjournment Chairman D'Agostino

Next Meetings:

MPO

TTAC

ATAC

TIES

February 27, 2023 @ 12:30pm

January 23, 2023 @ 12:30pm

January 19, 2023 @ 6:30pm

February 2, 2023 @ 1:30pm



Lancaster County
MPO

**Lancaster County Transportation Implementation and
 Engagement Subcommittee (TIES)
 Meeting Minutes**

Thursday November 3, 2022 at 1:30 p.m.

Lancaster County Government Center
 150 North Queen Street, Lancaster, Pennsylvania
 Rooms 102/104

Voting Members x: present, v: virtual attendee

MPO	x Ray D'Agostino	Lancaster County Board of Commissioners
TTAC	Ralph Hutchison x *Cindy McCormick	East Lampeter Township City of Lancaster
Transit	v Bonnie Glover	South Central Transit Authority
Borough	x Rebecca Denlinger v *Leo Lutz	Elizabethtown Borough Columbia Borough
Township	x Scott Russell *John Yoder	East Hempfield Township West Donegal Township
Business/ Economic Dev.	x Joy Ashley x Tom Kifolo	Mainspring of Ephrata Roher's Quarry
At Large	x Mark Hansen	

Alternate voting member: *(Name)

Others

Will Clark, Kristiana Barr, Gary Jones, Mike Domin, Mark Huber Faith Gaddie, Micah Reeder, Juli Wolfe, Lauri Ahlskog, Keith Boatman, Kenana Zejcirovic, Tara Hitchens, Cindy Schweitzer, Jeff Puher

Order of Business:

1. Call to Order

Commissioner D'Agostino called the meeting to order at 1:33 pm

2. Approval of Minutes (Action)

Mr. Kifolo made a motion to approve the October 6, 2022 minutes as submitted, Ms. Ashley seconded the motion. The motion passed unanimously.

3. Connects2040 Implementation Feedback and Next Round (Discussion)

Ms. Barr announced the funding recommendations made by TIES for the *connects2040* program were approved by the MPO. She stated that the department is seeking feedback from TIES members on the application process, based on their experience and role.

Mr. Hansen brought forward the idea of awarding projects that are considered "shovel ready" with additional points. Mr. Clark responded that the term is difficult to measure and quantify, especially when involving the federal process, proceeding to ask other members their input.

Several members defined the term as meaning the project has a defined plan, the investment in planning, engineering, permitting has been completed, and the project is seeking it's final portion of funding.

Others brought up concerns regarding the federal and permitting processes. Due to the length of time and extra steps involved, a project may require the funding to proceed down these avenues. Mentioning that it would be illogical to go through the entire permitting process without securing funding for the project.

Ms. Wolfe added her own suggestion, that instead of using a blanket term, to instead use a checklist to determine how far along a project is. This checklist would also allow for the clarification of the design process and funding, she added that this system would be able to be applied to both federal and nonfederal funding.

Several members then expressed their appreciation for the online aspect of the application process, as applicants and for reviewing applications. Mr. Hansen asked about how follow up questions should be done after an interview has occurred. Mr. Clark proposed having a week following the final interviews to allow for any follow up questions, which would also benefit applicants, allowing them to be prepared to answer additional questions.

Mr. Lutz asked if applicants who did not receive funding received any feedback. Mr. Clark noted that it would be a beneficial step to add to the department procedures in the future, stating that following the meeting the department will be reaching out to provide as much feedback as possible to applicants who did not receive funding.

Ms. Barr proceeded to present the possibility of offering another round of \$3 million in funding for 2023, with the amount becoming available for fiscal financial year (FFY) 2025, beginning

October 1, 2024. She noted that due to this year's timeline having a slight delay, they had to push back the schedule to allow municipalities to start preliminary engineering and some preconstruction activities to better align with the funding in terms of the start of construction. Mr. Clark added that due to the delay, this round would be bringing the process back on schedule.

Mr. Hansen made a motion to recommend to TTAC to offer another round of \$3 million in funding for the *connects2040* program, available after FFY 2025, Mr. Russell seconded the motion, the motion passed unanimously.

4. Transportation Improvement Program (TIP) Selection Process (**Discussion**)

Mr. Jones gave updates on the follow up items from the previous TIES meeting, including changes to Bike Lane scoring, the omission of Freight Tonnage score, along with the addition of quarries into the scoring regions. He then announced that the next step would be finalizing the other parts of the selection process, reviewing the aspects detailed in the packet.

Mr. Russell questioned if the severity of accidents were being accounted for in comparison to where accidents are occurring. Mr. Jones stated that the department is using the Highway Safety Network Screening program from PennDOT. Ms. Zejcirovic gave an overview of the program, clarifying that the tool does take severity into account.

5. Transportation Alternatives Set-Aside (TASA) Recommendations (**Action**)

Mr. Domin announced that at the September 26, 2022 meeting, the MPO set up an administrative process to allocate the current TASA funding, choosing to limit the pool of projects to ones that were already funded by PennDOT. The projects selected were:

- a. City of Lancaster - \$1.5 million for the Conestoga Boardwalk
- b. Sadsbury Township - \$1.0 million to construct a 3-mile segment of the Enola Low-Grade Trail

He noted that the Enola Low-Grade Trail has been a priority for the MPO for quite some time, in April 2022 they adopted a resolution supporting and reaffirming that it is their highest priority. He added that it was discovered after the memo was drafted that the Eden Township section of the trail has run into cost increases due to inflation and wetlands in the area. Bart Township, who is heading the project for Eden asked for a cost increase to complete the project. Mr. Domin presented the recommendation that the \$642,085 in funds be allocated to Eden Township, with the remaining \$351,925 going towards the Conestoga Boardwalk.

Mr. Kifolo made a recommendation to TTAC to approve the funding increase of \$642,800 to the Enola Low-Grade Trail. Mr. Hansen seconded the motion. Ms. Zejcirovic made a note that PennDOT will have the action ready for the Financial Constraint Chart for TTAC for the November 14, 2022 meeting. **The motion passed unanimously.**

Mr. Russell made a motion to recommend to TTAC to approve the remaining TASA funds less the \$642,800 to the Conestoga Boardwalk Project. Ms. Denlinger seconded the motion. The motion passed unanimously.

6. Local Project Delivery Update (**Information**)

September 2022 Progress Report

SR 0030/0462 Interchange Improvement Project – East Lampeter Township
Ms. Wolfe gave an overview of the project, highlighting that the major goals of the project involve improvements for the connectivity and safety of the area.

7. Other Business and Public Participation

Adjournment

Commissioner D'Agostino canceled the December TIES meeting due to a lack of agenda items, and for allowing more time to develop more of the TIP selection process tool.

Mr. Kifolo made a motion to adjourn, and Ms. Denlinger seconded the motion. The motion passed unanimously, and the meeting adjourned at 2:43 p.m.

Link to recorded meeting: <https://vimeo.com/767040636>

Next scheduled meeting:

Thursday, January 12, 2023 at 1:30 p.m.

In person: Lancaster County Government Center
150 North Queen Street, Rooms 102/104
Lancaster, Pennsylvania

Online: <https://call.lifesizecloud.com/1696302>
or 312-584-2401, code 1696302#

Please note: This meeting was recorded to capture the full discussion of the items above. For brevity, minutes have been simplified to focus on action items and key points in the discussion.

ITEM 3

MEMORANDUM

To: Transportation Implementation and Engagement Subcommittee (TIES)
From: Will Clark, Director for Land Use & Transportation
Date: January 5, 2023
Subject: Transportation Improvement Program (TIP) Project Selection Process

Included for your review is a draft description of the proposed TIP Project Selection Process. The Selection Process has been written in a way that is an easy to understand format. The scoring section has been updated with illustrations and the scoring for Multimodal Connectivity has been updated to conform to the Active Transportation Plan (ATP) more closely.

Draft Motion

I move TIES recommends to the Transportation Technical Advisory Committee (TTAC) that the draft TIP Selection Process and Scoring be adopted as the TIP Selection Process for the Lancaster MPO.

How Does a project get on the TIP?

TIP stands for Transportation Improvement Program. It is the list of transportation projects over a four-year period. Lancaster County Metropolitan Planning Organization, or Lancaster MPO, is the federally designated MPO responsible for completing federally required planning tasks in a comprehensive, coordinated, and continuing work program.

System owners suggest projects to be included on the TIP. System owners are the people or organizations that are responsible for maintaining transportation in a particular location. PennDOT, Lancaster County, RRTA, Townships, the City, and the Boroughs all own parts of the transportation network and are responsible for maintaining the system.

Before a project can get on the TIP, it gets added to a list of other "Candidate Projects". To get from candidate status and move on to the TIP, a project has to go through a process to make sure that it belongs on the TIP. We only want the best projects on the TIP. Why? Because projects are expensive, and we only have so much money to spend on projects. The process makes sure that we are making the best use of our transportation dollars. There are three ways for a project to get on the TIP: "TASA", the Transportation Alternatives Set-Aside program, Connects2040 Implementation Program, and the "normal way" of system evaluation. TASA is a program that PennDOT sponsors. TASA is mostly for active transportation options, and full details are [available here](#). The Connects2040 Implementation program is a Lancaster MPO program that sets aside a portion of TIP money for projects that support the transportation land use goals of places2040 and Connects2040. It is a competitive program that municipalities must apply to receive funding. This program used to be called the Smart Growth Transportation Program (SGT). The remaining projects that end up on the TIP get there through a process of system evaluation.

What even is a project?

Did you know? Projects do not start out as projects. Projects start out as Problems. Problems are identified by MPO system evaluation, or a stakeholder proposes a problem for consideration. Stakeholders are usually infrastructure owners like PennDOT and municipalities. There are three main kinds of problems:

Safety Problems: "There are a lot of crashes in this area"

Road or Bridge Problems: "This road is very bumpy" or "This bridge can't support farm equipment or school busses anymore"

Dependable Travel Time Problems "I was late because traffic was worse than normal"

The problems are looked at by traffic engineers and they come up with some possible solutions. The solutions can become projects.

What is a Study? (Not All Projects are Brick and Mortar)

Most TIP projects are for physical things: road resurfacing, fixing a bridge, or buying a bus. But some projects are for studies. Studies are usually for problems that effect a whole region, like a borough's downtown, or a village area like Bridgeport or Willow Street. When a problem is too complicated for a simple fix, the MPO might fund a study to see what kinds of solutions are possible. The study usually ends up recommending a package of projects that work together to form a regional set of solutions to a regional set of problems. When candidate projects are coming from an earlier approved study, the projects might get special consideration in getting placed on the TIP.

Step One: Performance Monitoring Taking the pulse of the Transportation System

Just like a doctor checks a patient's health by taking their pulse, MPO staff check the "health" of the entire transportation system by performing studies and using reports to see if the system is working like it should. If parts of the system are not working properly, the problem area might need a project to fix the problem.

The MPO runs four tests known as "Performance Measures" to see how well the system is working. The first set of measures are the Safety Performance Measures or "PM1". These measures see if people are being hurt on our system. These measures set goals to reduce the number of crashes, deaths, and injuries that happen in Lancaster County. The second set of measures are Pavement and Bridge Performance Measures, or "PM2". These measures look at the condition of our roads and bridges. As road surfaces and bridges get older, they develop "wear and tear". Wear and tear make conditions slip from "good" condition to "poor" condition. PM2 has goals to keep a certain percentage of roads and bridges in "good" condition and make sure too many roads and bridges do not fall into "poor condition". The third set of measures look at how well cars and trucks are moving along roads. These are the System Performance Measures or "PM3". PM3 has goals to keep drive times reliable

and improve air quality. When drive times are reliable, people know how long a trip will take. Air quality is part of PM3, because cars and trucks that spend more time on the road are also spending more time making exhaust. Faster trips mean less pollution from exhaust. That's why improving traffic flow helps to clean up air pollution. When traffic moves, air improves. The fourth set of performance measures are called Transit Asset Management Performance Measures or "TAM". These measures set standards like the maximum number of miles a bus can travel before it is replaced.

Performance Measures look at the whole transportation system. All the roads and bridges -- state and local -- are monitored. All the worst locations identified by the PM 1, 2, and 3 and TAM process measures are considered for inclusion on the TIP.

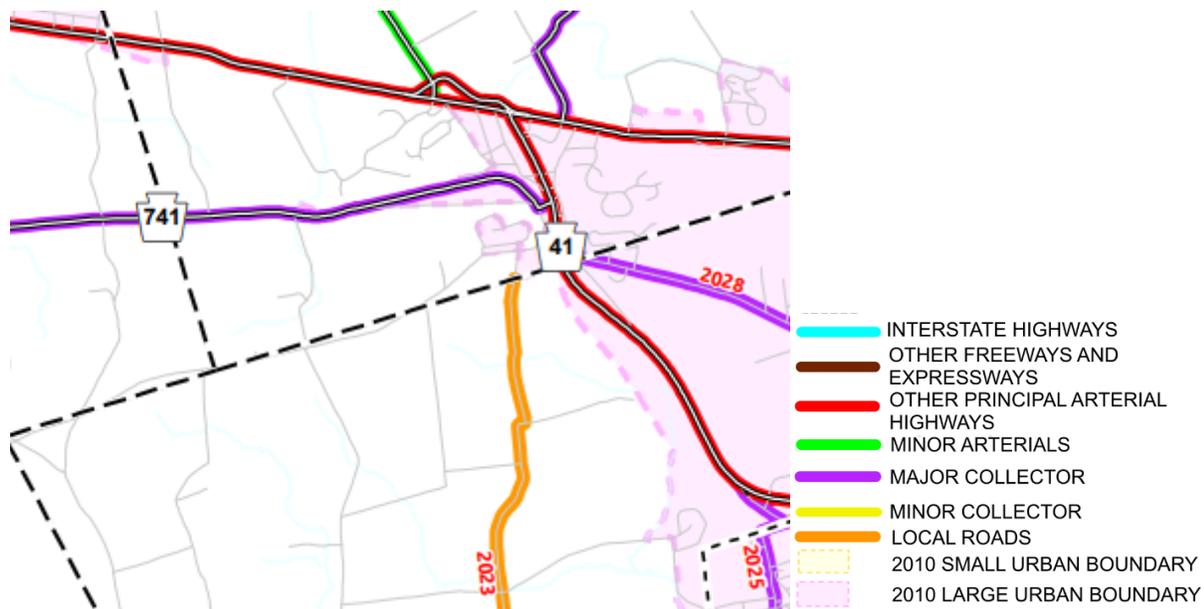
Step Two: Committee Review and Scoring the Projects

How do we choose between the candidate projects? After finding projects that are the best solutions to the worst problems, there are still more projects than money. To sort through the best projects and figure out which projects are the best of the best, the MPO appoints a subcommittee to review the projects along with MPO staff. The projects are scored using the Project Evaluation Tool: The “TIP Tool” uses data layers in the County’s GIS system. This tool was designed to rank projects by using both condition data and planning layer data. The condition data is data related to PM 1 and PM 3. The planning layer data is included to make sure transportation goals support the land use goals of places 2040. The goal is to have a ranking system that adds a planning context to project evaluation. The scoring and point values are here (*see Project Selection Process Scoring* below) After the projects are ranked by the TIP Tool, The MPO subcommittee and staff review the results to see if they make sense. If the project ranking makes sense to the committee, the projects can be matched with available funding.

Is the project even eligible?

We are not allowed to spend federal money on projects unless they meet certain standards. Roads need to be part of the federal aid system. Bridges need to be over 20 feet long. Each type of project has its own set of rules about what makes it qualified for funding. State funding has limits too. For the most part, state funds can only be spent on PennDOT owned roads and bridges. Some projects never make it onto the TIP because they are for roads or bridges that are not eligible for state or federal funding. Projects have to be eligible for funding to get on the TIP.

Road Classifications near Gap



Step Three: Projects vs. Available Funds

Projects need to be paid for with the funding that best matches the project. Transportation funding can be complicated. The money Lancaster County receives to fund our projects is not one big lump sum that

can be spent on anything. The money comes in different “funds” that Congress and the State Legislature create. Most of the “funds” are linked to specific categories. There are separate funds for air quality projects, safety projects, bridges, and transit. It’s a whole thing. Projects need to be paid for with the correct type of funding. To make the best use of available resources, the MPO matches the eligible funding to the highest ranked projects, sometimes projects are skipped for lower projects because the remaining funds are not allowed to pay for that type of project. The TIP needs to be financially constrained. This means that the MPO is not allowed to program more projects than available funding and large projects may be paid for over several years.

Step Four: System Wide Evaluation- Are we meeting our goals?

The projects we choose have to be projects that are meeting our goals. We have goals in three main areas: Environmental Justice, Air Quality, and the Performance Measures. We check our list of projects against the needs of the system and ask, “How will the system look *after* the projects are completed?”

Environmental Justice, Keeping it Fair.

There are a lot of laws, definitions and statistics related to Environmental Justice, or “EJ”. An in-depth description can be found here. [Environmental Justice Analysis 2023-2026](#) The basic idea of Environmental Justice is to make sure that all the communities are experiencing equal treatment to address their problems during the project selection process Choosing projects needs to be fair. We also strive to make sure that solving a problem in one place does not create a problem someplace else.

Air Quality, Breathing Easier

Like Environmental Justice, Air Quality (AQ) has a whole set of regulations and measurements connected to it. Specifics about Air Quality and about the pollutants we track are detailed in the [Air Quality Conformity Report 2023-2026](#). We need to make sure that our transportation projects are not going to make the air worse. And if possible, projects might even make the air quality better. The projects are simulated in a model and the model predicts what kind of impacts the projects will make.

Performance Measures

The performance measures are: PM1 Safety, PM2 Pavement and Bridge condition, PM3 travel reliability, and TAM for Transit. In the section above we talked about using the PMs to “take the pulse” of the transportation system and PMs also set “health goals” for our transportation system. Does the list of candidate projects go far enough to help us reach our goals? Are there enough bridges in poor condition that will be brought up to good condition? Will we have fewer people be hurt on our roads? The Performance Measures, and all of our system wide evaluation measures, have the goal of the system being in better condition across all the measure after the projects have been built.

Step Five: Public Comments before Final Approval

The MPO subcommittee presents their list of candidate TIP projects to the MPO and asks if the list can be sent out for the final public comment review period. Public comments are just what they sound like. Before the TIP is approved, the list of candidate projects gets sent out to the public and the public, that is all the people, get a chance to review the list and make any suggestions they want. All the suggestions are reviewed and responded to by MPO staff.

Step Six: MPO Approval

At the end of the public comment period, the MPO approves the TIP. All the candidate projects are now projects on the TIP.

TIP Scoring Process

Projects for the TIP are evaluated using these four categories.

Safety and Security (35 points)

Making our transportation network safer for all users is of the utmost importance. Projects are evaluated on their ability to reduce crashes for vehicles, bicyclists, and pedestrians.

Congestion Management Process (30 points)

During the morning and evening commute, heavy traffic is common. After all, everyone is trying to get someplace at the same time. Traffic congestion is when vehicles travel much slower than normal. Congestion Management Process, or CMP, is a way to study and keep track of our traffic congestion. Once we find the spots where traffic slows down, we can analyze those locations and evaluate ways to safely improve speeds.

Multimodal Connectivity (20 points)

Multimodal connectivity is about travel choices, whether its walking, bicycling, using transit, or driving. A connected multimodal network allows people to travel regardless of their access to a personal vehicle.

Economic Benefit (15 points)

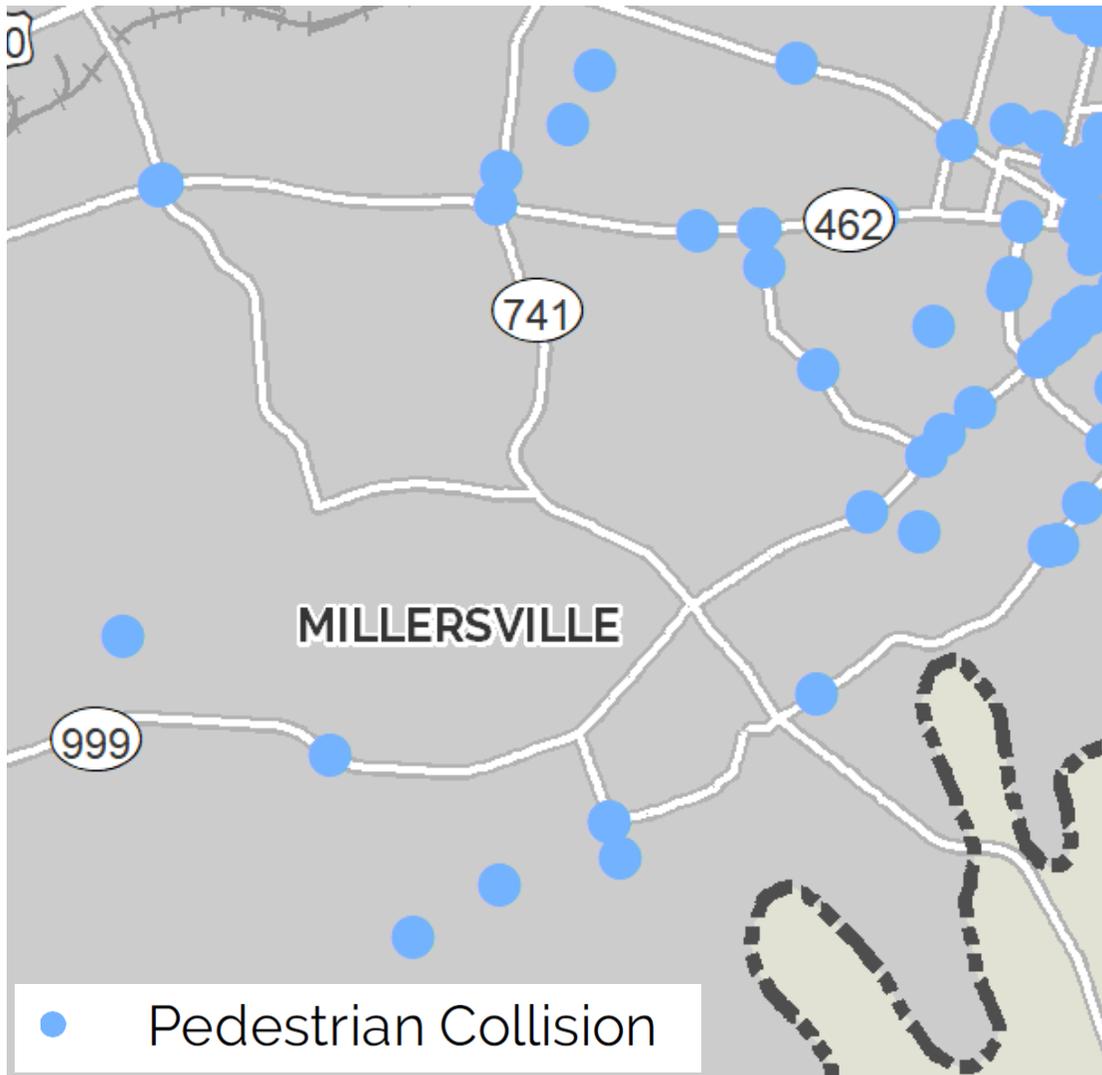
If put in the right places, improvements to our transportation network can grow the county's growing and widely diversified economy as well as better connect where people live and work.

TIP Scoring Process

Safety and Security (35 points)

Is the project located in a high vehicle-pedestrian crash area? Points are awarded based on the road segment or intersection with the highest number of vehicle-pedestrian collisions in the county. Below are examples of how points would be awarded for this factor.

<u>Pedestrian Crashes</u>	<u>Points</u>
10 (most anywhere in county)	10.5
8	8.4
5	5.25
3	3.15
0	0

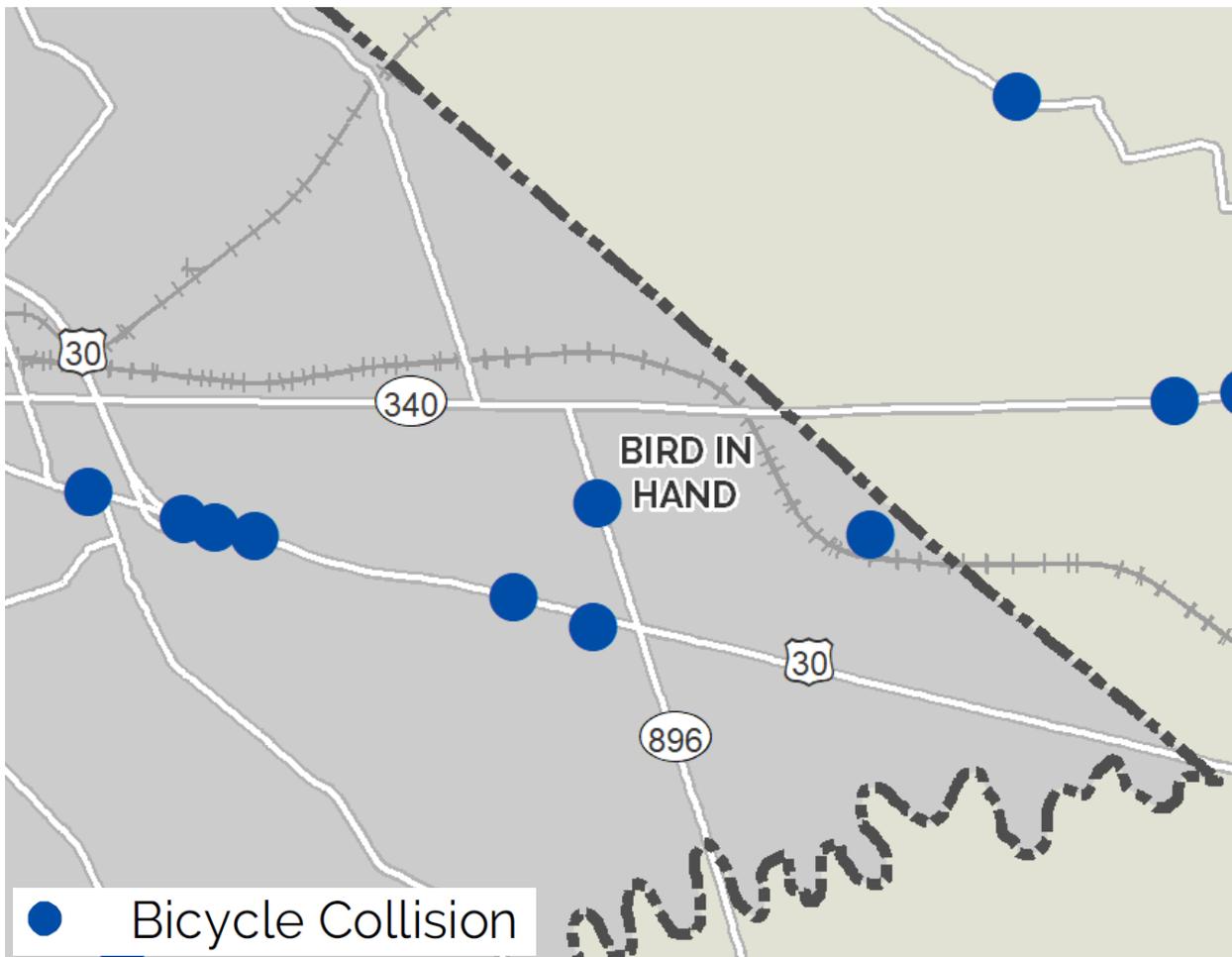


TIP Scoring Process

Safety and Security (35 points)

Is the project located in a high vehicle-bicycle crash area? Points are awarded based on the road segment or intersection with the highest number of vehicle-bicycle collisions in the county. Below are examples of how points would be awarded for this factor.

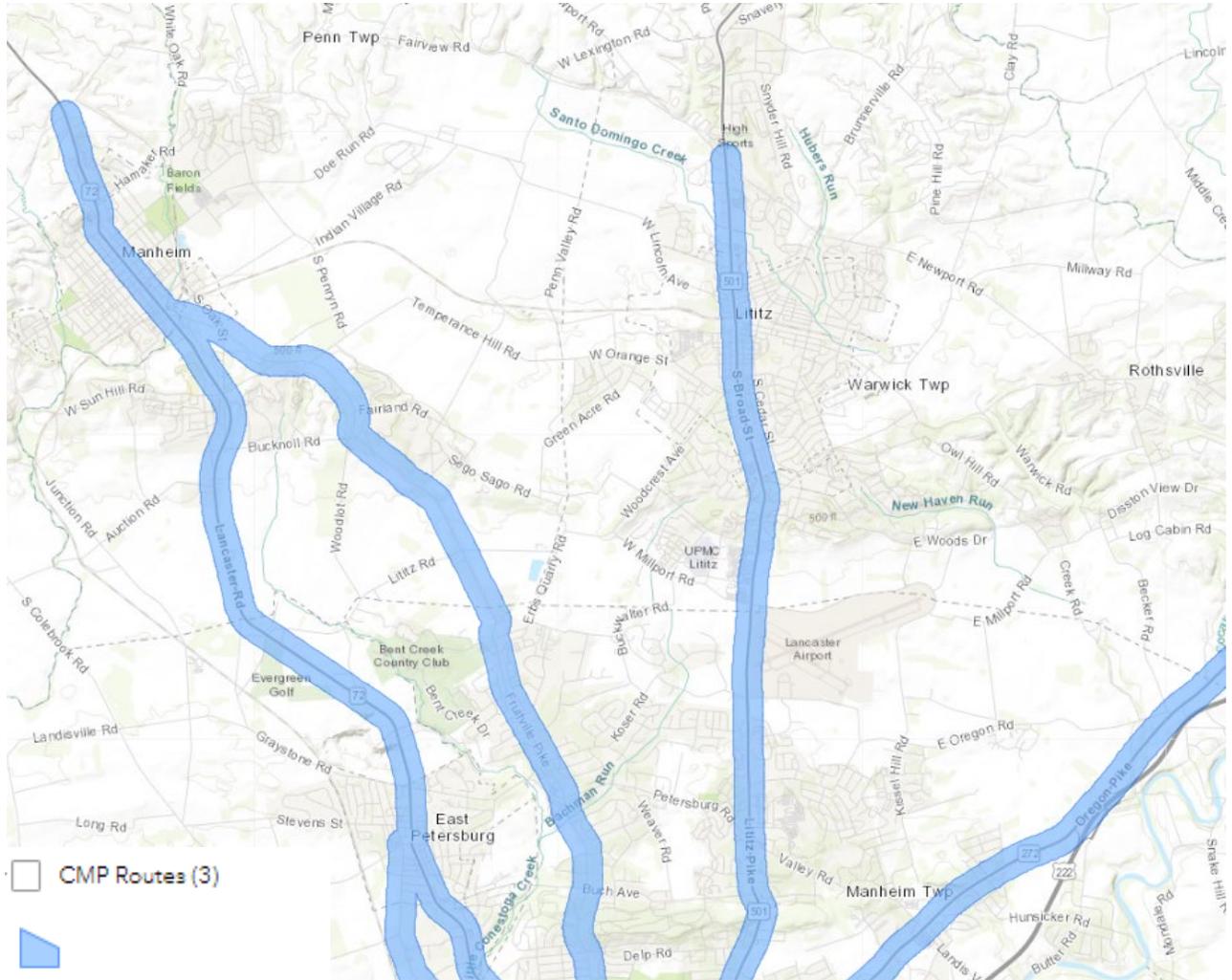
<u>Bicycle Crashes</u>	<u>Points</u>
10 (most anywhere in county)	10.5
8	8.4
5	5.25
3	3.15
0	0



TIP Scoring Process

Congestion Management Process (30 points)

Is the project located on a corridor identified on the County's Congestion Management Process? If the project is located on a route included in the County's Congestion Management Process, then 3 points are awarded.



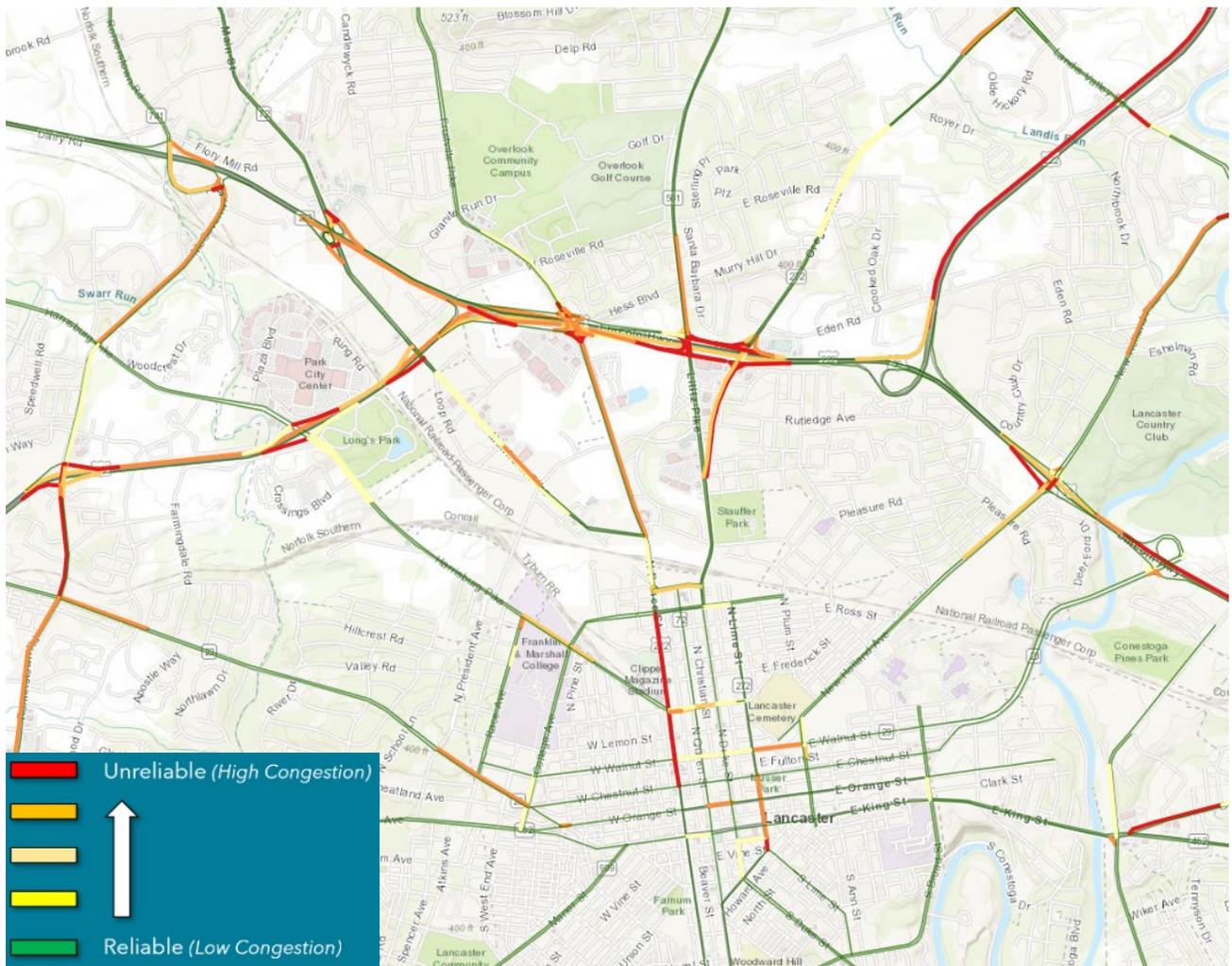
TIP Scoring Process

Congestion Management Process (30 points)

Is the project located in an area of high congestion at peak times? This is referred to as Peak Hour Travel Time Reliability (TTR) measure and is available on the most recent Congestion Management Process. Points are awarded based on the roadway with the highest congestion in the county. Below are examples of how points would be awarded in this factor.

<u>If the project is on a road segment with...</u>	<u>Points</u>
The highest congestion in the county	11.4
50% of the highest congestion	5.7
25% of the highest congestion	2.85
8% of the highest congestion	0.91

Note: Points are rounded to two decimal places.



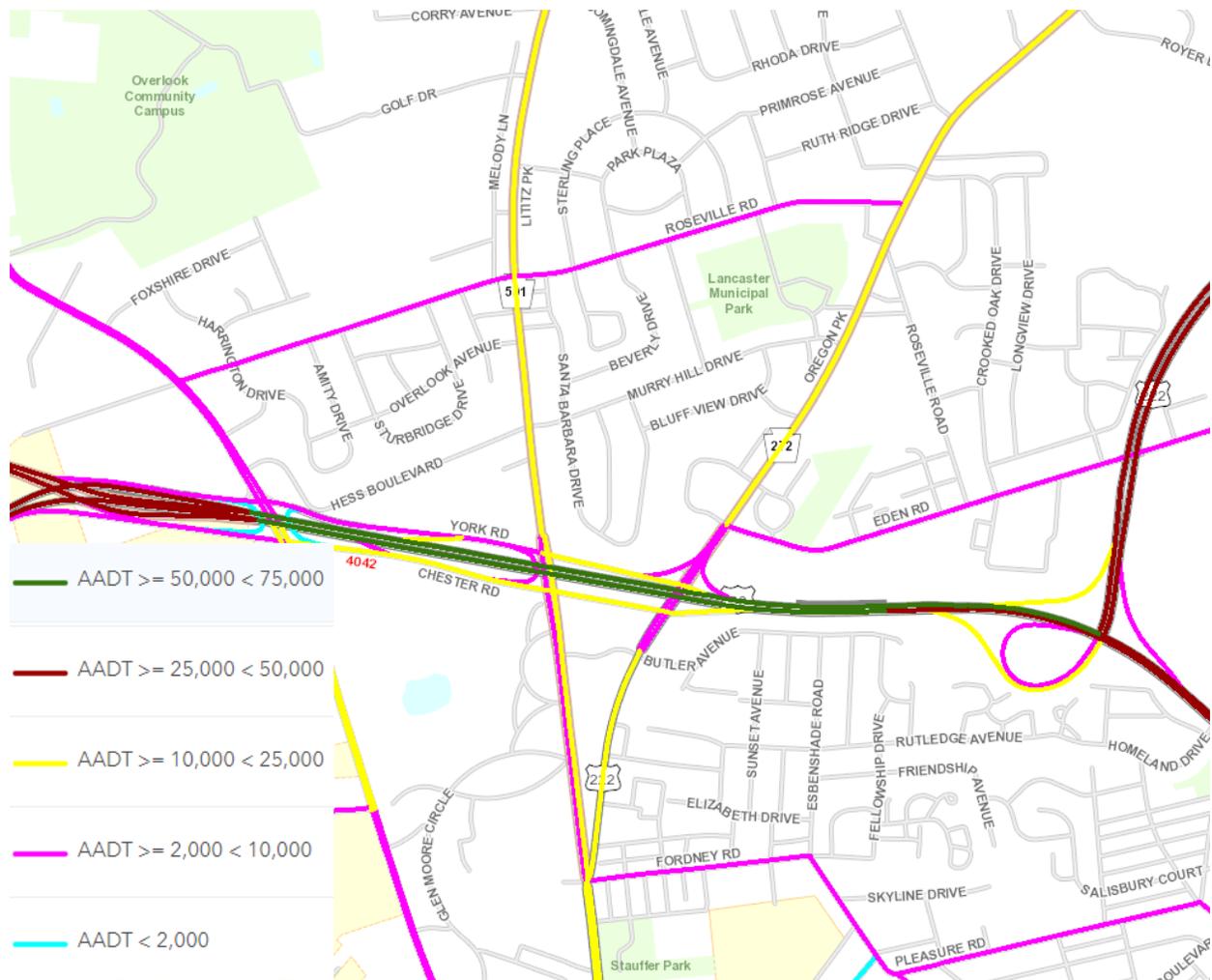
TIP Scoring Process

Congestion Management Process (30 points)

How many vehicles travel through the project area? This is measured as Average Annual Daily Traffic (AADT). Points are awarded based on the highest AADT in the county. Below are examples of how points would be awarded for this factor.

If the project is on a road segment with...	Points
63,450 vehicles / day (highest in the county)	7.8 (maximum)
42,000 vehicles / day	5.16
18,450 vehicles/day	2.27
2,500 vehicles/day	0.31

Note: Points are rounded to two decimal places.



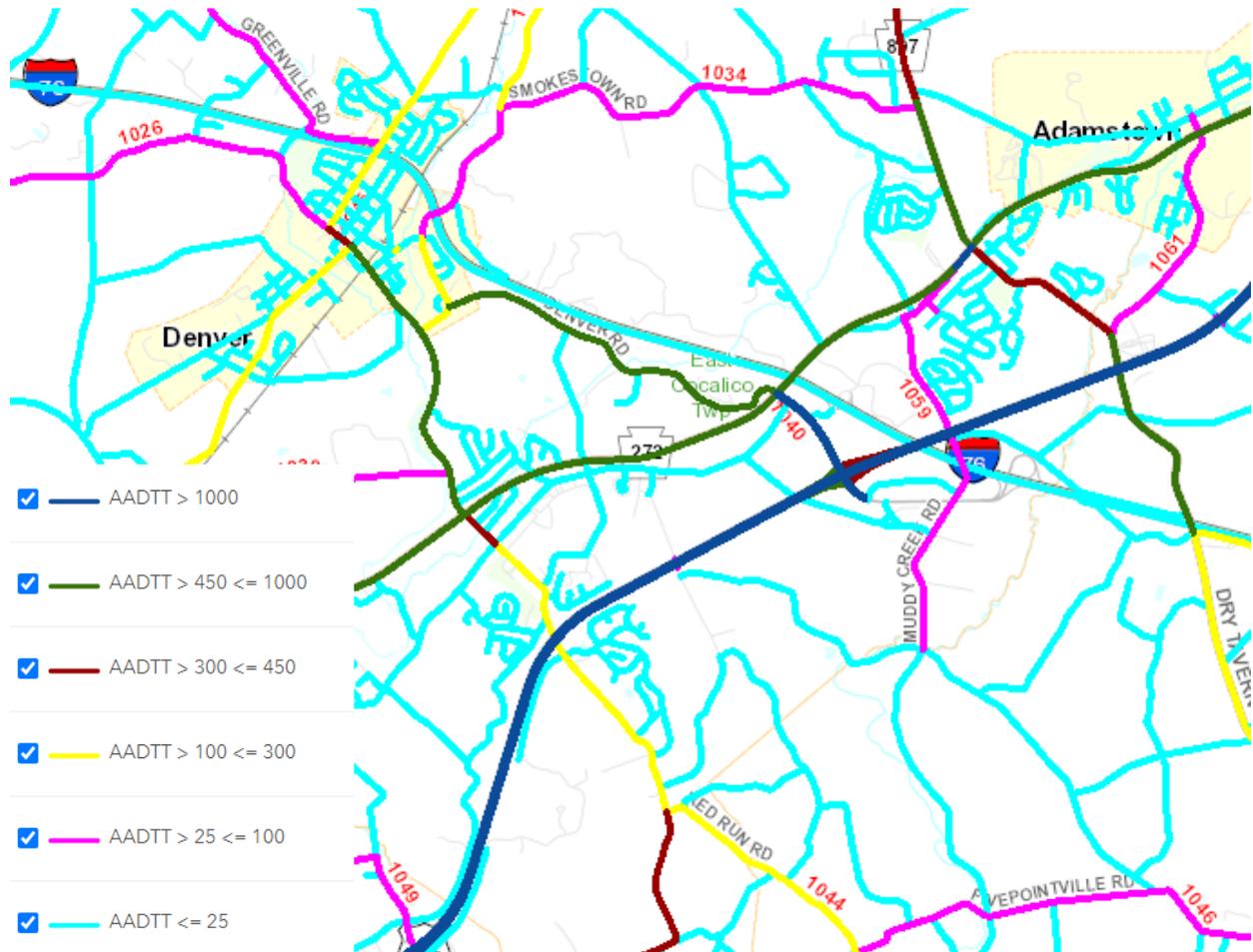
TIP Scoring Process

Congestion Management Process (30 points)

How many freight vehicles travel through the project area? This is measured as Average Annual Daily Truck Traffic (AADTT) Points are awarded based on the highest AADTT in the county. Below are examples of how points would be awarded for this factor.

If the project is on a road segment with...	Points
8,898 trucks / day (highest in the county)	7.8 (maximum)
6,000 trucks / day	5.26
250 trucks /day	0.22
20 trucks /day	0.02

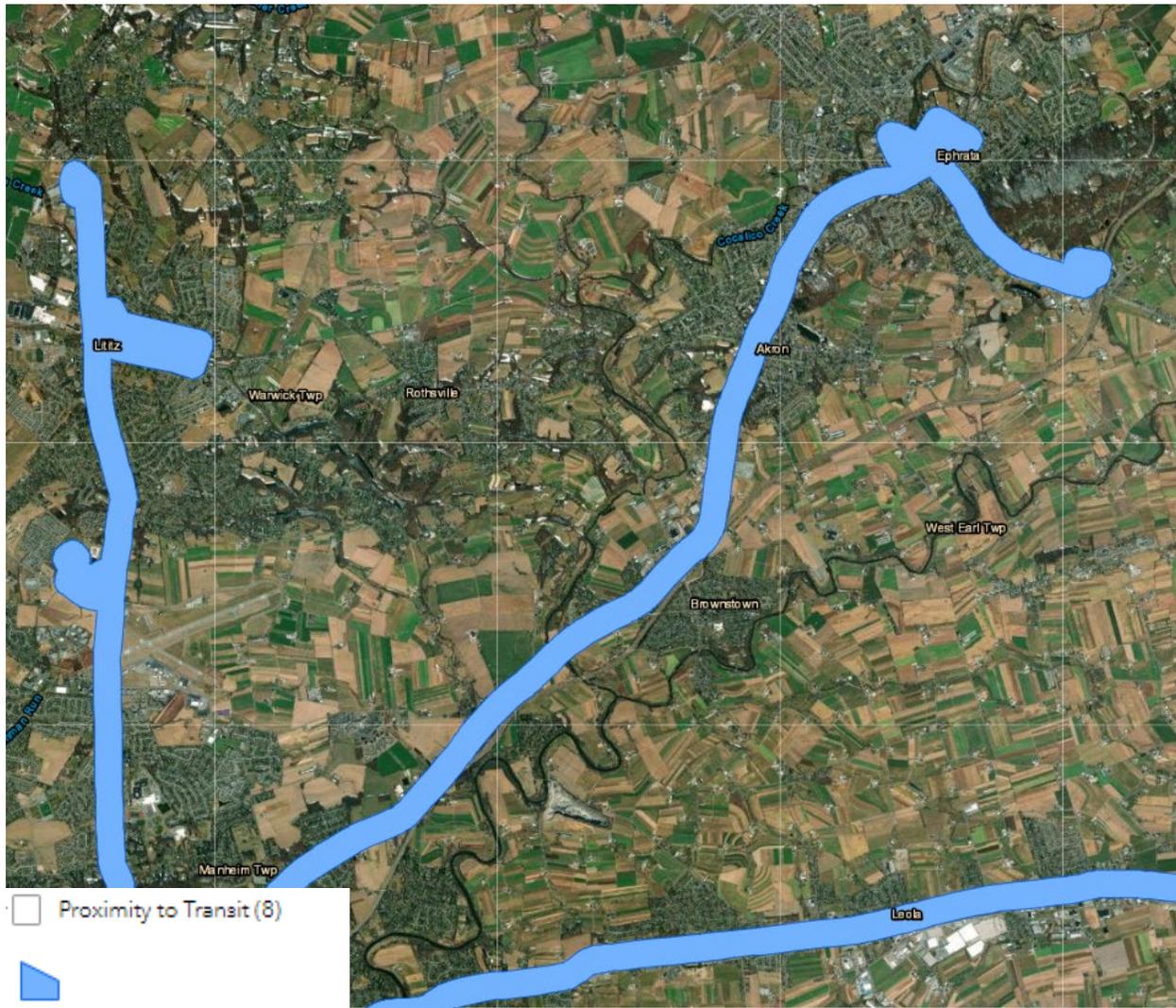
Note: Points are rounded to two decimal places.



TIP Scoring Process

Multimodal Connectivity (20 points)

Is the project close to transit? If the project is along a route established by Red Rose Transit Authority (RRTA), then the project would receive 8 points.

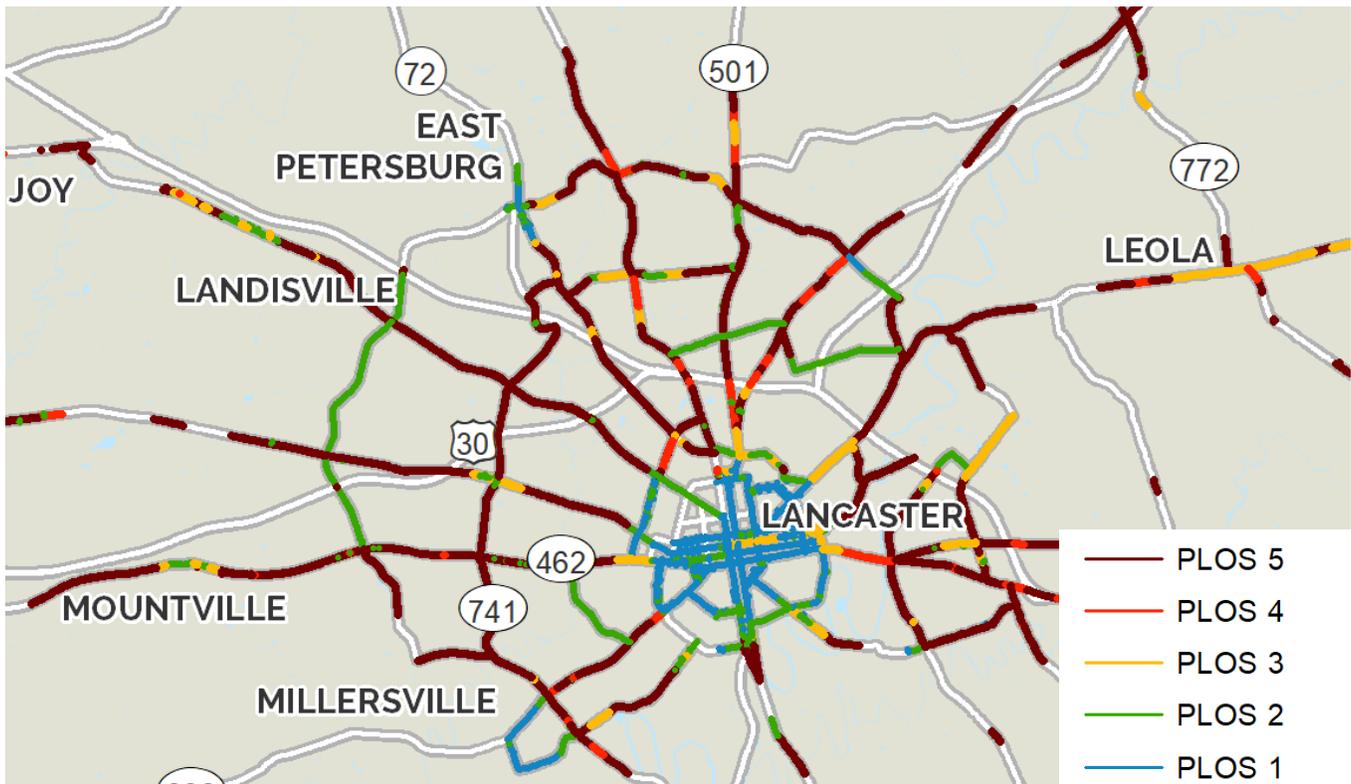


TIP Scoring Process

Multimodal Connectivity (20 points)

Does the project make it safer and more accessible for pedestrians? Projects can receive points if they incorporate pedestrian-friendly improvements along road segments included on the county's active transportation corridor network as defined the 2019 Lancaster ATP. Points are awarded based on the project's location relative to the level of pedestrian stress along a corridor.

<u>Pedestrian Level of Stress (PLOS)</u>	<u>Points</u>
PLOS 5 (highest stress)	6
PLOS 4	4
PLOS 3	2
PLOS 2 (low stress)	0
PLOS 1 (lowest stress)	0

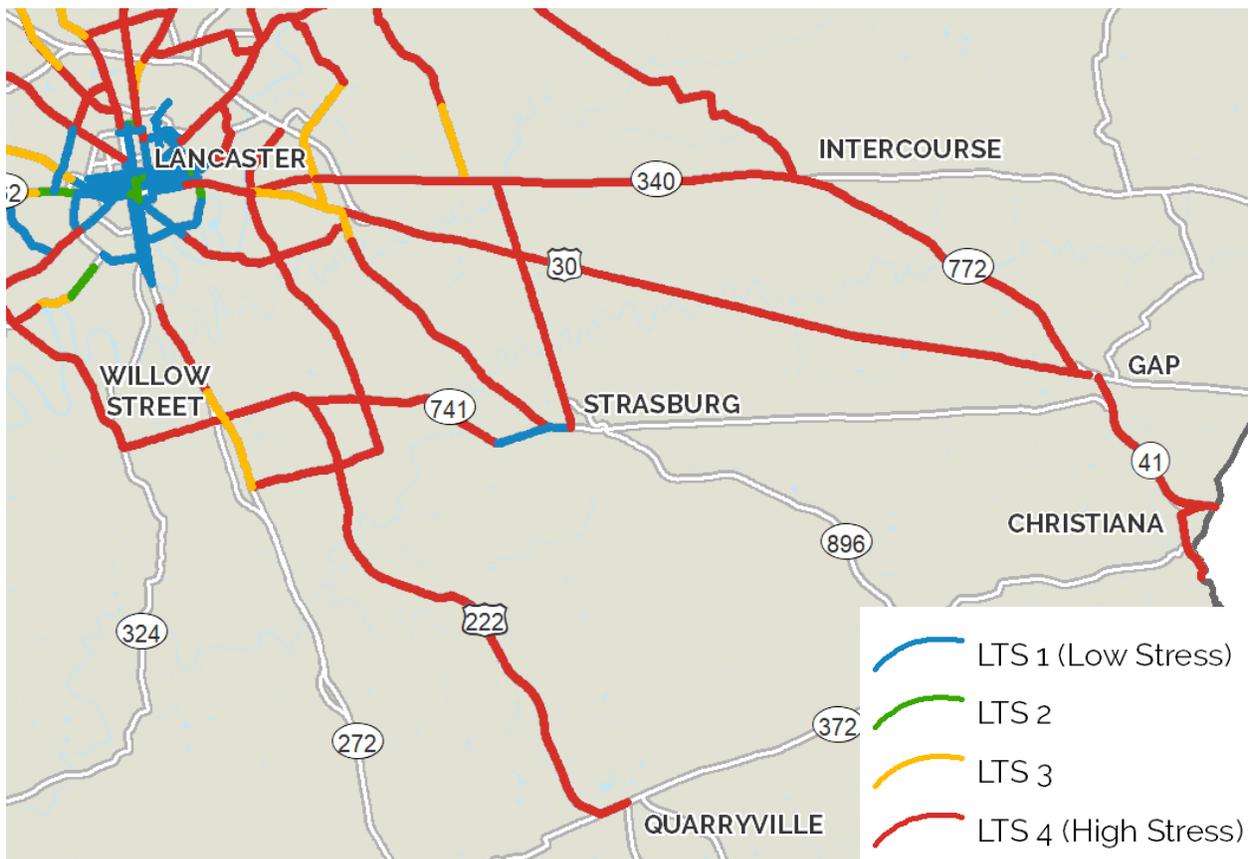


TIP Scoring Process

Multimodal Connectivity (20 points)

Does the project make it safer and more accessible for bicyclists? Projects can receive points if they incorporate bicycle-friendly improvements along road segments on the county's active transportation corridor network. Points are awarded based on the project's location relative to the bicycle level of traffic stress along a corridor.

<u>Bicycle Level of Traffic Stress (LTS)</u>	<u>Points</u>
LTS 4 (high stress)	6
LTS 3	4
LTS 2	2
LTS 1 (low stress)	0



TIP Scoring Process

Economic Benefit (15 points)

Is the project located within an urban growth area or village growth area? Growth areas are defined in *places2040* as areas with public infrastructure (road, utilities, services) and where most of the county's growth and development will take place.

<u>If the project is...</u>	<u>Points</u>
Within an urban growth area (blue)	5
Within a village growth area (blue)	5
Outside a growth area	0



TIP Scoring Process

Economic Benefit (15 points)

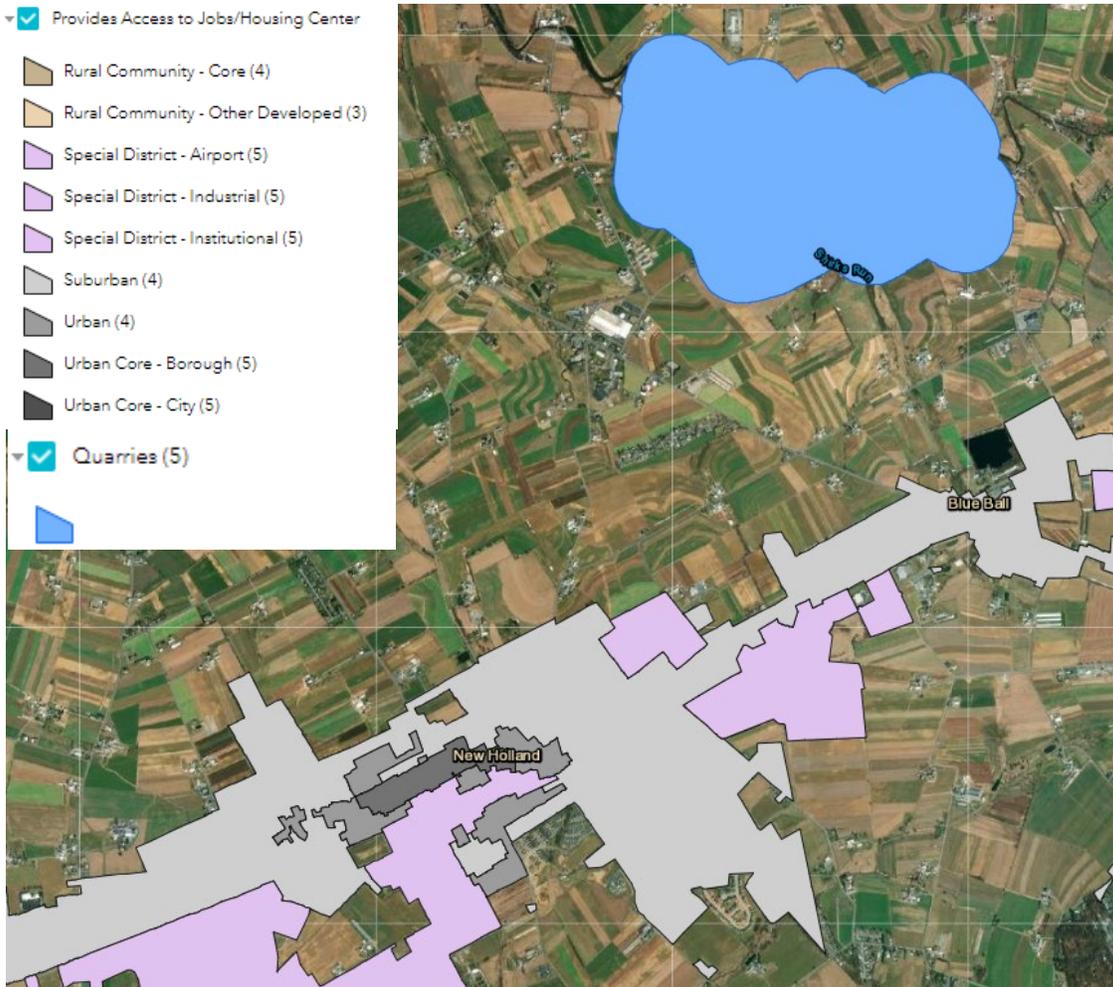
Will the project provide access between housing and jobs? *Places2040* establishes character zones, which are broad categories that reflect different land-use patterns. Character zones are shown on *places2040's* Future Land Use & Transportation Map. Most of the county's population live and work within the urban, suburban, and special district character zones. Projects are awarded points based on which *places2040* character zone the project is in.

Character Zone(s)	Points
Urban Core – City, Urban Core – Borough, or Special District (Airport, Industrial, or Institutional)	5
Urban, Suburban, or Rural Community – Core	4
Rural Community – Other Developed	3
All Others, but within 1,000 feet of Quarry	5
All Others	0

Provides Access to Jobs/Housing Center

- Rural Community - Core (4)
- Rural Community - Other Developed (3)
- Special District - Airport (5)
- Special District - Industrial (5)
- Special District - Institutional (5)
- Suburban (4)
- Urban (4)
- Urban Core - Borough (5)
- Urban Core - City (5)

Quarries (5)

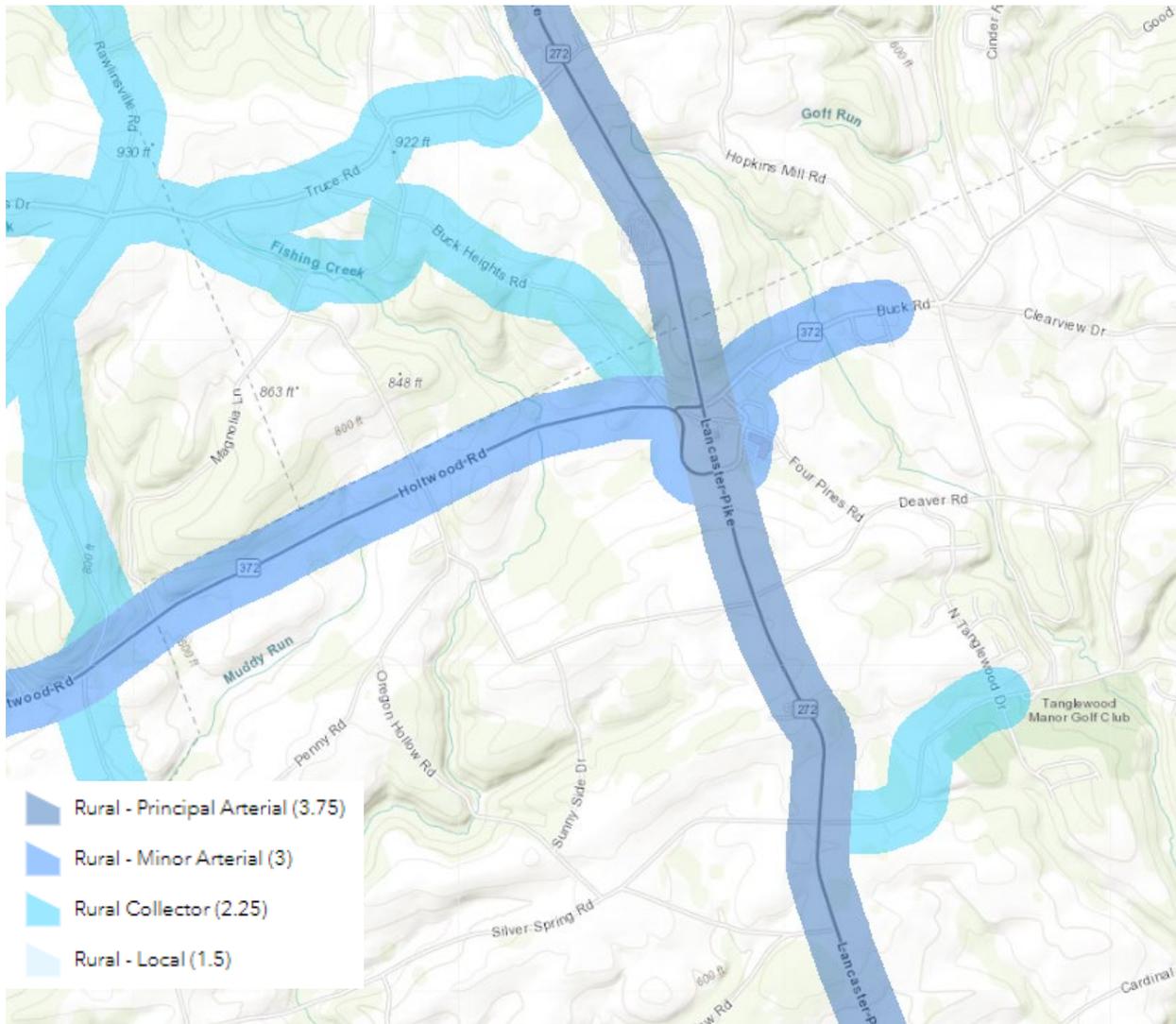


TIP Scoring Process

Economic Benefit (15 points)

Is the project on a road or bridge important for the rural economy? Scoring is based on the type of service a road is intended to provide, which is known as the federal functional classification system. Projects are awarded points based on the functional classification of rural road.

<u>Functional Classification</u>	<u>Points</u>
Rural Principal Arterial	5
Rural Minor Arterial	4
Rural Collector	3
Rural Local	2
All Others	0



**LANCASTER COUNTY PLANNING DEPARTMENT
TRANSPORTATION MANAGEMENT REPORT
October 2022**

Period Covered: October 1, 2022 – October 31, 2022

ACTIVITIES

I. Contractual

Work Order 1 - \$76,193.25 NTP issued 10/21/2019
Work Order Amendment 1A - \$125,352.32 NTP issued 7/16/2020
Work Order Amendment 1B - \$251,445.72 NTP issued 3/11/2021
Work Order Amendment 1C - \$237,402.42 NTP issued 6/2/2022
Work Order (w/NTP) Totals = \$690,393.71
Spent to Date - \$555,675.91

II. MPMS 107988

**SR 230-TAP bike and pedestrian connectivity
Elizabethtown Borough**

Derck & Edson is the Design Engineer.

A. Funding

- State TAP Project. \$435,000 for Construction
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- a. BRPA Approved 11/10/2020
- b. Advertisement Date 4/22/2022
- c. Let Date 5/26/2022
- d. NTP 8/16/2022

C. Meetings

- a. Construction meeting held 10/13/2022.

D. Major Items Completed this Period

- a. On 10/3/2022, Derck & Edson responded to the lighting questions posed by the contractor.
- b. The contractor submitted a question to the designer regarding wiring for the lighting on 10/5/2022 as well as shop drawing for review to which Derck & Edson responded.
- c. The inspector distributed meeting minutes for the 8/11/2022 Preconstruction Meeting on 10/7/2022.
- d. Derck & Edson reviewed and approved a shop drawing on 10/7/2022.
- e. The agenda for the Project Control Meeting was distributed on 10/13/2022.
- f. A supplement request was submitted by the inspector on 10/14/2022.
- g. The contractor submitted a question to the designer regarding the photocell for the lights on 10/21/2022 as shop drawing for review, which was reviewed and approved.
- h. On 10/25/2022, the contractor asked where the additional photocell should be placed.
- i. On 10/26/2022, RETTEW asked PennDOT to supplement the inspector's agreement, as they requested.
- j. Derck & Edson answered another question posed by the contractor on 10/27/2022.
- k. PennDOT approved the supplement for the inspector's agreement on 10/28/2022 and indicated they will program the additional funds.
- l. On 10/28/2022 RETTEW published the Tech and Price in ECMS for the contractor to which they submitted their information.

E. Submission under Review – None.

F. Upcoming Submissions – None.

III. MPMS 110507
SR 222-079 US 222 and PA 324 roundabout (Engleside)
Lancaster Township & Lancaster City
KCI is the Design Engineer

A. Funding

- Regular TIP Project (HSIP). \$450,000 for PE, \$400,000 for FD and \$2,200,000 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 7/30/2020
- Let Date 12/12/2026

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. None.

E. Submission under Review - None.

F. Upcoming Submissions – Project Paused at the request of Lancaster City.

IV. MPMS 110552 & MPMS 114216
Bicycle Blvd on South Water Street
Lancaster City
Kittelson/Wallace Montgomery are the Design Team

A. Funding –

- Smart Growth Transportation Project: \$1,618,400 for Construction Smart Growth Transportation Project – North Section.
- Smart Growth Transportation Project: \$1,480,600 for Construction Smart Growth Transportation Project – South Section.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019 & 7/9/2021

B. Milestones

- BRPA Scoping Approved 6/25/2020
- Safety Submission Approved 6/2/2021
- Public Meeting 4/7/2022
- TS&L Approval 11/30/2022
- DFV Approval 12/30/2022
- CE Approval 1/15/2023
- ROW Approval 9/1/2023
- PS&E 3/26/2024
- Let Date 9/26/2024

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 10/3/2022, the Kittleson team submitted Section 4(f) Temporary Occupancy form for RETTEW review.
- b. RETTEW forwarded comments of the Section 4(f) Temporary Occupancy form to the Kittleson team on 10/20/2022.
- c. On 10/27/2022, the Kittleson team submitted the updated Section 4(f) Temporary Occupancy form for RETTEW review.
- d. RETTEW forwarded the accepted TS&L set to the Kittleson team on 10/27/2022.
- e. On 10/29/2022, RETTEW forwarded their review comments on the Kittleson team's Design Field View and Right-of-Way Submissions

- E. **Submission under Review** – Updated Section 4(f) Temporary Occupancy form.
- F. **Upcoming Submissions** - Construction Plans, Signing and Pavement Marking Plans and Traffic Control Plans.

V. **MPMS 110553**
Complete Streets implementation
Mount Joy Borough
Michael Baker is the Design Engineer

- A. **Funding**
 - Smart Growth Transportation Project. \$82,000 for Construction Guidelines.
 - 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019
- B. **Completion Date** –8/31/2021
- C. **Meetings**
 - a. None.
- D. **Major Items Completed this Period**
 - a. None.
- E. **Submission under Review** - Payment of the Borough’s final outstanding invoice from PennDOT.
- F. **Upcoming Submissions** – **Project complete.**

VI. **MPMS 110557**
SR 340 and SR 772-053 Safety and mobility improvements Intercourse Village
Leacock Township
ARRO Consulting is the Municipal Engineer for Leacock Township and the Design Engineer.

- A. **Funding**
 - Smart Growth Transportation Project. \$1,365,000 for Construction.
 - 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019
- B. **Milestones**
 - 1b Scoping Approved 4/21/2021
 - Safety Submission Approval 12/16/2022
 - DFV Submission 12/16/2022
 - CE Approval 4/6/2023
 - ROW Approval 9/16/23
 - Let Date 6/13/2024
- C. **Meetings**
 - a. Meeting held on 10/5/2022 with TPD to discuss the project as ARRO would like to bring them in to assist in advancing the design of the project.
 - b. Meeting held on 10/12/2022 with ARRO and TPD to discuss the project status.
- D. **Major Items Completed this Period**
 - a. On 10/11/2022, RETTEW shared the Let Date updates, the approved Scoping Field View Form, the schedule, the estimate for the preparation of the Right -of-Way Plans, the status of the Safety Submission and the Alternate design with TPD.
 - b. RETTEW followed up with TPD, on 10/14/2022, and provided them with a list of ECMS tasks to complete the PS&E.
 - c. On 10/21/2022, TPD asked the following questions regarding the Scope of Work to which RETTEW responded:
 - Will need effort for final traffic control plan, suggest adding 2.10.14 Traffic Control Plan - *Agreed*
 - Not sure what 6.1.1 Roadway task is, suggest removing this task – *Agreed*
 - The plans show 2 retaining walls, suggest adding 2.10.13 Final Structure Plans - *Where are the two retaining walls?*

- Scoping FV notes recreational 4(f) for new walkway on Leacock Community Park property. Suggest adding 2.3.7 Section 4(f) Evaluations – *Agreed. For Section 4(f) Recreational Resources, a Non-Applicability/No Use Form for the new walkway on Leacock Community Park will be required. And for Section 4(f) Historic Resources, a De Minimis Use No Adverse Use of Historic Properties Form for any potential impacts that may occur to historic resources (Pequea North Rural Historic District and other historic properties)*
 - Scoping FV notes need for NPDES Permit, are we certain this is needed? Is disturbance area that is not RMA over 1 acre? This will impact level of effort needed for E&S task and also dictate whether SWM design task. Is needed - *The approved SFV Form identified a General NPDES Permit for the project, which I believe would involve submitting a E&S Plan to the conservation district for review/approval.*
 - Will ROW acquisition be done by PennDOT or is design team completing this task? - *The Design Team will prepare the ROW Plans and the District will likely authorize an abridged acquisition process to be carried out by the Design Team and/or the Township.*
 - *Additionally, we should add a Wetland/Streams task for the “No wetland” findings field view and memo.*
 - *And we should add a Hazardous Waste task for an Environmental Due Diligence Field View and Form Preparation.*
 - *Also, based on the approved SFV Form, your environmental study assumptions should include:*
 - *The Section 106 effects determination to be prepared by CRPs as per approved SFV Form*
 - *Lack of evidence of hazardous proximal to any earth disturbance greater than 1-foot deep, potential waste sites are unlikely to impact the project*
 - *PNDI expired 4/10/22, assume District will run a new PNDI. If potential conflicts are identified in updated PNDI search, District will coordinate with reviewing agencies to obtain project clearance letters.*
 - Please confirm if the district will require full ADA ramp details with dimensions and elevations or just calling out the type of ramp as this will impact level of effort as we prepare our hours for the roadway plan task. – *RETTEW will get back to you on this.*
- d. On 10/27/2022, RETTEW provided the following, from PennDOT, in response to the ADA question above. - *Looking like the Project is proposing new curb and sidewalk. In this case the designer should design/detail the ADA Ramps since they need to work in coordination with the new curb and sidewalk. An example I always use is the RCs say not to chase the grade more than 15’ but that really applies to tying into existing sidewalk. When building new sidewalk that grade may be chased an additional 5 Ft to make the Ramp compliant.*

E. Submission under Review - None.

F. Upcoming Submissions – Safety Submission.

**VII. MPMS 110502
SR 30/462 interchange
East Lampeter Township**
KCI is the Design Engineer.

A. Funding

- Regular TIP Project. \$3,000,000 for PE; \$2,500,000 for FD
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 7/28/2020
- Safety Submission Approved 4/6/2022
- SEPS Approved 6/28/2022
- Wetland Report Approved 7/13/2022
- Public Meeting 10/17/2022
- TS&L Approved 9/20/2022
- DFV Submission to PennDOT 12/16/2022
- DFV Approval 2/1/2023
- PE ROW Submission to PennDOT 12/16/2022
- CE Approval 3/1/2023
- ROW Approval 3/1/2024
- PS&E 6/12/2024
- Let Date 12/12/2024

C. Meetings

- a. Public Meeting held 10/17/2022.

D. Major Items Completed this Period

- a. On 10/5/2022, RETTEW received the Preliminary Traffic Signal Plans from KCI for review.
- b. The Township responded to KCI, on 10/7/2022, regarding minor comments on the slide presentation for the public meeting to be held on 10/17/2022.
- c. RETTEW responded to KCI, on 10/10/2022, regarding minor comments on the slide presentation for the public meeting to be held on 10/17/2022.
- d. On 10/12/2022, KCI provided the final Public Meeting materials to the Township and RETTEW.
- e. RETTEW provided review comments for the Chapter 105 Pre-Application Meeting Materials to KCI on 10/17/2022.
- f. RETTEW provided review comments of the Preliminary Traffic Signal Plans Submission to KCI on 10/21/2022.
- g. On 10/25/2022, KCI provided the Public Meeting materials and project overview to PennDOT to be placed on their webpage.

E. Submission under Review – None.

F. Upcoming Submissions –Design Field View Submission.

VIII. MPMS 112615

Enola Low Grade Trail eastern section

Wilson Consulting Group (WCG) is the Design Engineer.

A. Funding - Regular TIP Project. \$1,200,000 for Construction.

B. Milestones

- Safety Submission Approved 9/23/2020
- BRPA Approved 5/11/2021
- PA DEP Permit 102 and 105 Approved 8/14/2022
- US Army Corp of Engineers Permit Approval 11/15/2022
- DFV Approval 2/1/2023
- CE Re-Eval Approval 2/1/2023
- UTL Approval 2/15/2023
- ROW Approval 2/15/2023
- PS&E 3/27/2023
- Let Date 7/27/2023

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. WCG followed up on the status of the USACOE Permit on 10/24/2022 and the Corp indicated that they would be finalizing the permit before the end of month.
- b. On 10/26/2022, the Lancaster County Planning Department confirmed that \$2,008,000 has been approved by the MPO for the Bart and Eden sections of the Enola Low Grade Trail.
- c. On 10/28/2022, WCG indicated that there may be a \$250,000 shortfall for construction. However, the County indicated they have additional funding that could be moved to the project to make it whole, but Bart Township will need to request it. RETTEW will work with WCG to give them ECMS access to update their estimate.

E. Submission under Review - None.

F. Upcoming Submissions – CE Reevaluation.

IX. MPMS 114217

**Riverfront to Downtown Streetscape Connection
Columbia Borough**

C.S. Davidson, Inc. (CSD) is the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$867,100 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 7/9/2021

B. Milestones

- Scoping Field View Meeting 10/19/2022
- Scoping Field View Approval 11/15/2022
- Safety Submission Approval 4/1/2023
- DFV Approval 12/15/2023
- CE Approval 2/15/2024
- UTL Approval 11/15/2024
- ROW Approval 11/15/2024
- PS&E 1/26/2025
- Let Date 6/26/2025

C. Meetings

- a. Scoping Field View Meeting held 10/19/2022.

D. Major Items Completed this Period

- a. On 10/7/2022, CSD provided the plans to be used during the Scoping field View Meeting on 10/19/2022.
- b. On 10/14/2022, CSD confirmed that they will continue to examine the following concerns as noted by PennDOT.
 - It will be important to see the concept movements at the northern end of the project, where Commerce Street connects to the NWRT parking lot/below C-W bridge area, as well as at N. Second Street as it connects straight to SR 462 as well as the rotary lane bypass connection to SR 462.
 - Minor adjustments may be needed for some of the functional dimensions as design evolves.
 - What is the proposed crossover connection over Front Street over the NSRR tracks and to the River Park Complex (the trailhead to the NWRT)?
 - Are there any residential driveways that would be impacted?
 - With the physical barrier separation, could that affect any assortment of deliveries/access to houses (anything from mail, fuel deliveries, landscape companies with equipment, appliance deliveries, contractors to do house repairs, ADA needs, etc.

- Deliveries - a 10' travel lane will be blocked every time an Amazon, mail, fuel, appliance and equipment deliveries, contractors for house repairs, ADA needs occurs on that street. A fuel delivery could block the lane for up to 30 minutes.
- c. RETTEW asked CSD to ask PennDOT what level of Section 4f (No Use, Temporary Occupancy, or DeMinimis) for each cultural resource (property and District) and if one will be required for the Community Center (recreational resource). Additionally, confirm all other Environmental Studies (Section 106 Effects Determination for Cultural Resources, Wetlands No Findings, Environmental Due Diligence for hazardous waste that are to be completed in Preliminary Design.
- d. CSD provided draft Scoping Field View Meeting Minutes on 10/20/2022.
- e. RETTEW provided comments on the draft Scoping Field View Meeting Minutes to CSD on 10/25/2022.
- f. RETTEW distributed the Scoping Field View Meeting Minutes to all attendees on 10/27/2022.

E. Submission under Review - None.

F. Upcoming Submissions – Scoping Field View Meeting Minutes and Technical Scope of Work.

X. MPMS 114218

**Strasburg Pike to Oakview Road Trail
East Lampeter Township**

McMahon Associates is the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$1,011,700 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 7/9/2021

B. Milestones

- Scoping Field View Approval 11/1/2022
- Safety Submission Approval 2/1/2023
- DFV Approval 7/31/2023
- CE Approval 8/30/2023
- UTL Approval 9/30/2023
- ROW Approval 9/30/2023
- PS&E 10/11/2023
- Let Date 4/11/2024

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 10/25/2022, RETTEW followed up on the status of the Scoping Field View comments provided to McMahon on 9/13/2022.

E. Submissions under Review – None.

F. Upcoming Submissions – Scoping Field View Form Resubmission.

XI. MPMS XXXXXX

**Market Square Improvements Project
Manheim Township**

TBD

A. Funding

- Connects 2040 \$1,400,000 for Construction.

B. Milestones

- TBD

C. Meetings

- a. Kick off Meeting held 10/17/2022.

D. Major Items Completed this Period

- a. RETTEW is engaging KCI as a potential design engineer for the project.

E. Submissions under Review – None.

F. Upcoming Submissions – None.

XII. MPMS XXXXXX

Lancaster Heritage Pathway Studies

East Lampeter Township

TBD.

A. Funding

- Lancaster Heritage Pathway Walnut Street Study
- connects 2040 \$80,000 for Study.
- Lancaster Heritage Pathway Oak Grove to Conestoga Pines Study
- connects 2040 \$100,000 for Study.

B. Milestones

- a. TBD

C. Meetings

- a. Kick off scheduled for 11/9/2022.

D. Major Items Completed this Period

- a. None.

E. Submissions under Review – None.

F. Upcoming Submissions – None.

**LANCASTER COUNTY PLANNING DEPARTMENT
TRANSPORTATION MANAGEMENT REPORT
November 2022**

Period Covered: November 1, 2022 – November 30, 2022

ACTIVITIES

I. Contractual

Work Order 1 - \$76,193.25 NTP issued 10/21/2019
Work Order Amendment 1A - \$125,352.32 NTP issued 7/16/2020
Work Order Amendment 1B - \$251,445.72 NTP issued 3/11/2021
Work Order Amendment 1C - \$237,402.42 NTP issued 6/2/2022
Work Order (w/NTP) Totals = \$690,393.71
Spent to Date - \$579,038.71

II. MPMS 107988

SR 230-TAP bike and pedestrian connectivity

Elizabethtown Borough

Derck & Edson is the Design Engineer.

A. Funding

- State TAP Project. \$435,000 for Construction
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- a. BRPA Approved 11/10/2020
- b. Advertisement Date 4/22/2022
- c. Let Date 5/26/2022
- d. NTP 8/16/2022

C. Meetings

- a. Construction Progress meeting held 11/3/2022.

D. Major Items Completed this Period

- a. On 11/2/2022, an agenda for the second Project Control Meeting (PCM), scheduled for 11/3/2022 was provided and an updated schedule was uploaded into PennDOT's Project Collaboration Center (PPCC) to show the project progress.
- b. On 11/3/2022, PennDOT obligated the additional funds needed to supplement the inspector's agreement.
- c. RETTEW asked the Borough for a new resolution, for the construction inspection increase from \$740,502 to \$836,307.
- d. The Borough forwarded the new resolution to RETTEW for the Reimbursement Agreement, on 11/15/2022.
- e. On 11/16/2022, RETTEW asked for and received the CRP Check Certification Form from PennDOT for the Reimbursement Agreement.
- f. The Contractor informed the designer, on 11/28/2022, that a lighting component is no longer available and suggested a substitute. They also asked for permission to eliminate an ADA ramp. The plans call for a handicap accessible ramp, but upon installing the subgrade and pavement, the slopes are not as steep as anticipated on plan.
- g. On 11/29/2022, Derck & Edson asked the contractor if the suggested lighting component substitute is the only type available.

E. Submission under Review – None.

F. Upcoming Submissions – None.

III. MPMS 110507
SR 222-079 US 222 and PA 324 roundabout (Engleside)
Lancaster Township & Lancaster City
KCI is the Design Engineer

A. Funding

- Regular TIP Project (HSIP). \$450,000 for PE, \$400,000 for FD and \$2,200,000 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 7/30/2020
- Let Date 12/12/2026

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. None.

E. Submission under Review - None.

F. Upcoming Submissions – Project Paused at the request of Lancaster City.

IV. MPMS 110552 & MPMS 114216
Bicycle Blvd on South Water Street
Lancaster City
Kittelson/Wallace Montgomery are the Design Team

A. Funding –

- Smart Growth Transportation Project: \$1,618,400 for Construction Smart Growth Transportation Project – North Section.
- Smart Growth Transportation Project: \$1,480,600 for Construction Smart Growth Transportation Project – South Section.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019 & 7/9/2021

B. Milestones

- BRPA Scoping Approved 6/25/2020
- Safety Submission Approved 6/2/2021
- Public Meeting 4/7/2022
- TS&L Approval 11/30/2022
- DFV Approval 12/30/2022
- CE Approval 1/15/2023
- ROW Approval 9/1/2023
- PS&E 3/26/2024
- Let Date 9/26/2024

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 10/2/20022, the Kittleson team had a question regarding the depth of analysis required for the Environmental Justice section of the BRPA.
- b. RETTEW responded to Kittleson’s Environmental Justice (EJ) question, on 11/8/2022, indicating that further EJ analysis, other than what approved on the Scoping Field View (SFV) Form, is not required for the BRPA. Additionally, the project scope is considered a Non-Complex Project Activity, according to Pub 746, and is therefore exempt from a detailed EJ analysis.
- c. On 11/8/2022, RETTEW provided PennDOT with the 4(f) documents for their review and approval.

- d. On 11/17/2022, the City asked RETTEW for updated links to the Design Field View (DFV) comments.
- e. RETTEW provided the updated DFV links to the City on 11/19/2022.
- f. On 11/23/2022, RETTEW asked if any permits, other than the NPDES, were required for the project.
- g. The Kittleson team set up a meeting for 12/21/2022, on 11/30/2022, to review the DFV comments made by the City and RETTEW.

E. Submission under Review – None.

F. Upcoming Submissions – DFV Comment Resolution, Construction Plans, Signing and Pavement Marking Plans and Traffic Control Plans.

V. MPMS 110553

Complete Streets implementation

Mount Joy Borough

Michael Baker is the Design Engineer

A. Funding

- Smart Growth Transportation Project. \$82,000 for Construction Guidelines.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Completion Date –8/31/2021

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. None.

E. Submission under Review - Payment of the Borough's final outstanding invoice from PennDOT.

F. Upcoming Submissions – **Project complete.**

VI. MPMS 110557

SR 340 and SR 772-053 Safety and mobility improvements Intercourse Village

Leacock Township

ARRO Consulting is the Municipal Engineer for Leacock Township and the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$1,365,000 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 4/21/2021
- Safety Submission Approval 12/16/2022
- DFV Submission 12/16/2022
- CE Approval 4/6/2023
- ROW Approval 9/16/23
- Let Date 6/13/2024

C. Meetings

- a. Meeting held on 11/22/2022 with ARRO and Federico to discuss the project status.

D. Major Items Completed this Period

- a. On 11/8/2022, ARRO informed RETTEW, that while they received a cost estimate from Traffic Planning and Design (TPD) to complete the engineering, they wanted to solicit some additional quotes from McMahan and Albert Federico.
- b. ARRO sent emails and information to McMahan and Albert Federico on 11/9/2022 for them to develop cost estimates to complete design.
- c. A meeting with ARRO, RETTEW and Albert Federico was set up on 11/17/2022 for 11/22/2022.

- d. TPD let RETTEW know that they found a project in ECMS that had work outside the Right-of-Way, via permission, but it was limited to tree removal, driveway adjustments and sidewalk adjustments so it did not apply to this project.
- e. On 11/19/2022, RETTEW clarified that PennDOT did program \$150,000 for ARRO to prepare the Right-of-Way Plans and perform appraisals. In other words, this now on the TIP and the \$150,000 will be covered by PennDOT, not the Township.
- f. A meeting with ARRO, RETTEW and McMahon was set up on 11/22/2022 for 12/2/2022.

E. Submission under Review - None.

F. Upcoming Submissions – Safety Submission.

VII. MPMS 110502

SR 30/462 interchange

East Lampeter Township

KCI is the Design Engineer.

A. Funding

- Regular TIP Project. \$3,000,000 for PE; \$2,500,000 for FD
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 7/28/2020
- Safety Submission Approved 4/6/2022
- SEPS Approved 6/28/2022
- Wetland Report Approved 7/13/2022
- Public Meeting 10/17/2022
- TS&L Approved 9/20/2022
- DFV Submission to PennDOT 12/16/2022
- DFV Approval 2/1/2023
- PE ROW Submission to PennDOT 12/16/2022
- CE Approval 3/1/2023
- ROW Approval 3/1/2024
- PS&E 6/12/2024
- Let Date 12/12/2024

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 11/1/2022, RETTEW received the revised pre-application meeting materials for PennDOT's review.
- b. RETTEW forward the pre-application meeting materials to PennDOT for their review on 11/8/2022.
- c. PennDOT responded on 11/9/2022, by adding Brad Burford (Permit Supervisor) to the cc: list and requesting his comments and/or suggested course of action. PennDOT also discussed culvert extension with Cultural Resource individuals (Jeremy and Steve) based on structure limits which extend beyond legal ROW. Per Steve McDougal no required additional archaeological studies are required for the culvert. PennDOT also asked for an updated plan set which includes the eastern SR 0030 extension from Oakview Road intersection to the Mennonite School Road intersection.
- d. KCI provided PennDOT with the latest version of the plans, on 11/9/2022, that show the full project is from the Safety Review in March.
- e. On 11/9/2022, Brad Burford needed some additional information to determine whether a 105 pre-app is necessary. With KCI's input, it was concluded that the culvert extension structures/work is the only activity impacting 105 resources, so a

GP-11 will suffice. The culvert is not within a FEMA floodplain, and an abbreviated H&H analysis would be required, but a Pre-App Meeting would not be necessary.

- f. On 11/9/2022, PennDOT asked about the status of the Pennsylvania Historic Resource Survey (PHRS) Form for the Pennsylvania State Police Building.
- g. RETTEW informed PennDOT, on 11/10/2022, that the proposed sidewalk in the area that was impacting the property with the State Police building was removed from the design and that a PHRS form would not be needed.
- h. On 11/10/2022, PennDOT asked how long the public has to comment on the project. The deadline on the website is 12/16/2022.
- i. RETTEW provided a developer, near the Witmer Road intersection, the following information, on 11/23/2022. East Lampeter Township is leading a project in that area that they call Phase 3, which includes their section of Lincoln Highway. The Wendy's location shares two (2) existing driveways with other retail & hotel uses. The streetscape plan is on the Township's website and is available for anyone. <https://eastlampetertownship.org/wp-content/uploads/2017/03/Final-Route-30-Streetscape-Plan.pdf>.
- j. KCI informed PennDOT, on 11/23/2022, that they do not anticipate additional permits besides the NPDES and GP-11. Additionally, the Phase I ESA was approved by PennDOT on 9/20/2022.
- k. RETTEW received KCI's DFV Submission on 11/23/2022.

E. Submission under Review – Design Field View Submission.

F. Upcoming Submissions –Design Field View Report and Cost Estimate.

VIII. MPMS 112615

Enola Low Grade Trail eastern section

Wilson Consulting Group (WCG) is the Design Engineer.

A. Funding - Regular TIP Project. \$1,200,000 for Construction.

B. Milestones

- Safety Submission Approved 9/23/2020
- BRPA Approved 5/11/2021
- PA DEP Permit 102 and 105 Approved 8/14/2022
- US Army Corp of Engineers Permit Approval 11/15/2022
- DFV Approval 2/1/2023
- CE Re-Eval Approval 2/1/2023
- UTL Approval 2/15/2023
- ROW Approval 2/15/2023
- PS&E 3/27/2023
- Let Date 7/27/2023

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 11/1/2022, PennDOT added this project to Consultant Agreement #E05415 as Work Order 18. This agreement was specifically set up for the Department's local-led Federal-Aid Municipal (FAM) projects. Once an L agreement number has been set up and the technical and price proposals have been approved, PennDOT asked that they be forwarded for their records.
- b. On 11/4/2022, the Township asked if the contractor will be paid directly through ECMS or if they will have to write a check and have PennDOT process a reimbursement.
- c. RETTEW informed the Township, on 11/9/2022, that they will approve the billing estimate in ECMS. Then, PennDOT will be notified to begin the reimbursement

process, while the Borough pays the estimate amount. So, the Township will pay the invoice and then PennDOT will reimburse them.

- d. The Township forward their Business Partner Application to PennDOT on 11/21/2022.
- e. The funding gap of \$642,875 was allocated to complete the Enola Low Grade Trail on 11/29/2022. This funding allocation will complete the full 29-mile trail across the southern end of Lancaster County.
- f. On 11/30/2022, the USACE, followed up with WCG, regarding the Individual Permit. It was sent to the applicant, and they must sign it and send back. At that point, the final one can be sent out.

E. Submission under Review - None.

F. Upcoming Submissions – CE Reevaluation.

**IX. MPMS 114217
Riverfront to Downtown Streetscape Connection
Columbia Borough**

C.S. Davidson, Inc. (CSD) is the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$867,100 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 7/9/2021

B. Milestones

- Scoping Field View Meeting 10/19/2022
- Scoping Field View Approval 11/15/2022
- Safety Submission Approval 4/1/2023
- DFV Approval 12/15/2023
- CE Approval 2/15/2024
- UTL Approval 11/15/2024
- ROW Approval 11/15/2024
- PS&E 1/26/2025
- Let Date 6/26/2025

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 11/2/2022, CSD provided plans to be forwarded to PennDOT's Plan Checker to ensure they are in the best possible format.
- b. On 11/7/2022, CSD forwarded meeting materials, minutes and sign in sheets from prior public involvement events to be included in the project file.
- c. PennDOT provided comments CSD's plans presentation on 11/8/2022, which were forwarded to CSD on 11/11/2022.
- d. RETTEW forwarded the final SFV Form comments to CSD on 11/14/2022
- e. On 11/22/2022, RETTEW informed PennDOT that the SFV Form had been reviewed and is acceptable.

E. Submission under Review - None.

F. Upcoming Submissions – Safety Submission.

**X. MPMS 114218
Strasburg Pike to Oakview Road Trail
East Lampeter Township**

McMahon Associates is the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$1,011,700 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 7/9/2021

B. Milestones

- Scoping Field View Approval 11/1/2022
- Safety Submission Approval 2/1/2023
- DFV Approval 7/31/2023
- CE Approval 8/30/2023
- UTL Approval 9/30/2023
- ROW Approval 9/30/2023
- PS&E 10/11/2023
- Let Date 4/11/2024

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 11/22/2022, RETTEW forwarded McMahon, two minor comments on the SFV Form. When corrected, RETTEW will work on setting up the SFV Meeting with PennDOT.

E. Submissions under Review – None.

F. Upcoming Submissions – Scoping Field View Form Resubmission.

XI. MPMS XXXXXX

Market Square Improvements Project

Manheim Borough

Traffic Planning and Design (TPD) is the Design Engineer.

A. Funding

- Connects 2040 \$1,400,000 for Construction.

B. Milestones

- TBD

C. Meetings

- a. Meeting held with the Borough and KCI to explain the project on 11/16/2022.

D. Major Items Completed this Period

- a. Meeting held with the Borough and KCI to explain the project and allow them to provide a Scope of Work for the project on 11/16/2022.
- b. On 11/23/2022, RETTEW ask PennDOT want kind of documentation is needed to note that the Borough has opted to use KCI as their design engineer since KCI has already been selected using the approved consultant selection process.
- c. PennDOT directed, on 11/29/2022, to include a memo in the project file stating that the Borough is using KCI as the design engineer, and they were selected using an approved Qualifications Based Selection (QBS) selection process for E03849.

E. Submissions under Review – None.

F. Upcoming Submissions – None.

XII. MPMS XXXXXX

Lancaster Heritage Pathway Studies

East Lampeter Township

TBD.

A. Funding

- Lancaster Heritage Pathway Walnut Street Study
- connects 2040 \$80,000 for Study.
- Lancaster Heritage Pathway Oak Grove to Conestoga Pines Study
- connects 2040 \$100,000 for Study.

B. Milestones

- a. TBD

C. Meetings

- a. Kick off meeting held 11/9/2022.

D. Major Items Completed this Period

- a. A kickoff meeting was held 11/9/2022 to explain the consultant selection process and identify key tasks. The key tasks are those that may be time consuming including environmental, cultural and/or historical impacts, permits, Right-of-Way, and proprietary impacts.

E. Submissions under Review – None.

F. Upcoming Submissions – None.

XIII. MPMS XXXXXX

Sadsbury Enola Low Grade Trail

Sadsbury Township

Wilson Consulting Group (WCG) is the Design Engineer.

A. Funding

- TASA \$1,400,000 for Construction.

B. Milestones

- a. TBD

C. Meetings

- a. Kick off meeting held 11/21/2022.

D. Major Items Completed this Period

- a. A kickoff meeting was held 11/21/2022. The key tasks, those that may be time consuming, were discussed, including environmental, cultural and/or historical impacts, permits and Right-of-Way.
- b. On 11/22/2022, RETTEW reached out to the Township, provided them with the necessary information to become a PennDOT Business Partner.

E. Submissions under Review – None.

F. Upcoming Submissions – None.

**LANCASTER COUNTY PLANNING DEPARTMENT
TRANSPORTATION MANAGEMENT REPORT
December 2022**

Period Covered: December 1, 2022 – December 31, 2022

ACTIVITIES

I. Contractual

Work Order 1 - \$76,193.25 NTP issued 10/21/2019
Work Order Amendment 1A - \$125,352.32 NTP issued 7/16/2020
Work Order Amendment 1B - \$251,445.72 NTP issued 3/11/2021
Work Order Amendment 1C - \$237,402.42 NTP issued 6/2/2022
Work Order (w/NTP) Totals = \$690,393.71
Spent to Date - \$599,551.71

II. MPMS 107988

**SR 230-TAP bike and pedestrian connectivity
Elizabethtown Borough**

Derck & Edson is the Design Engineer.

A. Funding

- State TAP Project. \$435,000 for Construction
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- a. BRPA Approved 11/10/2020
- b. Advertisement Date 4/22/2022
- c. Let Date 5/26/2022
- d. NTP 8/16/2022

C. Meetings

- a. Construction Progress Meeting held 12/8/2022.

D. Major Items Completed this Period

- a. Derck & Edson verified, on 12/1/2022, that the entire pathway is paved, without the concrete ADA ramp. As long as the slopes are within the tolerances specified, the ADA ramp may not be needed. They also asked PennDOT if the inspector verified that the slopes are within tolerance. PennDOT indicated that they requested some additional information/survey data. Apparently, the contractor wanted to wait until the end to do the ramp. This was due to the weather limitations for the paving, and they didn't want to drive loaded trucks over the ramp.
- b. On 12/2/2022, the Borough forwarded the signed and dated Letter of Amendment for the Reimbursement Agreement.
- c. On 12/6/2022, the Borough weighed in on the receipt of a Request for Information (RFI) concerning the ramp installation. A representative from Dereck and Edson visited the site, and the concern was raised. The pathway was intended to meet ADA requirements, which means less than 5% or the use of ramps in 30-foot maximum lengths (not to exceed 8.33%). Unfortunately, what has been constructed to date does not match the design. Based on the quick field check, the current path is not in conformance with the plan and may need to be re-graded to the proper elevations. It has been recommended that a project surveyor measure the slope from the bottom of the slope to the top by the school gym. Until it is understood what the deviation is and how it can be remedied to meet the requirements the Borough will not be reviewing or approving any estimates.
- d. The construction inspector asked, on 12/6/2022, what are the 30 feet for, as they wanted to make sure that the question was understood before discussing this with the contractor. Derck & Edson provided excerpts below from ADAAG, 2010 Edition. A

ramp that runs at 1:12 (8.33%) for 30 feet equals the maximum rise of 30 inches (2.5 feet). This is the standard that we were held to for previous phases of the trial.

- e. On 12/12/2022, RETTEW provided PennDOT with the necessary information to enter the Reimbursement Agreement into the PennDOT LATS system for tracking purposes.
- f. Derck & Edson explained, on 12/12/2022, that they made a few marks on the survey from the contractor indicating the portions of the trail which are out of tolerance. They will need to re-build the path from STA 11+60 to 13+30 to be able to bring the slopes back within tolerance. That's 180 linear feet including the concrete ramp. This is not just an asphalt touch up and the earth will need to be dug up to lower the trail and build the concrete ADA ramp. For instance, at STA 12+90, the trail is over a foot too high. The contractor should create a plan to address this in the spring.
- g. The Borough forwarded the above information to the inspector on 12/15/2022. The Borough requested a plan and schedule from the contractor for how the pathway will be corrected and brought back into compliance.
- h. On 12/16/2022, the inspector agreed that the section of trail is not per plan and could the ADA standard in question be referenced to better understand what is required to meet compliance.
- i. The Borough provided the requested relevant parts of the ADAAG (2010) to the inspector on 12/22/2022.
- j. On 12/29/2022, the contractor acknowledged the specific ADA Compliance documents. They will be returning to replace the section of the trail that is outside of design specifications. As soon as weather permits, and material acquisition is approved, (concrete and asphalt plant are open and able to provide material) the necessary corrections will be made.
- k. On 12/30/2022, RETTEW asked the Office of General Counsel for clarification on the needed updated Exhibit R for the Reimbursement Agreement.

E. Submission under Review – None.

F. Upcoming Submissions – None.

**III. MPMS 110507
SR 222-079 US 222 and PA 324 roundabout (Engleside)
Lancaster Township & Lancaster City
KCI is the Design Engineer**

A. Funding

- Regular TIP Project (HSIP). \$450,000 for PE, \$400,000 for FD, and \$2,200,000 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 7/30/2020
- Let Date 12/12/2026

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. None.

E. Submission under Review - None.

F. Upcoming Submissions – Project Paused at the request of Lancaster City.

**IV. MPMS 110552 & MPMS 114216
Bicycle Blvd on South Water Street
Lancaster City**

Kittelson/Wallace Montgomery is the Design Team

Funding –

- Smart Growth Transportation Project: \$1,618,400 for Construction Smart Growth Transportation Project – North Section.
- Smart Growth Transportation Project: \$1,480,600 for Construction Smart Growth Transportation Project – South Section.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019 & 7/9/2021

A. Milestones

- BRPA Scoping Approved 6/25/2020
- Safety Submission Approved 6/2/2021
- Public Meeting 4/7/2022
- TS&L Approved 12/15/2022
- DFV Approval 3/15/2023
- CE Approval 1/15/2023
- ROW Approval 9/1/2023
- PS&E 3/26/2024
- Let Date 9/26/2024

B. Meetings

- a. A meeting was held to discuss the City’s Design Field View Comment with Kittelson on 12/21/2022.

C. Major Items Completed this Period

- a. The TS&L was approved by PennDOT on 12/15/2022.
- b. On 12/16/2022, PennDOT provided a revised Part 3 of 3 Finding Form and asked that it be incorporated into Attachment E in the final document. Additionally, they asked about a comment pertaining to the inclusion of “possibly public art”. In the event the public art is to be formally included in the project; provide TCE plan details necessary to access this contributing resource (208 Conestoga Street). For example, temporary removal and re-installation of fencing, construction of scaffolding, landscape restoration, square feet of the mural, etc. In the event, that public art is no longer being considered, remove the reference from this sentence.
- c. The Kittelson team indicated that they were working to address the public art comment from PennDOT on 12/21/2022.

D. Submission under Review – None.

E. Upcoming Submissions – Design Field View Comment Resolution, Construction Plans, Signing and Pavement Marking Plans, and Traffic Control Plans.

**V. MPMS 110553
Complete Streets implementation
Mount Joy Borough**

Michael Baker is the Design Engineer

A. Funding

- Smart Growth Transportation Project. \$82,000 for Construction Guidelines.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Completion Date –8/31/2021

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. None.

E. Submission under Review - Payment of the Borough's final outstanding invoice from PennDOT.

F. Upcoming Submissions – Project complete.

VI. MPMS 110557

SR 340 and SR 772-053 Safety and mobility improvements Intercourse Village Leacock Township

ARRO Consulting is the Municipal Engineer for Leacock Township and the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$1,365,000 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 4/21/2021
- Safety Submission Approval 12/16/2022
- DFV Submission 12/16/2022
- CE Approval 4/6/2023
- ROW Approval 9/16/23
- Let Date 6/20/2024

C. Meetings

- a. Meeting held on 12/2/2022 with McMahon Associates to discuss the project status.

D. Major Items Completed this Period

- a. A meeting with ARRO, RETTEW, and McMahon was held on 12/2/2022 to discuss the project status and share information regarding the current Safety Submission.
- b. On 12/7/2022, RETTEW informed PennDOT that ARRO Consulting made several Safety Submissions, to which RETTEW provided comments in early 2022 and summer 2022. In August, the design team's PM retired, and the engineer left the company. Since then, ARRO has been looking for a sub-consultant to help them complete the design as they are struggling with the PennDOT design process. RETTEW has met with ARRO, while they individually spoke with Traffic Planning and Design (TPD), Albert Federico Consulting and McMahon, and explained the project and the status of the design, in order for them to develop a scope of work and estimate to complete the design with ARRO.
- c. RETTEW asked ARRO, on 12/27/2022, if a decision had been made as to whether TPD, Federico Consulting, or McMahon will be joining ARRO to complete the design.

E. Submission under Review - None.

F. Upcoming Submissions – Safety Submission.

VII. MPMS 110502

**SR 30/462 interchange
East Lampeter Township**

KCI is the Design Engineer.

A. Funding

- Regular TIP Project. \$3,000,000 for PE; \$2,500,000 for FD
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

B. Milestones

- 1b Scoping Approved 7/28/2020
- Safety Submission Approved 4/6/2022
- SEPS Approved 6/28/2022
- Wetland Report Approved 7/13/2022
- Public Meeting 10/17/2022
- TS&L Approved 9/20/2022

- DFV Submission to PennDOT 2/15/2023
- DFV Approval 5/1/2023
- PE ROW Submission to PennDOT 12/16/2022
- CE Approval 3/1/2023
- ROW Approval 3/1/2024
- PS&E 6/12/2024
- Let Date 12/12/2024

C. Meetings

- a. Meeting was held with Jade Campos, of LNP | LancasterOnline to explain the project and its status on 12/7/2022.
- b. Status meeting with KCI on 12/30/2022

D. Major Items Completed this Period

- a. On 12/3/2022, KCI informed RETTEW that they had prepared the Chapter 102 pre-application meeting request form and associated location map. Even though it had already been determined that a Chapter 105 pre-app meeting is not needed, a Chapter 102 pre-app meeting with the Lancaster County Conservation District would be helpful in scoping the Erosion and Sedimentation Control and Post-construction stormwater management effort in the final design.
- b. On 12/5/2022, RETTEW asked PennDOT for direction on discussing the project with LNP | LancasterOnline.
- c. PennDOT granted permission for RETTW to speak with LNP | LancasterOnline on 12/6/2022.
- d. RETTEW confirmed with PennDOT, on 12/8/2022, that it was ok for LNP | LancasterOnline to publish any of the figures/graphics that are on the PennDOT website.
- e. On 12/19/2022, RETTEW informed PennDOT that KCI had prepared the Chapter 102 pre-application meeting request form and associated location map. The Lancaster County Conservation District coordinator assigned to the East Lampeter Township is Adam Stern adamstern@lancasterconservation.org 717.299.5361 ext. 2546 and RETTEW thought it best to coordinate with the District Permit Coordinator.
- f. PennDOT indicated, on 12/20/2022, that the District Permit Coordinator, Brad Burford, is presently onboarding a new hire and will be in touch.
- g. RETTEW provided KCI with their Design Field View submission review comments on 12/27/2022.
- h. RETTEW followed up with PennDOT, on 12/30/2022, regarding the status of the Chapter 102 pre-application meeting.

E. Submission under Review – Design Field View Report.

F. Upcoming Submissions –Design Field View Resubmission.

VIII. MPMS 112615

Enola Low-Grade Trail eastern section

Wilson Consulting Group (WCG) is the Design Engineer.

A. Funding - Regular TIP Project. \$1,200,000 for Construction.

B. Milestones

- Safety Submission Approved 9/23/2020
- BRPA Approved 5/11/2021
- PA DEP Permit 102 and 105 Approved 8/14/2022
- US Army Corp of Engineers Permit Approval 12/16/2022
- DFV Approval 2/1/2023
- CE Re-Eval Approval 3/1/2023
- UTL Approval 2/15/2023
- ROW Approval 2/15/2023

- PS&E 3/27/2023
- Let Date 7/27/2023

C. Meetings

- a. None.

D. Major Items Completed this Period

- RETTEW provided PennDOT with the PADEP Chapter 102 and 105 authorizations to aid in the re-evaluation of the CE to a Level 1b on 12/15/2022.
- On 12/22/2022, WCG informed RETTEW that the U.S. Army Corps of Engineers (USACE) approved the Individual Permit on 12/16/2022.
- WCG submitted the constructability submission for RETTEW's review on 12/22/2022.
- RETTEW followed up with PennDOT regarding the status of the Re-Eval – CE Level 1b and forwarded the approved Individual Permit on 12/30/2022.

E. Submission under Review - None.

F. Upcoming Submissions – CE Reevaluation.

IX. MPMS 114217

**Riverfront to Downtown Streetscape Connection
Columbia Borough**

C.S. Davidson, Inc. (CSD) is the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$867,100 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 7/9/2021

B. Milestones

- Scoping Field View Meeting 10/19/2022
- Scoping Field View Approval 11/15/2022
- Safety Submission Approval 4/1/2023
- DFV Approval 12/15/2023
- CE Approval 2/15/2024
- UTL Approval 11/15/2024
- ROW Approval 11/15/2024
- PS&E 1/26/2025
- Let Date 6/26/2025

C. Meetings

- a. None.

D. Major Items Completed this Period

- On 12/29/2022, RETTEW followed up on the status of the Scoping Field View Form and proposed CE document level.
- RETTEW also followed up on 12/29/2022, regarding PennDOT's plan presentation comments, forwarded to CSD on 11/11/2022.

E. Submission under Review - None.

F. Upcoming Submissions – Safety Submission.

X. MPMS 114218

**Strasburg Pike to Oakview Road Trail
East Lampeter Township**

McMahon Associates is the Design Engineer.

A. Funding

- Smart Growth Transportation Project. \$1,011,700 for Construction.
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 7/9/2021

B. Milestones

- Scoping Field View Approval 2/1/2023
- Safety Submission Approval 4/1/2023
- DFV Approval 7/31/2023
- CE Approval 8/30/2023
- UTL Approval 9/30/2023
- ROW Approval 9/30/2023
- PS&E 10/11/2023
- Let Date 4/11/2024

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 12/5/2022, RETTEW informed PennDOT that the Scoping Field View Form had been reviewed and was found to be acceptable. The SFV Meeting can now be scheduled at the District's convenience.
- b. RETTEW reached out to PennDOT, on 12/29/2022, regarding the status of setting up the SFV Meeting.

E. Submissions under Review – None.

F. Upcoming Submissions – Scoping Field View Meeting.

XI. MPMS XXXXXX

Market Square Improvements Project

Manheim Borough

Traffic Planning and Design (TPD) is the Design Engineer.

A. Funding

- Connects 2040 \$1,400,000 for Construction.

B. Milestones

- TBD

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 12/5/2022, RETTEW forwarded KCI information regarding the Borough's Commonwealth Financing Authority (CFA) Grant Award in the amount of \$990,741.
- b. RETTEW forwarded KCI's question regarding the needed electric service in the square, to the Borough, on 12/7/2022. The Borough indicated that the service needs to handle what is there now - decorative streetlights, Christmas decorations, and food vendors. They would also like to consider possible electric vehicle charging stations.
- c. On 12/11/2022, the Borough indicated that their next council meeting is 12/13/2022 and asked if the necessary agreement(s) ready for council action. KCI stated that they are still working on the scope of work.
- d. RETTEW asked KCI how their scope of work was coming along on 12/30/2022.

E. Submissions under Review – None.

F. Upcoming Submissions – None.

XII. MPMS XXXXXX

Lancaster Heritage Pathway Studies

East Lampeter Township

TBD.

A. Funding

- Lancaster Heritage Pathway Walnut Street Study
- Connects 2040 \$80,000 for Study.

- Lancaster Heritage Pathway Oak Grove to Conestoga Pines Study
- connects 2040 \$100,000 for Study.

B. Milestones

- a. TBD

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 12/29/2022, RETTEW reached out to the Township regarding the status of their consultant selection process.

E. Submissions under Review – None.

F. Upcoming Submissions – None.

XIII. MPMS 119474

Sadsbury Enola Low-Grade Trail

Sadsbury Township

Wilson Consulting Group (WCG) is the Design Engineer.

A. Funding

- TASA \$1,400,000 for Construction.

B. Milestones

- a. TBD

C. Meetings

- a. None.

D. Major Items Completed this Period

- a. On 12/29/2022, RETTEW reached out to WCG regarding the status of their contract with the Township.

E. Submissions under Review – None.

F. Upcoming Submissions – None.