

## **Project Requests for Surface Transportation Authorization Legislation**

The U.S. House of Representatives' Committee on Transportation and Infrastructure is crafting new surface transportation authorization legislation to replace the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for users (SAFETEA-LU – Public Law 109-59), which expires on September 30, 2009.

The U.S. Department of Transportation, the Pennsylvania Department of Transportation (PennDOT) and local metropolitan planning organizations (MPO's) are responsible for the vast majority of transportation investment decisions. In conjunction with the work of these agencies, Members of Congress have been given the opportunity to submit requests under this legislation for worthwhile transportation projects in their districts.

In compiling this list, the office of Congressman Todd Platts consulted with the MPO's, the planning departments and the elected state officials and county commissioners in each county within the 19<sup>th</sup> Congressional District to achieve consensus on the most critical transportation needs facing these communities.

Based on this consensus of state and local officials, the following are transportation projects which will be forwarded to the House Transportation and Infrastructure Committee for consideration. The appearance of the projects on this list does not guarantee that they will receive funding, nor that any funding they receive will be in the amount requested.

The funding allocation for 19th District projects was determined on a per capita basis by county. The 19<sup>th</sup> District projects recommended for funding include:

### **Adams County**

**U.S. 15/30 Interchange:** Improve and upgrade the U.S. Route 15 and U.S. Route 30 interchange in Straban Township, Adams County to meet current and projected future transportation needs. The U.S. Route 15 and U.S. Route 30 Interchange in Straban Township is the largest and most heavily used of the four interchanges serving Gettysburg from U.S. Route 15. It is the interchange designated to visitors with a destination of downtown Gettysburg. U.S. Route 30 serves as the primary East-West corridor through Adams County and is also part of the Lincoln Highway Heritage Corridor stretching from Westmorland County, PA to the Adams/York County line. Located in the southeast quadrant of the interchange is the Adams County Commerce Center. Development is proposed on the other quadrants as well. This project was identified as a top priority by the Adams County Planning Commission. (\$6.010 million)

**East-West Traffic Study:** Implementation of project recommendations from forthcoming study of East-West traffic conditions in Adams County, including safety and congestion issues along Route 30 in downtown Gettysburg. SAFETEA-LU designated \$500,000 for the East-West study and additional funds were secured in subsequent legislation. Nearly two million people visit Gettysburg each year and the resulting traffic

issues have long-term implications for congestion, pedestrian safety and for the preservation of historic resources. The upcoming sesquicentennial of the Battle of Gettysburg in 2013 will only serve to compound these issues. This project was identified as a top priority by the Adams County Planning Commission. (\$2.0 million)

**PA 94 North:** Construct and widen PA 94 from the Adams/York County line north to Appler Road in Conewago, Berwick and Oxford Townships in Adams County. PA 94 serves as one of the primary routes for travel between eastern Adams County and Hanover, York County. Many citizens from eastern Adams County travel this road while commuting to work or to patronize the shopping and restaurant establishments in Hanover and employment generators in Penn Township, Hanover Borough, and Conewago Township. (\$1.0 million)

**Gettysburg Gateway Project:** Funding for transportation improvements to the southern and western gateways of the Borough of Gettysburg – including Steinwehr Avenue, Business Route 15, the southern three blocks of Baltimore Street, the two northern blocks of Taneytown Road, and southern Washington Street between Steinwehr Avenue and the Gettysburg Hospital Campus. Most of the development in this area occurred in the 1960s and 1970s to support Gettysburg National Military Park's visitors, and since then only modest improvements have been made to the roadway and streetscape. As a consequence, the street-level public infrastructure is out-of-date and inadequate for current needs. The transportation improvements needed are a combination of: American's with Disabilities Act (ADA) compliance; street resurfacing; crosswalk, sidewalk, traffic calming, signalization, and other safety improvements. (\$1.0 million)

### **Cumberland County**

**21<sup>st</sup> Street/Poplar Church Road:** This project involves the realignment of the intersection of 21<sup>st</sup> Street, Poplar Church Road and Center Street in East Pennsboro Township. This intersection is one of the most heavily used in the county and the improvements will relieve congestion and improve safety. This project was identified as a top priority by the Cumberland County Planning Commission. (\$1.0 million)

**Implementation of CLASH Study:** A traffic circulation study was conducted in Camp Hill Borough, Lower Allen Township, Shiremanstown Borough and Hampden Township. From this study, several projects were recommended to improve the flow of traffic by making improvements to the existing infrastructure. Traffic flow improvement projects such as the installation or the modification of traffic signals, adding or lengthening of through lanes or turning lanes at key intersections, retiming of traffic signals, and reconfiguration of intersections were identified. Pedestrian and bicyclist accommodations along with public transit facilities improvements are also part of this study. (\$2.8 million)

**Market Street, Route 11/15:** The roadway network in Camp Hill Borough is one of the most congested in Cumberland County. This project will improve safety by providing for the uninterrupted traffic flow of emergency vehicles to area medical facilities. This

project was identified as a top priority by the Adams County Planning Commission. (\$225,000)

**Cumberland Valley Rail Trail – Shippensburg Connector:** The project involves constructing a bridge to span Fogelsanger Road and connect the existing 11 mile Cumberland Valley Rails-to-Trails facility to Shippensburg University and the Borough of Shippensburg. The Cumberland Valley Rail Trail’s Shippensburg Connector project is a partnership between Cumberland Valley Rail Trail (CVRTC), Shippensburg University (SU), Shippensburg Township and the Borough of Shippensburg. Shippensburg Township and Shippensburg Borough recently completed a joint comprehensive plan in 2005 which identified multimodal transportation and downtown revitalization as priority goals. (\$1.25 million)

**Orr’s Bridge:** This is a 52 year-old pre-stressed non-composite adjacent box beam structure that carries over 12,000 vehicles per day across the Conodoguinet Creek in Hampden Township, Cumberland County. The bridge is located in one of the most intensely developed portions of Cumberland County that supports a population of nearly 80,000 and over 35,000 commuter trips on a daily basis. The bridge is functionally obsolete, structurally deficient, and has an estimated remaining life span of only 9 years. Further, the bridge has a sufficiency rating of 5 on a scale from 1-100, which makes it one of the worst municipally owned bridges in Southcentral PA and the 40 worst conditioned municipally owned bridges in Pennsylvania. (\$3.3 million)

**Downtown Carlisle Traffic Safety Project:** The Downtown Traffic Safety and Mobility Project is the result of a comprehensive traffic study of downtown Carlisle funded by Carlisle Borough, Dickinson College, the Carlisle Area Health and Wellness Foundation, and the Clean Air Board of Central Pennsylvania. Goals of the study included improving vehicular and pedestrian safety, calming traffic, reducing air and noise pollution, encouraging multi-modal transportation, and revitalizing downtown Carlisle. The study was guided by a stakeholder committee with broad-based representation from the Carlisle community. (\$1.8 million)

**The York Split:** This project involves short-term interchange improvements identified by the Pennsylvania Department of Transportation to relieve congestion and increase safety along Interstate 83. This interchange is widely regarded as an urgent regional transportation problem and this project would provide temporary relief while a long-term comprehensive solution is implemented. (\$8.105 million)

### **York County**

**Interstate 83 – Exit 18 (Mount Rose Avenue):** This north-south corridor connects south-central Pennsylvania (including Harrisburg and York) to the Baltimore and Washington, D.C. regions. It is a major national roadway with major economic activities ranging from technology, manufacturing, tourism and government. Improvements to the Mount Rose Avenue interchange will allow new economic development opportunities, better quality-of-life and will address

existing safety concerns due to current ramp lengths. This project was identified as a top priority by the York County Planning Commission. (\$27.63 million)

**Rabbitransit:** This project involves two phases. The first is for the construction of a new operating facility. The current facility, which is land locked, is inadequate to sustain current operations. This current facility has 65 revenue parking spots, while the system operates 87 vehicles. It has 61 employee parking spots and the system currently employs 132. The York County Transportation Authority (Authority) has approached the neighboring properties regarding purchasing additional land and discovered there was no interest. The funding would support all phases of the construction of a new operating, maintenance and administrative facility – from land purchase to final construction. The second part is to begin the replacement of small light duty transit vehicles used in fixed route services. There are eleven vehicles which will be eligible for replacement in 2011. This request seeks to replace at least five (5) vehicles. (\$2.88 million)

**York City Resurfacing:** Resurface Market Street (PA 462 eastbound) and Philadelphia Street (PA 462 westbound) from the York City Line west of Richland Avenue to the York City Line east of Harrison Street in the City of York, PA. Businesses and merchants of the City of York have been requesting the improvement. This will provide greater access to businesses and will improve the flow of customers. (\$1.0 million)

**The York Split:** This project involves short-term interchange improvements identified by the Pennsylvania Department of Transportation to relieve congestion and increase safety along Interstate 83. This interchange is widely regarded as an urgent regional transportation problem and this project would provide temporary relief while a long-term comprehensive solution is implemented. (\$5.0 million)

**Andersontown Road Bridge:** This project involves the replacement of the Andersontown Road Bridge on PA Route 4033 over the Yellow Breeches Creek in Fairview Township, York County. The Andersontown Road Bridge was built in 1930, is considered structurally deficient by the Pennsylvania Department of Transportation, and carries a large volume of truck traffic. This project was identified as a top priority by the York County Planning Commission. (\$2.0 million)

**Steltz Road Bridge:** This project involves the replacement of the Steltz Road Bridge over Swan Creek on PA Route 851 in Shrewsbury Township, York County. The bridge was built in 1965, is structurally deficient by the Pennsylvania Department of Transportation, and carries a large volume of truck traffic. This project was identified as a top priority by the York County Planning Commission. (\$1.0 million)

**Colonial Valley Road Bridge:** This project involves the replacement of the Colonial Valley Road Bridge on PA Route 3053 over the west branch of the Codorus Creek in Heidelberg and North Codorus Townships, York County. The bridge was built in 1925, is considered structurally deficient by the Pennsylvania Department of Transportation, and qualifies for the use of federal critical bridge funds. This project was identified as a top priority by the York County Planning Commission. (\$2.0 million)