

**ADAMS TOWNSHIP
BUTLER COUNTY, PENNSYLVANIA**

ORDINANCE No. 188

**AN ORDINANCE TO ADOPT THE AMENDED TRANSPORTATION CAPITAL
IMPROVEMENTS PLAN AND REVISED IMPACT FEES.**

WHEREAS, the Impact Fee Committee held a public hearing pursuant to the Pennsylvania Municipalities Planning Code on February 17, 2025; and

WHEREAS, the Board of Supervisors of Adams Township desires to adopt the amended Transportation Capital Improvements Plan dated March 2025.

Section 1: Purpose. The purpose of this Ordinance is to adopt the Transportation Capital Improvements Plan dated March 2025, including revised Impact Fees, which is attached hereto and incorporated herein as Exhibit "A".

Section 2: Adoption of Plan. Adams Township, Butler County, Pennsylvania, hereby adopts the Transportation Capital Improvements Plan dated March 2025, including revised Impact Fees, as the official Plan for Transportation Improvements within the Township

Section 3: Exhibit "A". The Transportation Capital Improvements Plan dated March 2025, including revised Impact Fees, is attached to this Ordinance and incorporated herein as Exhibit "A".

Section 4: Effective Date. This Ordinance shall take effect five (5) days after its enactment.

Section 5: Enactment. Enacted and ordained this 12th day of May 2025, by the Board of Supervisors of Adams Township, Butler County, Pennsylvania.

[SIGNATURE PAGE FOLLOWS]

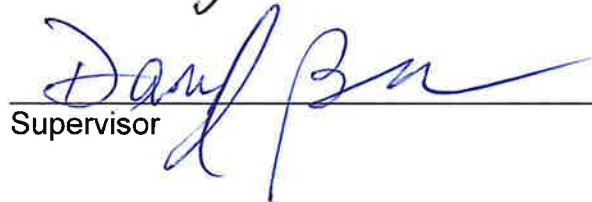
ATTEST:



Secretary

(SEAL)

ADAMS TOWNSHIP SUPERVISORS:


Chairman
Vice-Chairman
Supervisor

Supervisor

Supervisor

2025 AMENDED TRANSPORTATION
CAPITAL IMPROVEMENTS PLAN
Adams Township Transportation Impact Fee Ordinance
Adams Township, Butler County, Pennsylvania



Prepared for:
ADAMS TOWNSHIP
Mars, Pennsylvania

Prepared by:
TRANS ASSOCIATES ENGINEERING CONSULTANTS, INC.
Pittsburgh, Pennsylvania

March 2025

EXHIBIT "A"

2025 AMENDED TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township Transportation Impact Fee Ordinance
Adams Township, Butler County, Pennsylvania

In accordance with Section 12 of Ordinance #118 (Adams Township Impact Fee Ordinance) and Section 504-A of Article V-A of the Pennsylvania Municipalities Planning Code, the Adams Township Impact Fee Advisory Committee has recommended to the Board of Supervisors that the Township's Transportation Capital Improvements Plan (TCIP) and impact fee per trip be amended, based on the completion, addition, deletion and modification of certain projects on the TCIP. The proposed amendments to the TCIP were presented to the Impact Fee Advisory Committee at a public hearing on February 17, 2025.

This amendment presents and highlights only those parts of the TCIP that have been revised since the original TCIP dated December 19, 2006 was approved by the Board of Supervisors on January 8, 2007.

The following sections of this report detail the modifications to transportation capital improvement projects including the costs and implementation schedule for mitigation of existing deficiencies, deficiencies caused by pass-through traffic and deficiencies caused by new development traffic.

An update of the Roadway Sufficiency Analysis, originally adopted by the Adams Township Board of Supervisors on December 11, 2006, was prepared for selected intersections and is referenced in the description of several of the modified projects.

A. Modifications to the Transportation Capital Improvement Projects

The TCIP approved in 2007 had transportation capital improvement projects addressing the following three conditions:

- Existing capacity deficiencies;
- Capacity deficiencies caused by pass-through traffic; and
- Capacity deficiencies caused by new development traffic.

In accordance with Section 504-A (e) of Article V-A, the TCIP established two Transportation Service Areas (TSAs). A map depicting the two TSAs established is presented on **Exhibit 1**. Each project was assigned a project number ending with a suffix depending on which TSA or TSAs the project is located in. Thus, a project with an E-suffix is located in the Eastern TSA, a project with a WE-suffix is located in both the Western and Eastern TSA, and a project with a W-suffix is located in the Western TSA. A project location map is presented on **Exhibit 2**. Project numbers, locations and descriptions are summarized on **Exhibit 3**.

The following describes the projects being modified as part of this amendment.

1. Transportation Capital Improvements to Mitigate Existing and Pass-Through Deficiencies

The TCIP approved in 2007 included no projects to mitigate deficiencies caused by either existing or pass-through traffic.

2. Transportation Capital Improvements to Mitigate New Development Traffic

Project 1-WE - This project is the construction of northbound and southbound left turn lanes on Mars Valencia Road and signalization of the Mars Valencia Road and Camp Trees Road/Downieville Road intersection. The construction year of the project has been moved forward from 2010 to 2033 with increases in project costs due to inflation. There was no change in the amount of impact fee funding towards the project.

Project 2-W - This project is the signalization of the Myoma Road and Crider Road intersection. The construction year of the project has been moved forward from 2027 to 2039. Project costs were adjusted with a lower inflation rate resulting in reduced project cost. There was a corresponding adjustment in the amount of impact fee funding towards the project.

Project 3-W - This project is the construction of an eastbound left turn lane on Peters Road, the construction of a northbound left turn lane on Myoma Road, and signalization of the Myoma Road and Peters Road intersection. The construction year of the project has been moved forward from 2012 to 2026 with increases in project costs due to inflation. There was no change in the amount of impact fee funding towards the project.

Project 4-W - This project is the construction of an eastbound left turn lane on Myoma Road and signalization of the Myoma Road and Callery Road intersection. This project is being eliminated due to significantly lower traffic volumes in the update to the Roadway Sufficiency Analysis (RSA) than those projected in the original RSA. The Western TSA impact fee funding is being dispersed to other projects.

Project 5-W - This project is the construction of a westbound left turn lane on Union Church Road, construction of a northbound right turn lane and a southbound left turn lane on Mars-Evans City Road, and signalization of the Mars-Evans City Road and Union Church Road intersection. Per analyses performed in the RSA Update, this project is being modified to eliminate the westbound left turn lane on Union Church Road, the northbound right turn lane on Mars-Evans City Road, and the signalization of the Mars-Evans City Road and Union Church Road intersection. An additional northbound left turn lane on Mars-Evans City Road at Callery Road and signalization of that intersection is now recommended. The year of construction has been moved forward from 2008 to 2029 and the cost have been adjusted for the modified project and due to inflation. There was no change in the amount of impact fee funding towards the project.

Project 6-E - This project is the construction of a southbound left turn lane on Three Degree Road and the signalization of the Three Degree Road and Davidson Road intersection. This project was modified to only include the realignment of Davidson Road to form a plus intersection along Three Degree Road with Doc's Way. The project was completed in 2023 and the costs reflect the actual impact fees expended. The remainder of the Eastern TSA impact fee funding is being dispersed to other projects. Further improvements at this intersection include a future roundabout. (See Project 7-E)

Project 7-E - This project is new to the TCIP. This project is the construction of a roundabout at the Three Degree Road and Davidson Road/Doc's Way intersection. It includes Eastern TSA impact fee funding.

Project 8-W - This project is new to the TCIP. This project is the modification of the traffic signal at the Route 228 and Mars Valencia Road intersection to include protected/permitted northbound/southbound signal phases. It includes Western TSA impact fee funding.

Project 9-WE - This project is new to the TCIP. This project is the installation of a fiber interconnect system along Route 228 at 10 intersections including detection and controller upgrades at selected intersections. It includes both Western and Eastern TSA impact fee funding.

The modifications, deletions and additions to the projects including construction year, total project costs and funding are shown in red on **Exhibit 3**, 2025 Amended Transportation Capital Improvements Plan. Amended project summaries including a breakdown of project costs and funding, and concept-level plans are included in the Appendix.

B. Impact Fee Derivation

Due to significant changes in the TCIP relative to the amount of proposed impact fee funding, the current balance in the Western and Eastern TSA Impact Fee funds, and the number of trips on which impact fees have been assessed to date, the following methodology was applied in determining projected impact fees per trip to provide adequate funding levels for the proposed projects.

The approximate number of trips on which impact fees were paid to date was based on the impact fee revenue to date in each TSA divided by the current impact fee per trips as follows:

- Western TSA: \$586 / PM peak hour trip
- Eastern TSA: \$533 / PM peak hour trip

The approximately number of assessed trips from 2007 to 2024, 1,644 in the Western TSA and 872 in the Eastern TSA, represent about 28 percent and 32 percent of the trips projected in each TSA in the original 2006 Land Use Assumptions Report, respectively.

Next, the projected amount of impact fees that would be needed to fund the amended TCIP projects was determined. This was calculated by subtracting the current impact fee balances plus interest for each TSA from the total projected impact fees funding projects in the Western and Eastern TSAs. Costs expended for preparation of the original Roadway Sufficiency Analysis and impact fee funding committed towards Project 6-E were subtracted.

Lastly, the recommended impact fee per TSA was calculated based on the projected impact fees needed to complete the amended TCIP projects, divided by the projected trips in each TSA. The projected trips were reduced to the number of assessed trips from 2007 to 2024. This reduced number appears to be more realistic than the original projections from the 2006 Land Use Assumptions Report. These calculations are as follows:

- Western TSA: $\$1,831,263 / 1,644 \text{ projected trips} = \$1,114 / \text{PM peak hour trip}$
- Eastern TSA: $\$1,230,211 / 872 \text{ projected trips} = \$1,411 / \text{PM peak hour trip}$

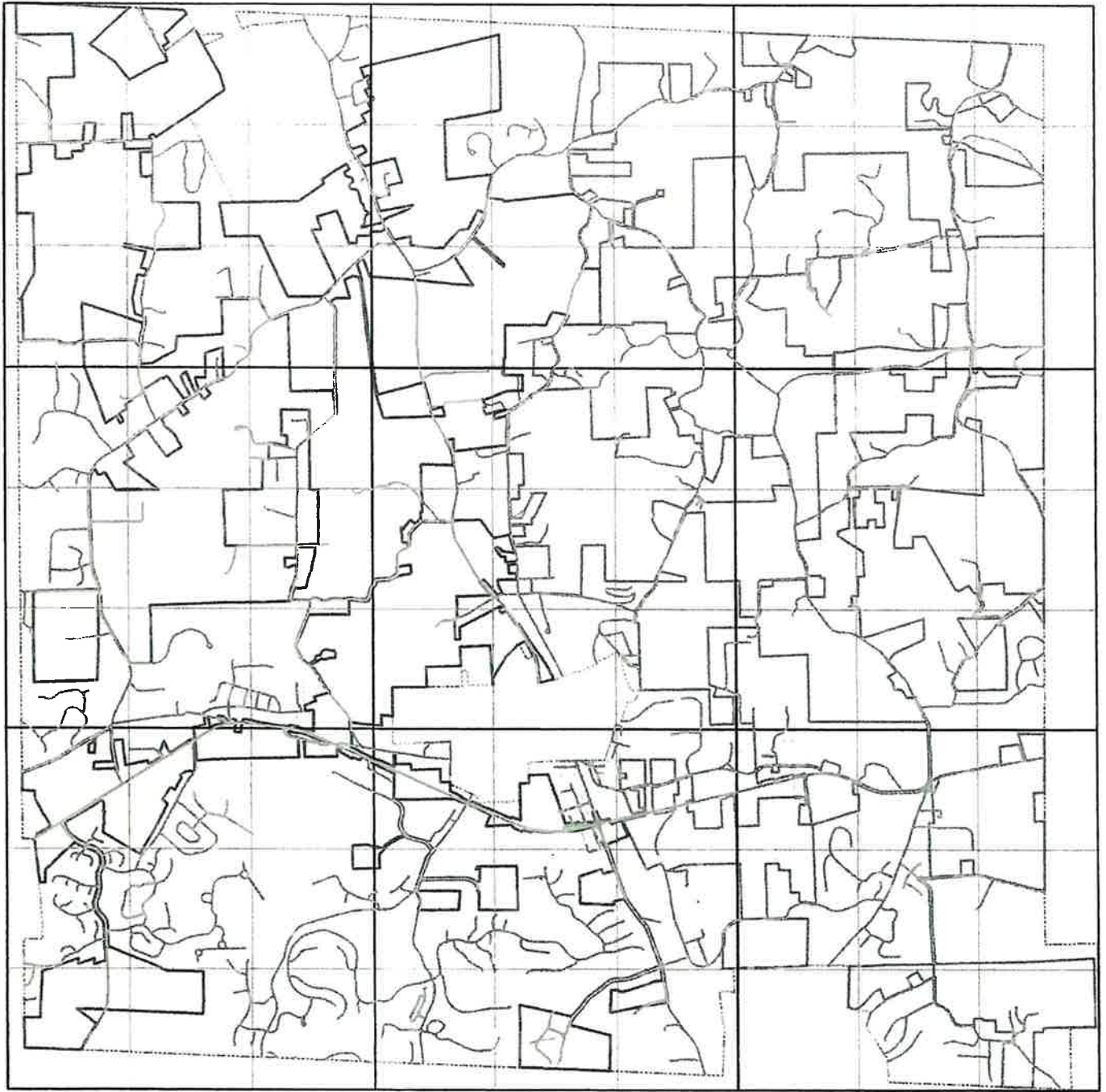
Therefore, a change in the impact fee per trip is recommended as follows:

Western TSA: Increase from \$586 per PM peak hour trip to \$1,114 per PM peak hour trip

Eastern TSA: Increase from \$533 per PM peak hour trip to \$1,411 per PM peak hour trip

Costs, revenues, interest, and trips per TSA are provided for the aforementioned calculations in the lower portion of **Exhibit 3**, 2025 Amended Transportation Capital Improvements Plan.

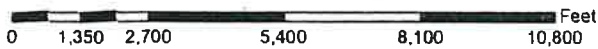
Exhibits



Transportation Service Area

□ - TSA-1 (Eastern)

□ - TSA-2 (Western)



SCALE: N.T.S.

Trans
ASSOCIATES

4955 Steubenville Pike, Twin Towers Suite 400
Pittsburgh, Pennsylvania 15205, 412-490-0630

PROJECT NO. ADAMS00-24007

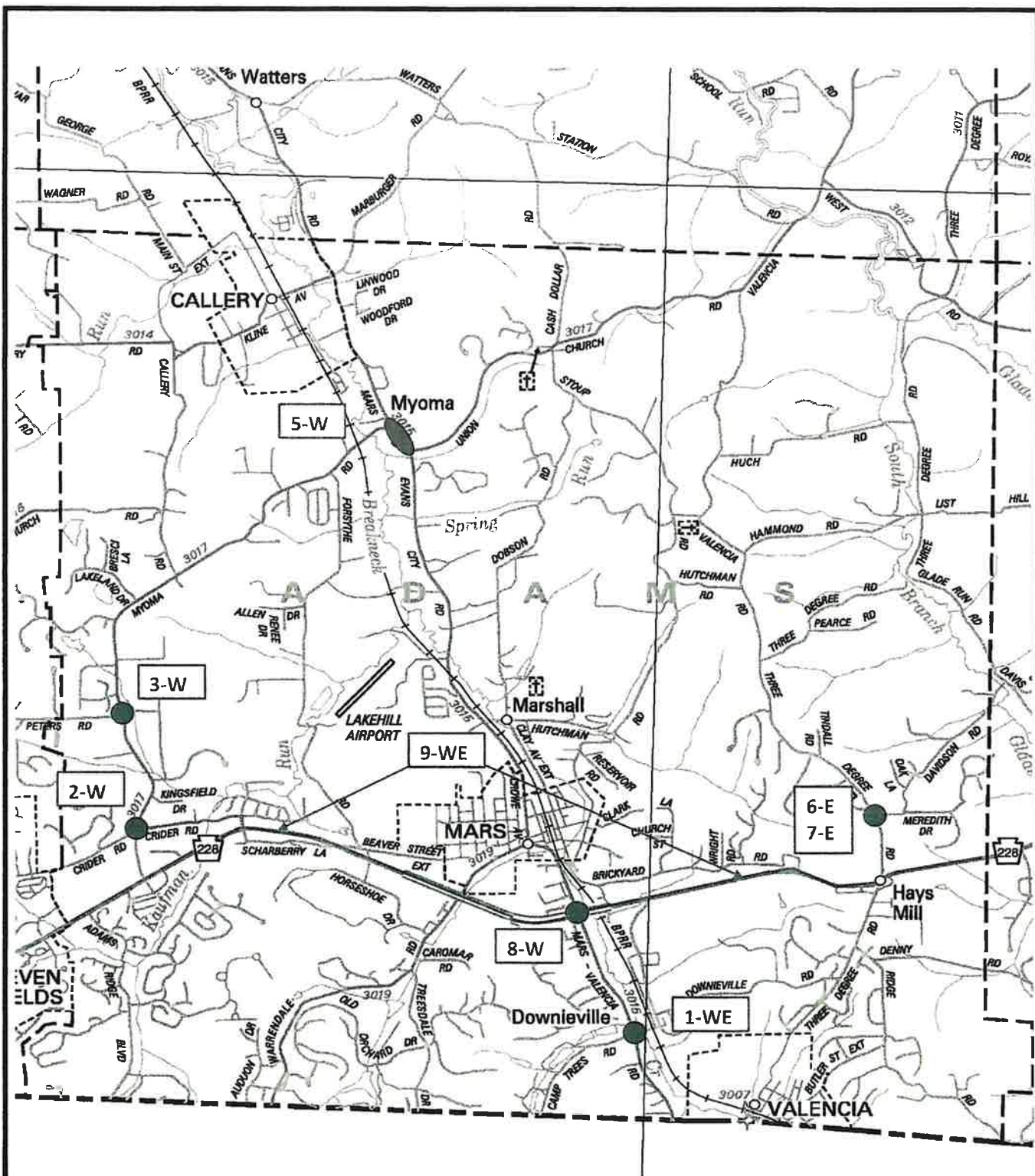
PROJECT: Adams Township, Butler Pennsylvania
Impact Fee Traffic Study

TITLE: Transportation Service Areas

EXHIBIT

1

D.B. ZTS
C.B. REG
REV.



SCALE: N.T.S.

Trans
ASSOCIATES

Twin Towers Suite 400 / 4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO: adams00-24007

PROJECT: Adams Township Transportation Capital
Improvements Plan (TCIP)

TITLE:

Project Location Map

EXHIBIT

2

D.B. ZTS

C.B. REG

REV.

EXHIBIT 3
2025 AMENDED TRANSPORTATION CAPITAL IMPROVEMENTS PLAN SUMMARY
Adams Township, Butler County, Pennsylvania

Map No. ⁽¹⁾	Project No.	Location	Description of Project	Const. Year	Total Project Cost (Dollars) ⁽²⁾	Total Project Cost Per TSA (Dollars) ⁽²⁾	Other Funding (Dollars) ⁽³⁾	Impact Fee (Dollars)	Comments
1	1-WE	Mars Valencia Road and Camp Trees Road/Downsville Road	Construct northbound and southbound left turn lane on Mars Valencia Road and install traffic signal control (new development traffic deficiencies)	2033	2,851,347	1,425,673	950,167	475,506	TSA-W Impact Fees
						1,425,673	950,167	475,506	TSA-E Impact Fees
2	2-W	Myoma Road and Crider Road	Install traffic signal (new development traffic deficiency)	2039	468,328	468,328	234,164	234,164	
3	3-W	Myoma Road and Peters Road	Construct a eastbound left turn lane on Peters Road, northbound left turn lane on Myoma Road, and install traffic signal (new development traffic deficiencies).	2026	1,915,504	1,915,504	776,669	1,138,835	
4	4-W	Myoma Road and Gallery Road	Construct eastbound left turn lane on Myoma Road and install traffic signal (new development deficiencies)	2016	1,247,268	1,247,268	623,634	623,634	Project eliminated based on updated analysis
5	5-W	Mars-Evans City Road and Union Church Road/Myoma Road	Widen Mars-Evans City Road to provide back to back left turn lanes for Myoma Road and Union Church Road and install a traffic signal at Myoma Road.	2029	2,342,889	2,342,889	1,453,833	889,056	Project revised based on updated analysis
6	6-E	Three Degree Road and Davidson Road	Realign Davidson Road opposite Doc's Way. (new development traffic deficiencies)	2023	439,560	439,560	0	439,560	Project completed in 2023
6	7-E	Three Degree Road and Davidson Road	Install a roundabout	2039	1,524,796	1,524,796	1,143,597	381,199	
7	8-W	Route 228 and Mars Valencia Road	Modify Mars Valencia Road signal indications to protected/permitted	2026	17,060	17,060	8,530	8,530	
8	9-WE	Route 228 Signal Interconnect	Install fiber interconnect and selected detection and controller upgrades to 10 signals along Route 228	2030	375,230	288,190	144,095	144,095	
						87,040	43,520	43,520	
			TSA-W Totals			\$6,457,643	\$3,567,458	\$2,890,186	
			TSA-E Totals			\$3,477,068	\$2,137,294	\$1,339,766	
			TSA-W Engineering Costs for RSA Preparation					\$42,840	
			TSA-E Engineering Costs for RSA Preparation					\$19,860	
			TSA-W New P.M. Peak Hour Trips					5,839	Based on 2006 Land Use Assumptions Report
			TSA-E New P.M. Peak Hour Trips					2,706	
			Existing TSA-W Impact Fee Per Trip					\$586	
			Existing TSA-E Impact Fee Per Trip					\$533	
			TSA-W Impact Fees Assessed					\$863,833	As of 9/30/2024
			TSA-E Impact Fees Assessed					\$464,675	
			TSA-W Interest Accrued					\$150,502	Interest per TSA not reported. Based on proportion of impact fees assessed per TSA on \$223,076 total interest.
			TSA-E Interest Accrued					\$72,574	
			TSA-W Impact Fees + Interest - Expenditures (Current Balance)					\$1,101,763	Includes expenditure of \$12,372 for engineering
			TSA-E Impact Fees + Interest - Expenditures (Current Balance)					\$129,234	Includes expenditure of \$408,015 for Project 6-E
			TSA-W Impact Fees Needed to Complete Program					\$1,831,263	TSA Impact Fees budgeted minus current balance plus RSA preparation
			TSA-E Impact Fees Needed to Complete Program					\$1,230,211	
			TSA-W P.M. Peak Hour Assessed Trips (Estimated)					1,644	Equals Impact Fees assessed divided by \$586
			TSA-E P.M. Peak Hour Assessed Trips (Estimated)					872	Equals Impact Fees assessed divided by \$533
			TSA-W Remaining P.M. Peak Hour Trips					4,195	
			TSA-E Remaining P.M. Peak Hour Trips					1,834	
			TSA-W Remaining P.M. Peak Hour Trips Reduced to Equal Estimated Trips Already Assessed					1,644	
			TSA-E Remaining P.M. Peak Hour Trips Reduced to Equal Estimated Trips Already Assessed					872	
			Proposed TSA-W Impact Fee Per Trip					\$1,114	
			Proposed TSA-E Impact Fee Per Trip					\$1,411	

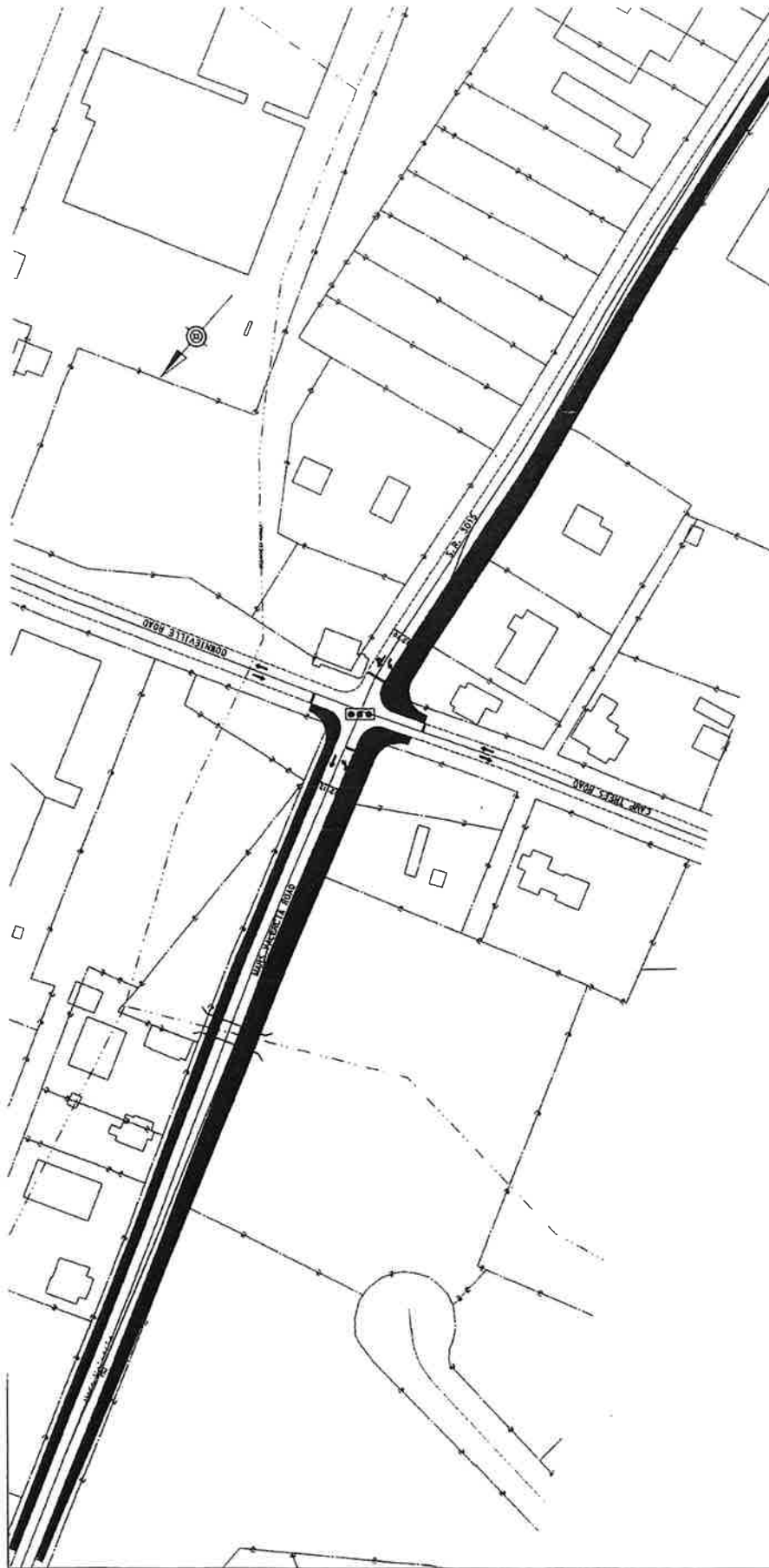
Notes:

- (1) See Exhibit 2 for project location map.
- (2) Total project cost includes construction, engineering and inspection, if applicable. Project costs are future values for the construction year shown.
- (3) Other funding includes Township general funds, developer contributions or State and/or Federal participation (projects are not currently part of the Southwestern Pennsylvania Commission's current Transportation Improvement Program (TIP)).

Appendix

PROJECT SUMMARY (2025 AMENDED)
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township, Butler County, Pennsylvania

PROJECT NO:	1-WE		
LOCATION:	Mars-Valencia Road (S.R. 3015) and Camp Trees Road/Downieville Road		
DEFICIENCY:	Future Capacity Deficiency caused by New Development		
PROJECT DESCRIPTION:	Construct Northbound and Southbound Left Turn Lanes on Mars-Valencia Road and Install Traffic Signal Control.		
PROPOSED CONSTRUCTION YEAR:	2033		
TOTAL COST:	(2006)	\$1,304,000	
TOTAL COST:	(2033)	\$2,851,347 With 2.94% annual inflation compounded = X 2.187	
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO: (See comments)			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$2,851,347
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$285,135	Federal	\$0
Right-of-Way Acquisition	\$0	PennDOT	\$1,900,335
Utility Relocation	\$0	Adams Township	\$0
Construction	\$2,281,077	Impact Fees - TSA-E	\$475,506
Contingency	\$285,135	Impact Fees - TSA-W	\$475,506
TOTAL	\$2,851,347	TOTAL	\$2,851,347
PROJECT SCHEDULE:			
Secure Funding	2031		
Complete Engineering	2032		
Acquire Right-of-Way	N/A		
Begin Construction	2033		
COMMENTS:			
Intersection forecasted to operate at LOS F during A.M. and P.M. peak hours			



PROJECT #1-WE

REV.	DATE	DESCRIPTION	P.L.	CHK

DESIGNED BY	12/10/06	PROJECT NO.	ADAMS TOWNSHIP
DRAWN BY	12/10/06	PROJECT	TRAFFIC IMPACT FEE STUDY
CHECKED AND	12/15/06	TITLE	CONCEPT IMPROVEMENT PLAN
APPROVED		FOR	ADAMS TOWNSHIP
PROJECT MANAGER		FOR	ADAMS TOWNSHIP
OPERATOR		FOR	ADAMS TOWNSHIP

Trans Associates
 1000 N. 10th St., Suite 200
 Fargo, ND 58102-1000
 Phone: (701) 785-7000
 Fax: (701) 785-7001
 Email: info@transassoc.com

LEGEND

- WIDENING
- EXISTING EDGE OF TRAVELED WAY
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED BRIDGE

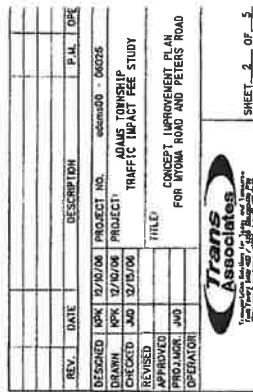


PROJECT SUMMARY (2025 AMENDED)
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township, Butler County, Pennsylvania

PROJECT NO:		2-W	
LOCATION:		Myoma Road (S.R. 3017) and Crider Road	
DEFICIENCY:		Future Capacity Deficiency caused by New Development	
PROJECT DESCRIPTION:		Install Traffic Signal Control	
PROPOSED CONSTRUCTION YEAR:		2039	
TOTAL COST:		(2006)	\$150,000
TOTAL COST:		(2039)	\$390,273 With 2.94% annual inflation compounded = X 2.602
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO: (See comments)			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$390,273
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$39,027	Federal	\$0
Right-of-Way Acquisition	\$0	PennDOT	\$234,164
Utility Relocation	\$0	Adams Township	\$0
Construction	\$390,273	Impact Fees	\$234,164
Contingency	\$39,027	Other	\$0
TOTAL	\$468,328	TOTAL	\$468,328
PROJECT SCHEDULE:			
Secure Funding	2039		
Complete Engineering	2039		
Acquire Right-of-Way	N/A		
Begin Construction	2039		
COMMENTS:			
Intersection forecasted to operate at LOS F during P.M. peak hour.			

PROJECT SUMMARY (2025 AMENDED)
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township, Butler County, Pennsylvania

PROJECT NO:	3-W		
LOCATION:	Myoma Road (S.R. 3017) and Peters Road		
DEFICIENCY:	Future Capacity Deficiency caused by New Development		
PROJECT DESCRIPTION:	Construct Eastbound Left Turn Lane on Peters Road, Northbound Left Turn Lane on Myoma Road and Install Traffic Signal Control		
PROPOSED CONSTRUCTION YEAR:	2026		
TOTAL COST:	(2006)	\$1,073,000	
TOTAL COST:	(2026)	\$1,915,504 With 2.94% annual inflation compounded = X 1.785	
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO: (See comments)			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$1,915,504
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$191,550	Federal	\$0
Right-of-Way Acquisition	\$0	PennDOT	\$776,669
Utility Relocation	\$0	Adams Township	\$0
Construction	\$1,532,403	Impact Fees	\$1,138,835
Contingency	\$191,550	Other	\$0
TOTAL	\$1,915,504	TOTAL	\$1,915,504
PROJECT SCHEDULE:			
Secure Funding	2025		
Complete Engineering	2026		
Acquire Right-of-Way	N/A		
Begin Construction	2026		
COMMENTS:			
Intersection forecasted to operate at LOS F during A.M. and P.M. peak hour.			



PROJECT SUMMARY (2025 AMENDED)
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township, Butler County, Pennsylvania

PROJECT NO:	5-W		
LOCATION:	Mars-Evans City Road (S.R. 3015) and Union Church Road (S.R. 3017)/Myoma Road		
DEFICIENCY:	Future Capacity Deficiency caused by New Development		
PROJECT DESCRIPTION:	Widen Mars-Evans City Road to provide back to back left turn lanes for Myoma Road and Union Church Road and install a traffic signal at Myoma Road.		
PROPOSED CONSTRUCTION YEAR:	2029		
TOTAL COST:	(2024)	\$2,026,893	
TOTAL COST:	(2029)	\$2,342,889 With 2.94% annual inflation compounded = X 1.156	
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO: (See comments)			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$2,342,889
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$157,413	Federal	\$0
Right-of-Way Acquisition	\$138,920	PennDOT	\$1,453,833
Utility Relocation	\$23,118	Adams Township	\$0
Construction	\$1,789,149	Impact Fees	\$889,056
Contingency	\$234,289	Other	\$0
TOTAL	\$2,342,889	TOTAL	\$2,342,889
PROJECT SCHEDULE:			
Secure Funding	2028		
Complete Engineering	2029		
Acquire Right-of-Way	2029		
Begin Construction	2029		
COMMENTS:			
Myoma Road approach operates at LOS F during P.M. peak hour. Left turn lane warrants met for Mars-Evans City Road at both Myoma Road and at Union Church Road.			

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
16.0	ADAMS	2015	OF 2	
REVISIONS	DATE	BY		



REV	DATE	DESCRIPTION	PM	OPR
DESIGNED BY	12/14/24	PROJECT NO. 2015-001		
DRAWN BY	12/14/24	MUSKOGEE COUNTY TRANSPORTATION CAPITAL IMPROVEMENTS PLAN UPDATE		
CHECKED BY	12/14/24			
IN-CHARGE	12/14/24			
APPROVED	12/14/24			
PROJECT NO.	2015-001			
OPERATOR				

Trans ASSOCIATES

PROJECT SUMMARY (2025 AMENDED)
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township, Butler County, Pennsylvania

PROJECT NO:	6-E		
LOCATION:	Three Degree Road (S.R. 3007) and Davidson Road		
DEFICIENCY:	Future Capacity Deficiency caused by New Development		
PROJECT DESCRIPTION:	Realign Davidson Road opposite Doc's Way. Install pedestrian beacons.		
PROPOSED CONSTRUCTION YEAR:	2023		
TOTAL COST:	(2023)	\$439,560	
TOTAL COST:	(2023)	\$439,560 With 5.0% annual inflation compounded = X 1.000	
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO: (See comments)			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$439,560
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$52,122	Federal	\$0
Right-of-Way Acquisition	\$0	PennDOT	\$0
Utility Relocation	\$0	Adams Township	\$0
Construction	\$347,478	Impact Fees	\$439,560
Contingency	\$39,960	Other	\$0
TOTAL	\$439,560	TOTAL	\$439,560
PROJECT SCHEDULE:			
Secure Funding	2022		
Complete Engineering	2022		
Acquire Right-of-Way	2022		
Begin Construction	2022		
COMMENTS:			
Intersection forecasted to operate at LOS F during A.M. peak hour.			

PROJECT SUMMARY
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township, Butler County, Pennsylvania

PROJECT NO:	7-E		
LOCATION:	Three Degree Road and Davidson Road/Doc's Way		
DEFICIENCY:	Future Capacity Deficiency caused by New Development		
PROJECT DESCRIPTION:	Replace intersection with a roundabout		
PROPOSED CONSTRUCTION YEAR:	2039		
TOTAL COST:	(2021)	\$905,100	
TOTAL COST:	(2039)	\$1,524,796 With 2.94% annual inflation compounded = X 1.685	
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO:			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$1,524,796
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$130,730	Federal	\$0
Right-of-Way Acquisition *	\$0	PennDOT	\$0
Utility Relocation	\$0	Adams Township	\$1,143,597
Construction	\$1,241,586	Impact Fees	\$381,199
Contingency	\$152,480	Other	\$0
TOTAL	\$1,524,796	TOTAL	\$1,524,796
PROJECT SCHEDULE:			
Secure Funding	2038		
Complete Engineering	2038		
Acquire Right-of-Way	2038		
Begin Construction	2039		
COMMENTS:			
Intersection forecasted to operate at LOS F during A.M. peak hour.			
* Right-of-Way assumed to be dedicated by Mars Area School District.			

PROJECT SUMMARY
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN
Adams Township, Butler County, Pennsylvania

PROJECT NO:		8-W	
LOCATION:		Route 228/Mars-Evans City Road	
DEFICIENCY:		Additional delays due to protected/prohibited signal phasing	
PROJECT DESCRIPTION:		Replace protected/prohibited phasing on Mars-Evans City Road approaches with protected/permitted phasing	
PROPOSED CONSTRUCTION YEAR:		2026	
TOTAL COST:		(2024)	\$16,100
TOTAL COST:		(2026)	\$17,060 With 2.94% annual inflation compounded = X 1.060
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO:			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$17,060
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$6,000	Federal	\$0
Right-of-Way Acquisition	\$0	PennDOT	\$0
Utility Relocation	\$0	Adams Township	\$8,530
Construction	\$11,060	Impact Fees	\$8,530
Contingency	\$0	Other	\$0
TOTAL	\$17,060	TOTAL	\$17,060
PROJECT SCHEDULE:			
Secure Funding	2026		
Complete Engineering	2026		
Acquire Right-of-Way			
Begin Construction	2026		
COMMENTS:			

PROJECT SUMMARY			
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN			
Adams Township, Butler County, Pennsylvania			
PROJECT NO:	9-WE		
LOCATION:	Route 228 Signal Interconnect		
DEFICIENCY:	Will promote improved coordination/communication between signals and decrease delays.		
PROJECT DESCRIPTION:	Install fiber interconnect and selected detection and controller upgrades to 10 signal along Route 228.		
PROPOSED CONSTRUCTION YEAR:	2030		
TOTAL COST:	(2024)	\$315,350	
TOTAL COST:	(2030)	\$375,230 With 2.94% annual inflation compounded = X 1.18988	
PROPORTION OF FUTURE PEAK HOUR TRAFFIC VOLUMES:			
<u>Existing Traffic</u>	0%	<u>Pass-Through Traffic</u>	0%
Future Traffic		Future Traffic	
		<u>New Development Traffic</u>	100%
		Future Traffic	
COST ATTRIBUTABLE TO:			
Existing:	\$0	Pass-Through:	\$0
		New Development:	\$375,230
COST SUMMARY:		PROPOSED FUNDING:	
Engineering (Inc. Inspection)	\$42,836	Federal	\$0
Right-of-Way Acquisition	\$0	PennDOT	\$0
Utility Relocation	\$0	Adams Township	\$187,615
Construction	\$332,394	Impact Fees	\$187,615
Contingency	\$0	Other	\$0
TOTAL	\$375,230	TOTAL	\$375,230
PROJECT SCHEDULE:			
Secure Funding	2030		
Complete Engineering	2030		
Acquire Right-of-Way			
Begin Construction	2030		
COMMENTS:			
Cost per Transportation Service Area:			
TSA-W: \$288,190			
TSA-E: \$87,040			