



### 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

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### MEMORANDUM

**To:** Transportation Implementation and Engagement Subcommittee (TIES)  
**From:** Will Clark, Director for Land Use & Transportation  
**Date:** May 26, 2022  
**Subject:** June 2, 2022 TIES Meeting

The next TIES meeting will be held in-person on **Thursday, June 2, 2022 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 April 7, 2022 meeting
- *connects2040* Implementation Program Eligibility
- Cost Estimate for Local Project Delivery

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](mailto: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  
Director for Land Use & Transportation  
Lancaster County Planning Department  
150 North Queen Street, Suite 320  
Lancaster, Pennsylvania 17603  
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(717) 299-8333

**LANCASTER COUNTY  
TRANSPORTATION IMPLEMENTATION AND ENGAGEMENT SUBCOMMITTEE (TIES)  
MEETING AGENDA**

**Date:** Thursday, June 2, 2022

**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 April 7, 2022 Meeting **(Action)** Chairman D'Agostino
3. AmeriStarRail presentation **(Information)** Scott Spencer
4. *connects2040* Implementation Program Eligibility **(Action)** Kristiana Barr
5. 2023-2026 Transportation Improvement Program (TIP) update **(Information)** Will Clark
  - a. Public review and comment period – update, promotion assistance
  - b. Safety Patrol – emergency service provider feedback
6. Local Project Delivery Update Dave Hoglund
  - a. March 2022 Progress Report
  - b. April 2022 Progress Report
  - c. Cost Estimation for Project Duration **(Action)**
7. Transportation Improvement Program (TIP) Selection Process **(Discussion)** Will Clark
8. Other Business and Public Participation Chairman D'Agostino
9. Adjournment Chairman D'Agostino

Next Meetings:

TTAC  
MPO  
TIES  
ATAC

June 13, 2022 @ 12:30pm  
June 27, 2022 @ 12:30pm  
July 7, 2022 @ 1:30pm  
August 18, 2022 @ 6:30pm

**LANCASTER MPO  
TRANSPORTATION IMPLEMENTATION AND ENGAGEMENT SUBCOMMITTEE (TIES)  
MINUTES**

**DATE:** April 7, 2022  
**TIME:** 1:30 P.M.  
**PLACE:** 150 N. Queen St., Conference Room 102, Lancaster, PA 17603

**MEMBERS PRESENT:**

Ray D'Agostino	Lancaster County Commissioner
Bonnie Glover	South Central Transit Authority Board Member
Ralph Hutchison	Transportation Technical Advisory Committee (TTAC)
Leo Lutz (virtual)	Mayor of Columbia Borough
Rebecca Denlinger	Elizabethtown Borough Manager
Tom Kifolo	Rohrer's Quarry
Cindy McCormick	Transportation Technical Advisory Committee (TTAC)
Scott Russell	East Hempfield Township Supervisor
Mark Hansen (virtual)	At-Large

**GUESTS:**

Courtney Dougherty	Route 72 Intersection Neighbor
Heidi Hollinger	Route 72 Intersection Neighbor
Carol Walsh	Concerned citizen
Brooke Lobaugh	Concerned citizen
David Miller	Concerned citizen
Leslie Hart (virtual)	Concerned citizen
Christina Madara	Concerned citizen
Juliane Flood (virtual)	Concerned citizen
Jeff Glisson	South Central Transit Authority
Lauri Ahlskog	South Central Transit Authority
Dave Hoglund	Rettew
Representative Mindy Fee (virtual)	PA House of Representatives, 37 <sup>th</sup> District
Terry Kauffman (virtual)	ARRO Consulting
Steve Sawyer (virtual)	Ephrata Township
Cindy Schweitzer (virtual)	East Hempfield Township Manager
William Sauers (virtual)	Manheim Township
Lisa Douglas (virtual)	Manheim Township
Nathan Walker (virtual)	PennDOT District 8-0
Jeff Puher (virtual)	PennDOT District 8-0
Christopher C. Flad (virtual)	PennDOT District 8-0

**STAFF:**

Will Clark	Director for Land Use and Transportation
Kristiana Barr	Senior Land Use and Transportation Planner
Laura DeMatteo (virtual)	Senior Land Use and Transportation Planner
Faith Gaddie (virtual)	Senior Administrative Secretary
Mark Huber	Senior Land Use and Transportation Planner
Gary Jones	Land Use and Transportation Planner

**Order of Business:**

1. **Call to Order** – Commissioner D’Agostino called the meeting to order at 1:31 pm.
2. **LCPD Executive Director Update** – No update; Mr. Standish was not present.
3. **Minutes of the March 3, 2022, Meeting (Action)** – Mr. Hutchison moved to approve the minutes as written and Mr. Kifolo seconded. The motion carried unanimously.
4. **Highway Safety Improvement Program (HSIP) profiles process (Action)** – Commissioner D’Agostino moved the Highway Safety Improvement Program profiles process item up the agenda from number six, to facilitate the discussion about the Lancaster Road /Lititz Road intersection, due to another fatal accident and public interest in changes to the intersection. After discussion involving staff, committee members, PennDOT staff, municipal staff, Representative Fee, and members of the public about short-, and long-term solutions to issues at this intersection, Ms. Denlinger made the motion *TIES recommends the Coordinating Committee approve programming for Highway Safety Improvement Program (HSIP) funding the preliminary engineering phase of the Lancaster Road and Lititz Road intersection improvements project on the current 2021 Highway & Bridge TIP* Ms. Glover seconded. The motion carried unanimously.

Regarding the process for prioritizing other HSIP projects, Commissioner D’Agostino called for a motion that *TIES recommends the Coordinating Committee approve the following process to identify and select projects for Highway Safety Improvement Program (HSIP) funding:*

- *Develop safety profiles for the top ten (10) locations with the overall highest excess values*
- *Complete safety profiles one-by-one*
- *Complete safety profiles until the sum of potential improvements is greater than unprogrammed HSIP funding on the 2023 Transportation Improvement Program (TIP)*
- *Provide safety profiles to the MPO for consideration of potential improvements to program on 2023 TIP.*

Mr. Hutchison made the motion and Mr. Russell seconded. The motion carried unanimously.

5. **Draft 2023-2026 Transportation Improvement Program (TIP)**
  - a. **Revised highway safety patrol proposal (Action)** – Mr. Clark outlined the two options for motions regarding the highway safety patrol project and gave an overview of how the program would work, with additional information provided by Mr. Flad and Mr. Walker from PennDOT. Commissioner D’Agostino called for a motion that *TIES recommends not programming the highway safety patrol pilot on the draft 2023-2026 Highway & Bridge Transportation Improvement Program (TIP)*. Ms. Denlinger made the motion and Mr. Russell seconded. The motion carried unanimously.
  - b. **Local bridge selection (Action)** – Mr. Jones presented a list of bridges ranked using the TIP tool and Rettew’s tool. After discussion of the

differences between the two tools and the bridge selection process, Commissioner D'Agostino called for a motion that *TIES recommends programming Black Bear RD (T470) Bridge and Pinetown RD Bridge on the draft 2023-2026 Highway & Bridge Transportation Improvement Program (TIP) each for \$250,000 of Preliminary Engineering*. Ms. Denlinger made the motion, and Mr. Kifolo seconded. The motion carried unanimously. Commissioner D'Agostino mentioned a desire to hold a special meeting to discuss the TIP tool on a future date.

- c. **State bridges ranking** – Mr. Jones provided an overview of the State bridge ranking tables provided by PennDOT. Mr. Clark added that there will be follow-up discussion of how bridge rankings are determined.

#### 6. Final Draft 2023-2026 TIPs

- a. **Highway & Bridge (Action)** – Commissioner D'Agostino asked for a motion that *TIES recommends the revised draft 2023-2026 Highway & Bridge Transportation Improvement Program (TIP) to the Transportation Technical Advisory Committee*. Mr. Hutchison made the motion, and Ms. Denlinger seconded. The motion carried unanimously.
- b. **Transit (Action)** – Commissioner D'Agostino asked for a motion that *TIES recommends the draft 2023-2026 Transit Transportation Improvement Program (TIP) as presented to the Transportation Technical Advisory Committee*. Ms. Glover made the motion, and Mr. Russell seconded. The motion carried unanimously.

#### 7. Local Project Delivery Update

- a. **February 2022 Progress Report** – Mr. Hoglund reviewed the status of projects from the February 2022 progress report.

- 8. **Other Business & Public Participation** – Commissioner D'Agostino asked for other business and thanked the committee for the work they did at this meeting.

- 9. **Next Meeting:** June 2, 2022 @ 1:30pm

- 10. **Adjournment** – Chairman D'Agostino adjourned the meeting at 3:11pm. Moved by Mr. Russell and seconded by Mr. Kifolo.

## ITEM 4

### MEMORANDUM

**To:** Transportation Implementation and Engagement Subcommittee (TIES)  
**From:** Will Clark, Director for Land Use & Transportation  
**Date:** May 26, 2022  
**Subject:** *connects2040* Implementation Program Eligibility

The Notice of Intent (NOI) for the *connects2040* Implementation Program generated 12 submissions. The LCPD staff is clarifying information on 4 of the projects to determine if the concept is eligible for the program.

If the LCPD staff identifies any project as ineligible, we will ask TIES to affirm our decision prior to sending out notifications.

The following is a list of the 12 NOI submissions:

- City of Lancaster – Eastbound Connector Completion
- Denver Borough – Main Street Pedestrian Access for All Safety Improvement Project
- East Hempfield Township – Main Street Landisville Revitalization Plan
- East Hempfield Township – Intersection Improvements at Stony Battery Road and Marietta Avenue
- East Lampeter Township with City of Lancaster and Manheim Township – Lancaster Heritage Pathway Along Walnut Street Study
- East Lampeter Township with City of Lancaster – Lancaster Heritage Pathway Connector
- East Lampeter Township with City of Lancaster – Route 462 Eastern Corridor Transportation Enhancements
- Ephrata Borough – Ephrata Borough Active Transportation Plan
- Manheim Borough – Market Square Improvements
- Marietta Borough – Front Street Improvements
- Mount Joy Township with Elizabethtown Borough – Buckingham Boulevard Connection Improvement Project
- Warwick Township – Peters Road and Highlands Drive Signalization

**ITEM 6**

**MEMORANDUM**

**To:** Transportation Implementation and Engagement Subcommittee (TIES)  
**From:** Will Clark, Director for Land Use & Transportation  
**Date:** May 26, 2022  
**Subject:** Local Project Delivery Funding

MPMS 110972 "Planning Assistance Line Item" is on the 2023-2026 draft TIP out for public comment. The project has \$200k allocated in the line item. This funding is dedicated to pay for project management of specific projects. Primarily these are projects selected through the Smart Growth Transportation Program or Transportation Alternative Set-Aside (TASA) funding. The MPO has currently assigned 9 projects to the County Engineer (Rettew).

Over the course of the contract the MPO has provided additional funds as needed. In April, the LCPD staff requested Rettew provide the estimated cost for the life of the 9 projects. Rettew provided the attached spreadsheet for each project by quarter.

- This information will first and foremost be used to program the funding necessary to retain Rettew on the 2023 TIP
- Measure the benefit of utilizing Rettew for project management to assist the delivery of local sponsor projects. (PennDOT is the other option for project management)

This is intended for an approval vote to program the funds on the 2023 TIP. However, since we are out for public comment at this point, the Amendment at TTAC and the MPO would occur after October 1.

SR 230 TAP Trail	\$10,000
SR 222 Engleside	\$55,000
Water Street	\$94,000
Mt. Joy Complete Streets	----
Intercourse Intersection	\$85,000
SR 30/462	\$102,000
Enola Low Grade	\$92,000
Columbia Streetscape	\$79,000
Strasburg Pike Trail	\$79,000

Based on the remaining work, the following amounts would appear on the 2023-2026 TIP.

FFY 2023-	\$280,000 adding \$80,000 to the \$200,000 on the draft
FFY 2024-	\$204,000
FFY 2025-	\$42,000

**LANCASTER COUNTY COMMISSIONERS  
TRANSPORTATION MANAGEMENT REPORT  
March 2022**

Period Covered: March 1, 2022 – March 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 Pending  
Work Order Totals = \$452,991.29  
Spent to Date - \$448,468.08

**II. MPMS 107988**

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

Derck & Edson is the Design Engineer.

**A. Funding**

- State TAP Project. \$400,000 for Construction
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

**B. Milestones**

- BRPA Approved 11/10/2020
- Let Date 5/26/2022
- NTP 7/27/2022

**C. Meetings**

- a. A meeting was held on 3/4/2022 with PennDOT to review the PS&E Package.

**D. Major Items Completed this Period**

- a. On 3/4/2022 PennDOT requested clarification regarding the permit on the project. RETTEW confirmed that the only permit needed for the project is a Water Obstruction and Encroachment Permit. RETTEW also provided the signed Acknowledgement of Appraisal of Permit Conditions as well as the complete permit submission to PennDOT.
- b. RETTEW provided an updated construction schedule to PennDOT on 3/8/2022.
- c. On 3/9/2022 RETTEW inquired about the status of the Construction Inspection Agreement E04881 as Vaughn Schlachter moved on to another position. Vaughn explained that Mike Reeder is the new contact and is responsible for the oversight of the Consultant Team who manages the FAM projects. Vaughn checked with Brian Blake, who manages consultant agreements and said that the agreement is expected to be executed soon, hopefully within a few weeks. There has been a slight delayed due to a change in personnel in Central Office Consultant Agreement Section.
- d. PennDOT asked RETTEW, on 3/17/2022, about Item 4605-4011 REMOVE EXISTING ENDWALL (EACH) which is a modified/4000 item. Typically, 4000 item numbers are for modified standard items and there is no standard item 0605-4011 so PennDOT requested that the item be changed to a 9000 item that would also require a special provision. RETTEW explained that Item 4605-4011 REMOVE EXISTING ENDWALL does appears to be an active standard 4000 item on ECMS and asked if it can be left as a 4000 number and a special provision be added. PennDOT agreed.
- e. The PS&E submission was forwarded by PennDOT's Project Management team to PennDOT's Contract Management team on 3/17/2022.
- f. On 3/18/2022, the Borough asked about the Anticipated Notice to Proceed (ANTP) date. RETTEW explained that PennDOT requires that 90 days be allotted for ANTP for Municipal Projects in order to ensure that all documentation is in place.



- g. The special provision for 4605-4011 REMOVE EXISTING ENDWALL was provided on 3/21/2022.
- h. RETTEW checked on the status of the pending execution of the Construction Inspection contract to be used for this project on 3/28/2022. PennDOT indicated that it would be executed next week.
- i. RETTEW checked in with PennDOT's Contract Management on the status of the PS&E submission on 3/29/2022. PennDOT indicated that it would be executed next week.
- j. On 3/29/2022 PennDOT's Contract Management indicated that the targeted advertisement date is 4/21/2022 and that the title sheet needed to be signed by the Borough.
- k. On 3/31/2022, the signed title sheet was provided by the Borough and forwarded to PennDOT. Additionally, the Construction Inspection contract was executed and RETTEW inquired about the best way to go about adding it to the Bid Package.

**E. Submission under Review - None**

**F. Upcoming Submissions – Executed Construction Inspection Agreement**

### **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. On 3/16/2022, PennDOT informed RETTEW that PA SHPO concurred with the historic eligibility findings for the City Public Works building (eligible) and Dirty Ol' Tavern building (not eligible), but that the comment period is open until 3/29/2022.
- b. KCI forwarded the PA SHPO concurrence letter to Lancaster Township on 3/17/2022.

**E. Submission under Review - Historic Resource Survey Forms.**

**F. Upcoming Submissions – Project Paused.**

### **IV. MPMS 110552 & MPMS 114216**

#### **Bicycle Blvd on South Water Street in Lancaster City**

Kittelson/Wallace Montgomery is 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
- Let Date 9/24/2024

### C. Meetings

- a. A meeting was held on 3/4/2022 with Kittleson and the City to discuss a potential redesign of a portion of the Southern Trail.
- b. On 3/31/2022, a meeting was held to preparation for the scheduled 4/7/2022 Virtual Public Meeting.

### D. Major Items Completed this Period

- a. Wallace Montgomery submitted the updated Section 4(f) slides for the upcoming Water Street public for RETTEW review on 3/1/2022 and there were found to be acceptable.
- b. On 3/4/2022 Wallace Montgomery submitted the Section 4(f) Parks and Historic Packages, which was found to be acceptable and then forwarded to PennDOT on 3/8/2022.
- c. Kittleson noted on 3/9/2022 that there were issues with the two MPMS numbers in AutoTab for the Water Street Project. They were able to set-up MPMS 114216, but not MPMS 110552.
- d. RETTEW reached out to PennDOT on 3/10/2022 regarding Kittleson AutoTab issues.
- e. Kittleson submitted the Water Street Bicycle and Pedestrian Boulevard – Public Meeting Presentation for Rettew review on 3/14/2022.
- f. On 3/15/2022, PennDOT indicated that they had updated ECMS to show MPMS 110552 as the lead project. MPMS 110552 will not show programmed until the 2023 TIP starts Oct. 1, 2022 which may not help with the AutoTab issue. RETTEW informed Kittleson as such.
- g. RETTEW submitted comments of the Water Street Bicycle and Pedestrian Boulevard – Public Meeting Presentation on 3/18/2022:
  - Slide 7 – Season rather than month/year? Example - change July 2022 to Summer 2022
  - Slide 8 – Possibly change “recreate” to “engage in recreational activities”...
  - Slide 9 – Possibly change “Frequent driveways” to “Numerous driveways”
  - Slide 11 – “Crosswalks” in the “High Visibility Crosswalk” photo is cut-off.
  - Slide 16 – Suggested changes:
    - Bullet 1 - “Approximately 205 square feet of temporary impact to curb ramp”
    - Bullet 2 - Delete
    - Bullet 3 - “Temporary impact to curb ramp during construction, but other access point will be available during that time”
  - Slide 17 – Suggested change
    - Bullet 3 - “Temporary impact during construction, but other access point will be available during that time”
  - Slide 31 – what is meant by “Curb extensions at 8 intersections”
  - Slide 32 – What is meant by “High visibility crosswalk and daylighting at James Street intersection” and what is HC?
  - Slide 33 – there are no street names in the graphic on the slide
  - Slide 35 – there are no street names in the graphic on the slide
  - Slide 37 – “Symour” is misspelled and there are no street names in the graphic on the slide
  - Slide 41 - “spps.” should be “spp.” when referring to multiple species.
  - Slide 64 – Season rather than month/year? Example change July 2022 to Summer 2022.
- h. On 3/22/2022 Brent Stauffer of PPL asked to be removed from the PennDOT’s URMS System as this is not one of his projects.
- i. RETTEW followed up with PennDOT on the submitted Section 4(f) Parks and Historic Packages from 3/8/2022 on 3/22/2022.

- j. Kittleson asked if was appropriate when working on projects that are linear and run for many blocks to break out the tabs by intersection and quadrant rather than the station and offset. RETTEW concurred on 3/24/2022.
- k. On 3/28/2022 Kittleson indicted that the AutoTab issued has been resolved.
- l. Kittleson provided the updated Public Meeting materials, on 3/31/2022, after the review meeting earlier that day.
- m. RETTEW followed up with PennDOT on the status submitted Section 4(f) Parks and Historic Packages from 3/8/2022 on 3/31/2022 in order to provide the 4(f) levels for the Public Meeting on 4/7/2022. RETTEW confirmed this with Wallace Montgomery as well as the need to indicate the expected duration of work in parks and on properties that are Contributing to the Historic District on the Display Boards.

**E. Submission under Review** – None.

**F. Upcoming Submissions** - TS&L Resubmission, and Design Field View Review Resubmission.

**V. MPMS 110553**

**Complete Streets implementation in 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. RETTEW followed up with the Borough on the status of their outstanding payment on 3/14/2022. They indicated that they received all the payments from PennDOT except for a small amount that will be coming from District 8.
- b. RETTEW followed up with the Borough on the status of the final payment on 3/30/2022 and the manager stated that he is waiting for a staff member to finalize reconciling what is outstanding.

**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
- Let Date 1/24/2024

**C. Meetings**

- a. None.

**D. Major Items Completed this Period**

- a. ARRO confirmed the refined estimate for the Right-of-Way Plans of \$150,000 on 3/1/2022.
- b. On 3/29/2022 RETTEW confirmed, with the County and PennDOT, that \$150,000, which includes all additional costs associated with the development of a full Right-of-

Way Plan and an estimate for compensation for 41 Temporary Construction Easements will be needed to fund the added Right-of-Way phase for this project.

c. ARRO submitted the Revised Safety Submission for RETTEW review on 3/28/2022.

**E. Submission under Review** - Revised Safety Submission.

**F. Upcoming Submissions** – Safety Review Meeting.

## **VII. MPMS 110502**

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

KCI is the Design Engineer.

#### **A. Funding**

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

#### **B. Milestones**

- 1b Scoping Approved 7/28/2020
- Let Date 12/12/2024

#### **C. Meetings**

- None.

#### **D. Major Items Completed this Period**

- a. On 3/3/2022, KCI asked for the best contact at the Red Rose Transit Authority (RRTA). RETTEW noted that it would be Lauri Ahlskog.
- b. RETTEW informed KCI that the Safety Submission had been reviewed and that all of the comments had been addressed. RETTEW did ask that when investigating the potential installation of rumble strips on SR 0030, prior to the end of the freeway section, careful consideration be given due to the residential character of the project area. Additionally, the MPT will be key for the construction of the project and getting started on that review and comment process early during Design Field View would be advantageous.
- c. KCI reached out to Lauri Ahlskog at the RRTA, on 3/11/2022, to request a meeting to discuss the scope of the SR 0030/0462 interchange improvements and coordinate bus stop locations, configuration, and impacts during construction.
- d. The safety Review Meeting was schedule with KCI and PennDOT for 4/6/2022, on 3/17/2022.
- e. On 3/18/2022, the Township provided their review comments to KCI on the revised preliminary plans:
  - All of the traffic signal equipment within the project area from the Walmart / SR 0030 off ramp intersection to the Harvest / LMS intersection are to be the decorative style and color selected by the Township. This includes the equipment at 6 signalized intersections and all lane use mast arms.
  - Will there be an advance warning signal for eastbound SR 0030 approaching the new signalized intersection where SR 0462 is ending due to the curve in SR 0030?
  - There are some signs on SR 0030 east bound indicating that vehicles that want to get to N. Oakview Rd should exit SR 0030 at the SR 0462 exit ramp. Will these signs be removed or changed?
  - There is no indication that stormwater facility design has been included yet throughout the project.
  - From the Oakview Road intersection east to Harvest, locations for new fire hydrants should be identified and coordinated with the City of Lancaster Water Bureau. Our goal is to have hydrants on both sides of Lincoln Highway in order to avoid having to shut down both directions of travel when the fire companies have to lay fire hose. Currently between Oakview and Harvest, hydrants are only found on the south side of Lincoln Highway.

- Bus stop locations as indicated in the Lincoln Highway Streetscape plan, with coordination with South Central Transit (Red Rose), should be included on the plans. Some are specified with Shelters.
- Sheet #10:
  - Will there be signage at the East Towne Mall entrance driveway to indicate that the driveway is one way in (southbound) and within the Mall to indicate that vehicles cannot exit using this driveway? (I think some of this is existing)
  - An electric service will be needed within the landscaped median area to be used for the planned gateway feature / sign.
  - Please indicate the dimensions of the landscape median maintenance access shown.
  - What material is proposed for the landscape median maintenance access? Grass pavers?
  - We are planning to locate a gateway feature in the landscape median area. Could the area within the median that will accommodate this feature be identified so that we can design the appropriate size of the feature?
  - Instead of the painted gore area at STA 31 to STA 33 Right, can a flush truck apron with concrete rumble strips be installed to discourage the right turn lanes from using this area as a through lane?
- Sheet #11:
  - Could the north bound side of S. Oakview Road be 1 lane from Greenland Drive to a point north of the Guruji driveway and then transition to the approaches to the signalized intersection at Lincoln Highway with 2 left turns and a shared straight / right turn lane? Currently the straight and right turn lanes are separate but volumes may not warrant separate lanes.
  - Painted Route shields for US 30 and PA 462 should be included at STA 105
  - 6 foot wide sidewalks should be provided on the north side of Lincoln Highway all the way to the Oakview Road intersection crosswalk on both the northeast and northwest corners.
  - The enhanced pedestrian cross walks at the Oakview Road intersection must be retained / restored.
- Sheet #12:
  - We feel that the south bound travel lanes on S. Oakview Road should transition from 2 lanes between Lincoln Highway and the McDonalds entrance driveway to 1 lane south of the McDonalds driveway. The right lane would drop at McDonalds driveway. The curb line south of the McDonalds driveway would move toward the center of S. Oakview and provide more space for the trail within the right of way.
  - Show all travel lanes on S. Oakview as 13' along the curb and 11' for the others.
  - We would like to see truck turning templates for the McDonalds driveway in order to see if the width of it could be reduced.

- Sheet #13:
    - We would like to know if the design could be modified so that we retain the standard cross section for the trail, travel lanes and sidewalk and avoid the need to include post and chain treatment from STA 115 to STA 117? It appears that this would involve less shifting to the north
    - Painted Route shields for US 30 and PA 462 should be included at STA 112+50
  - Sheet #14:
    - We would like to know if the design could be modified so that we retain the standard cross section for the trail, travel lanes and sidewalk and avoid the need to include post and chain treatment from STA 115 to STA 117? It appears that this would involve less shifting to the north
  - Sheet #15:
    - Can the 12' trail be extended to the ADA ramps through the intersection?
- f. PennDOT invited RETTEW and KCI to attend a meeting with the Township on gateway and community wayfinding signage for Lincoln Highway, on 3/28/2022. The meeting was subsequently scheduled for 4/4/2022.
- g. On 3/29/2022, the Township suggested that KCI contact Jeff Glisson with South Central Transit Authority (which includes RRTA) and the County reached out to Lauri Ahlskog lahlskog@sctapa.com

**E. Submission under Review - None.**

**F. Upcoming Submissions – SEPS Report and Revised Wetland Identification and Delineation Report. Possible Scoping Field View update to accommodate expanded project area.**

## VIII. MPMS 112615

### **Enola Low Grade Trail eastern section**

Wilson Consulting Group is the Design Engineer.

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

#### **B. Milestones**

- BRPA Approved 5/11/2021
- Let Date 1/25/2024

#### **C. Meetings**

- a. None.

#### **D. Major Items Completed this Period**

- a. RETTEW followed up with DEP regarding their review of the responses to the deficiency letter on 3/10/2022.
- b. DEP indicated, on 3/22/22, that they were still working on the comments and should have them ready and meeting availability dates shortly.
- c. On 3/27/2022, Wilson Consulting Group (WCG) informed RETTEW that their 105 permit went to an elevated review and that an in person meeting/virtual meeting was set up with DEP for 4/7/2022 at 2 pm.

From DEP to WCG:

This is the list of remaining deficiencies so that you may prepare for our meeting. The sentences that are bolded are the original comments from the September 15, 2021 Technical Deficiency Letter.

1. Technical Deficiency 2 from DEP's Technical Deficiency Letter dated September 15, 2021 has not been adequately addressed. **The environmental assessment provides a vague discussion of the existing habitat in the watercourses identified in the application as "Watercourse 6" and provides**

**no supporting evidence to show that the watercourses will, as stated in the application, “continue to provide habitat during construction and post construction.” Therefore: [25 Pa. Code §105.14(b)(4) & §105.21(a)(1)]**

- a. **Provide a revised environmental assessment that demonstrates the watercourses within the limits of disturbance will provide habitat during and after construction as claimed.**

*Based on the response provided, if bedrock is encountered above the proposed grade it's to be roughened and allowed to become the new streambed. In addition, the response to Technical Deficiency 10 from DEP's letter states that the “proposed condition will provide a more uniform grade”. It's unclear how a reduction in the riffle run pool glide sequence will protect or enhance aquatic habitat. The design should be revised or a demonstration that the proposed conditions will result in equal or greater habitat functions should be provided.*

- b. **Provide a plan to stockpile and reuse excavated streambed material in the watercourses currently identified as Watercourse 6. The plan should include the limits and thickness of the proposed streambed material and should identify the stockpile location(s).**

*The response provides size specifications but does not provide details (shape, type) of the proposed streambed material, and should be revised to provide these details. The onsite watercourses are freestone streams; while limestone is acceptable for subgrades, to ensure macroinvertebrate recolonization, limestone should not be utilized on the proposed streambed.*

- c. **Provide data to demonstrate that conditions in the watercourses will allow for the proposed lowering of the channels and for the re-establishment of streambeds that are similar or functionally superior to existing conditions, without the need to impact bedrock. If impacts to bedrock will occur, provide a plan and narrative that explains how the channel(s) will be constructed in bedrock.**

*As stated previously, based on the response provided, if bedrock is encountered above the proposed grade it's to be roughened and allowed to become the new streambed material. In addition, if bedrock is encountered within the limits of the proposed streambed, streambed material is to be placed on it. Depending on the depth of bedrock there may be very little room for streambed material. In addition, the response to Technical Deficiency 10 from DEP's letter states that the “proposed condition will provide a more uniform grade”. It's unclear how a reduction in the riffle run pool glide sequence will protect or enhance aquatic habitat. The design should be revised or a demonstration that the proposed conditions will result in equal or greater habitat functions should be provided.*

2. Technical Deficiency 4 from DEP's Technical Deficiency Letter dated September 15, 2021 has not been adequately addressed. **Provide a revised environmental assessment that explains why increasing the elevation of the rail trail or excavating a portion of the rail trail to create floodplain benches**

**are not practicable alternatives to the proposed impacts to the watercourses currently identified as “Watercourse 6.” [25 Pa. Code §105.13(e)(1)(vii)].**

*The response only discusses a combination of the two but doesn't explain why creation of floodplain benches alone by narrowing the trail is not practicable.*

3. **Technical Deficiency 9 from DEP's Technical Deficiency Letter dated September 15, 2021 has not been adequately addressed. Greater than one foot of cut is depicted on several cross sections adjacent to existing wetlands, but the application claims that no wetlands will be impacted. Demonstrate that the proposed cuts will not result in an impact to the wetlands' hydrology. [25 Pa. Code §105.18a(b)(1) & §105.21(a)(1)]**

*The response states that hydrology will remain unchanged but doesn't demonstrate support for this claim. The application should be revised to include additional information regarding the existing conditions including soil permeability and groundwater elevations, or the design should be revised to incorporate a low permeability layer (e.g. bentonite) between the wetland and adjacent streambank. The applicant must provide a demonstration that wetland hydrology will be unaffected by the project. If such a demonstration cannot be made, the applicant must revise the impacts analysis to evaluate the impacts and provide appropriate avoidance, minimization, and mitigation as required by the regulations. Furthermore, the Environmental Assessment states that 18.0" silt sock will be installed between the grading and the wetland but, based on the information provide there is less than 18 inches of space between the top of bank and the wetland. Clarify how the silt sock will be installed without impacting the wetlands.*

4. **Technical Deficiency 11 from DEP's Technical Deficiency Letter dated September 15, 2021 has not been adequately addressed. Erosion control matting is proposed in the streambed of Watercourse 1 which will not replicate existing conditions. Provide a plan to stockpile and reuse excavated streambed material in Watercourse 1. The plan should include the limits and thickness of the proposed streambed material and should identify the stockpile location(s). [25 Pa. Code §105.16(d)]**

*The response provides size specifications but does not provide details (shape, type) of the proposed streambed material, and should be revised to provide these details. The onsite watercourses are freestone streams; while limestone is acceptable for subgrades, to ensure macroinvertebrate recolonization, limestone should not be utilized on the proposed streambed.*

5. **Technical Deficiency 12 from DEP's Technical Deficiency Letter dated September 15, 2021 has not been adequately addressed. The Aquatic Resource Impact Table (ARIT) does not include any permanent watercourse impacts, with respect to Watercourses 2, 4, 5, 6 and 7. Regarding Watercourses 4, 5 and 7 - Changes to the trail/ground surface located above/crossing the streams would be considered permanent impacts to the watercourses. Additionally, the proposed grading/changes to Watercourses 1, 2 and 6 would be considered permanent impacts to the watercourses. Revise the ARIT as appropriate. [25 Pa. Code §105.21(a)(1)]**

*Sheet 14 of 24 of the Impact Plans appears to indicate permanent impact dimensions that are different than those listed on the Aquatic Resource Impact*



*Table (ARIT), with respect to Watercourse 7. Revise as appropriate to clarify this discrepancy.*

6. **Technical Deficiency 13 from DEP's Technical Deficiency Letter dated September 15, 2021 has not been adequately addressed. Provide proof of E&S approval from the York County Conservation District. [Form 3150-PM-BWEW0036, III, Section F.m](Correction--this original deficiency should have read "Provide proof of E&S approval from the Lancaster County Conservation District.")**

*Proof of E&S approval from the Lancaster County Conservation District has not been provided. Revise as appropriate.*

**E. Submission under Review - None.**

**F. Upcoming Submissions –** Waiting for outcome of 4/7/2022 meeting with DEP on the Permit and then CE Reevaluation.

## **IX. MPMS 114217**

### **Riverfront to Downtown Streetscape Connection – Columbia Borough**

C.S. Davidson, Inc. is the Design Engineer.

#### **A. Funding**

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

**B. Let Date – 1/25/2024**

#### **C. Meetings**

- a. None.

#### **D. Major Items Completed this Period**

- a. On 3/8/2022 RETTEW reached out to C.S. Davidson (CSD) to confirm their estimate of \$4,000 x 17 sliver takes = \$68,000 to complete the Right-of-Way Phase.
- b. CSD responded on 3/9/2022 with a markup of the required and desired Right-of-Way areas. They identified 15 required Right-of-Way areas as well as a total of 36 desirable. They Borough's goal is to proceed with a minimum number of required acquisitions to keep this project as economically feasible as possible. CSD suggested moving forward with an estimate of 17 needed areas. A portion of the Scoping Field View form was also attached for review.
- c. RETTEW responded to CSD on 3/14/2022. We can review the Environmental Section of the Scoping Field View Form, but the entire Scoping Field View Form, including the Environmental Section, needs to be populated in the CE Expert System.

As for the Right-of-Way Plans, are the yellow areas permanent Right-of-Way takes/acquisitions, correct? Are any temporary construction easements (TCE) to install the sidewalks? Also, since we are able to secure the funding necessary for a complete Right-of-Way Phase, we should include the trench drains (TD)'s you are requesting as well.

Just to confirm, this is what should be included in your scope of work/estimate for the preparation of the Right-of-Way plans:

- obtaining the deeds of all the properties within the limit of work
- plotting them individually and piecing them together
- providing reference circles on the plans
- preparation of the Right-of-Way plans in PennDOT format
- plan revisions as requested by PennDOT

- Some type of appraised value for each Temporary Construction Easement (46 affected properties). (The county offers \$0.50/sf for TCE's, so based on that, an estimate of \$1,000 would be used for a 2,000 sf TCE. This is just a starting point for estimation.)

These steps would be included, but would come after the PennDOT Right-of-Way Unit reviews the Right-of-Way set and decides if we can do an abbreviated or full acquisition:

- the full PennDOT Right-of-Way plan set, prepared above, includes individual exhibits which can be used for determining appraised value.
  - the Resolution of Execution of Deed
  - coordination of the execution of the various documents and procedures
- d. On 3/18/2022, RETTEW provided comments to CSD on the Environmental Section of the Scoping Field View Form.
  - e. CSD asked RETTEW and the County for a copy of executed grant agreement for the Walnut Street Project on 3/29/2022. RETTEW and the County provided the application documents and award letter.

**E. Submission under Review - None.**

**F. Upcoming Submissions** – Estimate from the designer to add a Right-of-Way phase that includes all additional costs associated with the development of a full Right-of-Way plan and some type of estimate for 17 Temporary Construction Easements. The designer is also developing a Technical Scope of work.

**X. MPMS 114218**

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

McMahon Associates is the Design Engineer.

**A. Funding**

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

**B. Let Date** – 1/25/2024

**C. Meetings**

- a. None.

**D. Major Items Completed this Period**

- a. The Let Date was updated in the Utility Management System (URMS) on 3/18/2022.
- b. Revised Technical Scope of Work

**E. Submission under Review - None.**

**F. Upcoming Submissions** – Revised Technical Scope of Work and Price Proposal.

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

Period Covered: April 1, 2022 – April 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 Pending  
Work Order Totals = \$452,991.29  
Spent to Date - \$460,345.96

**II. MPMS 107988**

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

Derck & Edson is the Design Engineer.

**A. Funding**

- State TAP Project. \$400,000 for Construction
- 2019-2022 Highway Bridge Transportation Improvement Program (TIP) 5/2/2019

**B. Milestones**

- BRPA Approved 11/10/2020
- Advertisement Date 4/22/2022
- Let Date 5/26/2022
- NTP 7/27/2022

**C. Meetings**

- a. A meeting was held on 4/4/2022 with the Borough, RETTEW and PennDOT to set up the Construction Inspection Agreement.

**D. Major Items Completed this Period**

- a. RETTEW provided the Cost Estimate to PennDOT, on 4/4/2022, for the project in order to set up the Construction Inspection.
- b. It was established on 4/5/2022 that “L” Agreement L00661, using E04881 will be used for this project.
- c. RETTEW provided the Pre Bid Construction Schedule to PennDOT, on 4/6/2022, in order to set up the Construction Inspection and the budget was established.
- d. On 4/8/2022, RETTEW forwarded the necessary approvals letter to the Borough. PennDOT also explained the Construction Inspection contract approval procedure:
  - Approval letter on Borough letterhead needs returned via email
  - Once letter received, PennDOT approves the letter.
  - Once PennDOT approves the letter an inspector will be nominated in ECMS
  - Once the inspector in ECMS PennDOT will approve the inspector
  - Once PennDOT approves inspector then the Borough also needs to approve inspector in ECMS. Then the process is complete.
- e. The Borough forwarded their approval letter to PennDOT on 4/12/2022.
- f. PennDOT prepared the fund codes and D-4232 for the Bid Package on 4/18/2022.
- g. RETTEW inquired about the status of the construction inspection agreement on 4/19/2022.
- h. RETTEW and Derck and Edson worked together to add the stations to the design items in ECMS on 4/20/2022.
- i. ECMS 107988 was advertised on 4/22/2022.
- j. On 4/25/2022, RETTEW and Derck and Edson addressed an ECMS question regarding a pavement item for PennDOT to provide an addendum.

- k. PennDOT addressed comments, on 4/28/2022, received from Central Office on the construction inspection agreement on 4/27/2022.
- l. The Borough executed the Construction Inspection Agreement on 4/28/2022.
- E. Submission under Review – None.**
- F. Upcoming Submissions – Executed Construction Inspection Agreement.**

**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.**

**IV. MPMS 110552 & MPMS 114216**

**Bicycle Blvd on South Water Street in Lancaster City**

Kittelson/Wallace Montgomery is 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 Resubmission 4/22/2022
- DFV Resubmission 6/27/2022
- CE Approval 7/15/2022
- PE ROW Submission 8/9/2022
- Let Date 9/24/2024

**C. Meetings**

- a. The Public Meeting was held in Lancaster on 4/7/2022 with the City, the Kittelson Design Team and RETTEW.

**D. Major Items Completed this Period**

- a. On 4/1/2022, RETTEW, WM and Skelly & Loy coordinated updates to the Public Meeting slides and board to incorporate the contributing historic properties.
- b. PennDOT indicated on 4/4/2022 that Jeremy Ammerman, PennDOT’s Cultural Resource Professional (CRP) submitted the no effect finding to both the State Historic Preservation Offices (SHPO) and National Park Service (NPS) on 8/11/21 based upon

the July 22/June 16 email. In his opinion nothing needs to be done as far as re-coordination for either this report or project mapping. A no effect on historic properties was submitted as part of the 8/11/21 finding since only temporary construction easements were occurring on contributing properties to eligible Lancaster Historic District.

- c. On 4/5/2022, RETTEW informed WM that PennDOT is not in favor of using, one, combine 4(f) form.
- d. On 4/7/2022, PennDOT confirmed the Non-Applicability/No Use for the three parks (Rotary Park, Mayor Janice C. Stork Corridor Park and Culliton Park), and the No Use or Temporary Occupancy Use for the historic resources.
- e. RETTEW asked Kittleson to provide updated milestone dates on 4/11/2022.
- f. WM asked RETTEW, on 4/18/2022, to confirm the most up to date No Use form.
- g. On 4/20/2022, RETTEW confirmed the correct No Use Form and that one should be completed for each park. Regarding historic properties, PennDOT said that he would like to have Jeremy Ammerman, PennDOT's CRP, weigh in on the 4f information (historic) he received. In earlier emails, he said he wanted to consult Jon Crum (FHWA) and PennDOT Central Office. Consulting with all of these folks ahead of time/before the actual 4f is submitted is common practice. WM can proceed with completing the park No Use Forms and submitting them for RETTEW's review while we wait for confirmation regarding the appropriate historic 4f level(s).
- h. RETTEW followed up with PennDOT on 4/21/2022 and 4/25/2022 regarding the 4f information.
- i. Kittleson provided updated milestone dates to RETTEW on 4/21/2022. RETTEW also reminded Kittleson to prepare Meeting Minutes for the Public Meeting as they become part of the CE Document/Approval and as well the 4(f) forms.
- j. On 4/29/2022, PennDOT indicated the following with regard to the preparation and submittal of the Section 4 (f) documentation.

With regard to the three (3) City Parks located within the Lancaster Historic District: The Department is in agreement with a Section 4(f) Non-Applicability/No Use approach. The preferred documentation approach is to summarize the required 4 (f) information/findings within the appropriate section of the CE document along with a Section 4(f) Historic Impact Summary table. As such, completion of a Section 4(f) Non-Applicability/No Use Form (individually or collectively) for these resources is not required based on current design.

With regard to the four (4) historic resources determined to be contributing and located within the Lancaster Historic District: The Department is in agreement with a Determination of Section 4(f) Applicability Involving Temporary Occupancy for these resources based on the NRHP contributing status, current design elements, and requirements for temporary right-of-way. The preferred documentation approach is to collectively summarize these four (4) resources within one (1) document using the Temporary Occupancy Form. This to include the attached Water Street Bicycle and Pedestrian Boulevard Section 4(f) Historic Impact Summary. One requested edit would be the removal of the above-referenced three (3) City Parks from this table.

Additionally, the following are comments/recommendations for consideration by the project team:

- 1. Sheet 20 of 64 there is a thin linear gray feature within R/W Line extending from approx. station 303+50 to 305+40 (approx. 7'R). Is this a possible retaining wall? Request to define and clarify.
- 2. Intersection of W. Orange and N. Water Street. There is a proposed stormwater feature for the northwest quadrant. The northeast quadrant

includes an active service station with multiple underground storage tanks and fuel island. Given the immediate proximity between each feature has there been any assessment/consideration in terms of planned design and potential for soil impacts and/or groundwater flow characteristics related to these quadrants? Particularly with respect to stormwater recharge and the potential for leaks or spills associated with the active USTs and pressurized fuel lines?? Secondly, a review of google earth suggest monitoring wells attributable to prior releases.

**E. Submission under Review** – None.

**F. Upcoming Submissions** - TS&L Resubmission, and Design Field View Review Resubmission.

**V. MPMS 110553**

**Complete Streets implementation in 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 1/24/2024

**C. Meetings**

- a. None.

**D. Major Items Completed this Period**

- a. RETTEW forwarded a Design Schedule and Milestone dates to ARRO for their use on 4/12/2022.

**E. Submission under Review** - Revised Safety Submission.

**F. Upcoming Submissions** – Safety Review Meeting.

**VII. MPMS 110502**  
**SR 30/462 interchange in East Lampeter Township**

KCI is the Design Engineer.

**A. Funding**

- a. Regular TIP Project. \$3,000,000 for PE; \$2,500,000 for FD
- b. 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
- TS&L Approval 6/17/2022
- DFV Submission 9/2/2022
- PE ROW Approval 10/28/2022
- CE Approval 12/30/2022
- Let Date 12/12/2024

**C. Meetings**

- a. A meeting was held on 4/4/2022 with the Township, PennDOT, RETTEW and KCI to discuss the wayfinding signing plan for the SR 0030 corridor and the possible inclusion in the construction of this section.
- b. The PennDOT Safety Review Meeting was held on 4/7/2022.
- c. On 4/18/2022, a meeting at was held with the Township, RETTEW, the South Central Transit Authority and KCI to discuss the location and coordination of bus stops along the corridor.

**D. Major Items Completed this Period**

- a. KCI submitted the Safety Review Meeting Minutes for RETTEW review on 4/8/2022 and RETTEW forwarded minor comments on 4/11/2022.
- b. On 4/11/2022, KCI explained their status in URMS as the following items may need to be completed or discussed to move the project out of the Scoping phase:
- c. Review (Approve) Preliminary Plans needs to be completed by the PM (Rettew)
- d. SUE Impact Results Tab requires an SUE Quality Level (QL) Decision by the PM (Rettew)
- e. DURA's initial SUE Recommendation (Karl Wink – D8-0) is QLA. Based on the information that we provided in URMS, QLB is recommended. Should we coordinate or discuss this further with the District?
- f. Utility Contacts – We did not receive contact information for all of the utilities through our One Call, so several of the contacts that are saved in URMS were taken from other Lancaster County projects. Will PennDOT review the contacts prior to the Verification Notification being sent out from URMS?
- g. RETTEW asked KCI to provide updated milestone dates on 4/11/2022, which they confirmed.
- h. PennDOT indicated on 4/12/2022 that the Scoping Field View cannot be edited and that the CE document should be modified as needed to include the added roadway segments and surrounding features. It should include project description/setting, location map, design/roadway criteria, PNDI, budget, etc.
- i. RETTEW forwarded the Safety Review Meeting Minutes to PennDOT on 4/13/2022.
- j. KCI submitted the draft revised Wetland and Watercourse Identification and Delineation Report for RETTEW review on 4/18/2022.
- k. The KCI team indicated that they are scoped for Geomorphology and Phase I in the areas for the culvert extensions to the north and south of SR 0462, but according to PA-SHARE, the area to the south of SR 0030 was surveyed during the development of the Walmart, so is only the area at the north side of SR 0030 needed?
- l. On 4/22/2022, PennDOT confirmed that is would not be necessary to perform archaeological surveys on either the north or south end of the culvert underneath

SR 0030 for this project. After another look at a series of aerials and soils maps for the culvert extension PennDOT determined an archaeological survey for the area north of the culvert under SR 0030 was not needed at all. The soils are recorded as poorly to somewhat poorly drained and, what with all the development and construction that has taken place in proximity, there is likely nothing intact. And, the area south of the culvert is covered by an archaeological survey done for the Walmart development.

- m. KCI responded to the Township's comments and questions on the preliminary plans on 4/25/2022. The plans were provided to the Township on 2/18/2022 to which they provided their feedback on 3/18/2022.

**E. Submission under Review** - Revised Wetland Identification and Delineation Report.

**F. Upcoming Submissions** – Updated Utility Plans and SEPS Report.

## VIII. MPMS 112615

### **Enola Low Grade Trail eastern section**

Wilson Consulting Group 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
- DFV Submission 6/20/2022
- CE Approval 9/30/2022
- ROW Approval 9/30/2022
- Let Date 1/25/2024

#### **C. Meetings**

- a. A strategy meeting was held on 4/6/2022 in preparation for the Department of Environmental Protection (DEP) Permit review meeting on 4/7/2022.
- b. A meeting with DEP, the Wilson Consulting Group design team, and RETTEW was held on 4/7/2022 to review DEP's the elevated review comments.

#### **D. Major Items Completed this Period**

- a. On 4/7/2022, WCG met with RETTEW and DEP to review the elevated deficiencies and a resubmission was requested within 10 business days.
- b. RETTEW asked WCG to verify/provide milestone dates for the project on 4/11/2022 and 4/20/2022. They responded on 4/20/2022.
- c. On 4/20/2022, RETTEW inquired about a summary or bullet points outlining the action items from the meeting on 4/7/2022. The EA updates and specifications discussed at the meeting are being finalized as well the WC6a/b profiles, cross sections, and plan views within the limits of the wetland revisions.
- d. The responses to the elevated deficiencies with the updated permit documents were uploaded by WHG for DEP review on 4/22/2022.

**E. Submission under Review** - None.

**F. Upcoming Submissions** – CE Reevaluation.

## IX. MPMS 114217

### **Riverfront to Downtown Streetscape Connection – Columbia Borough**

C.S. Davidson, Inc. is the Design Engineer.

#### **A. Funding**

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

**B. Let Date** – 1/25/2024

#### **C. Meetings**

- a. None.



**D. Major Items Completed this Period**

- a. On 4/13/2022, CSD indicated that the Scoping Field View Form was ready for RETTEW review.
- b. RETTEW followed up with CSD on 4/20/2022 regarding the Right-of-Way Plans and that the yellow areas permanent are Right-of-Way takes/acquisitions. Are there any temporary construction easements (TCE) to install the sidewalks? Since we are able to secure the funding necessary for a complete Right-of-Way Phase, include the trench drains (TD)'s you are requesting as well.

This is what should be included in the scope of work/estimate for the preparation of the Right-of-Way plans:

- obtaining the deeds of all the properties within the limit of work
- plotting them individually and piecing them together
- providing reference circles on the plans
- preparation of the Right-of-Way plans in PennDOT format
- plan revisions as requested by PennDOT
- Some type of appraised value for each Temporary Construction Easement (46 affected properties). (The county offers \$0.50/sf for TCE's, so based on that, an estimate of \$1,000 would be used for a 2,000 sf TCE. This is just a starting point for estimation.)

These steps would be included, but would come after the PennDOT Right-of-Way Unit reviews the Right-of-Way set and decides if we can do an abbreviated or full acquisition:

- the full PennDOT Right-of-Way plan set, prepared above, includes individual exhibits which can be used for determining appraised value.
  - the Resolution of Execution of Deed
  - coordination of the execution of the various documents and procedures
- c. On 4/21/2022, CSD confirmed that the total proposed cost for the Right of Way Phase would be \$76,500 + ROW Consultant Fee = [17 x (\$4,000 + \$500 + ROW Consultant)].

**E. Submission under Review - Scoping Field View Form.**

**F. Upcoming Submissions** – Estimate from the designer to add a Right-of-Way phase that includes all additional costs associated with the development of a full Right-of-Way plan and some type of estimate for 17 Temporary Construction Easements. The designer is also developing a Technical Scope of work.

**X. MPMS 114218**  
**Strasburg Pike to Oakview Road Trail – East Lampeter Township**  
McMahon Associates is the Design Engineer.

**A. Funding**

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

**B. Let Date – 1/25/2024**

**C. Meetings**

- a. None.

**D. Major Items Completed this Period**

- a. On 4/21/2022, RETTEW confirmed who should be included on the Scoping Field View Form as editors.
- b. RETTEW forwarded the review of the Scope of Work to McMahon on 4/22/2022.

**E. Submission under Review - None.**

**F. Upcoming Submissions – Revised Technical Scope of Work and Price Proposal.**

Z:\Shared\Projects\03830\038302041\03 PM\Progress Reports\LCPC Progress Reports\2022-04 LCPC Progress Meeting April 2022.docx

Date 05/17/22  
 Job No. 038302041



Computed By: DEH  
 Checked By: JDW  
 Sheet 1 of 1

Job Name: Lancaster County TIP Project Management

**Projected Project Management Costs**

Project	Q3 2022	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Q1 2025
SR 230 TAP Trail	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 222 Engleside	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Water Street	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 2,000
Mt. Joy Complete Streets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intercourse Intersection	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
SR 30/462	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 2,000
Enola Low Grade	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Columbia Streetscape	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Strasburg Pike Trail	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
<b>Total</b>	<b>\$ 70,000</b>	<b>\$ 70,000</b>	<b>\$ 70,000</b>	<b>\$ 70,000</b>	<b>\$ 70,000</b>	<b>\$ 68,000</b>	<b>\$ 70,000</b>	<b>\$ 33,000</b>	<b>\$ 33,000</b>	<b>\$ 25,000</b>	<b>\$ 17,000</b>

Check

Red Values Indicate Bid Opening in this Quarter

WorkOrder 1 issued  
 10/21/19 for \$76,193.25

Work Order 1A issued  
 7/16/20 for \$125,352.32

\$452,991.29 / 9 Quarters = \$50,332.37 per quarter

Work Order 1B issued  
 3/11/2021 for \$251,445.72  
 Lasts until the end of 2021

2 projects were added at the start of 2022 at say \$10,000 per quarter per project  
 Sum \$70,000 per quarter or \$280,000 per year

Work Order 1C is pending for \$237,402.42 which is intended to last 1 year.

## **ITEM 7**

### **MEMORANDUM**

**To:** Transportation Implementation and Engagement Subcommittee (TIES)

**From:** Will Clark, Director for Land Use & Transportation

**Date:** May 26, 2022

**Subject:** TIP Selection Process

The current TIP project selection and prioritization process needs to be updated to take Performance Management Measures into consideration. The current process does not use Performance Measures for Safety (PM1), Pavement and Bridge Condition (PM2), or System Performance, Freight and CMAQ (PM3). Lancaster MPO is required to track and utilize PM 1-3, but the FAST ACT does not specify how to incorporate the measures into the planning process. The LCPD has not received information on how PMs were modified in the new IIJA/ BIL (Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Legislation) legislation.

The GIS based "Project Evaluation Tool" or "TIP Tool" is a portion of the overall Project Selection and Prioritization process that needs to be updated. Before the Tool can be updated, the overall process needs to be discussed to determine how the PMs fit into the discussion.

**To start the process, the June TIES meeting discussion will focus on PM1 Safety targets.**