

**HATS Project Tracking Table**  
September 2017 Meetings

Rank	Municipality / Sponsor	County	Project Name	Description	Project Type	Estimated Cost (2014)	Problem Form Received	Level 1 Submitted	Level 2 Initiated	Level 2 Completed
1	Capital Area Transit	R	Recommendations from CAT Service Study	BRT technologies on congested corridors (signal overrides, restriping for queue jumpers, signal timing)	Transit	\$2,240,000			9/11/2014	
2	Derry Township	D	US 322 Governor Road from University Drive to Fishburn Road	US 322 from Sipe Ave. to Elm Ave. requires safety improvements, pedestrian and multi-modal improvements, signal upgrades, and congestion management to support access to the Level 1 Trauma Center at Penn State Hershey Medical Center and Surrounding businesses. Portions of this corridor are ranked #359 on PennDOT's 2015 statewide High Crash Location (HCL) list and at #13 on HATS's HCL. This Corridor is also a vital link to the Hershey Entertainment Complex. Congestion throughout this corridor is well documented. Bus pull-offs and bicycle/pedestrian accomodations should be considered where appropriate. Furthermore, traffic signal improvements including traffic responsive system and emergency pre-emption systems are needed. The Township is also requesting a realignment of the intersection at Fishburn Road.	Corridor	\$9,300,000	3/28/2014	6/12/2014	8/20/2014	
3	Capital Area Transit	R	Recommendations from CAT Service Study	New service in several areas	Transit	\$784,000			9/11/2014	
4	Capital Area Transit	R	Recommendations from CAT Service Study	New Harrisburg transfer center	Transit	\$5,600,000			9/11/2014	
5	Lower Allen Township	C	Simpson Ferry Road (SR 2014) and Wesley Drive / Sheely Lane (SR 2021) - Congestion and lack of Ped Infrastructure	There is a heavy right turn movement at the intersection by eastbound traffic. Congestion occurs because there is a shared right/through lane. The CLASH study suggests that providing a separate right turn only lane would alleviate that congestion & offer the opportunity to improve pedestrian safety at the intersection. Simpson Ferry Road is a priority corridor on HATS's Congestion Management Process (CMP) plan.	Intersection/ Pedestrian	\$684,950	3/13/2014	6/12/2014	8/20/2014	
6	HATS	R	Lemoyne Connection	Grade Separated Crossing at Lemoyne Connection to preserve option for bus, EMS, or bike/ped use.	Freight/Transit/ Bike/Ped	\$17,997,002			9/8/2014	

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7	City of Harrisburg	D	Division Street Bridge	This bridge would create a link to connect the City's Downtown and Uptown with the Farm Show Complex and HACC. Construction of the proposed bridge will present a redevelopment opportunity in the underutilized North Sixth Street and North Seventh Street corridors. It will provide direct access from I-81 and US 322 at the northern approach to the City and alleviate current and future traffic pressure on Cameron Street. This additional structure over the railroad yard will provide an alternate traffic route to the limited access connecting the east and west portions of the City that were split by the railroad system beginning in the 1800s. The last access over the rail yard was constructed in the early 1900s. Since that time, traffic volumes have increased tremendously requiring access across the tracks on a regular basis. The City considers this project as a key component of its revitalization and is frequently referred to by citizens during the development of the City's Comprehensive Plan, which is undergoing development at this time.	Congestion / New Bridge	\$45,819,464	9/29/2015	10/8/2015	12/24/2015	
8	Shippensburg Township	C	Exit 29 of I 81	Traffic has increased at this exit to the point that the bridge and ramps are now inadequate. The Township is requesting the interchange be reconstructed to 6 lanes, Hershey Road be relocated, and signals be installed at ramps.	Interchange	\$69,898,600	10/7/2013	1/6/2014	8/20/2014	
9	Halifax Township	D	Rts225 & 147 Bike Ped Access	To accommodate the traffic of Rt 225 & 147 through the Borough of Halifax, there are no shoulders, and sidewalks are elevated on the eastern side of the road. There are severe ADA issues through the borough. Outside the borough the merged routes lack sidewalks and traffic control devices. Borough residents often walk along the shoulders of this corridor to reach the grocery store and other retail establishments within Halifax Township. Delays also occur during AM and PM peak hours. Partially funded under TAP program.	Corridor/ Pedestrian	Unknown, \$2 million used for fiscal constraint calculations.	7/26/2013	9/4/2013	8/20/2014	
10	Capital Area Transit	R	Recommendations from CAT Service Study	New maintenance facility; Partially funded on transit TIP (\$1.2 Million)	Transit	\$28,000,000			9/11/2014	

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11	Halifax Borough	D	Rts225 & 147	Truck turning limitations within Halifax Borough are a safety concern and are increasing congestion in the Borough. Problem locations include 4th Street & Market, as well as Armstrong & 4th Street. This issue is a priority project for the Upper Dauphin COG.	Intersection	Unknown	10/3/2013	11/15/2013	8/20/2014	
12	Carlisle Borough	C	College & B Street Intersection (Rt74)	The Carlisle Urban Redevelopment Plan proposes to continue the Borough's street grid through the redevelopment sites. As such, the plan identifies the extension of B Street as a priority. As the street is extended, it is envisioned to connect to Route 74 as it changes from College Street to B Street. The Borough is requesting this intersection be considered for traffic flows and multi-modal enhancements as the redevelopment project moves forward.	Intersection	\$500,000	5/29/2015	6/5/2015	7/7/2015	
13	Carroll Township	P	Route 34 Turning Lanes	PA 34 experiences intense congestion during peak hours due to Perry County residents leaving the County for work. Left turn lanes incorporated in this corridor could alleviate some of this congestion by allowing turning vehicles to exit the flow of traffic. Two way center left turn lane between Shermans Dale Bridge and Richwine Road, northbound left-turn lane at the intersection of 34 and Fox Hollow Road, northbound left turn lane at the intersection of 34 and Rambo Hill Road. These turn lanes are designated in Improvement Package 34-A of the 2002 Cumberland Perry Counties Task Force CMS study	Turning lane	\$3,591,180	10/31/2013	6/12/2014	8/21/2014	
14	Toboyne Township	P	Toboyne Township Bridge No. TBT-3 (Back Hollow Road T-300)	Toboyne Township Bridge No. TBT-3 is a single span steel I-beam bridge with a steel open grid deck. It is currently posted for a weight limit of 13 Tons Except Combinations 28 Tons and is a one lane bridge. The bridge exhibits ongoing deterioration of the steel superstructure and stone masonry and concrete abutments. The bridge is structurally deficient. In 1997 the bridge was closed to vehicular traffic due to its poor condition. In 1998 a temporary one lane bridge was installed. The bridge is in need of replacement with a permanent two lane modern bridge. The bridge is used by school buses and T-300 (Back Hollow Road) provides the only access to the valley.	Local Bridge	\$1,120,000	10/29/2012	10/30/2012	8/21/2014	

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15	Newville Borough	C	Truck Turning issues at the intersection of Rt 641 with Rt 233	Freight traffic coming from the west on Rt 641 is attempting to make right turns at the intersection with 233 in the attempt to reach distribution facilities and Exit 37 of I-81 despite signage advising them otherwise. The borough was not designed to accomodate such traffic and the trucks are frequently colliding with utility poles, local infrastructure, and getting stuck causing periodic congestion as they are dislodged from the intersection. Newville Borough Police estimate that over 100 citations have been issued to illegal frieght movement at this intersection since January 2014.	Freight/Safety/ Congestion	Unknown	9/15/2014	6/2/2015	7/7/2015	
16	Tyrone Township	P	Bridge No. TYT-2 over McCabe Run Replacement	Bridge No. TYT-2 is structurally deficient due to the condition of its concrete abutments. The existing bridge is a steel I-beam bridge with a concrete deck with a clear span length of 25.0 feet. Replacing Bridge No. TYT-2 is the most economical method for providing unrestricted access to the section of T-333 (Kennedy Valley Road) between the bridge and Perry County Bridge No. 4 (Rice's Bridge). Bridge No. TYT-2 is posted for 17 Tons Except Combinations 24 Tons. Rice's Bridge is a historic covered bridge and has a 15 Tons weight limit posting and an 11'-6" vertical clearance restriction. Suff Rating is 67.	Local Bridge	\$1,452,300	10/17/2013	11/15/2013	8/21/2014	
17	Hampden Township	C	Orr's Bridge / Carlisle Pike Realignment	Hampden Township's Board of Commissioners has indicated that the issues presented at this intersection is their first priority for transportation improvements. The reasons for this high priority include: the hazardous situation created due to the offset intersection/signals, inefficient traffic movements at the intersection due to the offset which exacerbates existing congestion along Carlisle Pike, and safety concerns for pedestrians and motorists. While not on the region's current high crash list, this intersection has previously been listed on state lists and was susquently identified in HATS (2009 -2013) safety analysis. (Note: this intersection/corridor area didn't indicate severe or high frequency on 2010-14 analysis.) Hampden Township recently approved a Mixed Use Overlay District over this corridor which will encourage a mixture of uses and a more walkable environment. This realignment was previously identified in the CLASH study, but the Township has decided to advocate a different alignment with no impact on the Conodoguinet's floodplan and would impact fewer properties.	Congestion/ Safety	\$3,713,000	10/1/2015	11/25/2015	12/24/2015	
18	Dauphin County	D	Greenbelt Front Street Gap Closure	This proposal would extend the greenbelt trail along the river between Vaughn Street and Linglestown Road (PA 39).	Non-motorized	\$2.1 - \$11.5 Million	2/26/2016	3/10/2016	5/17/2016	

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19	Tyrone Township	P	T-381 (Ernest Rd.), Tyrone Township Bridge No. TYT-5 over Montour Creek	Bridge No. TYT-5 is structurally deficient due to the condition of its steel I-beams. The existing bridge is a steel I-beam bridge with a concrete deck with a clear span length of 20.3 feet. The bridge exhibits on-going deterioration of the superstructure and concrete and stone masonry abutments. The bridge is posted for a weight limit of 9 tons due to the capacity of the steel I-beams. The bridge has a narrow hydraulic opening and the stream bed exhibits scour. The bridge is in need of replacement.	Local Bridge	\$1,478,050	4/9/2014	6/16/2014	8/21/2014	
20	Silver Spring Township	C	Sample Bridge	Sample Bridge is FO and SD. Another bridge of this design collapsed in Washington County in 2005, resulting in a PennDOT moratorium to any new bridges using this design. A 70 unit subdivision is proposed for the Silver Spring Golf Course north of the bridge. If closed the resulting detour would be over 5 miles long.	Local Bridge	\$4,272,528	8/27/2013	11/15/2013	8/21/2014	
21	South Middleton Township	C	Rt. 34 (Holly Pike) and Marsh Drive (T-479)	The intersection is a "T" intersection of a Township road with a heavily traveled state highway. There is a long delay on the Township road, resulting in a very low level of service, as well as the tendency for incoming traffic to take risks when pulling onto the state road. Cars making the left turn onto the Township road via the state highway also do not have very many gaps to safely turn, which backs up traffic.	Intersection	\$500,000	6/4/2014	6/16/2014	9/2/2014	
22	Mechanics-burg Borough	C	Allendale Road	Allendale Road, which used to be a federal access road to the Navy Depot, is falling apart and is in need of complete repair. The sidewalks are compliant with ADA standards and specifications, though curb cuts are lacking. It is difficult for those who are in a wheelchair to traverse the street towards a commercial corridor in Hampden Township. The project would improve the availability of pedestrian facilities and improve pedestrian safety.	Road Reconstruction / ADA Compliant crosswalks / curb cuts	\$1,272,000	10/2/2012	10/9/2012	8/21/2014	
23	Susquehanna Township	D	Walnut St / Progress Ave	Severe congestion is experienced at this intersection during peak hours. The Township is requesting a massive redesign of the intersection to help reduce congestion & accidents.	Intersection	\$16,802,000	5/22/2013	6/16/2014	8/21/2014	

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24	Lower Allen Township	C	Hummel Ave / State Street / 17th / 18th Street Intersections	Traffic volumes have been increasing for many years. Congestion, delays, and safety concerns have increased along with the traffic volumes. Roadways approach from six directions, through three traffic signals, converging on a single bridge. A busy at-grade railroad crossing within the project limits affects traffic operations. The Township is requesting that the three signalized intersections be upgraded: Hummel Ave. (SR 2014) at 18th St. (SR 2033); Hummel Ave. (SR 2014 and 2016 at 17th St. (SR 2014); State St. (SR 2014) at 17th St. (SR 2014 and 2016).	Intersection	\$1,002,190	9/17/2013	11/15/2013	8/21/2014	
25	North Middleton Township	C	Spring Rd / Calvary Rd Intersection	This intersection was designed and built over 35 years ago. The traffic signal needs to be replaced, truck routing is and issue, and turning lanes may be needed to mitigate some of the congestion. There is also the opportunity to make this intersection more ADA compliant.	Intersection	\$233,205	5/30/2013	12/5/2013	8/21/2014	
27	Carlisle Borough	C	West St/Willow St/Walnut Bottom Road (SR3023)	The intersection of Willow St, West St, and Walnut Bottom Road is a five point intersection with four approaches. The skewed nature of the intersection along with the turning lane configuration/signage is leading to driver and pedestrian confusion concerning the correct way to approach cross the intersection. With the expansion of the Carlisle YMCA to the north of this intersection, pedestrian traffic at the intersection is expected to increase. The Borough has tried several revisions to signage and road markings, but to no avail. "No Turn on Red (6am-10pm)" signs have been installed for the southbound approach. This intersection was determined to be part of a high frequency crash corridor in the HATS 2015 analysis and was previously designated as a severe crash corridor in the 2013 analysis.	Intersection/ Safety	\$800,000	12/23/2015	5/26/2017		

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28	Derry Township	D	US 422, US 322 and PA 39 Interchange	The US 322 improvements Study indicated that the US 322/US 422/SR39 Interchange and the split interchange of US 322 and Waltonville Road/Quarry Road & Hummelstown/Middletown Road are in significant need of safety and geometric improvements. Many of the acceleration and deceleration lanes are inadequate to today's standards, the traffic movements are confusing adding to the congestion, the interchanges lack the capacity to process the current traffic volumes, and the interchange system in its present form hinders economic development. Additionally the US 422/US 322/SR 39 interchange floods during large storm events due to an inadequate drainage system.	Interchange	\$25,360,000	3/28/2014	6/12/2014	8/21/2014	
29	Penn Township	C	Exit 37	PA 233 underneath the I-81 bridges are too narrow to accommodate turning lanes. As such freight coming from the warehousing at this exit are causing delays when they attempt to make left turns onto the interstate. In addition the ramp design and lack of merger lanes on I-81 causes conflicts, particularly northbound where the onramp shares capacity with the rest stop offramp.	Freight/ Congestion	\$23,400,000	2/15/2015	3/4/2015	4/24/2015	
30	Hampden Township	C	Sporting Hill Road Center Turn Lane	Due to proximity to the Navel Depot, and the intensity of surrounding development, Sporting Hill Road experiences significant congestion throughout the day. The Township is requesting a continuous center turning lane be installed between the Carlisle Pike and Trindle to mitigate the congestion caused by truck turning movements as well as stacking that occurs due to vehicles making left turns into the businesses that line the road.	Turning lane	\$876,096	3/8/2013	5/17/2013	8/21/2014	
31	South Middleton Township / Dickinson Township	C	Rt. 34 (Holly Pike) and Pine Road (SR 3006)	The intersection is a "T" intersection with a heavily traveled state highway. Previous studies conducted by a developer in the area indicate that a turn lane is warranted. The project in question never materialized. The wait for opportunities to make left turns has caused people to risk pulling out onto Pine Road in unsafe conditions. The issues at this intersection were also independently reported by Dickinson Township.	Turning lane	\$115,000	6/4/2014	6/17/2014	9/2/2014	

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32	Middle Paxton Township	D	Rt 22 / 322 Safety issues	There are three areas within the Township where there are high concentrations of crashes: The portion of 22/322 near the PennDOT maintenance shed, in proximity to the Dauphin Boro/Water Gap Exit (Rt 225), and the Norfolk Southern Overpass. Rt 22/322 is also designated as State Bike Route J to the Dauphin Boro/Stony Creek Exit. The conditions leading to the underpass include a dip and curve on the EB portion that may be contributing to accidents. Also, there shoulders are very narrow passing through the underpass and may be place cyclists at risk. Due to the design of the highway, there are no locations where police can effectively perform speed enforcement, as such speeds typically exceed posted limits.	Safety	\$200,000	10/24/2013	11/15/2013	8/21/2014	
33	East Pennsboro Township	C	21st St / Poplar Church Rd / Center St Realignment	Significant congestion and capacity deficiencies occur during peak commuter periods at this intersection. ADTs on the three intersecting roadways range from 13,000 to 23,000 vehicles per day. This critical intersection is located between two regional improvement projects (construction of East Penn Drive and Camp Hill By-pass/21st Street Improvements).	Intersection	\$1,133,000	12/30/2013	1/2/2014	8/21/2014	
34	Duncannon Borough	P	SR 274 and Locust Road	Vehicles attempting to turn from Locust Street onto Route 274 have to encroach on the Route 274 Travel lanes prior to making the turn due to poor sight distances.	Intersection	\$115,928	6/24/2013	6/28/2013	8/21/2014	
35	Susquehanna Township	D	Linglestown Road & Progress Ave	Congestion at this intersection is leading to long queue times. Additional developments are planned which will further exacerbate this issue. The Township is requesting a westbound turn lane along Linglestown Road @ Progress, a northbound right turn lane along Progress Ave @ Linglestown Road, and a southbound right turn lane along Progress Ave.	Intersection	\$1,059,000	3/28/2014	6/16/2014	8/21/2014	
36	Susquehanna Township	D	Linglestown Road between US Route 322 and Crooked Hill Road	Linglestown Road has four lanes between Progress Ave and Crooked Hill Road as well as at the US 322 Interchange. For the rest of the corridor there are only two through lanes leading to congestion and safety concernings. The Township is requesting that Linglestown Road be increased to 4 through lanes between US 322 and Progress Avenue.	Capacity Adding	\$14,300,000	3/28/2014	6/16/2014	8/21/2014	



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37	Silver Spring Township	C	Beechcliff Drive Bridge	The Beechcliff Bridge (SS-3) over Brenizer Run is structurally deficient with a sufficiency rating of 33. It is also a Category D Scour Critical Structure. The bridge is at the end of its useful life and requires replacement. It is a 25' Span carrying 2-11' travel lanes. There are no shoulders on the bridge to allow for pedestrian use. It carries an estimated 800 vehicles a day. The Bridge is on a 45-degree skewed alignment. Due to the condition of the bridge it is currently on an accelerated bridge inspection schedule, it is inspected annually. The bridge carries 14 CV School District bus trips per day.	Local Bridge	\$1,005,650	6/10/2014	6/17/2014	9/2/2014	
38	Williams Township	D	County Bridge #52 (Orange Street)	This county owned bridge has been determined to be structurally deficient due to its type (non-composite adjacent box beam bridge) and the conditions of the beams. The county bridge engineer is advocating a superstructure replacement.	Local Bridge	\$853,417	12/17/2015	1/29/2016	3/9/2016	
39	Lower Allen Township	C	Gettysburg Road Intersection Signalization	Traffic volumes on Gettysburg Road have been increasing for many years. Congestion, delays, and safety concerns have increased along with the traffic volumes. The Township is requesting two intersections on Gettysburg Road (SR 2027) be upgraded: Upgrade existing signalized intersection at Slate Hill Rd./Locust Street (SR 2025); install new traffic signal at St. Johns Rd. (SR 2029).	Intersection	\$1,030,000	9/17/2013	11/15/2013	8/21/2014	
40	Silver Spring Township	C	Route 944 Left Turning lanes at 3 intersections (Deer Lane, Rich Valley Road, & SR 114)	Identified as a follow-up to the Sterrets Gap project in the Cumberland-Perry Study, this project proposes to install 3 left turn lanes at the Deer Lane, Rich Valley, and Route 144 intersections of Route 944 to alleviate congestion.	Intersection	\$2,754,000	12/24/2013	6/17/2014	9/2/2014	
41	Londonderry Township	D	County Bridge #56 (Engle Road)	This county owned bridge has been determined to be structurally deficient due to its type (non-composite adjacent box beam bridge) and the conditions of the beams. This bridge is jointly owned with Lancaster County though Dauphin County has primary maintenance responsibility. The county bridge engineer is advocating a superstructure replacement.	Bridge	\$920,911	12/15/2015	1/29/2016		

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42	Conewago Township	D	743 Center Turn Lane	Conewago Township's commercial district lies between Old Hershey and School House Roads. As this area has developed, numerous driveways have access to PA 743. Currently the road is two lanes and has an approximate ADT of 11,000 with an 8% truck percentage. During peak hours, vehicles making left turns are causing traffic to back up as they wait for openings to make turns across the opposing lane of traffic. While this corridor has experienced sporadic rear-end and angle crashes(25 over 5 years), the only area exhibiting a concentration of crashes is at the intersection with Ridge Road. Both the intersection at Ridge Road and the corridor as a whole have seen crash numbers decrease significantly in recent years. The Township has expressed concerns that speeding and tourist traffic to Hershey is further compounding the potential for accidents.	Turning lane	\$10,000,000	8/27/2015	9/3/2015	11/25/2015	
43	North Middleton Township	C	Spring Rd / Longs Gap Rd Intersection	Currently the intersection is split causing congestion to back up on Spring Road as vehicles wait to make the left onto Longs Gap Road. Sight distance issues also exacerbate this issue. The Township is requesting a turning lane be installed, the intersection be realigned, and the intersection be made ADA compliant.	Intersection	\$334,051	5/30/2013	12/5/2013	8/22/2014	
44	Lower Swatara Township	D	Oberlin Road	This section of Oberlin Road (SR 441) has been identified as a high volume crash area in the Township's Comprehensive Plan. This intersection is one of the most hazardous in Lower Swatara Township. Existing 'S' curves nearby and the 90-degree turn at the intersection in question create limited visibility in this area. Signage has been installed to clarify the throughway at the intersection, but motorists not accustomed to the intersection experience confusion when driving westbound. The confusion can result in hesitation through the turn, increasing the probability of accidents at the intersection.	Realignment	\$2,890,600	2/28/2014	6/17/2014	8/22/2014	

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45	Marysville Borough	P	Route 850 Flooding	The state rebuilt valley street in the 1980's and when at the time replaced all the sanitary sewer system but never did anything with the storm sewer system. Now the water pools on the street and shoulder. When traffic drives through the water it spray's up onto the houses. Major issue with all the heavy rains and melting snow.	Roadway	Unknown	5/30/2014	6/17/2014	8/22/2014	
46	East Pennsboro Township	C	Wertzville Road	Wertzville road is currently a two lane roadway traversing the Township in an east/west direction and serves as a major east/west corridor providing access to businesses located in the Township. During peak traffic periods, left turns into private residences and other businesses/commercial areas reduce capacity of the through movements. By providing a continuous two way center turn lane, capacity will be significantly improved along the corridor.	Turning lane	\$4,365,000	12/30/2013	1/2/2014	8/22/2014	
47	South Middleton Township	C	York Road (SR 0074), Petersburg Road (T-518) and Carlton Ave (T-658)	Recent traffic studies conducted by a developer in the area indicate that a signal is warranted. Levels of service in the AM peak hours are at a "C" or lower and in the PM peak hours, there is a level of service of "F" for left turns onto York Road. The wait for opportunities to make left turns has caused people to risk pulling out onto York Road in unsafe conditions. Due to this, the intersection is a safety hazard.	Signalization	\$215,000	6/4/2014	6/17/2014	9/2/2014	
48	Marysville Borough	P	South Main St Bridge (MYB1)	The concrete T-beam bridge is in overall poor condition. Main deficiencies are the lack of standard approach guiderail, deterioration of the concrete barriers, deterioration of reinforced concrete T-beams, and minor undermining of the substructure.	Local Bridge	\$1,188,000	10/24/2012	11/8/2012	8/22/2014	
49	South Middleton Township	C	Forge Road (SR2003) and Fairview Street (T-512) Signalization	Recent traffic studies conducted by a developer in the area indicate that a signal is warranted within 5 years. PENNDOT did not require the developer to be responsible to signalize the intersection when they obtained their highway occupancy permit because it was not warranted at the time. The Township did obtain funds from the developer and would be willing to fund up to 50% of the cost.	Signalization	\$215,000	6/4/2014	6/17/2014	9/8/2014	
50	Hampden Township	C	CLASH #3 - Carlisle Pike/Sporting Hill Intersection	Due to congestion along the Carlisle Pike, the CLASH study recommends the restriping and minor intersection improvements at the intersections with Sporting Hill. ROW costs at this intersection constitute a significant portion of the estimate.	Intersection	\$410,640	5/23/2013	12/5/2013	8/22/2014	

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51	Hampden Township	C	CLASH #4 - Carlisle Pike/St. John's Church Intersection	Due to congestion along the Carlisle Pike, the CLASH study recommends the restriping and minor intersection improvements at the intersections with St. John's Church Rd. ROW costs at this intersection constitute a significant portion of the estimate.	Intersection	\$131,570	5/23/2013	12/5/2013	8/22/2014	
52	Lower Allen Township	C	Lower Allen Dr Extension	The Township is requesting Lower Allen Drive be extended between Hartzdale Drive & Lisburn Drive to facilitate commercial & industrial development.	Capacity Adding	\$13,688,840	10/30/2012	11/7/2012	8/22/2014	
53	Lower Allen Township	C	Lisburn Road Intersection Improvements	Traffic volumes have been increasing for many years. Congestion, delays, and safety concerns have increased along with the traffic volumes. The Township is requesting three intersections be improved: Lisburn Road (SR 2031) at Carlisle Road (SR 2018); Lisburn Road (SR 2031) at Creek Road (SR 2033); Lisburn Road (SR 2031 and SR 2017) at Spanglers Mill Road (SR 2031).	Intersection	\$1,747,910	9/17/2013	11/15/2013	9/8/2014	
54	Middle Paxton Township	D	Inadequate EMS Access during emergencies	During emergency situations (i.e. floods, accidents on 22/322) residents of Dauphin Borough and Middle Paxton are effectively cut-off from other parts of the region. This is particularly an issue with EMS trying to deliver patients to the Region's Hospitals, often resulting in air evacuations.	Safety	Unknown	10/24/2013	11/15/2013	9/8/2014	
55	Hampden Township	C	Orr's Bridge Rd - Mountain View Rd Intersection	The Cumberland Technology Park traffic study has identified the need for a NB left turn lane at this intersection. The study also indicates that the intersection should be signalized.	Intersection	\$180,250	3/8/2013	5/15/2013	9/8/2014	

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56	Derry Township	D	Ridge Road RRX Bridge Replacement	The bridge carrying the NS Railroad over Ridge Rd currently provides substandard horizontal (18') and vertical clearance (14') for the traffic volumes and vehicle mix that utilizes this important north-south link in the the Derry Township transportation network. The substandard horizontal clearance and geometry precludes efficient 2-way operation and is not safe for use by pedestrians. Pedestrian and Vehicular connectivity between downtown Hershey and the Hershey Entertainment Complex is vital to further redevelop downtown and enhance economic development. As an interim measure the relocation of Park Blvd will eliminate southbound movements to provide much needed pedestrian access. The long term solution is to widen the underpass to provide 2-way vehicular and pedestrian travel and provide much needed north-south access redundancy for EMS and the public.	RRX Bridge	\$28,900,000	9/4/2014		9/8/2014	
57	Hampden Township	C	Trindle Road Widening	Traffic volumes are heavy on this roadway with significant commercial, residential, and office development along the corridor. The Township is requesting the corridor be widened to four lanes.	Capacity Adding	\$3,466,567	3/8/2013	5/17/2013	9/9/2014	
58	Middle Paxton Township / Dauphin Borough	D	Route 225-ElizabethAve-Cluster Blvd Intersection	Several accidents occur each year at this intersection which sits at a bend of Rt 225 and is intersected by two local roads.	Safety	Unknown	10/24/2013	11/15/2013	9/9/2014	
59	Lower Allen Township	C	US 15 / Rossmoyne Rd / Wesley Dr Interchange Improvements	Traffic accessing interchange ramps currently functions at poor levels of service. Turn lane stacking frequently exceeds capacity of the lanes. Congestion occurs daily. Lower Allen is requesting upgrades to existing signalized intersections, on existing alignments.	Interchange/ Intersection	\$3,451,360	10/30/2012	1/7/2012	9/9/2014	
60	Lower Allen Township	C	US 15 / Slate Hill Rd Interchange Ramp Relocation	Interchange ramps currently function at unacceptable levels of service. PennDOT has determined that substantial improvements are required before additional traffic is introduced into the interchange. The existing northbound off ramp is located in a residential neighborhood, with significant truck traffic passing residences. The Township is requesting the relocation of the northbound off ramp, the addition of turn lanes & signalization of intersections.	Interchange	\$15,076,380	10/30/2012	11/7/2012	9/9/2014	

Rank	Municipality / Sponsor	County	Project Name	Description	Project Type	Estimated Cost (2014)	Problem Form Received	Level 1 Submitted	Level 2 Initiated	Level 2 Completed
61	Silver Spring Township	C	I-81/SR 114 Interchange	The current exit ramps experience capacity problems, and the Cumberland Perry Task Force identified this problem to be addressed as traffic increases.	Interchange	\$3,279,000	\$3,279,000	12/26/2013	9/9/2014	
62	South Middleton Township	C	Forge Road (SR2003) and Lindsey Road (T-517) Signalization	The intersection is located along Forge Road (SR 2003), which is one of the areas identified by the Township as a growth corridor and a Planned Growth Area identified in the Tri-County's Regional Growth Management Plan. The growth in the area is expected to necessitate a signal at this intersection in the future. Because the Township is unable to charge impact fees under the current state law, the Township cannot require developers to fund the signalization of this intersection.	Signalization	\$215,000	6/4/2014	6/17/2014	9/10/2014	
63	Lower Swatara Township	D	Airport Connector Access Issues	The Township is requesting a new collector roadway and pedestrian-bike system extending Meade Avenue to the north and east to intersect Stoner Drive, creating a new half-interchange with the Airport Connector. This project would encourage economic development.	Interchange/ Capacity adding	\$36,144,500	10/4/2013	11/15/2013	9/10/2014	
64	Steelton Borough	D	Steelton Streetscape Improvements (Phases 3 - 7)	Continuation of streetscape improvements along the Rt 230 Corridor	Streetscape	\$11,510,000	10/4/2013	11/15/2013	9/10/2014	
65	Hampden Township	C	Wertzville Road Widening	Due to the arterial nature of Route 944 in the township and its related high traffic volumes, the Township is requesting the road be widened to four lanes from Valley Road to East Penn Drive (Center Street).	Capacity Adding	\$4,211,564	3/8/2013	5/17/2013	9/9/2014	
66	Middle Paxton Township	D	Rt 22/322 Freight Signage	Improved freight signage is needed to direct trucks onto Route 147. There is a significant number of trucks that are ignoring the current signs and climbing Peter's Mountain Road (Route 225).	Freight	Unknown	10/24/2013	11/15/2013	9/10/2014	
<b>Ranking Pending additional information</b>										
	Carlisle Borough	C	Carlisle Springs Streetscape	The Carlisle Urban Redevelopment Plan is proposing a comprehensive design of the Carlisle Springs (RT 34) Corridor through the development site. Possible enhanced pedestrian walkways, improved lighting, consideration of transit facilities and enhanced bicycle routes or lanes, stormwater mitigation, possible reconfiguration of travel lanes, planting of street trees and other aesthetic, functional amenities.	Streetscape	\$8,250,000	5/29/2015	6/5/2015		

Rank	Municipality / Sponsor	County	Project Name	Description	Project Type	Estimated Cost (2014)	Problem Form Received	Level 1 Submitted	Level 2 Initiated	Level 2 Completed
<b>Illustrative Needs</b>										
	Army Heritage Education Center	C	Congestion on Army Heritage Drive	While the completion of Exit 49 was cited as their preferred alternative, AHEC reports that the lack of turning lanes on Army Heritage Drive is leading to congestion as visitors try to access the site. Additionally, they report that there is congestion at the intersection of Clarmont & Army Heritage due to lack of signalization and turning lanes and that the change in the Carlisle Barrack's access and security since 2001 has presented new issues since the primary entrance has been moved to Clarmont. (No municipal sponsor)	Congestion	Unknown	5/15/2015	6/5/2015		
<b>Studies</b>										
	HATS/Regional (Sponsor TBD)	R	South Mountain Trolley Greenway (Mechanicsburg-Dillsburg Rail Trail Corridor)	There is a request to perform a feasibility study for a potential 8 mile rail trail corridor connecting Mechanicsburg Borough in Cumberland County to Dillsburg Borough in York County. There is a need to develop safe crossing (above, on or below) several heavily travelled roads including PA 641, Lisburn Road, Williams Grove Road, PA 74, and US 15 in Dillsburg area. There is also need to work with the PA Turnpike Commission on passing under the Turnpike in Monroe Twp.	Trail Feasibility Study	\$50,000	3/2/2017			