

**TOWNSHIP OF WASHINGTON
FRANKLIN COUNTY, PENNSYLVANIA**

RESOLUTION NO. 468

**OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF WASHINGTON,
FRANKLIN COUNTY, PENNSYLVANIA, APPROVING THE AMENDMENT TO
THE TRANSPORTATION CAPITAL IMPROVEMENTS PLAN SUBMITTED
BY THE WASHINGTON TOWNSHIP IMPACT FEE ADVISORY COMMITTEE**

WHEREAS, the Township of Washington passed Resolution No. 349 creating an Impact Fee Advisory Committee pursuant to Act 209 of 1990, 53 P.S. 10501-A et seq. (hereinafter Act); and

WHEREAS, the Impact Fee Advisory Committee submitted a Capital Improvements Plan to the Township of Washington Board of Supervisors for the implementation of impact fees for capital improvements; and

WHEREAS, the Township of Washington Township Board of Supervisors adopted the Capital Improvements Plan by Resolution No. 379; and

WHEREAS, the Act authorizes the Impact Fee Advisory Committee to review the Capital Improvements Plan no more than once a year. [See 53 P.S. 10504-A (e) (4)]; and

WHEREAS, the Impact Fee Advisory Committee after holding a public hearing on the Amendment to the Capital Improvements Plan recommended that the Impact Fee be increased.

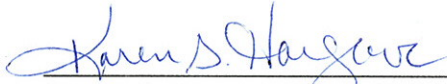
NOW, THEREFORE, the Board of Supervisors of the Township of Washington does hereby resolve as follows:

1. The Amendment to the Capital Improvements Plan, prepared by Traffic Planning and Design, Incorporated for the Township of Washington Impact Fee Advisory Committee is hereby approved. (A copy of the Amended plan is labeled Exhibit "A", attached hereto, and incorporated herein by reference.)
2. This Resolution is enacted in order to comply with the requirements of the Act and in particular Section 504-A(e)(1),(2),(3) and (4) of the Act. [53 P.S. 10504 A(e)(1)(2)(3) and (4)].

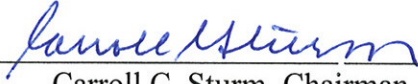
DULY RESOLVED, this 4th day of August, 2008, by the Board of Supervisors of the Township of Washington, Franklin County, Pennsylvania, in lawful session duly assembled.

ATTEST:

**TOWNSHIP OF WASHINGTON,
FRANKLIN COUNTY, PENNSYLVANIA**



Karen S. Hargrave, Secretary

By 

Carroll C. Sturm, Chairman

**WASHINGTON
TOWNSHIP
CAPITAL IMPROVEMENTS PLAN**

For Submission To:
**Washington Township
Franklin County, Pennsylvania**

July 6, 2005
(revised January 24, 2008)
TPD # FWTO.A.00001



TRAFFIC PLANNING AND DESIGN, INC.

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Respectfully Submitted,
Kevin L. Johnson, P.E.
President

**WASHINGTON TOWNSHIP
TRAFFIC IMPACT FEE ADVISORY COMMITTEE**

Paul Gunder, Chairman

Samuel R. Welty, Sr., Vice-Chairman

Gary F. Bercaw

Robert Correll

Gale F. Krawczak

Clifton D. Norris

David R. Siegrist

**WASHINGTON TOWNSHIP
BOARD OF SUPERVISORS**

Carroll C. Sturm, Chairman

Christopher A. Firme, Vice-Chairman

John T. Gorman, Member

Elaine Gladhill, Member

Stephen D. Kulla, Member

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EXHIBITS

- Exhibit 1: Transportation Service Area (TSA)**
- Exhibit 2: Cost Estimates of Improvements**
- Exhibit 3: Capital Improvements Plan (CIP)**

INTRODUCTION

Washington Township, through the traffic impact fee advisory committee and hired engineering consultants, has completed a Land Use Assumptions Report and a Roadway Sufficiency Analysis Report in order to determine and adopt a traffic impact fee in compliance with the requirements of the Municipal Planning Code (MPC). One Transportation Service Area (TSA) has been defined as shown in Exhibit 1. The next step, as documented in this report, is to prepare a Capital Improvements Plan (CIP) based on the improvements that were identified in the Roadway Sufficiency Analysis. The initial CIP was prepared and adopted in July 2005. This report has subsequently been revised in November 2007 to reflect changes to the project costs due to inflation over the previous two years and more defined project requirements.

The growth projections for the Township are documented in the Land Use Assumptions Report. The Land Use Assumptions Report, prepared by Washington Township, was adopted by the Washington Township Board of Supervisors on May 2, 2005. The Roadway Sufficiency Analysis and Capital Improvement Plan (CIP) have been completed to ensure that the Township is equipped to provide the necessary infrastructure to accommodate the expected growth as outlined in the Land Use Assumptions Report.

The purpose of the Roadway Sufficiency Analysis was to determine the impact of the traffic that will be generated by the "new" developments in the TSA that were identified in the Land Use Assumptions Report. The Roadway Sufficiency Analysis identified roadway improvements that will be necessary to maintain the preferred level of service (LOS) D for the study area intersections. The improvements that were identified in the Roadway Sufficiency Analysis to maintain a LOS D in 2004 Existing and 2014 Base Conditions cannot be funded by traffic impact fees. Traffic impact fees will; however, be used to fund the improvements that were identified for 2014 Projected Conditions.

The remainder of this report addresses the necessary components of a CIP as stipulated in the MPC. A summary of the necessary components is as follows:

- "A description of the roadway improvements that were identified in the Roadway Sufficiency Analysis in order to update the existing intersections and roadways in the TSAs so as to maintain the preferred LOS (LOS D)."
- "A plan specifying the road improvements within the TSAs *attributable to forecasted pass-through traffic* so as to maintain the preferred LOS after existing deficiencies identified by the Roadway Sufficiency Analysis have been remedied."
- "A plan specifying the road improvements or portions thereof within the TSAs *attributable to the projected future development*, consistent with the adopted land use assumptions, in order to maintain the preferred LOS after accommodation for pass through traffic and after existing deficiencies identified by the Roadway Sufficiency Analysis have been remedied."

- “Projected costs of the road improvements to be included in the transportation capital improvements plan, calculating separately for each project by the following categories:
 - “The costs or portion thereof associated with correcting existing deficiencies”;
 - “The costs or portions thereof attributable to providing road improvements to accommodate forecasted pass-through trips”;
 - “The costs of providing necessary road improvements or portions thereof attributable to projected future development”
- “A projected timetable and proposed budget for constructing each road improvement contained in the plan”;
- “The proposed source of funding for each capital improvement included in the road plan.”

IMPROVEMENTS

Exhibit 2 lists the costs for the improvements recommended in the Roadway Sufficiency Analysis in order to mitigate 2004 Existing, 2014 Base, and 2014 Projected Condition deficiencies, respectively. The improvements contained in Exhibit 2 were strictly identified in order to meet the preferred level of service (LOS) for the TSA as required by the MPC.

The approval of the CIP by the Board of Supervisors in no way obligates the Township to complete all of the roadway improvements it contains. The improvements contained in the initial CIP may change over time due to changes in the land use assumptions. Furthermore, the improvements may not be completed due to lack of available funding from state and federal programs and/or lack of revenue generated by the collection of impact fees. Note that improvements to state or federal-aid highways must be approved by PennDOT and in some cases the Federal Highway Administration before the project can be completed. Improvements may vary based on these necessary approvals.

Although some improvements identified in the CIP may not be implemented due to the reasons listed above, they cannot be excluded due to the requirements contained in the legislation. The identification of improvements must be objective based on the requirements of the legislation rather than being subjective.

The improvements identified in the CIP do not represent the highest priorities for roadway improvements in Washington Township. There may be other improvements over time that may be higher priorities for the Township such as safety, reconstruction of existing roads, widening of shoulders, public transportation and bicycle and pedestrian facilities. In many instances, safety and maintenance of existing facilities may be higher priorities of the Township and PennDOT. However, these types of improvements are not permitted under the MPC to be funded with impact fees. Therefore, safety and maintenance improvements must be implemented through other studies and funding mechanisms.

COST ESTIMATES

Cost estimates were performed in order to estimate the funding necessary to complete the engineering/design, right-of-way acquisition and construction phases for each improvement in the CIP. A ten percent contingency was included in each of the cost estimates to account for additional

unexpected costs associated with each project. Cost estimates for each improvement are included in Exhibit 2 for the 2004 Existing, 2014 Base and 2014 Projected Conditions for the TSA.

The costs for the improvements that were identified in the Roadway Sufficiency Analysis are summarized as follows:

- Costs of 2004 Existing Condition improvements total \$5,250.00
- Costs of 2014 Base Condition improvements total \$ 412,060.00
- Costs of 2014 Projected Condition improvements total \$16,253,992.00
- \$14,694,603.00 "attributable" to new development to be funded by impact fees
- \$1,559,389.00 to be funded by "other" sources
- **Total of all improvements = \$16,671,302.00**

FUNDING SOURCES AND IMPLEMENTATION SCHEDULE

The MPC stipulates that a CIP must identify funding sources for each improvement, and provide a timetable for when construction will be completed. In addition to impact fees, federal, state, and Township funds are considered as viable funding sources for the capital improvements. Since several of the improvements involve state roads, the MPC legislation and amendments stipulate that only 50% of the total costs of the 2014 Projected Condition improvements from the Roadway Sufficiency Analysis Report can be included. This was accounted for in the identification of funding for the recommended roadway improvements that include state roads.

As shown in Exhibit 3, the CIP assumed that the funding for 2004 Existing and 2014 Base Improvements would be the responsibility of the Township. If additional sources of funding become available for these improvements, the CIP can be amended to reflect these changes as often as once per year. For funding of projected improvements involving Township roads, it was assumed that 100% of the costs could be funded with traffic impact fees. For funding of the projected improvements involving State roads, it was assumed to be 50% attributable to new development and therefore funded by impact fees and 50% funded by "other" sources. *Based on recent amendments to the MPC legislation, only 50% of the projected improvement costs can be considered "attributable to new development" since state highways are involved. Therefore, in Exhibit 2, two columns are shown for the costs of the 2014 Projected Improvements. Column one shows the "costs attributable to new development" and column two shows the "remaining" costs.* In order for the 2014 Projected Improvements to be completed, the Township should begin in 2005 to secure funding from State and Federal sources to account for the "remaining" costs of projected improvement costs.

Many factors contribute to the prioritization of the roadway improvements. The ease of implementation is a large consideration in the prioritization since the Township will be required to return impact fee funds that are designated for an improvement if construction is not started within three years of its scheduled date in the CIP. The availability of future funds was also taken into consideration in developing the timetable because a lack of sufficient funding can significantly delay a project. Another factor taken into account is the likelihood of certain developments being constructed. Although a large parcel may have a significant impact on the Township roadways, if it is not likely to be developed until the later part of the ten year schedule, then the improvements

associated with development of the site should be scheduled further into the future. On the other hand, improvements for a development that is expected to be constructed in the next two years were given higher priority. In addition, improvements which have environmental or right-of-way constraints were given a high priority. This is because the design stage for these projects needs to begin early in order to provide time for the extensive and timely review processes that are required for these types of projects.

Since a majority of the study area intersections that require improvements for the 2014 Projected Conditions include at least one state highway, State and Federal funding will play a crucial role in accounting a portion of the project costs. Since federal and state funding can take significant amounts of time to obtain, it is recommended that the Township begin to secure the funding immediately. As funding becomes available for specific projects, the implementation schedule for the projects can be projected, and the CIP can be revised accordingly (once per year). Therefore, as shown in the CIP in Exhibit 3, a start date of 2005 was assumed for obtaining funding on all projects. For all projects, a completion date of 2012 was assumed for engineering, 2013 for right-of-way acquisition and 2014 for construction. The Township is not restricted from beginning projects before the scheduled time, yet will be penalized if construction of a certain project is commenced more than three years later than the scheduled construction date. Therefore, this plan allows the greatest flexibility and can be revised as often as once a year with more accurate dates as funding becomes available for the projects.

FUTURE REVISIONS TO THE CIP

To ensure consistency between land development and roadway improvements, the CIP should be reviewed periodically for necessary changes. After adoption of the CIP and the traffic impact fee ordinance, the Township may make revisions to the CIP under certain conditions. The MPC legislation authorizes Washington Township to request the impact fee advisory committee to review the CIP once a year and recommend changes based only on the following conditions:

- new subsequent development that has occurred;
- completion of projects included in the CIP;
- unavoidable construction delays beyond the responsibility or control of the Township;
- significant changes to the land use assumptions;
- changes in the cost estimates in the plan;
- significant changes in the projected revenues of the sources identified in the plan, such as state funds.

The CIP may require revisions if impact fees are spent on improvements that are not on the CIP. Recent amendments to the MPC legislation allow the Township to spend traffic impact fees for improvements in the TSA that are not on the CIP. Municipalities are also permitted to provide credit towards an applicant's impact fee for the costs of alternative projects that were not on the CIP and will be completed at the applicant's expense. This may only be done if the following criteria are met:

- "The applicant has provided written consent to the use of its collected impact fees, or the provision of such credit against the applicant's impact fees, for specific transportation projects which are not included in the transportation CIP.";
- "The alternative transportation projects, whether highway or multimodal, have as their purpose the reduction of traffic congestion or the removal of vehicle trips from the roadway network."
- "The municipality amends its transportation CIP components... to provide replacement of the collected impact fees transferred to transportation projects outside the approved transportation CIP from sources other than impact fees or developer contributions within three years of completion of the alternative projects to which the transferred fees were applied or for which credit was provided."

TRAFFIC IMPACT FEE DETERMINATION

Calculation of Traffic Impact Fee per P.M. Peak Hour Trip Generated

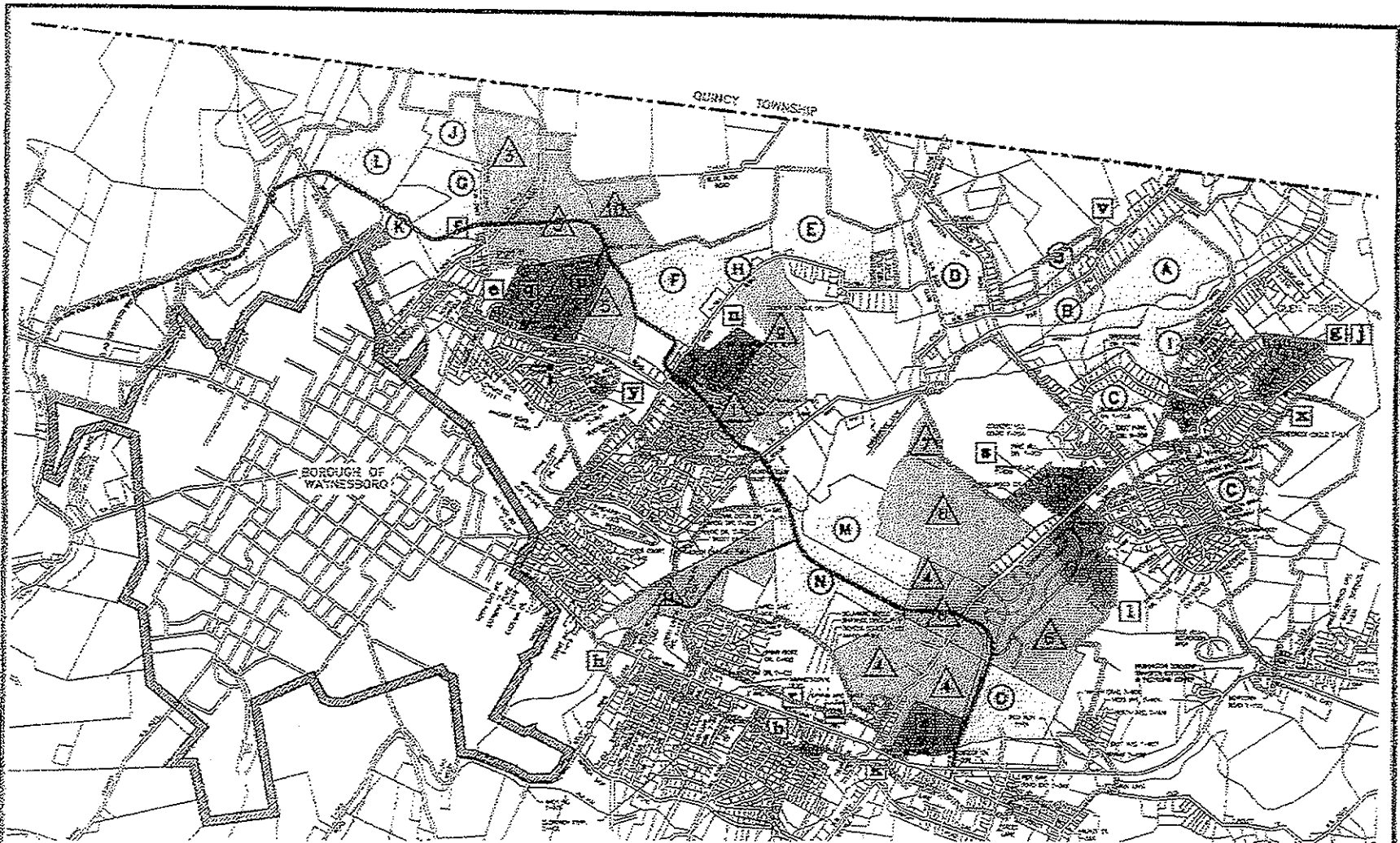
In order to calculate the fee that will be charged per trip for a new development in the TSA, a formula was used which divides the total improvement costs attributable to new development (calculated in Exhibit 3) by the total number of peak hour trips generated by the projected land developments.

As a result of the cost estimates performed by TPD, it is estimated that a total of \$13,740,011.00 will be "attributable to new development" in the TSA. Also, a pro rata share of the cost of the Roadway Sufficiency Analysis Report can be assessed to the impact fee based on a review of the existing, pass-through, and projected improvement costs. Based on previous sections of the report, for the TSA, \$5,250.00 is attributed to existing deficiencies, \$412,060.00 is attributed to "pass-thru" traffic, \$14,694,603.00 is attributable to new development traffic, and \$1,559,389.00 will be funded by "other" sources. Since 88% of these costs are attributable to new development, then 88% (\$37,840.00) of the \$43,000.00 in Roadway Sufficiency Analysis Report costs can be included in the overall construction costs that are subject to the impact fee. Therefore, the total cost attributable to new development is \$14,732,443.00. This amount divided by the total number of peak hour trips generated by projected development (4,682 trips) equals an impact fee of \$3,147.00 per trip to be charged to new developments to cover the cost of the road improvements. The calculation is shown below:

Cost Per P.M. Peak Hour Trip Generated =

$$\frac{\$14,732,443.00 \text{ (Costs attributable to new development)}}{4,682 \text{ (Total new P.M. peak trips generated by new developments in the TSA)}}$$

Cost Per P.M. Peak Hour Trip Generated = \$3,147.00



--- = TRANSPORTATION SERVICE AREA

SCALE: 1 INCH = 5/8 MILE

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EXHIBIT 1

TRANSPORTATION SERVICE AREA

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EXHIBIT 2: COST ESTIMATE OF IMPROVEMENTS						
Service Area 1						
Intersection	Existing Improvements		Base Improvements		Projected Improvements	
	Description	Price	Description	Price	Description	Price
Route 16 & Welty Road	Survey and Engineering	\$0	Survey and Engineering	\$5,000	Survey and Engineering	\$3,050
			Modify traffic signal	\$5,000	Retime traffic signal	\$1,500
	Construction Inspection	\$0	Construction Inspection	\$650	Construction Inspection	\$0
	Contingency (10%)	\$0	Contingency (10%)	\$1,100	Contingency (10%)	\$455
	TOTAL	\$0	TOTAL	\$11,800	TOTAL	\$5,005
Route 16 & Oller Avenue	Survey and Engineering	\$0	Survey and Engineering	\$27,000	Survey and Engineering	\$0
			Signalize intersection	\$135,000		
	Construction Inspection	\$0	Construction Inspection	\$17,550	Construction Inspection	\$0
	Contingency (10%)	\$0	Contingency (10%)	\$17,955	Contingency (10%)	\$0
	TOTAL	\$0	TOTAL	\$197,505	TOTAL	\$0
Route 16 & Midvale Road	Survey and Engineering	\$3,050	Survey and Engineering	\$3,050	Survey and Engineering	\$5,000
	Modify traffic signal timings	\$1,500	Modify traffic signal timings	\$1,500	Modify traffic signal	\$5,000
	Construction Inspection	\$200	Construction Inspection	\$200	Construction Inspection	\$700
	Contingency (10%)	\$500	Contingency (10%)	\$500	Contingency (10%)	\$1,100
	TOTAL	\$5,250	TOTAL	\$5,250	TOTAL	\$11,800
Route 16 & Old Route 16 Spurl Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$60,700
					ROW Acquisition and Legal	\$7,200
					Utility Relocation	\$0
					Construct EB left turn lane	\$57,000
					Construct WB right turn lane	\$42,800
					Construct NB&SB left turn lanes	\$37,800
					Construct SB right turn lane	\$30,500
					Signalization	\$135,000
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$39,500
	Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$41,100
		TOTAL	\$0	TOTAL	\$0	TOTAL
Route 16 & Pen Mar Road	Survey and Engineering	\$0	Survey and Engineering	\$27,000	Survey and Engineering	\$300
			Signalize intersection	\$135,000	Modify traffic signal timings	\$1,500
	Construction Inspection	\$0	Construction Inspection	\$17,550	Construction Inspection	\$200
	Contingency (10%)	\$0	Contingency (10%)	\$17,955	Contingency (10%)	\$200
	TOTAL	\$0	TOTAL	\$197,505	TOTAL	\$2,200
Mentzer Gap Road & Old Forge Road	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$9,700
					ROW Acquisition and Legal	\$3,150
					Utility Relocation	\$36,000
	Construction Inspection	\$0	Construction Inspection	\$0	Construct EB left turn lane	\$48,400
Contingency (10%)	\$0	Contingency (10%)	\$0	Construction Inspection	\$6,300	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$10,400
Gehr Road & Country Club Road (South)	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$4,340
					ROW Acquisition and Legal	\$3,600
					Utility Relocation	\$0
	Construction Inspection	\$0	Construction Inspection	\$0	Intersection Improvements	\$21,700
Contingency (10%)	\$0	Contingency (10%)	\$0	Construction Inspection	\$2,900	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$3,300
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$35,840

EXHIBIT 2: COST ESTIMATE OF IMPROVEMENTS

Service Area 1

Intersection	Existing Improvements		Base Improvements		Projected Improvements	
	Description	Price	Description	Price	Description	Price
Route 997 & Orchard Road/ Tomstown Road	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$12,100
					ROW Acquisition and Legal	\$0
					Utility Relocation	\$0
					Eliminate Tomstown Road Section	\$32,000
	Construction Inspection	\$0	Construction Inspection	\$0	Construct SB right turn lane	\$28,300
	Contingency (10%)	\$0	Contingency (10%)	\$0	Construction Inspection	\$7,900
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$88,400
Route 16 (west) & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$20,000
					3-leg Signalize intersection	\$100,000
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$13,000
	Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$13,300
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$146,300
Wayne Highway & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$40,000
					ROW Acquisition and Legal	\$7,650
					Utility Relocation	\$24,000
					Construct SB left turn lane	\$64,700
					Signalization	\$135,000
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$26,000
Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$29,800	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$327,150
Route 997 & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$56,500
					ROW Acquisition and Legal	\$14,850
					Utility Relocation	\$0
					Construct EB & WB left turn lanes	\$29,100
					Construct EB right turn lane	\$10,100
					Construct NB & SB left turn lanes	\$77,700
					Construct NB right turn lane	\$30,300
					Signalization	\$135,000
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$36,700
	Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$39,100
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$429,350
Tomstown Road & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$6,200
					ROW Acquisition and Legal	\$9,000
					Utility Relocation	\$0
	Construction Inspection	\$0	Construction Inspection	\$0	Construct EB LTL & SB flared right	\$30,800
Contingency (10%)	\$0	Contingency (10%)	\$0	Construction Inspection	\$4,100	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$55,200
Marshall Drive & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$27,000
					ROW Acquisition and Legal	\$8,100
					Utility Relocation	\$0
					Construct WB left turn lane	\$34,900
					3-leg Signalization	\$100,000
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$17,600
Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$18,800	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$206,400

EXHIBIT 2: COST ESTIMATE OF IMPROVEMENTS								
Service Area 1								
Intersection	Existing Improvements		Base Improvements		Projected Improvements		Price	
	Description	Price	Description	Price	Description	Price		
Gehr Road & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$59,700		
					ROW Acquisition and Legal	\$21,150		
					Utility Relocation	\$48,000		
					Construct EB & WB left turn lanes	\$35,500		
					Construct WB right turn lane	\$11,100		
					Construct NB & SB left turn lanes	\$39,100		
					Construct SB right turn lane	\$13,900		
					Reprofile Gehr Road 3'	\$78,600		
					Signalization	\$120,000		
		Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$38,800	
	Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$46,600		
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$512,450		
Country Club Road & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$27,000		
					Signalize intersection	\$135,000		
					Construction Inspection	\$17,550		
					Contingency (10%)	\$17,955		
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$197,505		
Welty Road Extension & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$25,100		
					ROW Acquisition and Legal	\$5,850		
					Utility Relocation	\$0		
					Construct WB left turn lane	\$25,400		
					3-leg Signalization	\$100,000		
					Construction Inspection	\$16,400		
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$17,300		
	Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$17,300		
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$190,050		
Old Forge Road & Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$52,040		
					ROW Acquisition and Legal	\$18,900		
					Utility Relocation	\$48,000		
					Construct EB & WB left turn lanes	\$32,000		
					Construct WB right turn lane	\$11,400		
					Construct NB & SB left turn lanes	\$81,800		
					Signalization	\$135,000		
					Construction Inspection	\$33,900		
		Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$41,400	
		Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$41,400	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$454,440		

EXHIBIT 2: COST ESTIMATE OF IMPROVEMENTS

Service Area 1

Intersection	Existing Improvements		Base Improvements		Projected Improvements	
	Description	Price	Description	Price	Description	Price
Relief Route	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$1,606,500
					ROW Acquisition and Legal	\$488,942
					Utility Relocation	\$0
					2-lane roadway	\$8,032,150
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$1,044,200
Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$1,115,200	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$12,266,992
Realigned Stottmeyer Road/Marshall Drive	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$67,600
					ROW Acquisition and Legal	\$62,000
					Utility Relocation	\$0
					2-lane roadway	\$337,600
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$43,900
Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$51,200	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$562,300
North Welty Road Extension	Survey and Engineering	\$0	Survey and Engineering	\$0	Survey and Engineering	\$22,260
					ROW Acquisition and Legal	\$31,000
					Utility Relocation	\$0
					2-lane roadway	\$111,300
	Construction Inspection	\$0	Construction Inspection	\$0	Construction Inspection	\$14,500
Contingency (10%)	\$0	Contingency (10%)	\$0	Contingency (10%)	\$18,000	
	TOTAL	\$0	TOTAL	\$0	TOTAL	\$197,060

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EXHIBIT 3

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF WASHINGTON AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES
ADOPTED BY THE BOARD OF SUPERVISORS JANUARY 31, 2008

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION OF EAST MAIN STREET AND WELTY ROAD	SR 0016	LOS C	LOS D	MODIFY TRAFFIC SIGNAL TIMINGS, PHASING	\$0	\$11,800	\$2,500	\$2,500	\$16,800	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$11,000 IMPACT FEES \$2,500 OTHER \$2,500 TOTAL \$16,800	SECURE FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF EAST MAIN STREET AND OLLER AVENUE	SR 0016	UNSIGNALIZED	LOS D	SIGNALIZE INTERSECTION	\$0	\$197,500	\$0	\$0	\$197,500	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$197,500 IMPACT FEES \$0 OTHER \$0 TOTAL \$197,500	SECURE FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF BUCHANAN TRAIL AND MIDVALE ROAD	SR 0016 SR 2007	LOS C	LOS D	MODIFY TRAFFIC SIGNAL TIMINGS, PHASING	\$5,250	\$5,250	\$5,000	\$5,000	\$22,900	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$10,500 IMPACT FEES \$5,000 OTHER \$5,000 TOTAL \$22,900	SECURE FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF BUCHANAN TRAIL AND ROUTE 15 SPUR AND RELIEF ROUTE	SR 0016 SR 2010 SPUR	LOS A	LOS D	CONSTRUCT EB LEFT TURN LANE CONSTRUCT WB RIGHT TURN LANE CONSTRUCT NB LEFT TURN LANE CONSTRUCT SB LEFT TURN LANE CONSTRUCT SB RIGHT TURN LANE RELOCATE INTERSECTION AND SIGNAL	\$0	\$0	\$0	\$451,600	\$451,600	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$0 OTHER \$451,600 TOTAL \$451,600	SECURE FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF BUCHANAN TRAIL AND PEN MAR ROAD	SR 0016	UNSIGNALIZED	LOS D	SIGNALIZE INTERSECTION MODIFY TRAFFIC SIGNAL TIMINGS	\$0	\$197,500	\$1,100	\$1,100	\$198,700	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$197,500 IMPACT FEES \$1,100 OTHER \$1,100 TOTAL \$198,700	SECURE FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014

EXHIBIT 3
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ADOPTED BY THE BOARD OF SUPERVISORS JANUARY 31, 2008

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY OTHER SOURCES)	TOTAL COST	PROPOSED FUNDING		PROJECT SCHEDULE						
										FEDERAL	MUNICIPALITY	IMPACT FEES	OTHER	TOTAL	SECURE FUNDING	COMPLETE ENGINEERING	ACQUIRE RIGHT-OF-WAY	BEGIN CONSTRUCTION
INTERSECTION OF MENTZER GAP ROAD AND OLD FORGE ROAD	SR 2007 SR 2007	UNSIGNALIZED	LOS D	CONSTRUCT EB LEFT TURN LANE	\$0	\$0	\$56,875	\$56,875	\$113,950	\$0	\$0	\$56,875	\$56,875	\$113,950	2006	2012	2013	2014
INTERSECTION OF GEHR ROAD AND COUNTRY CLUB ROAD (SOUTH)	SR 2012	UNSIGNALIZED	LOS D	REVERSE STOP CONTROL REALIGN INTERSECTION	\$0	\$0	\$17,920	\$17,920	\$35,840	\$0	\$0	\$17,920	\$17,920	\$35,840	2005	2012	2013	2014
INTERSECTION OF ANTHONY HIGHWAY AND ORCHARD ROAD AND TOMSTOWN ROAD	SR 0887 SR 2015 SR 2015	UNSIGNALIZED	LOS D	ELIMINATE TOMSTOWN ROAD BETWEEN ROUTE 997 AND RELIEF ROUTE CONSTRUCT SB RIGHT TURN LANE	\$0	\$0	\$44,200	\$44,200	\$88,400	\$0	\$0	\$44,200	\$44,200	\$88,400	2005	2012	2013	2014
INTERSECTION OF ROUTE 18 (WEST) AND RELIEF ROUTE	SR 0015	N/A	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$73,150	\$73,150	\$146,300	\$0	\$0	\$73,150	\$73,150	\$146,300	2005	2012	2013	2014
INTERSECTION OF WAYNE HIGHWAY AND RELIEF ROUTE	SR 0316	N/A	LOS D	SIGNALIZE INTERSECTION CONSTRUCT SB LEFT TURN LANE	\$0	\$0	\$163,575	\$163,575	\$327,150	\$0	\$0	\$163,575	\$163,575	\$327,150	2005	2012	2013	2014

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ADOPTED BY THE BOARD OF SUPERVISORS JANUARY 31, 2008

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING		PROJECT SCHEDULE					
INTERSECTION OF ANTHONY HIGHWAY AND RELIEF ROUTE	SR 0967	N/A	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$214,875	\$214,875	\$429,350	FEDERAL	\$0	SECURE FUNDING	2005				
				CONSTRUCT EB LEFT TURN LANE						PENNDOT MUNICIPALITY	\$0	COMPLETE ENGINEERING		2012			
				CONSTRUCT EB RIGHT TURN LANE						IMPACT FEES	\$214,875	ACQUIRE RIGHT-OF-WAY			2013		
				CONSTRUCT WB LEFT TURN LANE						OTHER	\$214,875						
				INSTALL WB LEFT TURN ADVANCE PHASE						TOTAL	\$429,350						
				CONSTRUCT NB LEFT TURN LANE												BEGIN CONSTRUCTION	2014
				CONSTRUCT NB RIGHT TURN LANE													
CONSTRUCT SB LEFT TURN LANE																	
INTERSECTION OF TOMSTOWN ROAD AND RELIEF ROUTE	SR 2015	N/A	LOS D	ELIMINATE TOMSTOWN ROAD BETWEEN ROUTE 907 AND RELIEF ROUTE	\$0	\$0	\$27,600	\$27,600	\$56,200	FEDERAL	\$0		SECURE FUNDING	2005			
				CONSTRUCT EB LEFT TURN LANE						PENNDOT MUNICIPALITY	\$0	COMPLETE ENGINEERING	2012				
				CONSTRUCT FLARED SB APPROACH						IMPACT FEES	\$27,600	ACQUIRE RIGHT-OF-WAY			2013		
										OTHER	\$27,600						
	TOTAL	\$56,200	BEGIN CONSTRUCTION	2014													
INTERSECTION OF MARSHALL DRIVE AND RELIEF ROUTE	N/A	LOS D	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$206,400	\$0	\$206,400	FEDERAL	\$0	SECURE FUNDING	2005				
				CONSTRUCT WB LEFT TURN LANE						PENNDOT MUNICIPALITY	\$0	COMPLETE ENGINEERING		2012			
				INSTALL WB LEFT TURN ADVANCE PHASE						IMPACT FEES	\$206,400	ACQUIRE RIGHT-OF-WAY			2013		
										OTHER	\$0						
	TOTAL	\$206,400	BEGIN CONSTRUCTION	2014													
INTERSECTION OF GEAR ROAD AND RELIEF ROUTE	N/A	LOS D	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$512,459	\$0	\$512,459	FEDERAL	\$0	SECURE FUNDING	2005				
				CONSTRUCT EB LEFT TURN LANE						PENNDOT MUNICIPALITY	\$0	COMPLETE ENGINEERING		2012			
				INSTALL EB LEFT TURN ADVANCE PHASE						IMPACT FEES	\$512,459	ACQUIRE RIGHT-OF-WAY			2013		
				CONSTRUCT WB LEFT TURN LANE						OTHER	\$0						
				CONSTRUCT WB RIGHT TURN LANE						TOTAL	\$512,459					BEGIN CONSTRUCTION	2014
				CONSTRUCT NB LEFT TURN LANE													
				INSTALL NB LEFT TURN ADVANCE PHASE													
				CONSTRUCT SB LEFT TURN LANE													
				CONSTRUCT SB RIGHT TURN LANE													

EXHIBIT 3

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LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST	COST	ALLOWABLE COSTS	REMAINING COSTS	TOTAL COST	PROPOSED FUNDING		PROJECT SCHEDULE					
					ATTRIBUTABLE TO EXISTING DEFICIENCIES	ATTRIBUTABLE TO PASS-THRU TRAFFIC	ATTRIBUTABLE TO NEW DEVELOPMENT	(FUNDED BY "OTHER" SOURCES)		FEDERAL	MUNICIPALITY	IMPACT FEES	OTHER	TOTAL	ACQUIRE RIGHT-OF-WAY	BEGIN CONSTRUCTION	
INTERSECTION OF COUNTRY CLUB ROAD AND RELIEF ROUTE	SR 2012	NA	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$98,753	\$98,752	\$167,505	FEDERAL	\$0	SECURE FUNDING	2006				
										MUNICIPALITY	\$0	COMPLETE ENGINEERING	2012				
											IMPACT FEES	\$98,753	ACQUIRE RIGHT-OF-WAY	2013			
											OTHER	\$98,752	BEGIN CONSTRUCTION	2014			
										TOTAL	\$197,505						
INTERSECTION OF WELTY ROAD EXTENSION AND RELIEF ROUTE		NA	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$190,050	\$0	\$190,050	FEDERAL	\$0	SECURE FUNDING	2006				
												MUNICIPALITY	\$0	COMPLETE ENGINEERING	2012		
											IMPACT FEES	\$190,050	ACQUIRE RIGHT-OF-WAY	2013			
											OTHER	\$0	BEGIN CONSTRUCTION	2014			
										TOTAL	\$190,050						
INTERSECTION OF OLD FORGE ROAD AND RELIEF ROUTE	SR 2007	NA	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$53,000	\$401,440	\$454,440	FEDERAL	\$0	SECURE FUNDING	2006				
													MUNICIPALITY	\$0	COMPLETE ENGINEERING	2012	
											IMPACT FEES	\$53,000	ACQUIRE RIGHT-OF-WAY	2013			
											OTHER	\$401,440	BEGIN CONSTRUCTION	2014			
														TOTAL	\$454,440		

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LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES		COST ATTRIBUTABLE TO PASS-THRU TRAFFIC		ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING		PROJECT SCHEDULE		
												FEDERAL	PENNDOT MUNICIPALITY	IMPACT FEES	OTHER	TOTAL
RELIEF ROUTE	N/A		LOS D	CONSTRUCT RELIEF ROUTE FROM ROUTE 18 WEST OF WAYNESBORO TO OLD FORGE ROAD	\$0	\$0	\$0	\$0	\$12,286,992	\$0	\$12,286,992	\$0	\$0	\$12,286,992	\$0	SECURE FUNDING 2006
																COMPLETE ENGINEERING 2012
																ACQUIRE RIGHT-OF-WAY 2013
																BEGIN CONSTRUCTION 2014
WELTY ROAD EXTENSION	N/A		LOS D	EXTEND NORTH WELTY ROAD TO INTERSECT RELIEF ROUTE	\$0	\$0	\$0	\$0	\$197,060	\$0	\$197,060	\$0	\$0	\$197,060	\$0	SECURE FUNDING 2006
																COMPLETE ENGINEERING 2012
																ACQUIRE RIGHT-OF-WAY 2013
																BEGIN CONSTRUCTION 2014
STOTTLEMYER ROAD/MARSHALL DRIVE REALIGNMENT	N/A		LOS D	REALIGN STOTTLEMYER ROAD TO INTERSECT RELIEF ROUTE WEST OF GERH ROAD	\$0	\$0	\$0	\$0	\$562,300	\$0	\$562,300	\$0	\$0	\$562,300	\$0	SECURE FUNDING 2006
																COMPLETE ENGINEERING 2012
																ACQUIRE RIGHT-OF-WAY 2013
																BEGIN CONSTRUCTION 2014
TOTALS					\$5,250	\$412,060	\$14,694,603	\$1,559,389	\$16,671,302							

* Due to the reduced traffic volumes along Route 15 with construction of the Relief Route, some improvements that are required to bring deficient movements up to the preferred level of service under 2014 Base Conditions are not necessary under 2014 Projected Conditions.