



TRAFFIC PLANNING AND DESIGN, INC.



Capital Improvements Plan

Limerick Township, Montgomery County, PA

For Submission To:
Limerick Township

Adopted November 9, 2021

Resolution No. 2021-31

LIMERICK TOWNSHIP BOARD OF SUPERVISORS

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Table of Contents

INTRODUCTION	1
IMPROVEMENTS	2
COST ESTIMATES	2
FUNDING SOURCES AND IMPLEMENTATION SCHEDULE	3
FUTURE REVISIONS TO THE CIP	4
TRAFFIC IMPACT FEE DETERMINATION.....	4

Exhibits

- Exhibit 1: Transportation Service Area (TSA)
- Exhibit 2: Capital Improvements Plan (CIP) Comparison – 2011 and 2021
- Exhibit 3: Capital Improvements Plan (CIP)-Transportation Service Area 1
- Exhibit 4: Capital Improvements Plan (CIP)-Transportation Service Area 2

INTRODUCTION

Limerick Township, through the transportation impact fee advisory committee and hired engineering consultants, has completed a Land Use Assumptions Report and a Roadway Sufficiency Analysis Report in order to determine and adopt a traffic impact fee in compliance with the requirements of the Municipal Planning Code (MPC). Two Transportation Service Areas (TSA) have been defined as shown in **Exhibit 1**. The next step, as documented in this report, is to prepare a Capital Improvements Plan (CIP) based on the improvements that were identified in the Roadway Sufficiency Analysis. The initial CIP was prepared and adopted in March 2001, revised in September 2006 and revised in May 2011. This 2021 updated report reflects a change in development patterns in the Township, and is being prepared in conjunction with an updated Land Use Assumptions Report and Roadway Sufficiency Analysis. **Exhibit 2** compares the improvements previously identified in the May 2011 CIP to those in the 2021 CIP.

The growth projections for the Township are documented in the Land Use Assumptions Report. The Roadway Sufficiency Analysis and Capital Improvement Plan (CIP) have been completed to ensure that the Township is equipped to provide the necessary infrastructure to accommodate the expected growth as outlined in the Land Use Assumptions Report.

The purpose of the Roadway Sufficiency Analysis was to determine the impact of the traffic that will be generated by the "new" developments in the TSA that were identified in the Land Use Assumptions Report. The Roadway Sufficiency Analysis identified roadway improvements that will be necessary to maintain a preferred level of service (LOS) D for the study area intersections within TSA 1 (West) and TSA 2 (East). **The improvements that were identified in the Roadway Sufficiency Analysis to maintain the preferred LOS in 2021 Existing and 2031 Base Conditions cannot be funded by traffic impact fees.** Traffic impact fees will; however, may be used to fund the improvements that were identified for 2031 Projected Conditions.

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

- » "A description of the roadway improvements that were identified in the Roadway Sufficiency Analysis in order to update the existing intersections and roadways in the TSAs so as to maintain the preferred LOS D."
- » "A plan specifying the road improvements within the TSAs **attributable to forecasted pass-through traffic** so as to maintain the preferred LOS after existing deficiencies identified by the Roadway Sufficiency Analysis have been remedied."
- » "A plan specifying the road improvements or portions thereof within the TSAs **attributable to the projected future development**, consistent with the adopted land use assumptions, in order to maintain the preferred LOS after accommodation for pass through traffic and after existing deficiencies identified by the Roadway Sufficiency Analysis have been remedied."
- » "Projected costs of the road improvements to be included in the transportation capital improvements plan, calculating separately for each project by the following categories:
 - "The costs or portion thereof associated with correcting existing deficiencies";
 - "The costs or portions thereof attributable to providing road improvements to accommodate forecasted pass-through trips";
 - "The costs of providing necessary road improvements or portions thereof attributable to projected future development"
- » "A projected timetable and proposed budget for constructing each road improvement contained in the plan";
- » "The proposed source of funding for each capital improvement included in the road plan."

IMPROVEMENTS

Exhibits 3 and 4 list the costs for the improvements recommended in the Roadway Sufficiency Analysis in order to mitigate 2021 Existing, 2031 Base, and 2031 Projected Conditions deficiencies, respectively. The improvements contained in **Exhibits 3 and 4** were strictly identified in order to meet the preferred level of service (LOS) for both TSAs as required by the MPC.

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

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

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

COST ESTIMATES

Cost estimates were prepared in order to estimate the funding necessary to complete the engineering/design, right-of-way acquisition and construction phases for each improvement in the CIP. A ten percent contingency was included in each of the cost estimates to account for additional unexpected costs associated with each project. Cost estimates for each improvement are included in Exhibits 3 and 4 for the 2021 Existing, 2031 Base and 2031 Projected Conditions improvements for Study Areas 1 and 2, respectively.

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

Transportation Study Area 1

- » Costs of 2021 Existing Condition improvements total \$1,131,000.00
- » Costs of 2031 Base Condition improvements total \$315,000.00
- » Costs of 2031 Projected Condition improvements total \$8,635,000.00
 - \$4,317,500.00 "attributable" to new development to be funded by impact fees
 - \$4,317,500.00 to be funded by "other" sources
- » **Total of all improvements = \$10,081,000.00**

Transportation Study Area 2

- » Costs of 2021 Existing Condition improvements total \$425,000.00
- » Costs of 2031 Base Condition improvements total \$10,000.00

- » Costs of 2031 Projected Condition improvements total \$10,780,000.00
 - \$2,775,000.00 "attributable" to new development to be funded by impact fees
 - \$8,005,000.00 to be funded by "other" sources
- » **Total of all improvements = \$11,215,000.00**

FUNDING SOURCES AND IMPLEMENTATION SCHEDULE

The MPC stipulates that a CIP must identify funding sources for each improvement and provide a timetable for when construction will be completed. In addition to impact fees, federal, state, and Township funds are considered as viable funding sources for the capital improvements. Since a majority of the improvements involve state roads, the MPC legislation and amendments stipulate that only 50% of the total costs of the 2031 Projected Condition improvements from the Roadway Sufficiency Analysis Report can be included. This was accounted for in the identification of funding for the recommended roadway improvements.

As shown in Exhibits 3 and 4, the CIP assumed that the funding for 2021 Existing and 2031 Base Improvements would be the responsibility of the Township. If additional sources of funding become available for these improvements, the CIP can be amended to reflect these changes as often as once per year. For funding of projected improvements involving Township and County roads, it was assumed that 100% of the costs could be funded with traffic impact fees. For funding of the projected improvements involving State roads, it was assumed to be 50% attributable to new development and therefore funded by impact fees and 50% funded by "other" sources. **Based on amendments to the MPC legislation, only 50% of the projected improvement costs can be considered "attributable to new development" since state highways are involved. Therefore, in Exhibit 3, two columns are shown for the costs of the 2031 Projected Improvements. Column one shows the "costs attributable to new development" and Column two shows the "remaining" costs.** In order for the 2031 Projected Improvements to be completed, the Township should begin to secure funding from State and Federal sources to account for the "remaining" costs of projected improvement costs.

Many factors contribute to the prioritization of the roadway improvements. The ease of implementation is a large consideration in the prioritization since the Township will be required to return impact fee funds that are designated for an improvement if construction is not started within three years of its scheduled date in the CIP. The availability of future funds was also taken into consideration in developing the timetable because a lack of sufficient funding can significantly delay a project. Another factor taken into account is the likelihood of certain developments being constructed. Although a large parcel may have a significant impact on the Township roadways, if it is not likely to be developed until the later part of the ten year schedule, then the improvements associated with development of the site should be scheduled further into the future. On the other hand, improvements for a development that is expected to be constructed in the next two years were given higher priority. In addition, improvements which have environmental or right-of-way constraints were given a high priority. This is because the design stage for these projects needs to begin early in order to provide time for the extensive and timely review processes that are required for these types of projects.

Since a majority of the study area intersections that require improvements for the 2031 Projected Conditions include at least one state highway, State and Federal funding will play a crucial role in accounting a portion of the project costs. Since federal and state funding can take significant amounts of time to obtain, it is recommended that the Township begin to secure the funding immediately. As funding becomes available for specific projects, the implementation schedule for the projects can be projected and the CIP can be revised accordingly (once per year). Therefore, as shown in the CIP in Exhibits 4 and 5, a start date of 2022 was assumed for obtaining funding on all projects. For all projects, a completion date of 2029 was assumed for engineering, 2030 for right-of-way acquisition and 2031 for construction. The Township is not restricted from beginning projects before the scheduled time, yet will be penalized if construction of a certain project is commenced more than three years later than the scheduled

construction date. Therefore, this plan allows the greatest flexibility and can be revised as often as once a year with more accurate dates as funding becomes available for the projects.

FUTURE REVISIONS TO THE CIP

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

- » New subsequent development that has occurred;
- » Completion of projects included in the CIP;
- » Unavoidable construction delays beyond the responsibility or control of the Township;
- » Significant changes to the land use assumptions;
- » Changes in the cost estimates in the plan;
- » Significant changes in the projected revenues of the sources identified in the plan, such as state funds.

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

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

TRAFFIC IMPACT FEE DETERMINATION

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

In order to calculate the fee that will be charged per trip for a new development in the TSAs, a formula was used which divides the total improvement costs attributable to new development (calculated in Exhibits 3 and 4) by the total number of peak hour trips generated by the projected land developments.

Transportation Service Area 1 (East)

As a result of the cost estimates performed by TPD, it is estimated that a total of \$10,081,000.00 will be attributable to new development in TSA 1. Based on previous sections of the report, for TSA 1, \$1,131,000.00 is attributed to existing deficiencies, \$315,000.00 is attributed to "pass-thru" traffic, \$4,317,500.00 is attributable to new development traffic, and \$4,317,500.00 will be funded by "other" sources. The amount attributable to new development traffic divided by the total number of peak hour trips generated by projected development (2,409

trips) equals an impact fee of \$1,792.00 per trip to be charged to new developments to cover the cost of the road improvements. The calculation is shown below:

Cost Per P.M. Peak Hour Trip Generated =

\$4,317,500.00 (Costs attributable to new development)

2,409 (Total new P.M. peak trips generated by new development in TSA 1)

Cost Per P.M. Peak Hour Trip Generated = \$1,792.00

Transportation Service Area 2 (West)

As a result of the cost estimates performed by TPD, it is estimated that a total of \$11,215,000.00 will be attributable to new development in TSA 2. Also, a pro rata share of the cost of the Roadway Sufficiency Analysis Report can be assessed to the impact fee based on a review of the existing, pass-through, and projected improvement costs. Based on previous sections of the report, for TSA 2, \$425,000.00 is attributed to existing deficiencies, \$10,000.00 is attributed to "pass-thru" traffic, \$2,775,000.00 is attributable to new development traffic, and \$8,005,000.00 will be funded by "other" sources. The amount attributable to new development traffic divided by the total number of peak hour trips generated by projected development (1,211 trips) equals an impact fee of \$2,291.00 per trip to be charged to new developments to cover the cost of the road improvements. The calculation is shown below:

Cost Per P.M. Peak Hour Trip Generated =

\$2,775,000.00 (Costs attributable to new development)

1,211 (Total new P.M. peak trips generated by new development in TSA 2)

Cost Per P.M. Peak Hour Trip Generated = \$2,291.00



SCHEMATIC DRAWING: NOT TO SCALE



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EXHIBIT 1

TSA LOCATIONS

Legend

: TSA 1

: TSA 2

Limerick Township Capital Improvements Plan (CIP) Comparison						
Exhibit 2						
Intersection	Existing Improvements		Base Improvements		Projected Improvements	
Intersection	2011 CIP	2021 CIP	2011 CIP	2021 CIP	2011 CIP	2021 CIP
Rupert Road and E. High Street	Retime Signal			Retime Signal	Retime Signal	Retime Signal
Evergreen Road and Rt. 422 EB on/off ramp						Realign EB Off-Ramp to act as west leg of intersection
Evergreen Road and Rupert Road/Rt. 422 WB off ramp		Restripe SB approach to provide SB L/R, R turn lane			Provide new loop ramp for all other WB On-Ramp Traffic	Add EB and NB left turn lanes
Evergreen Road and Rt. 422 WB on ramp						
Evergreen Road and Sanatoga Road						
Evergreen Road and Lightcap Road						
Sanatoga Road and Possum Hollow Road						
Sanatoga Road and Longview Road						
Airport Road and Lightcap Road						
Lightcap Road and Possum Hollow Road						
Lewis Road and Linfield-Trappe Road (East)/Private Drive			Add NB thru lane on Lewis Road, Modify signal phasing		Add SB thru lane on Lewis Road and NB right-turn lane on Lewis Road	
Lewis Road and WB Route 422 on/off Ramps	Retime Signal		Widen NB departure to allow free-flow westbound right-turn		Add NB thru lane on Lewis Road, SB thru lane on Lewis Road, and Widen WB Off-Ramp to provide dual left-turn lanes	Add NB left turn lane on Lewis Road
Lewis Road and EB Route 422 off-ramp/park-n-ride lot						
Lewis Road and Linfield-Trappe Road (West)/EB Route 422 on ramp	Retime Signal			Retime Signal	Add NB thru lane on Lewis Road, SB thru lane on Lewis Road, and EB left-	Add EB left turn lane on Linfield-Trappe Road
Lewis Road and Benner Road					Signalize Intersection	Signalize Intersection
Lewis Road and County Club Road		Signalize Intersection	Signalize Intersection			
Linfield Trappe Road & Country Club Road						
Main Street & Church Road		Driveway Realignment				Signalize with Main Street and Limerick Center Road
Main Street & Limerick Center Road		Eliminate WB Approach				Signalize with Main Street and Church Road
Main Street & Longview Road						Signalize Intersection
Church Road and Longview Road						
Township Line Road and EB 422 on/off ramps			Retime Signal		Retime Signal	
Township Line Road and WB Route 422 on/off ramps					Widen NB departure to allow free-flow westbound right-turn and WB	
Township Line Road and Buckwalter Road	Retime Signal		Add SB right-turn lane on Township Line Road		Add NB thru lane on Township Line Road and convey SB right turn into a thru/right turn lane on Township Line Road, Modify signal phasing	Add SB Township Line Road right turn lane
Ridge Pike and East Arcadia Drive				Retime Signal		
Ridge Pike and Royersford Road			Signalize Intersection	Channelize NB Royersford Road right turn lane		Signalize Intersection
Ridge Pike and Limerick Road		Retime Signal	Signalize Intersection			Add WB Ridge Pike through lane
Ridge Pike and Swamp Pike	Retime Signal		Widen EB Ridge Pike to provide dual left-turn lanes		Align intersection with Lewis Road	
Ridge Pike and Lewis Road		Retime Signal			Align intersection with Swamp Pike and provide separate lanes for the left, thru, and right movements on SB approach Add EB left turn lane	
Ridge Pike and Kugler Road/Limerick Center Road					Add NB left-turn lane on Limerick Center Road and SB left-turn lane on	Add NB left-turn lane on Limerick Center Road
Ridge Pike and Nieffer Road	Signalize Intersection			Signalize Intersection	Modify signal phasing	Add channelized SB right turn lane on Nieffer Road
Ridge Pike and Airport Road					Add NB left-turn lane on Airport Road	
Ridge Pike and Fruitville Road					Signalize Intersection	Realign intersections
Ridge Pike and Penn Road/Futura Road		Signalize				Restripe WB approach to provide WBLT/WBTR
Swamp Pike and Nieffer Road				Retime Signal		
Swamp Pike and Kugler Road	Signalize Intersection	Signalize Intersection	Add NB left-turn lane on Kugler Road		Add WB left-turn lane on Swamp Pike	
Swamp Pike and Ziegler Road		Signalize Intersection	Signalize Intersection		Add EB left-turn lane on Swamp Pike, Modify signal phasing	
Linfield-Trappe Road & Royersford Road		Retime Signal		Retime Signal	Align Royersford Road, Signalize Intersection	Align Royersford Road

EXHIBIT 3

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF LIMERICK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 1

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES		COST ATTRIBUTABLE TO PASS-THRU TRAFFIC		ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION OF SWAMP PIKE AND NEIFFER ROAD	SR 4018	LOS C	LOS D	RETIME TRAFFIC SIGNAL	\$0	\$5,000	\$0	\$0	\$5,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$5,000 IMPACT FEES \$0 OTHER \$0 TOTAL \$5,000	\$5,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF SWAMP PIKE AND KUGLER ROAD		UNSIGNALIZED*	LOS D	SIGNALIZE INTERSECTION	\$300,000	\$0	\$0	\$0	\$300,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$300,000 IMPACT FEES \$0 OTHER \$0 TOTAL \$300,000	\$300,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF SWAMP PIKE AND ZIEGLER ROAD		UNSIGNALIZED*	LOS D	SIGNALIZE INTERSECTION	\$300,000	\$0	\$0	\$0	\$300,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$300,000 IMPACT FEES \$0 OTHER \$0 TOTAL \$300,000	\$300,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF RIDGE PIKE AND SWAMP PIKE/LEWIS ROAD	SR 4031/ SR 4022	LOS D	LOS D	RETIME TRAFFIC SIGNAL	\$5,000	\$0	\$0	\$0	\$5,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$5,000 IMPACT FEES \$0 OTHER \$0 TOTAL \$5,000	\$5,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF RIDGE PIKE AND EAST ARCADIA DRIVE	SR 4031	LOS A	LOS D	RETIME TRAFFIC SIGNAL	\$0	\$5,000			\$5,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$5,000 IMPACT FEES \$0 OTHER \$0 TOTAL \$5,000	\$5,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031

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TRANSPORTATION SERVICE AREA 1

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION OF RIDGE PIKE AND KUGLER ROAD/ LIMERICK CENTER ROAD	SR 4031/ SR 4024	LOS B	LOS D	ADD NB LEFT TURN LANE ON LIMERICK CENTER ROAD	\$0	\$0	\$100,000	\$100,000	\$200,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$100,000 OTHER \$100,000 TOTAL \$200,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
INTERSECTION OF RIDGE PIKE AND NEIFFER ROAD	SR 4031/ SR 4018	UN SIGNALIZED* SR 4031	LOS D	SIGNALIZE INTERSECTION ADD CHANNELIZED SB RIGHT TURN LANE	\$0	\$300,000	\$85,000	\$85,000	\$470,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$300,000 IMPACT FEES \$85,000 OTHER \$85,000 TOTAL \$470,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
INTERSECTION OF RIDGE PIKE AND AIRPORT ROAD	SR 4031	LOS B	LOS D	REALIGN INTERSECTION WITH FRUITVILLE ROAD	\$0	\$0	\$750,000	\$750,000	\$1,500,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$750,000 OTHER \$750,000 TOTAL \$1,500,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
INTERSECTION OF RIDGE PIKE AND FRUITVILLE ROAD	SR 4031	UN SIGNALIZED* SR 4031	LOS D	REALIGN INTERSECTION WITH AIRPORT ROAD (COSTS ASSOCIATED WITH THESE IMPROVEMENTS ARE SHOWN UNDER THE IMPROVEMENTS FOR RIDGE PIKE AND AIRPORT ROAD)	\$0	\$0	\$0	\$0	\$0	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$0 OTHER \$0 TOTAL \$0	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
INTERSECTION OF RIDGE PIKE AND PENN ROAD/FUTURA DRIVE	SR 4031	UN SIGNALIZED* SR 4031	LOS D	SIGNALIZE INTERSECTION RESTRIPING WB APPROACH TO PROVIDE WB LEFT TURN LANE & WB THRU/RIGHT LANE	\$300,000	\$0	\$25,000	\$25,000	\$350,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$300,000 IMPACT FEES \$25,000 OTHER \$25,000 TOTAL \$350,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031

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TRANSPORTATION SERVICE AREA 1

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE	
INTERSECTION OF RIDGE PIKE AND EVERGREEN ROAD/RUPERT ROAD	SR 4031 SR 4026	LOS C LOS D	RETIME TRAFFIC SIGNAL		\$0	\$5,000	\$2,500	\$2,500	\$10,000	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF EVERGREEN ROAD AND RT 422 WB OFF-RAMP	SR4046/ SR4026	LOS E LOS D	RESTRIP SB APPROACH TO PROVIDE SB LEFT/RIGHT LANE & RIGHT TURN LANE ADD EB LEFT TURN LANE ADD NB LEFT TURN LANE		\$50,000	\$0	\$255,000	\$255,000	\$560,000	PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF EVERGREEN ROAD AND RT 422 EB RAMPS	SR 4026	LOS B LOS D	REALIGN EB OFF-RAMP TO ACT AS WEST LEG OF INTERSECTION		\$0	\$0	\$2,750,000	\$2,750,000	\$5,500,000	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF MAIN STREET AND CHURCH ROAD	SR 4022	LOS C LOS D	Driveway Realignment SIGNALIZE INTERSECTION WITH MAIN STREET/LIMERICK CENTER ROAD (COSTS ASSOCIATED WITH SIGNALIZATION IMPROVEMENTS ARE SHOWN UNDER THE IMPROVEMENTS FOR MAIN STREET AND LIMERICK CENTER ROAD)		\$151,000	\$0	\$0	\$0	\$151,000	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031

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TRANSPORTATION SERVICE AREA 1

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES		COST ATTRIBUTABLE TO PASS-THRU TRAFFIC		ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION OF MAIN STREET AND LONGVIEW ROAD	SR 4022	UN SIGNALIZED* LOS E	SIGNALIZE INTERSECTION		\$0	\$0	\$150,000	\$150,000	\$300,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 OTHER \$150,000 TOTAL \$150,000		SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031	
INTERSECTION OF MAIN STREET AND LIMERICK CENTER ROAD	SR 4022/ SR 4024	UN SIGNALIZED* LOS E	ELIMINATE WB APPROACH SIGNALIZE INTERSECTION WITH MAIN STREET/CHURCH ROAD		\$25,000	\$0	\$200,000	\$200,000	\$425,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$25,000 IMPACT FEES \$200,000 OTHER \$200,000 TOTAL \$425,000		SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031	
TOTALS					\$1,131,000	\$315,000	\$4,317,500	\$4,317,500	\$10,081,000				

EXHIBIT 4

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF LIMERICK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 2

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES		COST ATTRIBUTABLE TO PASS-THRU TRAFFIC		ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION OF RIDGE PIKE AND LIMERICK ROAD	SR 4031/ SR 4016	LOS B	LOS D	RETIME TRAFFIC SIGNAL ADD WB THRU LANE	\$5,000	\$0	\$312,000	\$728,000	\$1,045,000	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	\$0 \$0 \$5,000 \$312,000 \$728,000 \$1,045,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF RIDGE PIKE AND ROYERSFORD ROAD	SR 4031	UNSIGNALIZED*	LOS D	CHANNELIZE NB RIGHT TURN SIGNALIZE INTERSECTION	\$115,000	\$0	\$150,000	\$150,000	\$415,000	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	\$0 \$0 \$115,000 \$150,000 \$150,000 \$415,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF ROYERSFORD ROAD AND LINFIELD-TRAPPE ROAD	SR 4031	LOS C	LOS D	RETIME TRAFFIC SIGNAL REALIGN INTERSECTION	\$5,000	\$5,000	\$1,490,000	\$5,960,000	\$7,460,000	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	\$0 \$0 \$10,000 \$1,490,000 \$5,960,000 \$7,460,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031
INTERSECTION OF TOWNSHIP LINE ROAD AND BUCKWALTER ROAD	SR 4014	LOS B	LOS D	ADD SB RIGHT TURN LANE	\$0	\$0	\$258,000	\$602,000	\$860,000	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	\$0 \$0 \$0 \$258,000 \$602,000 \$860,000	SECURE FUNDING COMPLETE ENGINEERING ACQUIRE RIGHT-OF-WAY BEGIN CONSTRUCTION	2021 2029 2030 2031

EXHIBIT 4

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF LIMERICK AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES

TRANSPORTATION SERVICE AREA 2

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS (FUNDED BY "OTHER" SOURCES)	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
INTERSECTION OF LEWIS ROAD AND COUNTRY CLUB ROAD/ KING ROAD	SR 4048	UN SIGNALIZED*	LOS D	SIGNALIZE INTERSECTION	\$300,000	\$0	\$0	\$0	\$300,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$300,000 IMPACT FEES \$0 OTHER \$0 TOTAL \$300,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
INTERSECTION OF LEWIS ROAD AND BENNER ROAD	SR 4048	UN SIGNALIZED*	LOS E	SIGNALIZE INTERSECTION	\$0	\$0	\$150,000	\$150,000	\$300,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$150,000 OTHER \$150,000 TOTAL \$300,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
INTERSECTION OF LEWIS ROAD AND LINFIELD TRAPPE RD/ RT 422 EB ON RAMP	SR 4022/4048	LOS C	LOS E	RETIME TRAFFIC SIGNAL ADD EB LEFT TURN LANE ON LINFIELD-TRAPPE ROAD	\$0	\$5,000	\$205,000	\$205,000	\$415,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$5,000 IMPACT FEES \$205,000 OTHER \$205,000 TOTAL \$415,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
INTERSECTION OF LEWIS ROAD AND RT 422 WB ON/OFF RAMPS	SR 4022	LOS B	LOS E	ADD NB LEFT TURN LANE	\$0	\$0	\$210,000	\$210,000	\$420,000	FEDERAL \$0 PENNDOT \$0 MUNICIPALITY \$0 IMPACT FEES \$210,000 OTHER \$210,000 TOTAL \$420,000	SECURE FUNDING 2021 COMPLETE ENGINEERING 2029 ACQUIRE RIGHT-OF-WAY 2030 BEGIN CONSTRUCTION 2031
TOTALS					\$425,000	\$10,000	\$2,775,000	\$8,005,000	\$11,215,000		