



TRANSPORTATION
Impact**Fee**Program**2021**

Capital Improvements Plan
December 2021 Update

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CRANBERRY TOWNSHIP
TRANSPORTATION IMPACT FEE PROGRAM
CAPITAL IMPROVEMENTS PLAN

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I. Introduction

On December 19, 1990, Pennsylvania Act 209 was effectively signed into law. Under this Act, municipalities are able to assess impact fees to new development within their communities. Impact fees are clearly defined in Act 209 as “a fee imposed by a municipality against new development to generate revenue for funding the cost of transportation capital improvements necessitated by and attributable to new development.” In order to institute the Act, a four component Transportation Impact Fee Program must be developed and implemented by the municipality. The Transportation Impact Fee Program consists of a *Land Use Assumptions Report*, a *Roadway Sufficiency Analysis*, a *Capital Improvement Plan* and an *Adopting Ordinance*. This process is directed by a Transportation Impact Fee Advisory Committee, which is established by the Board of Supervisors. The Cranberry Township Board of Supervisors made public its intention to update the impact fee program and established the Impact Fee Advisory Committee by Resolution No. 2021-24 on May 27, 2021. The following *Capital Improvements Plan* (CIP) update has been prepared on behalf of Cranberry Township, Butler County, Pennsylvania and has been completed in accordance with Pennsylvania Act 209 of 1990 and subsequent updates.



The results of the *Roadway Sufficiency Analysis* served as the basis for the CIP for Cranberry Township. As part of the *Roadway Sufficiency Analysis*, the existing transportation system was analyzed to identify existing deficiencies and to determine the preferred level of service. A travel demand model was used to project future traffic volumes, which were used to determine roadway and intersection deficiencies caused by projected growth within the Township. Mitigation improvements were developed for each deficient intersection and roadway segment. This CIP thoroughly investigates the eligibility and feasibility of each improvement identified in the *Roadway Sufficiency Analysis*. This study also determines the appropriate impact fee per PM peak hour site development trip for Cranberry Township’s Transportation Service Areas (hereafter referred to as Transportation Districts).

II. Purpose

The primary objective of the CIP is to select projects from the list of eligible transportation improvement projects developed during the *Roadway Sufficiency Analysis* that efficiently and safely accommodate anticipated future traffic within the Township. Major tasks were performed

in cooperation with the Impact Fee Advisory Committee and Township Staff using generally accepted engineering and planning practices. These tasks included:

- Development of cost estimates for all identified improvements (in accordance with Act 209);
- Distinguish improvements as to whether they are needed to correct existing deficiencies, future base deficiencies and/or new site development traffic;
- Selection of candidate transportation improvement projects that will be included as impact fee projects on the CIP; and
- Provide a time schedule for when the improvements are to be implemented as part of the CIP.

III. Cost Estimate

Cost estimates were calculated for each improvement proposed in the *Roadway Sufficiency Analysis*. The estimates were completed using the most current (2021) construction costs. In order for the cost estimates to reflect actual costs in any given year, an inflation rate per year was applied. The inflation rate of 4% was used and was based on Turner Building Cost Index over the past 10 years. Therefore, if a project is anticipated to be constructed in 2025, it would reflect a cost 4% higher than the cost if the project was constructed in 2024.

Cost estimates for each proposed project were previously determined by developing conceptual designs of the improvements. Aerial mapping was used to conceptually design each transportation improvement. Estimated quantities for pavement, earthwork, drainage systems, pavement markings, structures, required right-of-way and various other pay items were



determined from the conceptual designs. Utility relocations were estimated based upon visible utilities such as gas valves and utility poles. Lastly, the cost estimates for each pay item were determined by referencing the PennDOT Electronic Contract Management Software (ECMS) website master list of construction items. The conceptual drawings for each applicable improvement project can be viewed in Appendix A and B. The report included a review of the projects and a refresh of the cost estimates to 2021 costs.

IV. Project Summary Sheets

A detailed summary sheet has been provided for each improvement. The sheets are arranged in ascending order based on the intersection or roadway segment nomenclature defined in the *Roadway Sufficiency Analysis*. Each summary sheet identifies the project location, type of deficiency, and proposed improvement. A suggested project schedule and project-funding scheme has also been provided for each project.

The travel demand model used throughout the *Roadway Sufficiency Analysis* determined anticipated 2030 Base traffic volumes as a result of background growth. The travel demand model also determined anticipated 2030 Development traffic volumes which were based on the projected land use assumptions found in the adopted *Land Use Assumptions Report*. The following five (5) possible funding source classifications were assumed for implementing the identified transportation improvements:

- State and/or Federal;
- Local and/or Other; and
- Cranberry Township Impact Fee.

Each project sheet summarizes the estimated cost of each project according to six quantities. The anticipated costs are documented as follows:

- Construction;
- Utility Relocation;
- Right-of-Way Acquisition;
- Engineering;
- Inspection; and
- Admin and Planning*.

*Admin and Planning cost estimates include legal and planning costs for impact fee eligible projects. Also includes consulting costs to secure State and Federal funding related to the non-impact fee share of the projects.



Appendix A includes the project summary sheets and applicable improvement drawings for the projects that were selected for inclusion in the Township's CIP. Appendix B contains (for informational purposes only) other candidate projects from the *Roadway Sufficiency Analysis* that were not selected to be included in the CIP in table format. Appendix C has the project summary sheets and improvement drawings for the candidate projects.

V. Selected Projects of the Capital Improvement Plan

The *Roadway Sufficiency Analysis*, which was completed prior to the CIP, is a comprehensive planning study projecting traffic conditions over a 20-year horizon based on the Township's adopted *Land Use Assumptions Report*, as well as many other variables. The transportation recommendations developed in the *Roadway Sufficiency Analysis* were suggested as mitigations for projected deficiencies anticipated within the next 20-year period to provide a preferred operational Level of Service "D" for all intersections and roadway segments (as determined by Cranberry Township). Township Staff reviewed improvement projects during various work sessions to arrive at the list of 46 transportation projects that are incorporated into the CIP (15 of which are already completed, leaving 31 projects remaining). The Impact Fee Advisory Committee agreed with Township Staff's findings. Furthermore, as part of this process, projects were prioritized to arrive at the anticipated construction year for each, as well as adjustments made to the amount of participation by type of funding source. Suggested transportation projects not selected for the CIP are listed in Appendix B as "candidate projects" and include cost summary sheets with conceptual improvement sketches provided where applicable. Although these projects are not included in this CIP, these projects may be incorporated into future updates in accordance with Act 209 of 1990 and subsequent updates. The following projects were initially on the candidate projects list on the 2015 CIP but have been moved to the Capital Improvements list:

- S-23 – Ehrman Road from Route 19 to Old Ehrman Road
- S-34 – Executive Drive (T-936) and Thomson Park Drive (T-975) from Freedom Road to Rochester Road

A detailed summary of transportation improvement projects included as part of the CIP for Cranberry Township are shown in the table on the following pages. The improvements are sorted by district with the intersection or roadway segment location, project description, anticipated year of construction and total project cost with desired funding sources for each project.

The following list notes the information about the 31 selected transportation improvement projects:

- Fifteen (15) transportation projects involved improvements at various study intersections as a result of 2030 deficiencies.
- Nineteen (19) transportation projects involved improvements along various study segments as a result of 2030 deficiencies.
- One (1) transportation projects mitigate deficiencies as a result of existing traffic volumes.

Table 1 below summarizes the total construction cost, and the anticipated distribution of funding for each project.

Table 1: Impact Fee Program - Candidate Capital Improvements List (Sorted By District and Year)										
Map Number	Project Number	Intersection or Roadway Segment	Improvement Project Description	Construction Year	Total Project Cost (dollars)	State/ Federal Funding* (dollars)	Other Funding** (dollars)	Western District Impact Fee (dollars)	Eastern District Impact Fee (dollars)	District
Eastern District										
10	I-10	The intersection of Franklin Road (SR 3021) and North Boundary Road (T-311).	Signalize the intersection and add a northbound left-turn lane on Franklin Road.	2035	2,398,156	1,654,728	0	0	743,428	East
19	I-19A	Intersection of Marshall Road (T-305) and North Boundary Road (T-311).	Construct a roundabout.	Completed						East
20	I-20	The intersection of Marshall Road (T-305) and Rowan Road (SR 3018).	Signalize the intersection and add an eastbound left-turn lane, a southbound right-turn lane and a westbound right-turn lane.	2025	1,988,832	1,491,624	0	0	497,208	East
42	I-42B	The intersection of Peters Road (T-307), Canterbury Trail (T-726) and Rowan Road (SR 3018).	Construct a roundabout.	2025	1,940,093	1,455,070	0	0	485,023	East
S-D1	S-D1	New connection from Wisconsin Avenue to American Way	Construct 2 Lane Commercial Collector Roadway	2032	1,222,212	0	244,442	0	977,769	East
S-D4	S-D4	Dutahl Road from Route 228 north to Brandt Drive.	Revise existing Dutahl Road to one way for portions in conjunction with construction of parallel 2 Lane Commercial Collector Roadway	2025	2,295,081	0	1,377,048	0	918,032	East
S-H1	S-H1	Route 228 to local road network north of Route 228 east of I-79.	Construct New loop ramp and flyover from Route 228 to local road network north of Route 228 east of I-79 and EB lane on 228 from flyover to	Completed						East
S-H5	S-H5	Local road network north of Route 228. North-South connection from flyover to roundabout.	Construct 3 Lane Commercial Collector Roadway	Completed						East
12	I-12	The intersection of Franklin Road (SR 3021), Hope Road (T-309) and Rowan Road (SR 3018).	Realign Rowan Road opposite of Hope Road. Signalize the intersection or roundabout.	2032	2,272,209	0	1,136,105	0	1,136,105	East
22	I-22	The intersection of US Route 19 (SR 0019), North Boundary Road (T-311) and Glen Eden Road (SR 3024).	Add a westbound left-turn lane to create dual lefts on North Boundary Road.	2025	691,450	0	345,725	0	345,725	East
9	I-09A	The intersection of Franklin Road (SR 3021), Garvin Road (T-313) and Callery Road (SR 3014).	Realign Callery Road with Garvin Road to form a four-way "plus" intersection and construct a roundabout.	2025	3,595,121	0	2,444,682	0	1,150,439	East
40	I-40	The intersection of Franklin Road (SR 3021) and PA Route 228.	Add EBL, WBL, SB Dual Lefts, NBT.	2030	6,279,319	5,337,421	0	0	941,898	East
S-20	S-20	North Boundary Road from Marshall Road to Franklin Road	Add left turn lanes at key intersections to maintain thru traffic flow.	Completed						East
S-23	S-23	Ehrman Road from Route 19 to Old Ehrman Road.	Add left turn lanes at key intersections to maintain thru traffic flow.	2030	3,205,635	160,282	1,602,817	0	1,442,536	East
S-25	S-25	Rowan Road (SR 3018) from Marshall Road to Peters Rd/Canterbury Trail.	Widen to five-lane Residential Collector.	2032	11,000,673	6,600,404	3,850,236	0	550,034	East
S-27	S-27	Goehring Road (T-316) from Marshall Road to Franklin Road.	Widen and Realign to two-lane Residential Collector Standards.	2032	11,798,531	6,135,236	5,073,368	0	589,927	East
S-40	S-40A	S.R. 228 from Route 19 to Franklin Road	Widen to 6 Lane Arterial	2035	26,748,745	13,374,372	12,304,423	0	1,069,950	East
S-43	S-43A	Franklin Road (SR 3021) from Route 228 to Old Mars Crider Road.	Widen to four-lane Residential Collector.	2035	7,668,378	5,904,651	0	0	617,304	East
S-43	S-43B	Franklin Road (SR 3021) from Old Mars Crider Road to Peters road.	Widen to four-lane Residential Collector.	2035	21,981,073	17,584,858	3,297,161	0	1,099,054	East
S-D2	S-D2	New connection from American Way to North Side of Existing Home Depot Parcel.	Construct 2 Lane Commercial Collector Roadway	2030	2,009,683	0	1,406,778	0	602,905	East
S-D3	S-D3	New connection from South Side of Existing Home Depot Parcel to Near 228.	Construct 2 Lane Commercial Collector Roadway	2030	3,518,338	0	2,990,587	0	527,751	East
S-H6	S-H6	Local road network south of Route 228. Connection from MSA thruway to Cranberry Woods Drive	Construct 2 Lane Commercial Collector Roadway	Completed						East
				Totals	110,613,527	59,698,646	36,073,373	0	13,695,087	
*- This is desired funding Cranberry Township is Anticipating to be provided by the State or Federal Government. This project is not necessarily on any State or Federal Transportation Improvement Plan.								West	East	
- Other funding sources to be provided by Municipal revenue, developer contributions and other non state, federal or municipal sources.								Total for Impact Fee Program By District*	10,918,837	16,758,375
*** - See Adjustment Table for Adjustments made to Impact Fee Program dollar and trip totals based on current balances and approved trips.								Adjusted Total of New Trip Ends***	6,066	9,306
								Actual Fee Per Trip***	1,800	1,800

Table 1: Impact Fee Program - Candidate Capital Improvemements List (Sorted By District and Year)										
Map Number	Project Number	Intersection or Roadway Segment	Improvement Project Description	Construc-tion Year	Total Project Cost (dollars)	State/ Federal Funding* (dollars)	Other Funding** (dollars)	Western District Impact Fee (dollars)	Eastern District Impact Fee (dollars)	District
Shared Eastern/ Western District (Route 19)										
23	I-23A	The intersection of US Route 19 (SR 0019) and Progress Avenue (T-651).	Signalize the Intersection (Existing Deficiency).	2025	563,872	0	563,872	0	0	East/West
23	I-23B	The intersection of US Route 19 (SR 0019) and Progress Avenue (T-651).	Construct an eastbound left-turn lane on Progress Avenue.	2025	493,331	0	286,132	186,479	20,720	East/West
S-44	S-44B	Route 19 (SR 0019) from Marshall Township to Route 228.	Adaptive Control System.	Completed						East/West
S-45	S-45C	Route 19 (SR 0019) from Route 228 to Ogle View/Rowan Roads.	Adaptive Control System.	Completed						East/West
36	I-36	The intersection of US Route 19 and Short Street/ Wal-Mart Driveway	Add an eastbound left turn lane, westbound right, southbound left and appropriate receiving lanes.	2025	4,557,050	4,101,345	0	318,993	136,711	East/West
S-44	S-44A	Route 19 (SR 0019) from Marshall Township to Route 228.	Widen to six-lane Minor Arterial.	2030	18,180,907	17,453,671	0	363,618	363,618	East/West
S-45	S-45A	Route 19 (SR 0019) from Route 228 to Ogle View/Rowan Roads.	Widen to six-lane Minor Arterial.	2030	30,684,228	29,150,017	0	767,106	767,106	East/West
				Totals	54,479,388	50,705,032	850,004	1,636,196	1,288,155	
*- This is desired funding Cranberry Township is Anticipating to be provided by the State or Federal Government. This project is not necessarily on any State or Federal Transportation Improvement Plan.								West	East	
- Other funding sources to be provided by Municipal revenue, developer contributions and other non state, federal or municipal sources.								Total for Impact Fee Program By District*	10,918,837	16,758,375
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Western District												
6	I-06	The intersection of Unionville Road (T-328) and Ogle View Road (T-322).	Construct a roundabout.	Completed						West		
28	I-28	The intersection of Haine School Road (T-302), LaPorte Drive (T-652) and Freedom Road (SR 3020).	Add northbound left-turn lane on LaPorte Drive (Existing Deficiency).	Completed						West		
35	I-35	The intersection of US Route 19, Dutihl Road (T-326) and Brandt Drive (Private).	Add an exclusive eastbound auxiliary turn lane on Brandt Drive.	2025	555,001	0	438,451	116,550	0	West		
S-10	S-10	Ogle View Road (T-322) from Unionville Road to Route 19.	Widen to three-lane Commercial Collector Standards.	2025	1,608,180	0	1,495,608	112,573	0	West		
S-30	S-30B	Freedom Road (SR 3020) from New Sewickly Township to Haine School Road.	Adaptive Control System.	Completed						West		
S-31	S-31B	Freedom Road (SR 3020) from Haine School Road to Commonwealth Drive.	Adaptive Control System.	Completed						West		
S-34	S-34	Executive Drive (T-936) and Thomson Park Drive (T-975) from Freedom Road to Rochester Road.	Widen to three-lane Commercial Collector Standards.	2035	10,621,320	5,310,660	4,992,020	318,640	0	West		
S-37	S-37B	Rochester Road (SR 3022) from Graham School Road to western St. Ferdinand Church Driveway.	Widen to four-lane Urban Collector with left-turn lanes (See Township Boulevard Design Standards).	Completed						West		
S-37	S-37C	Rochester Road (SR 3022) from western St. Ferdinand Church Driveway to Route 19.	Widen to four-lane Urban Collector with left-turn lanes (See Township Boulevard Design Standards).	Completed						West		
S-37	S-37D	Rochester Road (SR 3022) from Haines School Road to Route 19.	Adaptive Control System	Completed						West		
S-E1	S-E1	New connection Thomson Park Drive to Brandt Drive including widening of existing Brandt Drive.	Construct 2 Lane Commercial Collector Roadway	2025	2,209,568	0	1,612,985	596,583	0	West		
S-E2	S-E2	Intersection improvements including roundabout associated with Brandt Drive at Thomson Park Drive.	Construct Roundabout at Thomson Park Drive to accommodate new connector Road.	2025	997,901	0	498,951	498,951	0	West		
S-F1	S-F1	New north-south connection from existing Unionville Road south to Rochester Road.	Construct 3 Lane Commercial Collector Roadway	Completed						West		
2	I-02	The intersection of Unionville Road (T-328) and Glen Eden Road (SR 3024).	Signalize the intersection and add a northbound left-turn lane on Unionville Road/Roundabout.	2025	898,171	718,537	0	179,634	0	West		
3	I-03A	The intersection of Unionville Road (T-328) and Graham School Road (T-304).	Construct a roundabout.	2035	3,071,226	0	2,456,981	614,245	0	West		
5	I-05A	The intersection of Unionville Road (T-328) and Progress Avenue (T-651).	Construct a roundabout.	2035	3,074,797	307,480	2,459,838	307,480	0	West		
30	I-30	The intersection of Graham School Road (T-304) and Rochester Road (SR 3022).	Signalize the intersection and add a southbound right-turn lane and extend eastbound left-turn lane.	2025	1,093,521	874,817	0	218,704	0	West		
46	I-46	Heights Drive and Route 19.	Signalize new intersection. Add a southbound right-turn lane to Route 19.	2025	1,091,948	0	1,037,351	54,597	0	West		
S-30	S-30A	Freedom Road (SR 3020) from New Sewickly Township to Haine School Road.	Widen to four-lane Minor Arterial from Powell to Haines School Road.	2030	20,220,130	7,077,045	9,301,260	3,639,623	0	West		
S-31	S-31A	Freedom Road (SR 3020) from Haine School Road to Commonwealth Drive.	Widen to four-lane Minor Arterial with left-turn lanes.	2030	20,349,731	6,511,914	13,227,325	610,492	0	West		
S-37	S-37A	Rochester Road (SR 3022) from Haines School Road to Graham School Road.	Widen to four-lane Urban Collector with left-turn lanes (See Township Boulevard Design Standards).	2030	32,964,124	29,997,352	0	2,966,771	0	West		
				Totals	98,755,618	50,797,805	37,520,769	10,234,844	0			
*- This is desired funding Cranberry Township is Anticipating to be provided by the State or Federal Government. This project is not necessarily on any State or Federal Transportation Improvement Plan.								West	East			
- Other funding sources to be provided by Municipal revenue, developer contributions and other non state, federal or municipal sources.								Total for Impact Fee Program By District*	10,918,837			16,758,375
*** - See Adjustment Table for Adjustments made to Impact Fee Program dollar and trip totals based on current balances and approved trips.								Adjusted Total of New Trip Ends***	6,066			9,306
								Actual Fee Per Trip***	\$1,800	\$1,800		

VI. Transportation Impact Fee Calculations

The transportation impact fee was calculated by dividing the total cost attributable to impact fees for all identified CIP projects by the number of anticipated newly generated development trips for each of the transportation districts. The total number of development trips determined during the *Roadway Sufficiency Analysis* was based on the approved *Land Use Assumptions Report*. In addition, adjustments in the calculation of the fee for the updated CIP were necessary for trips from developments that have been approved but are not yet built. Those trips are locked into the impact fee rate that was in effect at the time of approval. Furthermore, the calculation of the fee must recognize the fees that have been collected but have not been appropriated for construction, which are currently in the impact fee accounts of the Township. This calculation is shown below in Table 2.

Table 2: Capital Improvements Plan Adjustments		
Transportation Service District:	WEST	EAST
New Trip Ends (from RSA traffic model subtracting trips approved before 2015)	7,569	12,069
Total Construction Cost Estimate (Removing Projects already Constructed)	\$11,876,162	\$14,977,349
Total Loan Amount for MSA Thruway being paid through Impact Fees**	\$0	\$6,618,651
Trips At Previous Fees (Collected and Approved but not Collected by June 1, 2021)*	1,503	2,763
Dollar Value of Previously Approved Trips - fees not collected	\$784,212	\$1,469,698
Current Impact Fee Account Balance (As of October 6, 2021)*	\$687,936	\$4,171,838
Peliminary Adjusted Total Fee	\$10,404,014	\$15,954,464
5% Contingency	\$520,201	\$797,723
Subtotal	\$10,924,215	\$16,752,187
Final Adjusted Trip Ends	6,066	9,306
Adjusted Fee	\$1,800	\$1,800

Note: The above adjustments are made to compensate for the existing impact fee account balance and site developments that the Township has already given approval for but have yet to be constructed.

*Provided by Cranberry Township

** 90% of the total amount of the loan (\$7,354,056.74) over a 7 year period

The adjustments calculations include a portion of funds that will be repaid over time for the completed MSA Thruway project connection Cranberry Springs and Cranberry Woods Drive with a grade separated tunnel under Route 228 and direct access ramp from Route 228. Although the project is completed, the Township was able to obtain a Butler county

Infrastructure Bank (BCIB) Loan that further leverages the Township infrastructure buying power through its low interest rate and will be paid back in installments over the next eight years concluding in the year 2028. The total loan amount is \$7,354,056.74 including interest. 90% of that amount will be paid by impact fees, the remaining 10% will be paid through other funding.

The following list represents each Transportation District along with the respective anticipated number of new trip ends over the 20-year horizon and the Impact Fee that was calculated per PM peak hour development trip:

- Eastern District: Anticipate 9,306 new PM peak hour trips at \$1,800 per trip.
- Western District: Anticipate 6,066 new PM peak hour trips at \$1,800 per trip.



APPENDIX A

SELECTED PROJECT COST SUMMARIES AND DRAWINGS

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 2

PROJECT NUMBER: I-02

LOCATION:

TRANSPORTATION DISTRICT: West

The intersection of Unionville Road (T-328) and Glen Eden Road (SR 3024).

DEFICIENCY:

The current one-way stop-controlled intersection is projected to become deficient with the forecast year 2030 traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add a northbound left-turn lane on Unionville Road/Roundabout.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	533,468
Utility Relocation	5,000
Right-of Way	61,250
Engineering	106,694
Inspection	53,347
Admin & Planning	8,002
TOTAL	\$767,760

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 23%*

*New Development Traffic /
Anticipated Traffic Growth = 77%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$701,585
Projected Soft Cost	\$196,586
Projected Total Cost	\$898,171

New Pass Thru Trips	\$206,847
New Development Trips	\$691,324

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Secure Funding	Year
State/Federal	80%	\$718,537	Acquire ROW	2023
Other	0%	\$0	Complete Engineering	2024
Impact Fees	20%	\$179,634	Begin Construction	2025

Transportation District Cost:

West District	\$179,634
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 3 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 3

PROJECT NUMBER: I-03A

LOCATION:

TRANSPORTATION DISTRICT: West

The intersection of Unionville Road (T-328) and Graham School Road (T-304).

DEFICIENCY:

The one-way stop controlled intersection is projected to be deficient with forecast year 2030 volumes.

PROPOSED IMPROVEMENTS:

Construct a roundabout.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,178,284
Utility Relocation	42,350
Right-of Way	87,500
Engineering	353,485
Inspection	94,263
Admin & Planning	17,674
TOTAL	\$1,773,556

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 20%*

*New Development Traffic /
Anticipated Traffic Growth = 80%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2035
Projected Construction Cost	\$2,265,265
Projected Soft Cost	\$805,961
Projected Total Cost	\$3,071,226

New Pass Thru Trips	\$614,245
New Development Trips	\$2,456,981

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	Year
Other	80%	\$2,456,981	Acquire ROW	2034
Impact Fees	20%	\$614,245	Complete Engineering	2033
			Begin Construction	2035

Transportation District Cost:

West District	\$614,245
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 3 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 5

PROJECT NUMBER: I-05A

LOCATION:

TRANSPORTATION DISTRICT: West

The intersection of Unionville Road (T-328) and Progress Avenue (T-651).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Construct a roundabout.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,260,292
Utility Relocation	43,850
Right-of Way	137,500
Engineering	189,044
Inspection	126,029
Admin & Planning	18,904
TOTAL	\$1,775,619

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 17%*

*New Development Traffic /
Anticipated Traffic Growth = 83%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2035
Projected Construction Cost	\$2,496,457
Projected Soft Cost	\$578,341
Projected Total Cost	\$3,074,797

New Pass Thru Trips	\$522,716
New Development Trips	\$2,552,082

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	10%	\$307,480	Secure Funding	2033
Other	80%	\$2,459,838	Acquire ROW	2033
Impact Fees	10%	\$307,480	Complete Engineering	2034
			Begin Construction	2035

Transportation District Cost:

West District	\$307,480
East District	\$0
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 9

PROJECT NUMBER: I-09A

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Franklin Road (SR 3021), Garvin Road (T-313) and Callery Road (SR 3014).

DEFICIENCY:

The two offset intersections will not operate as safely or efficiently as a single realigned intersection as traffic volumes increase.

PROPOSED IMPROVEMENTS:

Realign Callery Road with Garvin Road to form a four-way "plus" intersection and construct a roundabout.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,294,707
Utility Relocation	40,850
Right-of Way	1,265,000
Engineering	323,677
Inspection	129,471
Admin & Planning	19,421
TOTAL	\$3,073,125

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 29%*

*New Development Traffic /
Anticipated Traffic Growth = 71%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$3,042,283
Projected Soft Cost	\$552,838
Projected Total Cost	\$3,595,121

New Pass Thru Trips	\$1,042,585
New Development Trips	\$2,552,536

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	2023
Other	68%	\$2,444,682	Acquire ROW	2023
Impact Fees	32%	\$1,150,439	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$0
East District	\$1,150,439
Southeast District	\$0

REMARKS:

See Improvement Drawing number 13 for a plan sketch of the proposed improvement.

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 10

PROJECT NUMBER: I-10

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Franklin Road (SR 3021) and North Boundary Road (T-311).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add a northbound left-turn lane on Franklin Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	878,904
Utility Relocation	54,000
Right-of Way	148,750
Engineering	219,726
Inspection	70,312
Admin & Planning	13,184
TOTAL	\$1,384,875

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 38%*

*New Development Traffic /
Anticipated Traffic Growth = 62%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2035
Projected Construction Cost	\$1,873,074
Projected Soft Cost	\$525,082
Projected Total Cost	\$2,398,156

New Pass Thru Trips	\$911,299
New Development Trips	\$1,486,857

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	69%	\$1,654,728	Secure Funding	2033
Other	0%	\$0	Acquire ROW	2033
Impact Fees	31%	\$743,428	Complete Engineering	2034
			Begin Construction	2035

Transportation District Cost:

West District	\$0
East District	\$743,428
Southeast District	\$0

REMARKS:

See Improvement Drawing number 10 for a plan sketch of the proposed improvement.

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 12

PROJECT NUMBER: I-12

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Franklin Road (SR 3021), Hope Road (T-309) and Rowan Road (SR 3018).

DEFICIENCY:

The two offset intersections will not operate as safely as a single realigned intersection as traffic volumes increase.

PROPOSED IMPROVEMENTS:

Realign Rowan Road opposite of Hope Road. Signalize the intersection or roundabout.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,005,404
Utility Relocation	10,000
Right-of Way	73,500
Engineering	251,351
Inspection	120,648
Admin & Planning	15,081
TOTAL	\$1,475,984

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 37%*

*New Development Traffic /
Anticipated Traffic Growth = 63%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2032
Projected Construction Cost	\$1,676,317
Projected Soft Cost	\$595,892
Projected Total Cost	\$2,272,209

New Pass Thru Trips	\$840,717
New Development Trips	\$1,431,492

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	2030
Other	50%	\$1,136,105	Acquire ROW	2030
Impact Fees	50%	\$1,136,105	Complete Engineering	2031
			Begin Construction	2032

Transportation District Cost:

West District	\$0
East District	\$1,136,105
Southeast District	\$0

REMARKS:

See Improvement Drawing number 12 for a plan sketch of the proposed improvement.

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 20

PROJECT NUMBER: I-20

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Marshall Road (T-305) and Rowan Road (SR 3018).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add an eastbound left-turn lane, a southbound right-turn lane and a westbound right-turn lane.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,207,520
Utility Relocation	25,000
Right-of Way	220,000
Engineering	132,827
Inspection	96,602
Admin & Planning	18,113
TOTAL	\$1,700,062

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 26%*

*New Development Traffic /
Anticipated Traffic Growth = 74%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$1,699,243
Projected Soft Cost	\$289,589
Projected Total Cost	\$1,988,832

New Pass Thru Trips	\$517,096
New Development Trips	\$1,471,736

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	75%	\$1,491,624	Secure Funding	2023
Other	0%	\$0	Acquire ROW	2023
Impact Fees	25%	\$497,208	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$0
East District	\$497,208
Southeast District	\$0

REMARKS:

See Improvement Drawing number 20 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 22

PROJECT NUMBER: I-22

LOCATION:

The intersection of US Route 19 (SR 0019), North Boundary Road (T-311) and Glen Eden Road (SR 3024).

TRANSPORTATION DISTRICT: East

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add a westbound left-turn lane to create dual lefts on North Boundary Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	455,729
Utility Relocation	10,000
Right-of Way	0
Engineering	82,031
Inspection	36,458
Admin & Planning	6,836
TOTAL	\$591,055

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 21%*

*New Development Traffic /
Anticipated Traffic Growth = 79%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$544,837
Projected Soft Cost	\$146,613
Projected Total Cost	\$691,450

New Pass Thru Trips	\$145,205
New Development Trips	\$546,246

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	Year
Other	50%	\$345,725	Acquire ROW	2023
Impact Fees	50%	\$345,725	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$0
East District	\$345,725
Southeast District	\$0

REMARKS:

See Improvement Drawing number 22 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 23

PROJECT NUMBER: I-23A

LOCATION:

TRANSPORTATION DISTRICT: East/West

The intersection of US Route 19 (SR 0019) and Progress Avenue (T-651).

DEFICIENCY:

The intersection currently warrants a traffic signal.

PROPOSED IMPROVEMENTS:

Signalize the Intersection (Existing Deficiency).

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	400,000
Utility Relocation	8,000
Right-of Way	0
Engineering	48,000
Inspection	20,000
Admin & Planning	6,000
TOTAL	\$482,000

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 23%*

*New Development Traffic /
Anticipated Traffic Growth = 77%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$477,302
Projected Soft Cost	\$86,570
Projected Total Cost	\$563,872

New Pass Thru Trips	\$129,691
New Development Trips	\$434,181

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	2023
Other	100%	\$563,872	Acquire ROW	2023
Impact Fees	0%	\$0	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 23 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 23

PROJECT NUMBER: I-23B

LOCATION:

TRANSPORTATION DISTRICT: East/West

The intersection of US Route 19 (SR 0019) and Progress Avenue (T-651).

DEFICIENCY:

Side Street Capacity becomes deficient.

PROPOSED IMPROVEMENTS:

Construct an eastbound left-turn lane on Progress Avenue.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	196,949
Utility Relocation	28,500
Right-of Way	148,000
Engineering	35,451
Inspection	9,847
Admin & Planning	2,954
TOTAL	\$421,702

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 23%*

*New Development Traffic /
Anticipated Traffic Growth = 77%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$436,883
Projected Soft Cost	\$56,449
Projected Total Cost	\$493,331

New Pass Thru Trips	\$113,466
New Development Trips	\$379,865

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	Year
Other	58%	\$286,132	Acquire ROW	2023
Impact Fees	42%	\$207,199	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$186,479
East District	\$20,720
Southeast District	\$0

REMARKS:

See Improvement Drawing number 23 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 30

PROJECT NUMBER: I-30

LOCATION:

The intersection of Graham School Road (T-304) and Rochester Road (SR 3022).

TRANSPORTATION DISTRICT: West

DEFICIENCY:

The current intersection one-way stop control is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add a southbound right-turn lane and extend eastbound left-turn lane.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	666,477
Utility Relocation	10,000
Right-of Way	35,000
Engineering	133,295
Inspection	79,977
Admin & Planning	9,997
TOTAL	\$934,746

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 19%*

*New Development Traffic /
Anticipated Traffic Growth = 81%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$832,327
Projected Soft Cost	\$261,194
Projected Total Cost	\$1,093,521

New Pass Thru Trips	\$207,769
New Development Trips	\$885,752

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Secure Funding	Year
State/Federal	80%	\$874,817	Acquire ROW	2023
Other	0%	\$0	Complete Engineering	2024
Impact Fees	20%	\$218,704	Begin Construction	2025

Transportation District Cost:

West District	\$218,704
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 30 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 35

PROJECT NUMBER: I-35

LOCATION:

The intersection of US Route 19, Dutihl Road (T-326) and Brandt Drive (Private).

TRANSPORTATION DISTRICT: West

DEFICIENCY:

The current intersection geometry is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add an exclusive eastbound auxiliary turn lane on Brandt Drive.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	317,203
Utility Relocation	8,000
Right-of Way	71,500
Engineering	47,580
Inspection	25,376
Admin & Planning	4,758
TOTAL	\$474,417

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 31%*

*New Development Traffic /
Anticipated Traffic Growth = 69%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$464,086
Projected Soft Cost	\$90,915
Projected Total Cost	\$555,001

New Pass Thru Trips	\$169,965
New Development Trips	\$385,036

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	2023
Other	79%	\$438,451	Acquire ROW	2023
Impact Fees	21%	\$116,550	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$116,550
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 35 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 36

PROJECT NUMBER: I-36

LOCATION:

The intersection of US Route 19 and Short Street/ Wal-Mart Driveway

TRANSPORTATION DISTRICT: East/West

DEFICIENCY:

The current intersection geometry is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add an eastbound left turn lane, westbound right, southbound left and appropriate receiving lanes.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	2,728,004
Utility Relocation	50,000
Right-of Way	203,500
Engineering	545,601
Inspection	327,360
Admin & Planning	40,920
TOTAL	\$3,895,385

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 41%*

*New Development Traffic /
Anticipated Traffic Growth = 59%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$3,487,938
Projected Soft Cost	\$1,069,112
Projected Total Cost	\$4,557,050

New Pass Thru Trips	\$1,850,037
New Development Trips	\$2,707,012

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	90%	\$4,101,345
Other	0%	\$0
Impact Fees	10%	\$455,705

Secure Funding	Year
Acquire ROW	2023
Complete Engineering	2024
Begin Construction	2025

Transportation District Cost:

West District	\$318,993
East District	\$136,711
Southeast District	\$0

REMARKS:

See Improvement Drawing number 36 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 40

PROJECT NUMBER: I-40

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Franklin Road (SR 3021) and PA Route 228.

DEFICIENCY:

The current intersection geometry is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add EBL, WBL, SB Dual Lefts, NBT.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	2,919,974
Utility Relocation	122,000
Right-of Way	450,000
Engineering	525,595
Inspection	350,397
Admin & Planning	43,800
TOTAL	\$4,411,766

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 55%*

*New Development Traffic /
Anticipated Traffic Growth = 45%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$4,970,168
Projected Soft Cost	\$1,309,151
Projected Total Cost	\$6,279,319

New Pass Thru Trips	\$3,432,564
New Development Trips	\$2,846,756

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	85%	\$5,337,421	Secure Funding	2028
Other	0%	\$0	Acquire ROW	2028
Impact Fees	15%	\$941,898	Complete Engineering	2029
			Begin Construction	2030

Transportation District Cost:

West District	\$0
East District	\$941,898
Southeast District	\$0

REMARKS:

See Improvement Drawing number 40 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 42

PROJECT NUMBER: I-42B

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Peters Road (T-307), Canterbury Trail (T-726) and Rowan Road (SR 3018).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Construct a roundabout.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,095,735
Utility Relocation	42,350
Right-of Way	87,500
Engineering	328,720
Inspection	87,659
Admin & Planning	16,436
TOTAL	\$1,658,400

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 19%*

*New Development Traffic /
Anticipated Traffic Growth = 81%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$1,433,761
Projected Soft Cost	\$506,332
Projected Total Cost	\$1,940,093

New Pass Thru Trips	\$363,249
New Development Trips	\$1,576,844

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	75%	\$1,455,070	Secure Funding	2023
Other	0%	\$0	Acquire ROW	2023
Impact Fees	25%	\$485,023	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$0
East District	\$485,023
Southeast District	\$0

REMARKS:

See Improvement Drawing number 42 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 46

PROJECT NUMBER: I-46

LOCATION:
Heights Drive and Route 19.

TRANSPORTATION DISTRICT: West

DEFICIENCY:

The proposed unsignalized intersection is anticipated to be deficient with 2030 traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize new intersection. Add a southbound right-turn lane to Route 19.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	712,176
Utility Relocation	5,000
Right-of Way	27,500
Engineering	142,435
Inspection	35,609
Admin & Planning	10,683
TOTAL	\$933,402

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 23%*

*New Development Traffic /
Anticipated Traffic Growth = 77%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$871,165
Projected Soft Cost	\$220,783
Projected Total Cost	\$1,091,948

New Pass Thru Trips	\$251,148
New Development Trips	\$840,800

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	Year
Other	95%	\$1,037,351	Acquire ROW	2023
Impact Fees	5%	\$54,597	Complete Engineering	2024
			Begin Construction	2025

Transportation District Cost:

West District	\$54,597
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 46 for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-10

PROJECT NUMBER: S-10

LOCATION:

TRANSPORTATION DISTRICT: West

Ogle View Road (T-322) from Unionville Road to Route 19.

DEFICIENCY:

Shoulders need to be widened. Drainage structures should be added.

PROPOSED IMPROVEMENTS:

Widen to three-lane Commercial Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	957,230
Utility Relocation	0
Right-of Way	192,500
Engineering	114,868
Inspection	95,723
Admin & Planning	14,358
TOTAL	\$1,374,679

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 11%*

*New Development Traffic /
Anticipated Traffic Growth = 89%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$1,345,022
Projected Soft Cost	\$263,159
Projected Total Cost	\$1,608,180

New Pass Thru Trips	\$176,900
New Development Trips	\$1,431,281

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	93%	\$1,495,608
Impact Fees	7%	\$112,573

Secure Funding	Year
Acquire ROW	2023
Complete Engineering	2024
Begin Construction	2025

Transportation District Cost:

West District	\$112,573
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-23

PROJECT NUMBER: S-23

LOCATION:
Ehrman Road from Route 19 to Old Ehrman Road.

TRANSPORTATION DISTRICT: East

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Add left turn lanes at key intersections to maintain thru traffic flow.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,693,147
Utility Relocation	73,700
Right-of Way	87,500
Engineering	203,178
Inspection	169,315
Admin & Planning	25,397
TOTAL	\$2,252,236

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 21%*

*New Development Traffic /
Anticipated Traffic Growth = 79%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$2,639,314
Projected Soft Cost	\$566,321
Projected Total Cost	\$3,205,635

New Pass Thru Trips	\$673,183
New Development Trips	\$2,532,451

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	5%	\$160,282	Secure Funding	2026
Other	50%	\$1,602,817	Acquire ROW	2027
Impact Fees	45%	\$1,442,536	Complete Engineering	2029
			Begin Construction	2030

Transportation District Cost:

West District	\$0
East District	\$1,442,536
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-25

PROJECT NUMBER: S-25

LOCATION:

TRANSPORTATION DISTRICT: East

Rowan Road (SR 3018) from Marshall Road to Peters Rd/Canterbury Trail.

DEFICIENCY:

An additional thru-lane in each direction is projected to be needed along this roadway segment.

PROPOSED IMPROVEMENTS:

Widen to five-lane Residential Collector.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	4,636,257
Utility Relocation	80,500
Right-of Way	1,525,000
Engineering	463,626
Inspection	370,901
Admin & Planning	69,544
TOTAL	\$7,145,827

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 60%*

*New Development Traffic /
Anticipated Traffic Growth = 40%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2032
Projected Construction Cost	\$9,608,898
Projected Soft Cost	\$1,391,774
Projected Total Cost	\$11,000,673

New Pass Thru Trips	\$6,600,404
New Development Trips	\$4,400,269

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	60%	\$6,600,404
Other	35%	\$3,850,236
Impact Fees	5%	\$550,034

	Year
Secure Funding	2030
Acquire ROW	2030
Complete Engineering	2031
Begin Construction	2032

Transportation District Cost:

West District	\$0
East District	\$550,034
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-27

PROJECT NUMBER: S-27

LOCATION: **TRANSPORTATION DISTRICT:** East
Goehring Road (T-316) from Marshall Road to Franklin Road.

DEFICIENCY:
Roadway does not conform to the Township's Residential Collector Standards.

PROPOSED IMPROVEMENTS:
Widen and Realign to two-lane Residential Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	5,287,774
Utility Relocation	118,700
Right-of Way	1,015,000
Engineering	634,533
Inspection	528,777
Admin & Planning	79,317
TOTAL	\$7,664,101

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 47%*

*New Development Traffic /
Anticipated Traffic Growth = 53%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2032
Projected Construction Cost	\$9,885,564
Projected Soft Cost	\$1,912,967
Projected Total Cost	\$11,798,531

New Pass Thru Trips	\$5,545,310
New Development Trips	\$6,253,222

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	52%	\$6,135,236
Other	43%	\$5,073,368
Impact Fees	5%	\$589,927

	Year
Secure Funding	2029
Acquire ROW	2030
Complete Engineering	2031
Begin Construction	2032

Transportation District Cost:

West District	\$0
East District	\$589,927
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-30

PROJECT NUMBER: S-30A

LOCATION: **TRANSPORTATION DISTRICT: West**
Freedom Road (SR 3020) from New Sewickly Township to Haine School Road.

DEFICIENCY:
An additional travel lane should be added in each direction along Freedom Road east of Powell Road.

PROPOSED IMPROVEMENTS:
Widen to four-lane Minor Arterial from Powell to Haines School Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	8,434,733
Utility Relocation	214,500
Right-of Way	3,575,000
Engineering	1,012,168
Inspection	843,473
Admin & Planning	126,521
TOTAL	\$14,206,395

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 39%*

*New Development Traffic /
Anticipated Traffic Growth = 61%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$17,398,895
Projected Soft Cost	\$2,821,235
Projected Total Cost	\$20,220,130

New Pass Thru Trips	\$7,852,561
New Development Trips	\$12,367,569

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Year
State/Federal	35%	\$7,077,045	Secure Funding 2027
Other	46%	\$9,301,260	Acquire ROW 2028
Impact Fees	18%	\$3,639,623	Complete Engineering 2029
			Begin Construction 2030

Transportation District Cost:

West District	\$3,639,623
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-31

PROJECT NUMBER: S-31A

LOCATION:

TRANSPORTATION DISTRICT: West

Freedom Road (SR 3020) from Haine School Road to Commonwealth Drive.

DEFICIENCY:

At additional travel lane should be added in each direction along Freedom Road.

PROPOSED IMPROVEMENTS:

Widen to four-lane Minor Arterial with left-turn lanes.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	9,786,600
Utility Relocation	121,000
Right-of Way	2,090,000
Engineering	1,174,392
Inspection	978,660
Admin & Planning	146,799
TOTAL	\$14,297,451

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 27%*

*New Development Traffic /
Anticipated Traffic Growth = 73%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$17,076,326
Projected Soft Cost	\$3,273,405
Projected Total Cost	\$20,349,731

New Pass Thru Trips	\$5,574,824
New Development Trips	\$14,774,907

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	32%	\$6,511,914
Other	65%	\$13,227,325
Impact Fees	3%	\$610,492

	Year
Secure Funding	2027
Acquire ROW	2028
Complete Engineering	2029
Begin Construction	2030

Transportation District Cost:

West District	\$610,492
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-34

PROJECT NUMBER: S-34

LOCATION: **TRANSPORTATION DISTRICT: West**
Executive Drive (T-936) and Thomson Park Drive (T-975) from Freedom Road to Rochester Road.

DEFICIENCY:

To maintain an acceptable Level of Service in the year 2020, the roadway segment should have an auxiliary left-turn lane along the entire length of the roadways.

PROPOSED IMPROVEMENTS:

Widen to three-lane Commercial Collector Standards.

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	4,300,443
Utility Relocation	272,500
Right-of Way	550,000
Engineering	516,053
Inspection	430,044
Admin & Planning	64,507
TOTAL	\$6,133,548

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 7%*

*New Development Traffic /
Anticipated Traffic Growth = 93%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2035
Projected Construction Cost	\$8,871,281
Projected Soft Cost	\$1,750,040
Projected Total Cost	\$10,621,320

New Pass Thru Trips	\$743,492
New Development Trips	\$9,877,828

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	50%	\$5,310,660
Other	47%	\$4,992,020
Impact Fees	3%	\$318,640

Secure Funding	Year
Acquire ROW	2033
Complete Engineering	2034
Begin Construction	2035

Transportation District Cost:

West District	\$318,640
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-37

PROJECT NUMBER: S-37A

LOCATION:

TRANSPORTATION DISTRICT: West

Rochester Road (SR 3022) from Haines School Road to Graham School Road.

DEFICIENCY:

Additional thru lanes are anticipated to be needed by the year 2030.

PROPOSED IMPROVEMENTS:

Widen to four-lane Urban Collector with left-turn lanes (See Township Boulevard Design Standards).

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	17,619,600
Utility Relocation	24,950
Right-of Way	1,375,000
Engineering	2,114,352
Inspection	1,761,960
Admin & Planning	264,294
TOTAL	\$23,160,156

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 17%*

*New Development Traffic /
Anticipated Traffic Growth = 83%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$27,070,750
Projected Soft Cost	\$5,893,373
Projected Total Cost	\$32,964,124

New Pass Thru Trips	\$5,549,392
New Development Trips	\$27,414,731

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	91%	\$29,997,352
Other	0%	\$0
Impact Fees	9%	\$2,966,771

	Year
Secure Funding	2027
Acquire ROW	2028
Complete Engineering	2029
Begin Construction	2030

Transportation District Cost:

West District	\$2,966,771
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-40

PROJECT NUMBER: S-40A

LOCATION:
S.R. 228 from Route 19 to Franklin Road

TRANSPORTATION DISTRICT: East

DEFICIENCY:
The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:
Widen to 6 Lane Arterial

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	12,217,065
Utility Relocation	135,500
Right-of Way	467,500
Engineering	1,221,706
Inspection	1,221,706
Admin & Planning	183,256
TOTAL	\$15,446,734

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 33%*

*New Development Traffic /
Anticipated Traffic Growth = 67%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2035
Projected Construction Cost	\$22,200,204
Projected Soft Cost	\$4,548,541
Projected Total Cost	\$26,748,745

New Pass Thru Trips	\$8,853,967
New Development Trips	\$17,894,778

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	50%	\$13,374,372
Other	46%	\$12,304,423
Impact Fees	4%	\$1,069,950

Secure Funding	Year
Acquire ROW	2033
Complete Engineering	2034
Begin Construction	2035

Transportation District Cost:

West District	\$0
East District	\$1,069,950
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-43

PROJECT NUMBER: S-43A

LOCATION:

TRANSPORTATION DISTRICT: East

Franklin Road (SR 3021) from Route 228 to Old Mars Crider Road.

DEFICIENCY:

Additional thru-lanes are anticipated to be needed by the year 2030 along this segment of Franklin Road to maintain an acceptable Level of Service.

PROPOSED IMPROVEMENTS:

Widen to four-lane Residential Collector.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	2,686,799
Utility Relocation	120,100
Right-of Way	990,000
Engineering	322,416
Inspection	268,680
Admin & Planning	40,302
TOTAL	\$4,428,297

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 45%*

*New Development Traffic /
Anticipated Traffic Growth = 55%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2035
Projected Construction Cost	\$6,575,001
Projected Soft Cost	\$1,093,377
Projected Total Cost	\$7,668,378

New Pass Thru Trips	\$3,416,905
New Development Trips	\$4,251,473

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	77%	\$5,904,651
Other	0%	\$0
Impact Fees	23%	\$1,763,727

Secure Funding	Year
Acquire ROW	2031
Complete Engineering	2032
Begin Construction	2033
	2035

Transportation District Cost:

West District	\$0
East District	\$617,304
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-43

PROJECT NUMBER: S-43B

LOCATION:

TRANSPORTATION DISTRICT: East

Franklin Road (SR 3021) from Old Mars Crider Road to Peters road.

DEFICIENCY:

Additional thru-lanes are anticipated to be needed by the year 2030 along this segment of Franklin Road to maintain an acceptable Level of Service.

PROPOSED IMPROVEMENTS:

Widen to four-lane Residential Collector.

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	7,839,775
Utility Relocation	341,400
Right-of Way	2,670,000
Engineering	940,773
Inspection	783,977
Admin & Planning	117,597
TOTAL	\$12,693,522

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 45%*

*New Development Traffic /
Anticipated Traffic Growth = 55%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2035
Projected Construction Cost	\$18,790,724
Projected Soft Cost	\$3,190,349
Projected Total Cost	\$21,981,073

New Pass Thru Trips	\$9,794,409
New Development Trips	\$12,186,663

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	80%	\$17,584,858	Secure Funding	2031
Other	15%	\$3,297,161	Acquire ROW	2032
Impact Fees	5%	\$1,099,054	Complete Engineering	2033
			Begin Construction	2035

Transportation District Cost:

West District	\$0
East District	\$1,099,054
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-44

PROJECT NUMBER: S-44A

LOCATION:

TRANSPORTATION DISTRICT: East/West

Route 19 (SR 0019) from Marshall Township to Route 228.

DEFICIENCY:

Thru lanes will need to be added to the roadway to maintain an acceptable Level of Service in the study year 2030.

PROPOSED IMPROVEMENTS:

Widen to six-lane Minor Arterial.

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	9,112,279
Utility Relocation	420,000
Right-of Way	1,100,000
Engineering	1,093,473
Inspection	911,228
Admin & Planning	136,684
TOTAL	\$12,773,664

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 55%*

*New Development Traffic /
Anticipated Traffic Growth = 45%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$15,133,048
Projected Soft Cost	\$3,047,859
Projected Total Cost	\$18,180,907

New Pass Thru Trips	\$10,082,814
New Development Trips	\$8,098,093

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	96%	\$17,453,671
Other	0%	\$0
Impact Fees	4%	\$727,236

	Year
Secure Funding	2025
Acquire ROW	2027
Complete Engineering	2028
Begin Construction	2030

Transportation District Cost:

West District	\$363,618
East District	\$363,618
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-45

PROJECT NUMBER: S-45A

LOCATION:

TRANSPORTATION DISTRICT: East/West

Route 19 (SR 0019) from Route 228 to Ogle View/Rowan Roads.

DEFICIENCY:

Thru lanes will need to be added to the roadway to maintain an acceptable Level Of Service in the study year 2030.

PROPOSED IMPROVEMENTS:

Widen to six-lane Minor Arterial.

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	15,484,479
Utility Relocation	620,000
Right-of Way	1,815,000
Engineering	1,858,138
Inspection	1,548,448
Admin & Planning	232,267
TOTAL	\$21,558,332

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 48%*

*New Development Traffic /
Anticipated Traffic Growth = 52%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$25,505,006
Projected Soft Cost	\$5,179,222
Projected Total Cost	\$30,684,228

New Pass Thru Trips	\$14,805,231
New Development Trips	\$15,878,997

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	95%	\$29,150,017
Other	0%	\$0
Impact Fees	5%	\$1,534,211

	Year
Secure Funding	2025
Acquire ROW	2026
Complete Engineering	2028
Begin Construction	2030

Transportation District Cost:

West District	\$767,106
East District	\$767,106
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-D1

PROJECT NUMBER: S-D1

LOCATION:

New connection from Wisconsin Avenue to American Way

TRANSPORTATION DISTRICT: East

DEFICIENCY:

A roadway network parallel to Route 19 should be constructed to allow for the efficient flow of traffic between adjacent developments without having to access Route 19.

PROPOSED IMPROVEMENTS:

Construct 2 Lane Commercial Collector Roadway

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	476,482
Utility Relocation	5,000
Right-of Way	210,000
Engineering	57,178
Inspection	38,119
Admin & Planning	7,147
TOTAL	\$793,925

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 0%*

*New Development Traffic /
Anticipated Traffic Growth = 100%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2032
Projected Construction Cost	\$1,064,505
Projected Soft Cost	\$157,707
Projected Total Cost	\$1,222,212

New Pass Thru Trips	\$0
New Development Trips	\$1,222,212

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	20%	\$244,442
Impact Fees	80%	\$977,769

Secure Funding	Year
Acquire ROW	2029
Complete Engineering	2030
Begin Construction	2031
	2032

Transportation District Cost:

West District	\$0
East District	\$977,769
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-D for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-D2

PROJECT NUMBER: S-D2

LOCATION:

New connection from American Way to North Side of Existing Home Depot Parcel.

TRANSPORTATION DISTRICT: East

DEFICIENCY:

A roadway network parallel to Route 19 should be constructed to allow for the efficient flow of traffic between adjacent developments without having to access Route 19.

PROPOSED IMPROVEMENTS:

Construct 2 Lane Commercial Collector Roadway

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	913,788
Utility Relocation	5,000
Right-of Way	315,000
Engineering	91,379
Inspection	73,103
Admin & Planning	13,707
TOTAL	\$1,411,976

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 0%*

*New Development Traffic /
Anticipated Traffic Growth = 100%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$1,756,065
Projected Soft Cost	\$253,618
Projected Total Cost	\$2,009,683

New Pass Thru Trips	\$0
New Development Trips	\$2,009,683

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	70%	\$1,406,778
Impact Fees	30%	\$602,905

Secure Funding	Year
Acquire ROW	2027
Complete Engineering	2028
Begin Construction	2029
	2030

Transportation District Cost:

West District	\$0
East District	\$602,905
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-D for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-D3

PROJECT NUMBER: S-D3

LOCATION:

New connection from South Side of Existing Home Depot Parcel to Near 228.

TRANSPORTATION DISTRICT: East

DEFICIENCY:

A roadway network parallel to Route 19 should be constructed to allow for the efficient flow of traffic between adjacent developments without having to access Route 19.

PROPOSED IMPROVEMENTS:

Construct 2 Lane Commercial Collector Roadway

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,461,872
Utility Relocation	25,000
Right-of Way	700,000
Engineering	146,187
Inspection	116,950
Admin & Planning	21,928
TOTAL	\$2,471,938

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 0%*

*New Development Traffic /
Anticipated Traffic Growth = 100%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$3,112,601
Projected Soft Cost	\$405,737
Projected Total Cost	\$3,518,338

New Pass Thru Trips	\$0
New Development Trips	\$3,518,338

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	85%	\$2,990,587
Impact Fees	15%	\$527,751

Secure Funding	Year
Acquire ROW	2027
Complete Engineering	2028
Begin Construction	2029
	2030

Transportation District Cost:

West District	\$0
East District	\$527,751
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-D for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-D4

PROJECT NUMBER: S-D4

LOCATION:
Dutihl Road from Route 228 north to Brandt Drive.

TRANSPORTATION DISTRICT: East

DEFICIENCY:
Insufficient north-south roadway capacity within the Township.

PROPOSED IMPROVEMENTS:
Revise existing Dutihl Road to one way for portions in conjunction with construction of parallel 2 Lane Commercial Collector Roadway

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,524,974
Utility Relocation	10,000
Right-of Way	129,500
Engineering	152,497
Inspection	121,998
Admin & Planning	22,875
TOTAL	\$1,961,844

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 20%*

*New Development Traffic /
Anticipated Traffic Growth = 80%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$1,947,200
Projected Soft Cost	\$347,881
Projected Total Cost	\$2,295,081

New Pass Thru Trips	\$459,016
New Development Trips	\$1,836,064

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	60%	\$1,377,048
Impact Fees	40%	\$918,032

Secure Funding	Year
Acquire ROW	2022
Complete Engineering	2023
Begin Construction	2024
	2025

Transportation District Cost:

West District	\$0
East District	\$918,032
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-D for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-E1

PROJECT NUMBER: S-E1

LOCATION:

New connection Thomson Park Drive to Brandt Drive including widening of existing Brandt Drive.

TRANSPORTATION DISTRICT: West

DEFICIENCY:

Insufficient east-west roadway capacity within the Township.

PROPOSED IMPROVEMENTS:

Construct 2 Lane Commercial Collector Roadway

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,059,236
Utility Relocation	10,000
Right-of Way	560,000
Engineering	158,885
Inspection	84,739
Admin & Planning	15,889
TOTAL	\$1,888,748

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 0%*

*New Development Traffic /
Anticipated Traffic Growth = 100%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$1,905,975
Projected Soft Cost	\$303,593
Projected Total Cost	\$2,209,568

New Pass Thru Trips	\$0
New Development Trips	\$2,209,568

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	73%	\$1,612,985
Impact Fees	27%	\$596,583

Secure Funding	Year
Acquire ROW	2022
Complete Engineering	2023
Begin Construction	2024
	2025

Transportation District Cost:

West District	\$596,583
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-E for a plan sketch of the proposed improvement.

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-E2

PROJECT NUMBER: S-E2

LOCATION:

TRANSPORTATION DISTRICT: West

Intersection improvements including roundabout associated with Brandt Drive at Thomson Park Drive.

DEFICIENCY:

Insufficient east-west roadway capacity within the Township.

PROPOSED IMPROVEMENTS:

Construct Roundabout at Thomson Park Drive to accommodate new connector Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

Construction	662,971
Utility Relocation	5,000
Right-of Way	42,500
Engineering	79,557
Inspection	53,038
Admin & Planning	9,945
TOTAL	\$853,010

*New Pass Thru Traffic /
Anticipated Traffic Growth = 0%*

*New Development Traffic /
Anticipated Traffic Growth = 100%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

New Pass Thru Trips	\$0
New Development Trips	\$997,901

Construction Year	2025
Projected Construction Cost	\$831,151
Projected Soft Cost	\$166,750
Projected Total Cost	\$997,901

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Year
State/Federal	0%	\$0	Secure Funding
Other	50%	\$498,951	Acquire ROW
Impact Fees	50%	\$498,951	Complete Engineering
			Begin Construction
			2025

Transportation District Cost:

West District	\$498,951
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-E for a plan sketch of the proposed improvement.



APPENDIX B

UNSELECTED CANDIDATE PROJECT LIST

Unselected Candidate Capital Improvements Plan Projects Summary			
Map Number	Project Number	Intersection or Roadway Segment	Improvement Project Description
3	I-03B	The intersection of Unionville Road (T-328) and Graham School Road (T-304).	Signalize the intersection and add an eastbound right-turn lane on Unionville Road.
5	I-05B	The intersection of Unionville Road (T-328) and Progress Avenue (T-651).	Signalize the intersection and add a southbound left, and an eastbound and westbound right.
9	I-09B	The intersection of Franklin Road (SR 3021), Garvin Road (T-313) and Callery Road (SR 3014).	Realign Callery Road with Garvin Road to form a four-way "plus" intersection and install a traffic signal.
13	I-13	The intersection of Franklin Road (SR 3021) and Peters Road (T-307).	Add a westbound left turn lane on Peters Road.
19	I-19B	Intersection of Marshall Road (T-305) and North Boundary Road (T-311).	Signalize the intersection and add a westbound left-turn lane on North Boundary Road.
24	I-24A	The intersection of US Route 19, Ogle View Road (T-322) and Rowan Road (SR 3018).	Add EBL, EBT, EBR, WBL, WBT, SBR. Add NB and SB left to form dual lefts.
24	I-24B	The intersection of US Route 19, Ogle View Road (T-322) and Rowan Road (SR 3018).	Add a westbound left turn lane to form triple lefts along Rowan Road.
29	I-29	The intersection of Robinhood Drive (T-330) and Rochester Road (SR 3022).	Signalize the intersection.
31	I-31B	The intersection of Norman Drive (T-830), Thomson Park Drive (T-830) and Rochester Road (SR 3022).	Completed
34	I-34	The intersection of Rolling Road and Freedom Road.	Install traffic signal.
37	I-37	The intersection of US Route 19 and St. Francis Way/ Mall Driveway	The current intersection geometry is projected to become deficient with 2030 forecast traffic volumes.
38	I-38	The intersection of Franklin Road (SR 3021) and Burke Road (T-320).	Signalize the intersection. Add a southbound left-turn lane on Franklin Road.
42	I-42A	The intersection of Peters Road (T-307), Canterbury Trail (T-726) and Rowan Road (SR 3018).	Signalize the intersection and add an eastbound left-turn lane and a channelized southbound right-turn lane on Rowan Road.
S-3	S-03	Glen Eden Road (SR 3024) from Freshcorn Road to Route 19.	Widen and realign to two-lane Residential Collector Standards.
S-6	S-06	Unionville Road from Route 19 to Ogle View Road	Add left turn lanes at key intersections to maintain thru traffic flow.
S-7	S-07	Unionville Road from Ogle View Road to Kensinger Drive.	Widen to three lane commercial collector standards.
S-8	S-08	Unionville Road (T-328) from Kensinger Drive to Glen Eden Road.	Widen and Realign to two-lane Residential Collector Standards west of Aberdeen Drive.
S-12	S-12	Old Route 19 (T-310) from Glen Eden Road to Route 19.	Widen to two-lane Residential Collector Standards.
S-13	S-13	Route 19 (SR 0019) from Ogle View Road to Glen Eden Road.	Widen to a six-lane Minor Arterial to North of Ogle View Road.
S-15	S-15	Franklin Road (SR 3021) from Peters Road to Garvin Road.	Widen and Realign to two-lane Residential Collector Standards.
S-17	S-17	Marshall Road (T-305) from Rowan Road to North Boundary Road.	Widen to three-lane Commercial Collector Standards.
S-19	S-19	North Boundary Road (T-311) from Route 19 to Marshall Road.	Widen to three-lane Residential Collector Standards.
S-22	S-22	Garvin Road (T-313) from New Connection to Franklin Road.	Widen to two-lane Residential Collector Standards
S-24	S-24	Rowan Road (SR 3018) from Route 19 to Marshall Road.	Widen to five-lane Commercial Collector Roadway Standards.
S-26	S-26	Peters Road from Rowan Road to Franklin Road	Add left turn lanes at key intersections to maintain thru traffic flow.
S-29	S-29	Powell Road from Freedom Road to Rochester Road	Add left turn lanes at key intersections to maintain thru traffic flow.
S-32	S-32	Freedom Road (SR 3020) from Commonwealth Dr to Turnpike Bridge.	Widen to five-lane Minor Arterial with left-turn lanes.
S-33	S-33	Freedom Road (SR 3020) from Turnpike Bridge to Route 19.	Completed
S-38	S-38	Haine School Road from Freedom Road to Rochester Road	Add left turn lanes at key intersections to maintain thru traffic flow.
S-40	S-40B	S.R. 228 from Route 19 to Franklin Road	Widen to 8 Lane Arterial
S-41	S-41	S.R. 228 from Franklin Road to Seven Fields Borough.	Widen to 4 Lane Arterial Roadway.
S-42	S-42	Franklin Road (SR 3021) from Seven Fields Borough to Route 228.	Widen and Realign to two-lane Residential Collector Standards.
S-45	S-45B	Route 19 (SR 0019) from Route 228 to Ogle View/Rowan Roads.	Widen to eight-lane Minor Arterial.
S-F2	S-F2	New connection from proposed Unionville North-South Road east to Route 19.	Construct 3 Lane Commercial Collector Roadway
S-H2	S-H2	Local road network north of Route 228. North-South segment (New McElroy) opposite of Cranberry Woods Drive.	Construct 5 Lane Commercial Collector Roadway
S-Int	S-Int	I-79 Interchange at location to be determined north of Route 228.	Provide additional interchange to alleviate thru traffic on Route 19.



APPENDIX C

UNSELECTED CANDIDATE PROJECT COST SUMMARIES AND DRAWINGS

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 3

PROJECT NUMBER: I-03B

LOCATION:

TRANSPORTATION DISTRICT: West

The intersection of Unionville Road (T-328) and Graham School Road (T-304).

DEFICIENCY:

The one-way stop controlled intersection is projected to be deficient with forecast year 2030 volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add an eastbound right-turn lane on Unionville Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	520,243
Utility Relocation	5,000
Right-of Way	91,000
Engineering	104,049
Inspection	41,619
Admin & Planning	7,804
TOTAL	\$769,714

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 20%*

*New Development Traffic /
Anticipated Traffic Growth = 80%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$13,132,649
Projected Soft Cost	\$3,270,608
Projected Total Cost	\$16,403,257

New Pass Thru Trips	\$3,280,651
New Development Trips	\$13,122,606

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

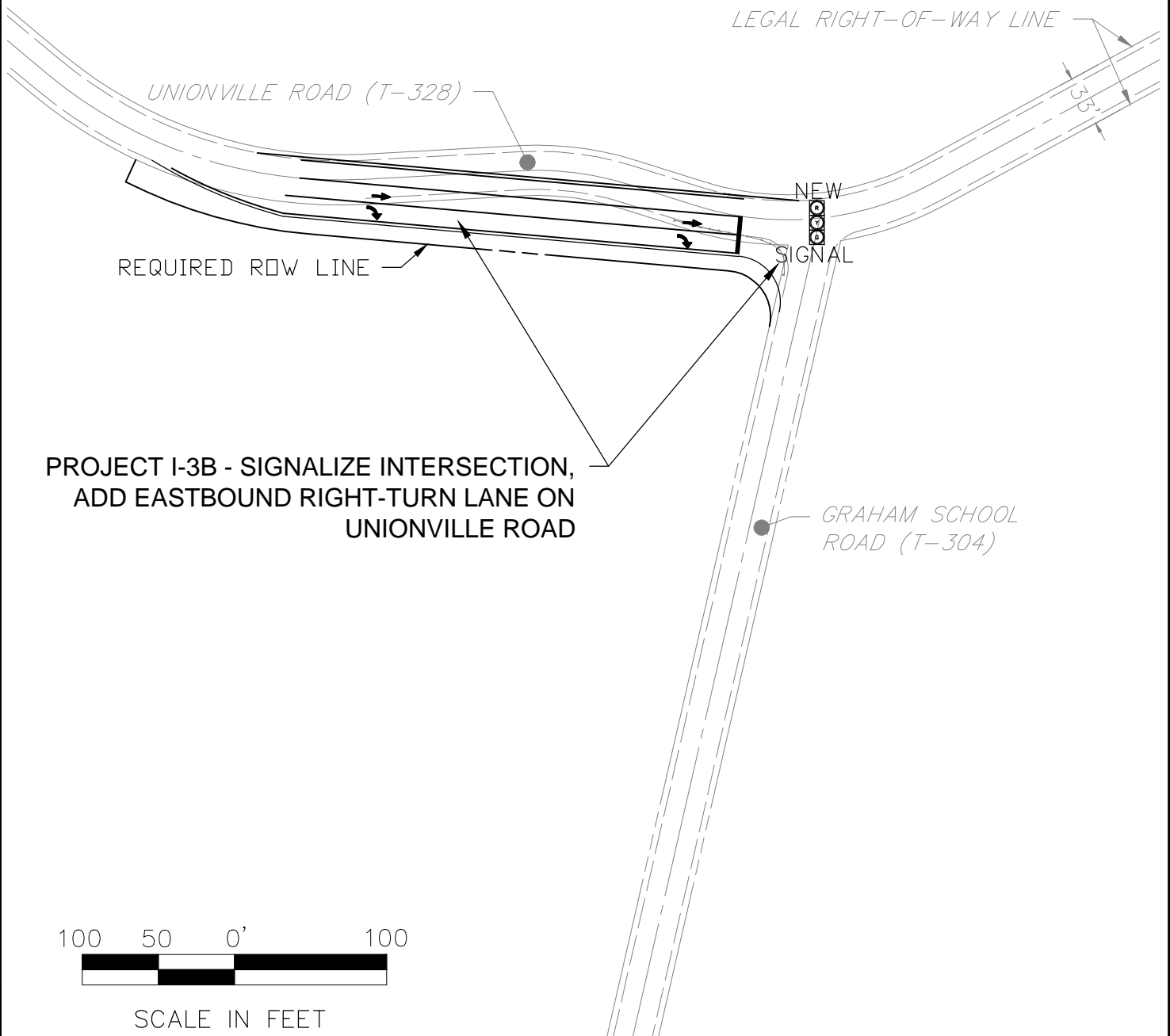
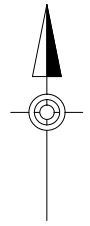
Secure Funding	Year
Acquire ROW	2098
Complete Engineering	2099
Begin Construction	2099

Transportation District Cost:

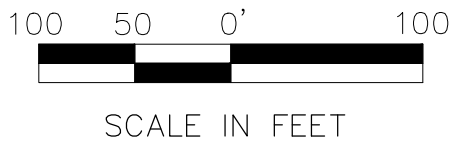
West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 3 for a plan sketch of the proposed improvement.



PROJECT I-3B - SIGNALIZE INTERSECTION,
ADD EASTBOUND RIGHT-TURN LANE ON
UNIONVILLE ROAD



CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #3B
UNIONVILLE AND GRAHAM SCHOOL ROADS
PROJECT I-3B

SHEET:	OF:	DATE:
1	1	06/15/2011



DESIGN
DSM
DRAWN
DSM
SCALE
1"=100'
PROJECT
R0012610447

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 5

PROJECT NUMBER: I-05B

LOCATION:

TRANSPORTATION DISTRICT: West

The intersection of Unionville Road (T-328) and Progress Avenue (T-651).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add a southbound left, and an eastbound and westbound right.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,258,840
Utility Relocation	24,000
Right-of Way	137,500
Engineering	188,826
Inspection	125,884
Admin & Planning	18,883
TOTAL	\$1,753,933

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 17%*

*New Development Traffic /
Anticipated Traffic Growth = 83%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$30,268,631
Projected Soft Cost	\$7,109,137
Projected Total Cost	\$37,377,768

New Pass Thru Trips	\$6,354,221
New Development Trips	\$31,023,548

PROJECT SCHEDULE:

PROPOSED FUNDING:

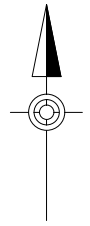
State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:



PROGRESS AVENUE
(T-651)

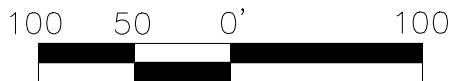
UNIONVILLE ROAD
(T-328)

PROJECT I-5B - SIGNALIZE
INTERSECTION, ADD SOUTHBOUND
LEFT-TURN LANE, EASTBOUND
AND WESTBOUND RIGHT-
TURN LANES

TRACO STAGING AREA

TRACO PARKING LOT

NEW
SIGNAL



SCALE IN FEET

CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #5
UNIONVILLE AND PROGRESS AVENUE
PROJECTS I-5B

SHEET:	OF:	DATE:
1	1	04/2015

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DESIGN DSM
DRAWN DSM
SCALE 1"=100'
PROJECT R0012610464

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 9

PROJECT NUMBER: I-09B

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Franklin Road (SR 3021), Garvin Road (T-313) and Callery Road (SR 3014).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Realign Callery Road with Garvin Road to form a four-way "plus" intersection and install a traffic signal.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,153,738
Utility Relocation	16,000
Right-of Way	224,000
Engineering	173,061
Inspection	92,299
Admin & Planning	17,306
TOTAL	\$1,676,404

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 33%*

*New Development Traffic /
Anticipated Traffic Growth = 67%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$29,701,720
Projected Soft Cost	\$6,023,844
Projected Total Cost	\$35,725,564

New Pass Thru Trips	\$11,947,885
New Development Trips	\$23,777,678

PROJECT SCHEDULE:

PROPOSED FUNDING:

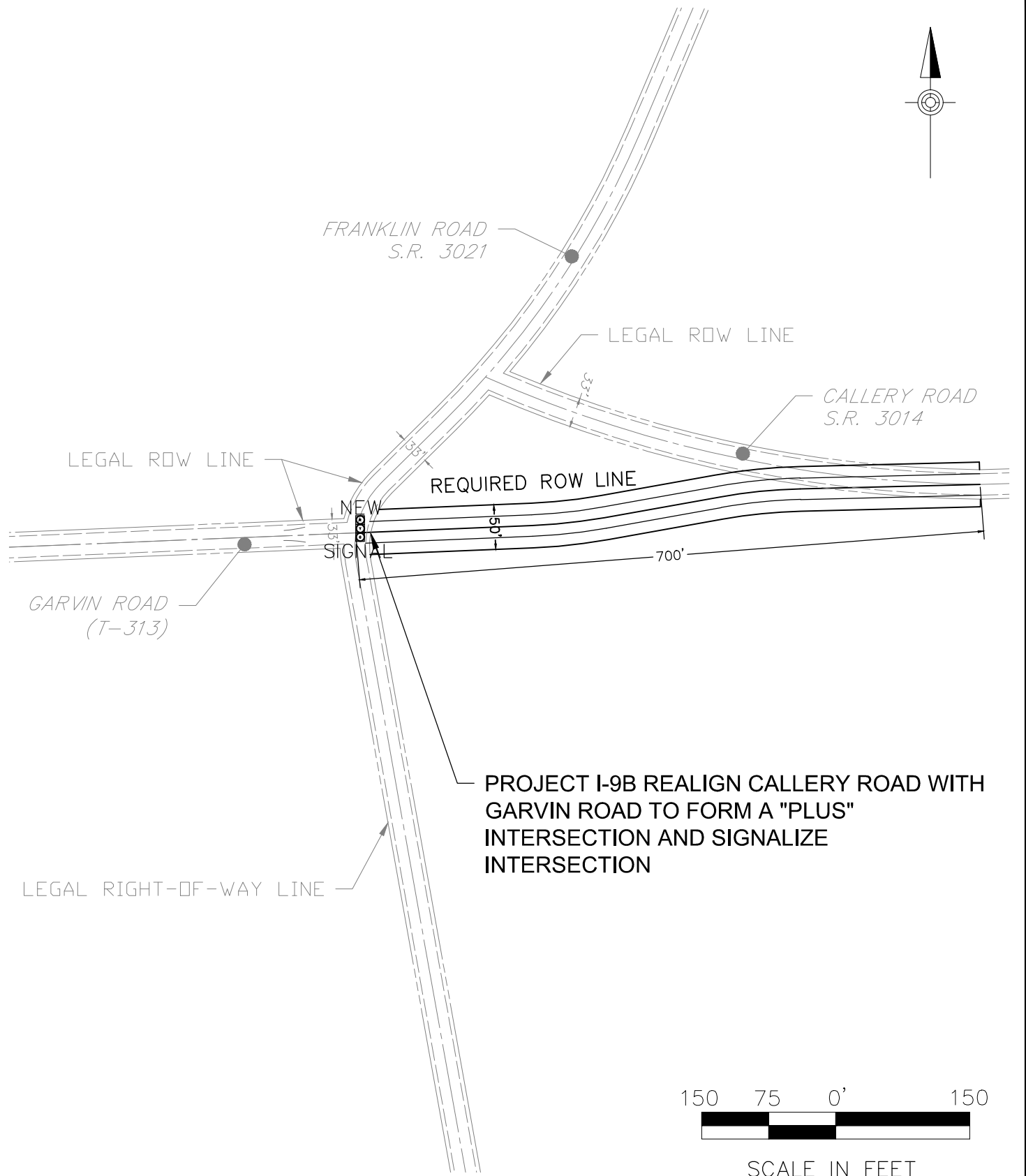
			Year
State/Federal	0%	\$0	Secure Funding
Other	0%	\$0	Acquire ROW
Impact Fees	0%	\$0	Complete Engineering
			Begin Construction
			2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

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CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #9B
FRANKLIN AND CALLERY/GARVIN ROADS
PROJECT I-9B

SHEET:	OF:	DATE:
1	1	06/15/2011

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DESIGN DSM
DRAWN DSM
SCALE 1"=150'
PROJECT R0012610447

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 13

PROJECT NUMBER: I-13

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Franklin Road (SR 3021) and Peters Road (T-307).

DEFICIENCY:

The intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add a westbound left turn lane on Peters Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

Construction	329,965
Utility Relocation	68,000
Right-of Way	52,500
Engineering	65,993
Inspection	32,996
Admin & Planning	4,949
TOTAL	\$554,404

*New Pass Thru Traffic /
Anticipated Traffic Growth = 24%*

*New Development Traffic /
Anticipated Traffic Growth = 76%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

New Pass Thru Trips	\$155,327
New Development Trips	\$493,247

Construction Year	2025
Projected Construction Cost	\$526,980
Projected Soft Cost	\$121,594
Projected Total Cost	\$648,574

PROJECT SCHEDULE:

PROPOSED FUNDING:

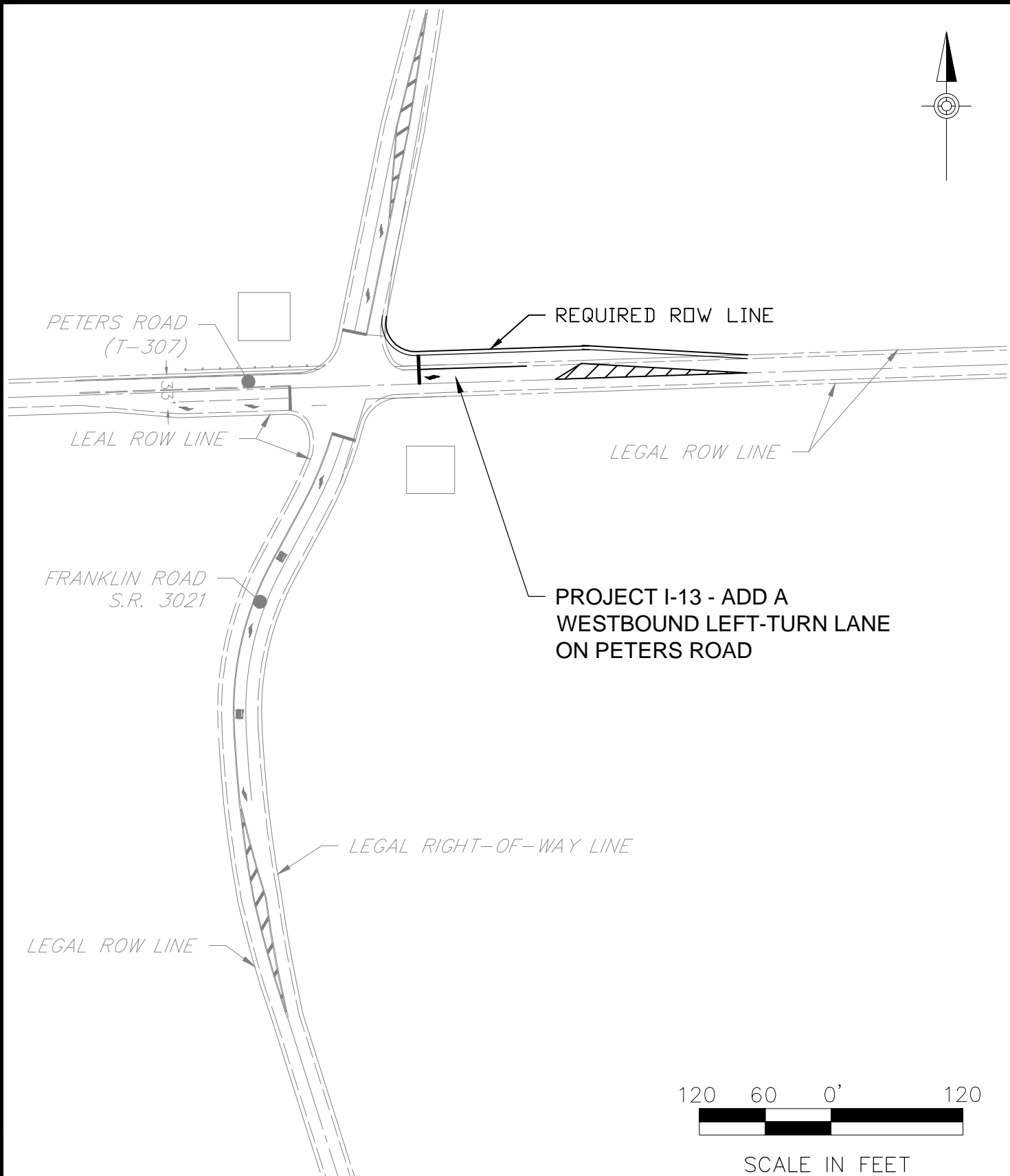
			Secure Funding	Year
State/Federal	0%	\$0	Acquire ROW	2023
Other	0%	\$0	Complete Engineering	2024
Impact Fees	0%	\$0	Begin Construction	2025

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 13 for a plan sketch of the proposed improvement.



TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 19

PROJECT NUMBER: I-19B

LOCATION:

TRANSPORTATION DISTRICT: East

Intersection of Marshall Road (T-305) and North Boundary Road (T-311).

DEFICIENCY:

The current intersection geometry is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add a westbound left-turn lane on North Boundary Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	774,471
Utility Relocation	5,000
Right-of Way	70,000
Engineering	89,064
Inspection	61,958
Admin & Planning	11,617
TOTAL	\$1,012,110

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 26%*

*New Development Traffic /
Anticipated Traffic Growth = 74%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$18,102,942
Projected Soft Cost	\$3,465,972
Projected Total Cost	\$21,568,914

New Pass Thru Trips	\$5,607,918
New Development Trips	\$15,960,997

PROJECT SCHEDULE:

PROPOSED FUNDING:

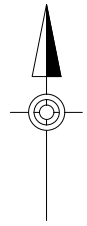
			Secure Funding	Year
State/Federal	0%	\$0	Acquire ROW	2097
Other	0%	\$0	Complete Engineering	2098
Impact Fees	0%	\$0	Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

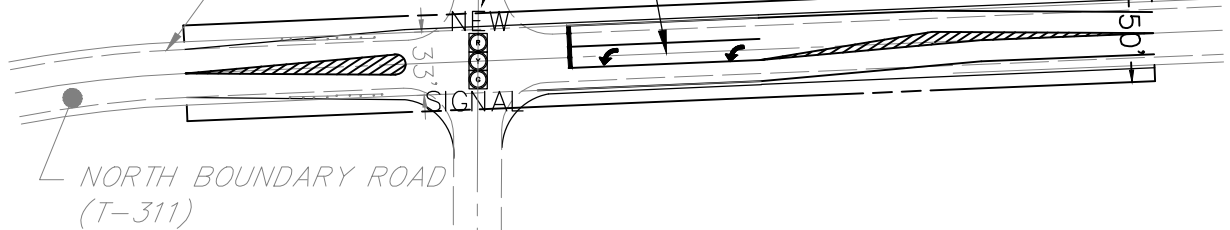
See Improvement Drawing number 19 for a plan sketch of the proposed improvement.



PROJECT I-19B - SIGNALIZE
INTERSECTION, ADD WESTBOUND
LEFT-TURN LANE ON
NORTH BOUNDARY ROAD

LEGAL RIGHT-OF-WAY LINE

REQUIRED ROW LINE



MARSHALL ROAD (T-305)



SCALE IN FEET

CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #19B
MARSHALL ROAD AND NORTH BOUNDARY ROAD
PROJECT I-19B

SHEET:	OF:	DATE:
1	1	06/15/2011

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DESIGN DSM
DRAWN DSM
SCALE 1"=100'
PROJECT R0012610447

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 24

PROJECT NUMBER: I-24A

LOCATION:

TRANSPORTATION DISTRICT: East/West

The intersection of US Route 19, Ogle View Road (T-322) and Rowan Road (SR 3018).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add EBL, EBT, EBR, WBL, WBT, SBR. Add NB and SB left to form dual lefts.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	3,544,275
Utility Relocation	257,600
Right-of Way	1,520,000
Engineering	637,970
Inspection	425,313
Admin & Planning	53,164
TOTAL	\$6,438,322

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 30%*

*New Development Traffic /
Anticipated Traffic Growth = 70%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2030
Projected Construction Cost	\$7,574,688
Projected Soft Cost	\$1,589,052
Projected Total Cost	\$9,163,739

New Pass Thru Trips	\$2,749,122
New Development Trips	\$6,414,617

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	2028
Other	0%	\$0	Acquire ROW	2028
Impact Fees	0%	\$0	Complete Engineering	2029
			Begin Construction	2030

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 24 for a plan sketch of the proposed improvement.

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 24

PROJECT NUMBER: I-24B

LOCATION:

The intersection of US Route 19, Ogle View Road (T-322) and Rowan Road (SR 3018).

TRANSPORTATION DISTRICT: East

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add a westbound left turn lane to form triple lefts along Rowan Road.

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	1,123,085
Utility Relocation	20,000
Right-of Way	720,000
Engineering	168,463
Inspection	134,770
Admin & Planning	16,846
TOTAL	\$2,183,164

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 30%*

*New Development Traffic /
Anticipated Traffic Growth = 70%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$39,703,893
Projected Soft Cost	\$6,821,154
Projected Total Cost	\$46,525,047

New Pass Thru Trips	\$13,957,514
New Development Trips	\$32,567,533

PROJECT SCHEDULE:

PROPOSED FUNDING:

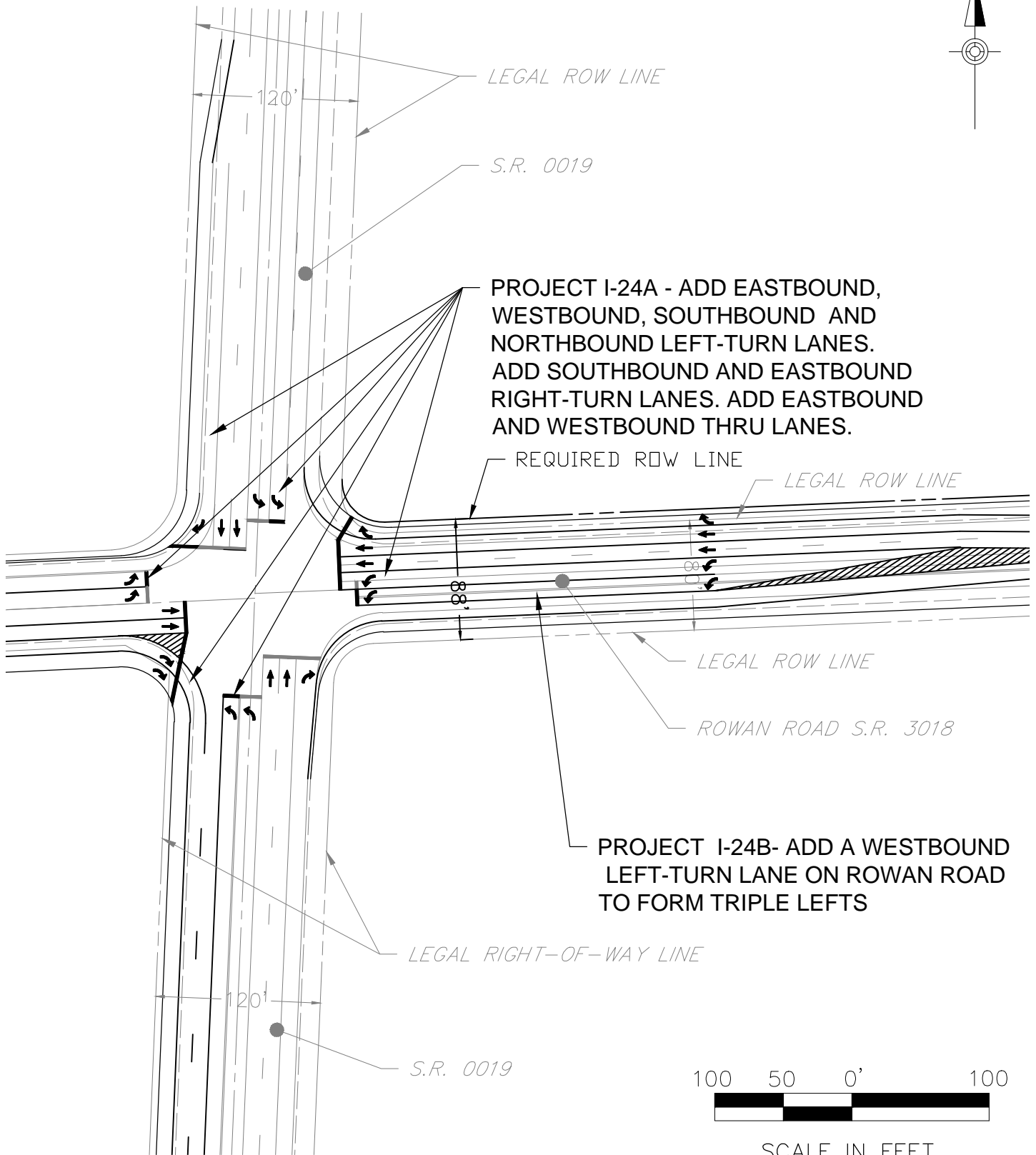
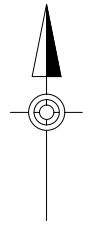
State/Federal	0%	\$0	Secure Funding	2097
Other	0%	\$0	Acquire ROW	2097
Impact Fees	0%	\$0	Complete Engineering	2098
			Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 24 for a plan sketch of the proposed improvement.



SCALE IN FEET

CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #24
ROUTE 19 AND OGLE VIEW/ROWAN ROADS
PROJECTS I-24A AND I-24B

SHEET:	OF:	DATE:
1	1	04/2015



DESIGN
DSM
DRAWN
DSM
SCALE
1"=100'
PROJECT
R0012610464

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 29

PROJECT NUMBER: I-29

LOCATION:

TRANSPORTATION DISTRICT: West

The intersection of Robinhood Drive (T-330) and Rochester Road (SR 3022).

DEFICIENCY:

The current intersection geometry is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	302,500
Utility Relocation	0
Right-of Way	0
Engineering	45,375
Inspection	24,200
Admin & Planning	4,538
TOTAL	\$376,613

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 16%*

*New Development Traffic /
Anticipated Traffic Growth = 84%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$6,446,528
Projected Soft Cost	\$1,579,399
Projected Total Cost	\$8,025,927

New Pass Thru Trips	\$1,277,230
New Development Trips	\$6,748,697

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Secure Funding	Year
State/Federal	0%	\$0	Acquire ROW	2097
Other	0%	\$0	Complete Engineering	2098
Impact Fees	0%	\$0	Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 34

PROJECT NUMBER: I-34

LOCATION:

The intersection of Rolling Road and Freedom Road.

TRANSPORTATION DISTRICT: West

DEFICIENCY:

The intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Install traffic signal.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	309,045
Utility Relocation	5,000
Right-of Way	0
Engineering	55,628
Inspection	15,452
Admin & Planning	4,636
TOTAL	\$389,761

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 32%*

*New Development Traffic /
Anticipated Traffic Growth = 68%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2023
Projected Construction Cost	\$339,671
Projected Soft Cost	\$81,894
Projected Total Cost	\$421,566

New Pass Thru Trips	\$135,603
New Development Trips	\$285,962

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2021
Acquire ROW	2021
Complete Engineering	2022
Begin Construction	2023

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 37

PROJECT NUMBER: I-37

LOCATION:

The intersection of US Route 19 and St. Francis Way/ Mall Driveway

TRANSPORTATION DISTRICT: East/West

DEFICIENCY:

The current intersection geometry is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Add an Eastbound Left Turn Lane and receiving lane on Mall Drive, Add NB Left to form Dual Lefts on 19 and add a WB right turn lane on St. Francis Way.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	2,734,239
Utility Relocation	0
Right-of Way	1,220,000
Engineering	546,848
Inspection	328,109
Admin & Planning	41,014
TOTAL	\$4,870,209

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 37%*

*New Development Traffic /
Anticipated Traffic Growth = 63%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2025
Projected Construction Cost	\$4,625,901
Projected Soft Cost	\$1,071,555
Projected Total Cost	\$5,697,456

New Pass Thru Trips	\$2,098,251
New Development Trips	\$3,599,205

PROJECT SCHEDULE:

PROPOSED FUNDING:

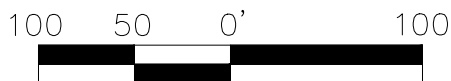
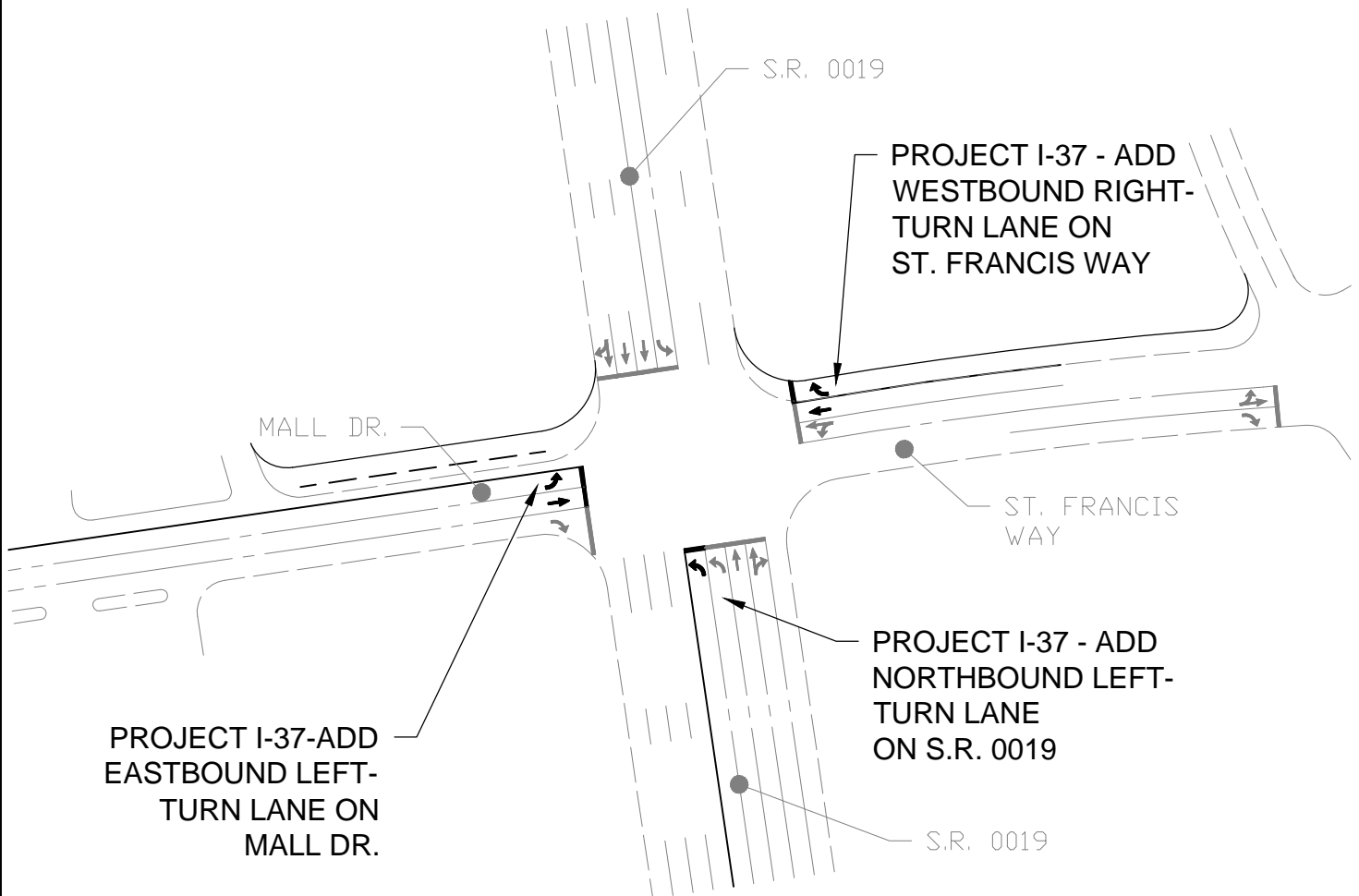
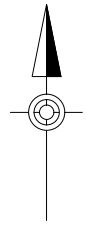
			Year
State/Federal	0%	\$0	Secure Funding
Other	0%	\$0	Acquire ROW
Impact Fees	0%	\$0	Complete Engineering
			Begin Construction
			2025

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 37 for a plan sketch of the proposed improvement.



SCALE IN FEET

CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #37
S.R. 0019 AND ST. FRANCIS WAY
PROJECT I-37

SHEET:	OF:	DATE:
1	1	06/15/2011

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DESIGN DSM
DRAWN DSM
SCALE 1"=100'
PROJECT R0012610447

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

INTERSECTION NUMBER: 38

PROJECT NUMBER: I-38

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Franklin Road (SR 3021) and Burke Road (T-320).

DEFICIENCY:

The intersection control and geometry is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection. Add a southbound left-turn lane on Franklin Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	616,868
Utility Relocation	24,000
Right-of Way	110,000
Engineering	92,530
Inspection	49,349
Admin & Planning	9,253
TOTAL	\$902,001

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 29%*

*New Development Traffic /
Anticipated Traffic Growth = 71%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$16,001,630
Projected Soft Cost	\$3,220,765
Projected Total Cost	\$19,222,395

New Pass Thru Trips	\$5,658,237
New Development Trips	\$13,564,158

PROJECT SCHEDULE:

PROPOSED FUNDING:

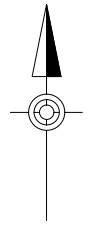
State/Federal	0%	\$0	Secure Funding	2097
Other	0%	\$0	Acquire ROW	2097
Impact Fees	0%	\$0	Complete Engineering	2098
			Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 38 for a plan sketch of the proposed improvement.



LEGAL ROW LINE

FRANKLIN ROAD S.R. 3021

REQUIRED ROW LINE

PROJECT I-38 - SIGNALIZE THE
INTERSECTION, ADD A SOUTHBOUND
LEFT-TURN LANE ON FRANKLIN ROAD

LEGAL ROW LINE

LEGAL ROW LINE

BURKE ROAD (T-320)

FRANKLIN ROAD S.R. 3021

LEGAL ROW LINE

LEGAL RIGHT-OF-WAY LINE



SCALE IN FEET

CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #38
FRANKLIN ROAD AND BURKE ROAD
PROJECT I-38

SHEET:	OF:	DATE:
1	1	06/15/2011

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DESIGN DSM
DRAWN DSM
SCALE 1"=100'
PROJECT R0012610447

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

INTERSECTION NUMBER: 42

PROJECT NUMBER: I-42A

LOCATION:

TRANSPORTATION DISTRICT: East

The intersection of Peters Road (T-307), Canterbury Trail (T-726) and Rowan Road (SR 3018).

DEFICIENCY:

The current intersection is projected to become deficient with 2030 forecast traffic volumes.

PROPOSED IMPROVEMENTS:

Signalize the intersection and add an eastbound left-turn lane and a channelized southbound right-turn lane on Rowan Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	970,833
Utility Relocation	50,500
Right-of Way	126,000
Engineering	145,625
Inspection	77,667
Admin & Planning	14,562
TOTAL	\$1,385,187

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 19%*

*New Development Traffic /
Anticipated Traffic Growth = 81%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$24,450,629
Projected Soft Cost	\$5,068,870
Projected Total Cost	\$29,519,499

New Pass Thru Trips	\$5,527,011
New Development Trips	\$23,992,488

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	2097
Other	0%	\$0	Acquire ROW	2097
Impact Fees	0%	\$0	Complete Engineering	2098
			Begin Construction	2099

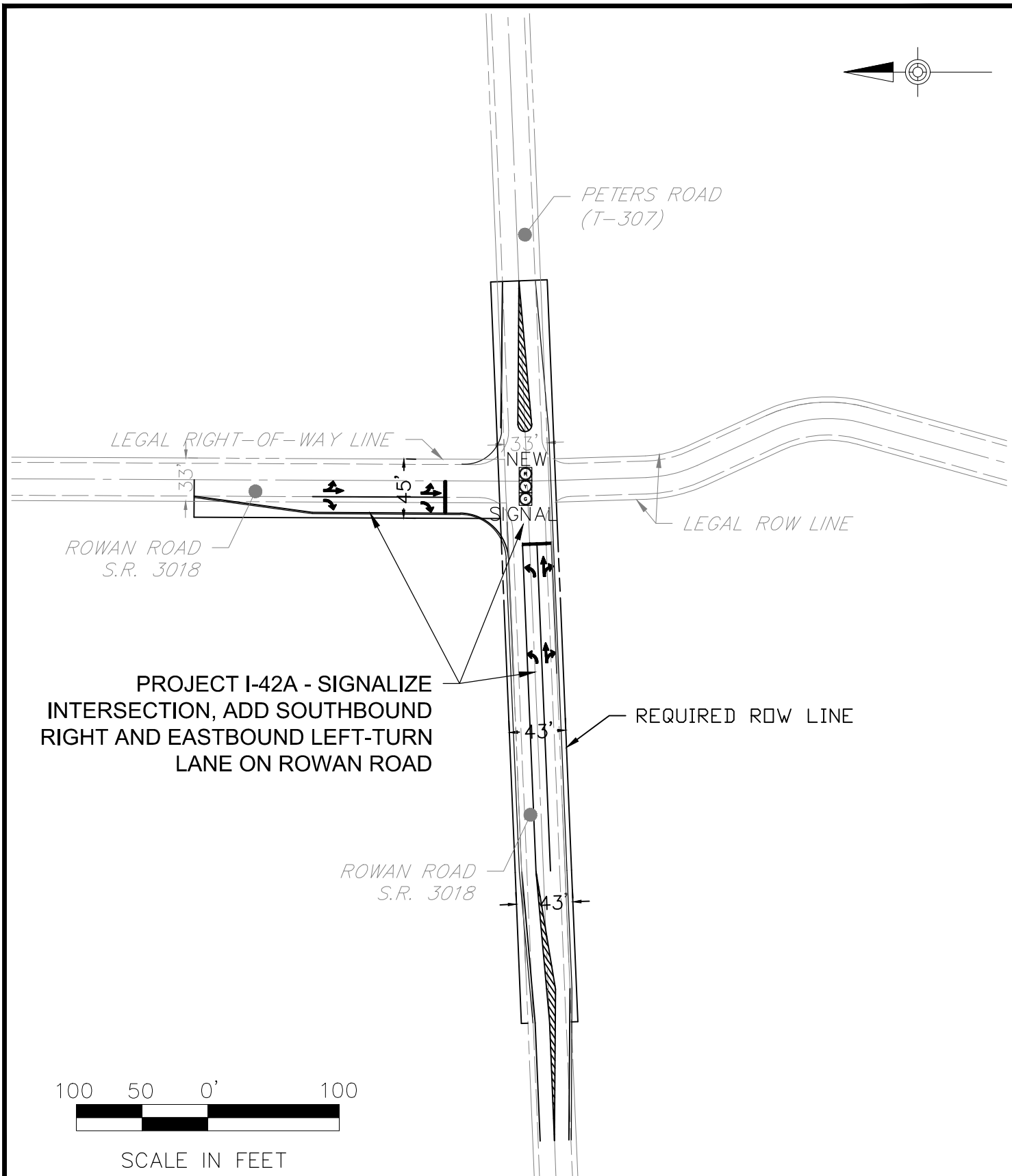
Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number 42 for a plan sketch of the proposed improvement.

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CRANBERRY TOWNSHIP IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS DRAWING #42
PETERS ROAD/CANTERBURY TRAIL AND ROWAN ROAD
PROJECT I-42A

SHEET:	OF:	DATE:
1	1	04/2015

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DESIGN DSM
DRAWN DSM
SCALE 1"=100'
PROJECT R0012610464

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-3

PROJECT NUMBER: S-03

LOCATION:

TRANSPORTATION DISTRICT: West

Glen Eden Road (SR 3024) from Freshcorn Road to Route 19.

DEFICIENCY:

There are currently several areas of poor horizontal/vertical geometry.

PROPOSED IMPROVEMENTS:

Widen and realign to two-lane Residential Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

Construction	6,884,232
Utility Relocation	286,750
Right-of Way	700,000
Engineering	826,108
Inspection	688,423
Admin & Planning	103,263
TOTAL	\$9,488,777

*New Pass Thru Traffic /
Anticipated Traffic Growth = 21%*

*New Development Traffic /
Anticipated Traffic Growth = 79%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

New Pass Thru Trips	\$42,464,888
New Development Trips	\$159,748,863

Construction Year	2099
Projected Construction Cost	\$167,737,198
Projected Soft Cost	\$34,476,552
Projected Total Cost	\$202,213,750

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2095
Acquire ROW	2096
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-6

PROJECT NUMBER: S-06

LOCATION:
Unionville Road from Route 19 to Ogle View Road

TRANSPORTATION DISTRICT: West

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Add left turn lanes at key intersections to maintain thru traffic flow.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,013,854
Utility Relocation	35,800
Right-of Way	87,500
Engineering	152,078
Inspection	101,385
Admin & Planning	15,208
TOTAL	\$1,405,825

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 21%*

*New Development Traffic /
Anticipated Traffic Growth = 79%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$24,233,703
Projected Soft Cost	\$5,725,610
Projected Total Cost	\$29,959,313

New Pass Thru Trips	\$6,291,456
New Development Trips	\$23,667,857

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0	Secure Funding	2098
Other	0%	\$0	Acquire ROW	2098
Impact Fees	0%	\$0	Complete Engineering	2098
			Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-7

PROJECT NUMBER: S-07

LOCATION:

TRANSPORTATION DISTRICT: West

Unionville Road from Ogle View Road to Kensinger Drive.

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Widen to three lane commercial collector standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,213,763
Utility Relocation	0
Right-of Way	105,000
Engineering	145,652
Inspection	121,376
Admin & Planning	18,206
TOTAL	\$1,603,997

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 24%*

*New Development Traffic /
Anticipated Traffic Growth = 76%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$28,103,934
Projected Soft Cost	\$6,078,580
Projected Total Cost	\$34,182,513

New Pass Thru Trips	\$8,205,453
New Development Trips	\$25,977,061

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2097
Acquire ROW	2098
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-8

PROJECT NUMBER: S-08

LOCATION:

TRANSPORTATION DISTRICT: West

Unionville Road (T-328) from Kensinger Drive to Glen Eden Road.

DEFICIENCY:

The northern section of the roadway does not conform to the Township's roadway design standards.

PROPOSED IMPROVEMENTS:

Widen and Realign to two-lane Residential Collector Standards west of Aberdeen Drive.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

Construction	2,398,782
Utility Relocation	80,700
Right-of Way	105,000
Engineering	239,878
Inspection	191,903
Admin & Planning	35,982
TOTAL	\$3,052,244

*New Pass Thru Traffic /
Anticipated Traffic Growth = 17%*

*New Development Traffic /
Anticipated Traffic Growth = 83%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

New Pass Thru Trips	\$11,057,798
New Development Trips	\$53,988,072

Construction Year	2099
Projected Construction Cost	\$55,077,462
Projected Soft Cost	\$9,968,408
Projected Total Cost	\$65,045,869

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2096
Complete Engineering	2097
Begin Construction	2098
	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-12

PROJECT NUMBER: S-12

LOCATION:

TRANSPORTATION DISTRICT: West

Old Route 19 (T-310) from Glen Eden Road to Route 19.

DEFICIENCY:

Roadway does not conform to the Township's Residential Collector Standards.

PROPOSED IMPROVEMENTS:

Widen to two-lane Residential Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

Construction	2,983,560
Utility Relocation	6,900
Right-of Way	350,000
Engineering	358,027
Inspection	298,356
Admin & Planning	44,753
TOTAL	\$4,041,597

*New Pass Thru Traffic /
Anticipated Traffic Growth = 14%*

*New Development Traffic /
Anticipated Traffic Growth = 86%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

New Pass Thru Trips	\$12,058,172
New Development Trips	\$74,071,626

Construction Year	2099
Projected Construction Cost	\$71,187,992
Projected Soft Cost	\$14,941,806
Projected Total Cost	\$86,129,798

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-13

PROJECT NUMBER: S-13

LOCATION: **TRANSPORTATION DISTRICT:** East/West
Route 19 (SR 0019) from Ogle View Road to Glen Eden Road.

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Widen to a six-lane Minor Arterial to North of Ogle View Road.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	14,751,998
Utility Relocation	290,250
Right-of Way	2,750,000
Engineering	1,770,240
Inspection	1,475,200
Admin & Planning	221,280
TOTAL	\$21,258,968

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 37%*

*New Development Traffic /
Anticipated Traffic Growth = 63%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$379,167,669
Projected Soft Cost	\$73,878,690
Projected Total Cost	\$453,046,359

New Pass Thru Trips	\$167,518,442
New Development Trips	\$285,527,916

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Secure Funding	Year
State/Federal	0%	\$0	Acquire ROW	2095
Other	0%	\$0	Complete Engineering	2096
Impact Fees	0%	\$0	Begin Construction	2098
				2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-15

PROJECT NUMBER: S-15

LOCATION: **TRANSPORTATION DISTRICT: East**
Franklin Road (SR 3021) from Peters Road to Garvin Road.

DEFICIENCY:

The roadway horizontal/vertical geometry and cross section is substandard for a two-lane urban collector.

PROPOSED IMPROVEMENTS:

Widen and Realign to two-lane Residential Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	10,953,657
Utility Relocation	668,950
Right-of Way	2,318,750
Engineering	1,314,439
Inspection	1,095,366
Admin & Planning	164,305
TOTAL	\$16,515,467

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 29%*

*New Development Traffic /
Anticipated Traffic Growth = 71%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$297,101,967
Projected Soft Cost	\$54,856,422
Projected Total Cost	\$351,958,389

New Pass Thru Trips	\$103,517,173
New Development Trips	\$248,441,216

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Year
State/Federal	0%	\$0	Secure Funding 2095
Other	0%	\$0	Acquire ROW 2096
Impact Fees	0%	\$0	Complete Engineering 2098
			Begin Construction 2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-17

PROJECT NUMBER: S-17

LOCATION:

TRANSPORTATION DISTRICT: East

Marshall Road (T-305) from Rowan Road to North Boundary Road.

DEFICIENCY:

Shoulders need to be widened to conform to Township Standards.

PROPOSED IMPROVEMENTS:

Widen to three-lane Commercial Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	4,480,586
Utility Relocation	6,000
Right-of Way	1,015,000
Engineering	537,670
Inspection	448,059
Admin & Planning	67,209
TOTAL	\$6,554,524

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 26%*

*New Development Traffic /
Anticipated Traffic Growth = 74%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$117,243,388
Projected Soft Cost	\$22,438,981
Projected Total Cost	\$139,682,369

New Pass Thru Trips	\$36,317,416
New Development Trips	\$103,364,953

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-19

PROJECT NUMBER: S-19

LOCATION:

TRANSPORTATION DISTRICT: East

North Boundary Road (T-311) from Route 19 to Marshall Road.

DEFICIENCY:

The year 2020 forecast traffic demands are anticipated to warrant an additional travel lane in each direction along this segment of North Boundary Road.

PROPOSED IMPROVEMENTS:

Widen to three-lane Residential Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,208,020
Utility Relocation	71,800
Right-of Way	262,500
Engineering	144,962
Inspection	120,802
Admin & Planning	18,120
TOTAL	\$1,826,205

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 21%*

*New Development Traffic /
Anticipated Traffic Growth = 79%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$32,868,125
Projected Soft Cost	\$6,049,819
Projected Total Cost	\$38,917,944

New Pass Thru Trips	\$8,172,768
New Development Trips	\$30,745,176

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Secure Funding	Year
State/Federal	0%	\$0	Acquire ROW	2095
Other	0%	\$0	Complete Engineering	2098
Impact Fees	0%	\$0	Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-22

PROJECT NUMBER: S-22

LOCATION:

TRANSPORTATION DISTRICT: East

Garvin Road (T-313) from New Connection to Franklin Road.

DEFICIENCY:

Roadway does not conform to the Township's Residential Collector Standards.

PROPOSED IMPROVEMENTS:

Widen to two-lane Residential Collector Standards

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	2,639,991
Utility Relocation	34,950
Right-of Way	507,500
Engineering	316,799
Inspection	263,999
Admin & Planning	39,600
TOTAL	\$3,802,838

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 18%*

*New Development Traffic /
Anticipated Traffic Growth = 82%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$67,820,466
Projected Soft Cost	\$13,221,195
Projected Total Cost	\$81,041,661

New Pass Thru Trips	\$14,587,499
New Development Trips	\$66,454,162

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2097
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-24

PROJECT NUMBER: S-24

LOCATION:

TRANSPORTATION DISTRICT: East

Rowan Road (SR 3018) from Route 19 to Marshall Road.

DEFICIENCY:

Traffic is projected to more than double by the year 2020. The current roadway will not accommodate this volume of traffic with only one travel lane in each direction, at an acceptable Level Of Service.

PROPOSED IMPROVEMENTS:

Widen to five-lane Commercial Collector Roadway Standards.

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	8,371,918
Utility Relocation	30,700
Right-of Way	825,000
Engineering	1,255,788
Inspection	837,192
Admin & Planning	125,579
TOTAL	\$11,446,176

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 11%*

*New Development Traffic /
Anticipated Traffic Growth = 89%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$196,648,236
Projected Soft Cost	\$47,279,327
Projected Total Cost	\$243,927,562

New Pass Thru Trips	\$27,070,190
New Development Trips	\$216,857,372

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2096
Complete Engineering	2097
Begin Construction	2098
	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-26

PROJECT NUMBER: S-26

LOCATION:
Peters Road from Rowan Road to Franklin Road

TRANSPORTATION DISTRICT: East

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Add left turn lanes at key intersections to maintain thru traffic flow.

**ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)**

Construction	1,693,147
Utility Relocation	74,700
Right-of Way	405,000
Engineering	203,178
Inspection	169,315
Admin & Planning	25,397
TOTAL	\$2,570,736

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 28%*

*New Development Traffic /
Anticipated Traffic Growth = 72%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$46,305,180
Projected Soft Cost	\$8,479,357
Projected Total Cost	\$54,784,537

New Pass Thru Trips	\$15,335,540
New Development Trips	\$39,448,997

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2095
Acquire ROW	2096
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-29

PROJECT NUMBER: S-29

LOCATION:

Powell Road from Freedom Road to Rochester Road

TRANSPORTATION DISTRICT: West

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Add left turn lanes at key intersections to maintain thru traffic flow.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	3,300,640
Utility Relocation	140,700
Right-of Way	755,000
Engineering	396,077
Inspection	330,064
Admin & Planning	49,510
TOTAL	\$4,971,990

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 21%*

*New Development Traffic /
Anticipated Traffic Growth = 79%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$89,427,501
Projected Soft Cost	\$16,529,756
Projected Total Cost	\$105,957,256

New Pass Thru Trips	\$22,251,024
New Development Trips	\$83,706,232

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2095
Complete Engineering	2096
Begin Construction	2098
	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-32

PROJECT NUMBER: S-32

LOCATION:

TRANSPORTATION DISTRICT: West

Freedom Road (SR 3020) from Commonwealth Dr to Turnpike Bridge.

DEFICIENCY:

At additional travel lane should be added in each direction along Freedom Road.

PROPOSED IMPROVEMENTS:

Widen to five-lane Minor Arterial with left-turn lanes.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

Construction	2,610,444
Utility Relocation	272,500
Right-of Way	1,825,000
Engineering	313,253
Inspection	261,044
Admin & Planning	39,157
TOTAL	\$5,321,398

*New Pass Thru Traffic /
Anticipated Traffic Growth = 32%*

*New Development Traffic /
Anticipated Traffic Growth = 68%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

New Pass Thru Trips	\$36,289,101
New Development Trips	\$77,114,340

Construction Year	2099
Projected Construction Cost	\$100,330,217
Projected Soft Cost	\$13,073,224
Projected Total Cost	\$113,403,442

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2096
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-38

PROJECT NUMBER: S-38

LOCATION:

Haine School Road from Freedom Road to Rochester Road

TRANSPORTATION DISTRICT: West

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Add left turn lanes at key intersections to maintain thru traffic flow.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	3,736,008
Utility Relocation	124,700
Right-of Way	655,000
Engineering	448,321
Inspection	373,601
Admin & Planning	56,040
TOTAL	\$5,393,670

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 21%*

*New Development Traffic /
Anticipated Traffic Growth = 79%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$96,233,503
Projected Soft Cost	\$18,710,100
Projected Total Cost	\$114,943,602

New Pass Thru Trips	\$24,150,654
New Development Trips	\$90,792,948

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2097
Acquire ROW	2098
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-40

PROJECT NUMBER: S-40B

LOCATION:
S.R. 228 from Route 19 to Franklin Road

TRANSPORTATION DISTRICT: East

DEFICIENCY:
The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:
Widen to 8 Lane Arterial

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	16,675,301
Utility Relocation	135,500
Right-of Way	3,410,000
Engineering	1,667,530
Inspection	1,667,530
Admin & Planning	250,130
TOTAL	\$23,805,991

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 33%*

*New Development Traffic /
Anticipated Traffic Growth = 67%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$430,922,160
Projected Soft Cost	\$76,403,388
Projected Total Cost	\$507,325,548

New Pass Thru Trips	\$167,927,266
New Development Trips	\$339,398,283

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Year
State/Federal	0%	\$0	Secure Funding 2097
Other	0%	\$0	Acquire ROW 2098
Impact Fees	0%	\$0	Complete Engineering 2098
			Begin Construction 2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-41

PROJECT NUMBER: S-41

LOCATION:

TRANSPORTATION DISTRICT: East

S.R. 228 from Franklin Road to Seven Fields Borough.

DEFICIENCY:

The 2030 traffic projects are anticipated to be higher than the current roadway can accommodate.

PROPOSED IMPROVEMENTS:

Widen to 4 Lane Arterial Roadway.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	5,383,420
Utility Relocation	49,200
Right-of Way	0
Engineering	538,342
Inspection	538,342
Admin & Planning	80,751
TOTAL	\$6,590,055

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 57%*

*New Development Traffic /
Anticipated Traffic Growth = 43%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$115,773,665
Projected Soft Cost	\$24,665,912
Projected Total Cost	\$140,439,577

New Pass Thru Trips	\$79,770,829
New Development Trips	\$60,668,748

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2096
Complete Engineering	2097
Begin Construction	2098
	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-42

PROJECT NUMBER: S-42

LOCATION:

TRANSPORTATION DISTRICT: East

Franklin Road (SR 3021) from Seven Fields Borough to Route 228.

DEFICIENCY:

Shoulders and drainage structures are substandard.

PROPOSED IMPROVEMENTS:

Widen and Realign to two-lane Residential Collector Standards.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	1,525,765
Utility Relocation	88,800
Right-of Way	385,000
Engineering	183,092
Inspection	152,576
Admin & Planning	22,886
TOTAL	\$2,358,120

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 58%*

*New Development Traffic /
Anticipated Traffic Growth = 42%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$42,612,397
Projected Soft Cost	\$7,641,101
Projected Total Cost	\$50,253,498

New Pass Thru Trips	\$29,357,620
New Development Trips	\$20,895,878

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2096
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

TRANSPORTATION CAPITAL IMPROVEMENTS FOR CRANBERRY TOWNSHIP PROJECT SUMMARY SHEET

SEGMENT NUMBER: S-45

PROJECT NUMBER: S-45B

LOCATION:

TRANSPORTATION DISTRICT: East/West

Route 19 (SR 0019) from Route 228 to Ogle View/Rowan Roads.

DEFICIENCY:

Thru lanes will need to be added to the roadway to maintain an acceptable Level Of Service in the study year 2030.

PROPOSED IMPROVEMENTS:

Widen to eight-lane Minor Arterial.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	18,859,373
Utility Relocation	4,045,000
Right-of Way	5,190,000
Engineering	2,263,125
Inspection	1,885,937
Admin & Planning	282,891
TOTAL	\$32,526,325

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 48%*

*New Development Traffic /
Anticipated Traffic Growth = 52%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$598,714,540
Projected Soft Cost	\$94,448,610
Projected Total Cost	\$693,163,151

New Pass Thru Trips	\$334,453,276
New Development Trips	\$358,709,875

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Year
State/Federal	0%	\$0	Secure Funding
Other	0%	\$0	Acquire ROW
Impact Fees	0%	\$0	Complete Engineering
			Begin Construction
			2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-F2

PROJECT NUMBER: S-F2

LOCATION:

TRANSPORTATION DISTRICT: West

New connection from proposed Unionville North-South Road east to Route 19.

DEFICIENCY:

Lack of Roadway network capacity from I-79 to north of Route 228.

PROPOSED IMPROVEMENTS:

Construct 3 Lane Commercial Collector Roadway

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	561,481
Utility Relocation	0
Right-of Way	280,000
Engineering	56,148
Inspection	44,919
Admin & Planning	8,422
TOTAL	\$950,970

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 0%*

*New Development Traffic /
Anticipated Traffic Growth = 100%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2023
Projected Construction Cost	\$910,146
Projected Soft Cost	\$118,423
Projected Total Cost	\$1,028,570

New Pass Thru Trips	\$0
New Development Trips	\$1,028,570

PROJECT SCHEDULE:

PROPOSED FUNDING:

			Year
State/Federal	0%	\$0	Secure Funding
Other	0%	\$0	Acquire ROW
Impact Fees	0%	\$0	Complete Engineering
			Begin Construction
			2020
			2021
			2022
			2023

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-F for a plan sketch of the proposed improvement.

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-H2

PROJECT NUMBER: S-H2

LOCATION:

Local road network north of Route 228. North-South segment (New McElroy) opposite of Cranberry Woods Drive.

TRANSPORTATION DISTRICT: East

DEFICIENCY:

Lack of Roadway network capacity from I-79 to north of Route 228.

PROPOSED IMPROVEMENTS:

Construct 5 Lane Commercial Collector Roadway

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

Construction	2,474,627
Utility Relocation	0
Right-of Way	0
Engineering	247,463
Inspection	197,970
Admin & Planning	37,119
TOTAL	\$2,957,180

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

*New Pass Thru Traffic /
Anticipated Traffic Growth = 5%*

*New Development Traffic /
Anticipated Traffic Growth = 95%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

Construction Year	2099
Projected Construction Cost	\$52,736,375
Projected Soft Cost	\$10,283,593
Projected Total Cost	\$63,019,968

New Pass Thru Trips	\$3,150,613
New Development Trips	\$59,869,354

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

Secure Funding	Year
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS:

See Improvement Drawing number S-H for a plan sketch of the proposed improvement.

**TRANSPORTATION CAPITAL IMPROVEMENTS FOR
CRANBERRY TOWNSHIP
PROJECT SUMMARY SHEET**

SEGMENT NUMBER: S-Int

PROJECT NUMBER: S-Int

LOCATION:

TRANSPORTATION DISTRICT: East/West

I-79 Interchange at location to be determined north of Route 228.

DEFICIENCY:

U.S. Route 19 projected to be over capacity.

PROPOSED IMPROVEMENTS:

Provide additional interchange to alleviate thru traffic on Route 19.

ESTIMATED COST SUMMARY:
(Current Year 2021 Dollars)

**PROPORTIONAL SPLIT OF FUTURE
PEAK HOUR TRAFFIC VOLUMES:**

Construction	12,194,280
Utility Relocation	125,000
Right-of Way	1,650,000
Engineering	1,829,142
Inspection	1,219,428
Admin & Planning	182,914
TOTAL	\$17,200,764

*New Pass Thru Traffic /
Anticipated Traffic Growth = 50%*

*New Development Traffic /
Anticipated Traffic Growth = 50%*

COST ATTRIBUTABLE TO:

CONSTRUCTION YEAR AND PROJECTED COST:

New Pass Thru Trips	\$183,281,323
New Development Trips	\$183,281,323

Construction Year	2099
Projected Construction Cost	\$297,697,020
Projected Soft Cost	\$68,865,626
Projected Total Cost	\$366,562,647

PROJECT SCHEDULE:

PROPOSED FUNDING:

State/Federal	0%	\$0
Other	0%	\$0
Impact Fees	0%	\$0

	Year
Secure Funding	2096
Acquire ROW	2097
Complete Engineering	2098
Begin Construction	2099

Transportation District Cost:

West District	\$0
East District	\$0
Southeast District	\$0

REMARKS: