



Interstate 81 Franklin County: Project Priorities

A Coordinated Investment Strategy for Franklin County

Prepared for the:

Franklin County Metropolitan Planning Organization (MPO)

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Acknowledgements

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Executive Summary

Study Purpose and Objectives

Probably no community asset contributes as largely to Franklin County’s economic competitiveness and quality of life as Interstate 81. The roadway has been the subject of much study and analysis through several county- and state-generated planning initiatives, including the update of the county’s comprehensive plan and 2045 Long-Range Transportation Plan (LRTP).

A 2018 analysis of the broader corridor throughout PennDOT’s District 8 region from the Maryland line through Lebanon County determined that a widening of the interstate to six lanes would cost more than \$2.9 billion. Franklin County’s share of a proposed widening was estimated to be \$848 million. In context, transportation planners anticipate Franklin County receiving an estimated \$14 million annually in state and federal funding over the life of its LRTP. As needs are expected to continue to significantly outpace available revenue, the Franklin County Metropolitan Planning Organization (MPO) administered this study to determine what its priorities are for the interstate’s future.

Approach

The MPO launched this initiative in March 2023 with the formation of a steering committee consisting of representatives from the MPO, the Federal Highway Administration (FHWA), PennDOT District 8, and Central Office. The committee met twice over the course of the study process to guide data collection and analysis.

The process began with a review of previous study findings and recommendations. Engineers also evaluated the corridor to determine the anticipated horizon years when the interstate would reach unacceptable levels of service (LOS) for congestion, as well as when pavements would ultimately need to be reconstructed. The committee guided the development of a set of priorities for the interstate, which was also the subject of a 30-day public review and comment period, as well as a public meeting hosted by the MPO on September 19, 2023.

Project Priorities

Transportation planning and programming for transportation assets in Franklin County is carried out by both the Franklin County MPO, as well as PennDOT’s Interstate Steering Committee (ISC).¹ The ISC programs projects on the interstate’s mainline, while the MPO addresses surrounding and connecting roadways, as well as the interstate’s interchanges.

Priority rankings for the two programs and cost estimates for each project are depicted in the accompanying table.

Rank	Franklin County MPO	Interstate Steering Committee
1	Exit 12 – New Interchange \$56,500,000	Maryland Line to MM 6 – Resurfacing \$16,108,000
2	Hykes Rd. over I-81 Antrim Twp. – Bridge Replacement \$7,059,000	Guilford Spring Rd to Exit 20 – Resurfacing \$9,995,000

¹ For a description of the ISC, see sidebar on following page.



Rank	Franklin County MPO	Interstate Steering Committee
3	Exit 5 – Interchange Reconstruction \$59,202,000	Exit 5 to Guilford Spring Rd – Resurfacing \$8,960,000
4	Exit 14 – Safety Improvements \$1,500,000	Exit 20 to Cumberland Co. Line – Pavement Preservation \$7,960,000
5	Exit 16 – Interchange Improvements \$14,665,000	MM 0-6 – Widening and Reconstruction \$264,900,000
6	Exit 3 – Interchange Improvements \$22,700,000	MM 6-12 – Widening and Reconstruction \$220,000,000
7	--	MM 12-17.5 – Widening and Reconstruction \$215,700,000
8	--	MM 17.5-25.5 – Widening and Reconstruction \$343,900,000

Next Steps

The Franklin County MPO will continue to collaborate with its state and federal partners to convey its priorities for Interstate 81. Over the near-term, this includes the development of the 2025 Transportation Improvement Program (TIP). The MPO will also coordinate with PennDOT District 8 and the Department’s Interstate Steering Committee (ISC) on future programming activity.

The Interstate Steering Committee (ISC)

The Interstate Management (IM) Program administers a separate TIP that is centrally developed and managed based on statewide needs. Pennsylvania has one of the largest Interstate Systems in the nation, with more than 2,743 miles of roadway and 2,216 bridges. Based on asset condition it is estimated that the annual need on the Interstates is \$1.2 billion to meet basic maintenance and preservation needs. Currently, Pennsylvania spends between \$700-\$750 million per year on the Interstate System.

To manage the significant needs of the Statewide Interstate System more efficiently, PennDOT formed an Interstate Steering Committee (ISC). The ISC contains representation from PennDOT’s Program Center, the Bureau of Operations (BOO), the Bureau of Design and Delivery, and the PennDOT Engineering Districts. The ISC works with PennDOT, MPO/RPOs, FHWA and STC on the development and management of the IM Program. They assist with project prioritization and reevaluate projects during Program updates. The ISC meets at least quarterly and assists with the management of the IM Program.

Widening projects on Interstate 81 would be addressed through the Interstate Management TIP, while interchanges would be on the regional MPO TIP.



Background/Overview

The Interstate 81 (I-81) corridor is a critical transportation asset that contributes significantly to Franklin County’s geographic position, offering connections to other metropolitan areas, employment destinations, and markets in both Pennsylvania and Maryland. Despite being only 24 linear miles in length, I-81 accommodates approximately 43 percent of all travel that takes place within the county, attesting to its strategic importance.

Given its vital role in the county’s mobility and economy, the roadway has been the subject of considerable evaluation and study.

The Franklin County Metropolitan Planning Organization (FCMPO) has leveraged previous studies of I-81 in order to position itself to better pursue and obtain funding opportunities outside standard surface transportation funding allocations.

The passage of the Bipartisan Infrastructure Law (BIL) in November 2021 added an additional \$20 billion to PennDOT’s Twelve-Year Program (TYP), resulting in the largest such Program in PennDOT’s history (\$83.7 billion, overall). Locally, the act immediately allowed the MPO to be able to add 15 new projects to its Transportation Improvement Program (TIP). Concurrently, PennDOT is increasing its level of investment on the statewide interstate network, from an estimated \$450 million today, to \$1 billion by FFY 2028. Original estimates have put a six-lane widening of I-81 through Franklin County at a cost of \$848 million – this is not feasible given FCMPO’s average annual base funding allocation of \$14 million.²

With these budget realities, along with the growing challenges being posed by I-81, the FCMPO administered a planning process that would culminate in a strategic direction that would outline its priorities for investments along the I-81 corridor while reflecting public and stakeholder preferences. It also provides up-to-date planning-level cost estimates for candidate improvement options so that the MPO has an understanding of the costs associated with each of its priorities. The whitepaper includes a proposed Interstate Program that offers the MPO a blueprint for implementing a coordinated strategy for multi-phased improvements on I-81 over time.

Methodology

The planning process followed a traditional process, as highlighted within this section:

- 1. Kickoff Project Steering Committee and Conduct Corridor Driving Tour**
 - a. The project team facilitated a kickoff meeting in March 2023 to introduce the project’s purpose and objectives before conducting a field view of the corridor with participants.
- 2. Review Relevant Plans and Studies**
 - a. A history of planning for the Interstate was summarized, examining the following studies, plans, and reports:
 - FCMPO 2045 Long-Range Transportation Plan
 - I-81 Improvement Strategy
 - I-81 Widening Study

² Any widening would need to be prioritized and funded by PennDOT’s Interstate Management Transportation Improvement Program (TIP) (not the FCMPO TIP), due to the size of the project.



- Exit 5 Study
- Pennsylvania 2045 Long-Range Transportation Plan and Freight Movement Plan
- 2023 State Transportation Commission (STC) public survey results

3. Develop Draft Interstate Management Program

- a. The MPO developed a suggested long-range development program (Interstate Program) for I-81 in Franklin County. The Interstate Program will serve as a definitive guide for the MPO, with a recommended sequencing of projects, each with planning-level cost estimates. Candidate projects include those related to pavement resurfacing/reconstruction, and bridge repair/replacement. Some projects will be under the purview of the FCMPO, while others will come under the aegis of PennDOT's Interstate Steering Committee. In either case, the report offers a proposed Interstate Program as a guide for future planning, programming, and advocacy.

4. Conduct 30-Day Public Review and Comment Period

- a. The MPO administered a 30-day public review and comment period to receive feedback on a draft program for the Interstate. As part of this step, the MPO hosted an in-person meeting at the County Building to present the draft Interstate Program and obtain public feedback on its content and sequencing of programming activity. Members of the project team, Franklin County MPO, and PennDOT were available to answer questions and receive public input. An exit survey was also used to obtain additional feedback from meeting participants.

5. Update Candidate Project Cost Estimates

- a. After receiving public comment, a draft program was finalized in draft form, and planning-level cost estimates identified for each line item in the Program. Costs were escalated to account for Year of Expenditure (YOE) and included appropriate contingencies.

6. Develop Final Report

- a. A final report was prepared and approved by the MPO during its November 16, 2023 meeting.

Planning-Level Capacity Analysis

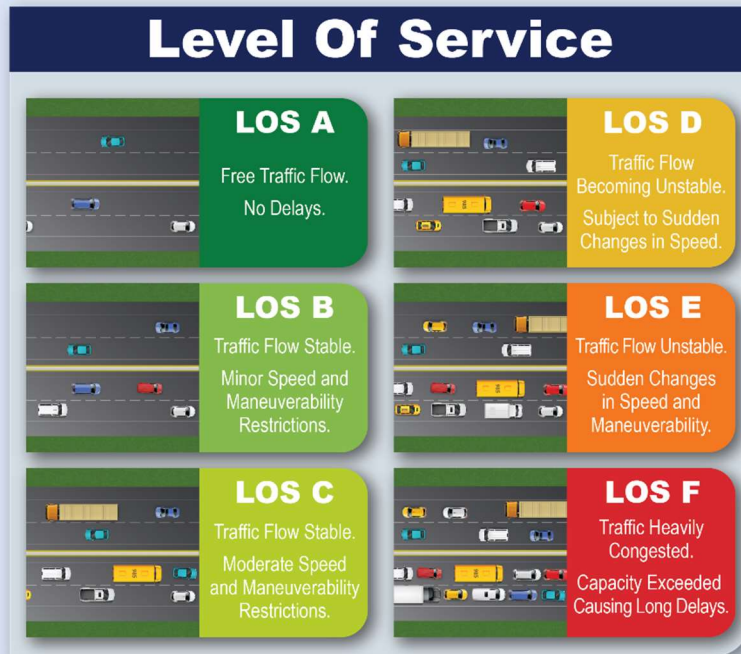
The MPO organized the Interstate into nine study segments to facilitate corridor analysis. Methodologies from the Highway Capacity Manual (HCM) were used along with planning-level data to obtain current operational levels of service (LOS) for each segment. Data used included:

- Annual Average Daily Traffic (AADT);
- Truck percentage; and
- Peak hour and hourly traffic distribution on each segment.

In determining an average annual growth rate, PennDOT's official growth estimates are 1.71 percent for urban Interstate segments, and 2.81 percent for rural segments. Six of the corridor's nine segments fall

within the “urban” designation. An annual rate of 2.3 percent was used in developing forecasted traffic volumes on the Interstate. Table 1 depicts the various corridor segments and their performance attributes, as well as when each would be expected to reach unacceptable levels of service.

Figure 1: Level of Service



Level of Service (LOS) is an objective value that is calculated by volume to capacity ratios for each direction of travel. The total traffic volume for each segment is divided by the capacity of the segment to arrive at an LOS value for each.

In general, a value of LOS “C” is an appropriate balance between overinvestment in perfection and underinvestment leading to congestion. In rural areas, LOS C is considered to be acceptable performance, while in urban areas, LOS D is considered acceptable, representing slightly more restricted but still free-flowing traffic.

Table 1: Planning-Level Capacity Analysis

Segment	2022 Directional Traffic Volume	2022 Truck Percentage	2022 LOS	Projected Year to Reach LOS E	Pavement Lifecycle Ending Year
Exit 1 to 3	27,290	38%	C	2035	2055
Exit 3 to 5	24,683	39%	C	2040	2055
Exit 5 to 10	27,022	41%	C	2035	2066
Exit 10 to 14	25,288	38%	C	2040	2066 (10 to 12) 2064 (12 to 14)
Exit 14 to 16	27,266	36%	C	2040	2064



Segment	2022 Directional Traffic Volume	2022 Truck Percentage	2022 LOS	Projected Year to Reach LOS E	Pavement Lifecycle Ending Year
Exit 16 to 17	27,427	40%	C	2035	2064
Exit 17 to 20	29,151	35%	D	2035	2064 (17 to 17.5) 2088 (17.5 to 20)
Exit 20 to 24	26,542	37%	C	2040	2088
Exit 24 to 29	25,846	42%	C	2040	2088 (to 25.5)

Major findings from the analysis included:

- All segments are currently operating below speed break point (i.e., when vehicles must slow down due to congestion).
- All segments are projected to experience worsening congestion.
- Growth on the urban designated sections of I-81 has exceeded statewide averages.
- Truck percentages on almost all segments are higher than state averages (37%), significantly affecting capacity.
- Four segments are projected to operate at LOS E by 2035; remaining segments reach that point by 2040. These dates occur just beyond the horizon year of the current 12-Year Program (2034).
- Most notably, all segments are projected to experience unacceptable levels of service prior to the need for full reconstruction.

Pavement Conditions

An examination of maintenance activity on I-81 in Franklin County tells a story of deferred maintenance. From the data shown in Table 2, PennDOT's Publication 242 recommended maintenance cycles are shown in the second column, which contrasts with the actual intervals shown within each section. This exhibits that each maintenance interval is obtaining a longer life span than typically expected.

In addition to the planned interchange of Exit 12, there is only one Franklin County project on PennDOT's Interstate Transportation Improvement Program (TIP). It includes a \$16 million resurfacing of I-81 from the Maryland state line to Mile Marker 6. This project is programmed to occur in 2025, and design work is already underway, as of the writing of this report. Table 2 provides more detailed information on each Interstate segment and target years when various treatments would need to be made. The target year for a full reconstruction of the Interstate varies from the mid-2050s for the southern segments, to the late 2080s for the northern segments.

Table 2: Pavement Life Cycle

Activity	Pub 242 Interval (Years)	MM 0 - 6		MM 6 - 12		MM 12 - 17.5		MM 17.5 - 25.5	
		Interval (Years)	Year	Interval (Years)	Year	Interval (Years)	Year	Interval (Years)	Year
Construction / Reconstruction	-	-	1960	-	1962	-	1964	-	2003
Concrete Patching / Diamond Grinding	20	-	-	-	-	-	-	25	2028
Full Width Bituminous Overlay	10	33	1993	44	2006	41	2005	10	2038
Travel Lanes Mill / Resurface	12	15	2008	22	2028	21	2026	12	2050
Full Depth Mill / Resurface	8	17	2025	8	2036	8	2034	8	2058
Travel Lanes Mill / Resurface	12	12	2037	12	2048	12	2046	12	2070
Travel Lanes Mill / Resurface	10	10	2047	10	2058	10	2056	10	2080
Full Depth Recon / Widening	8	8	2055	8	2066	8	2064	8	2088

Notes:

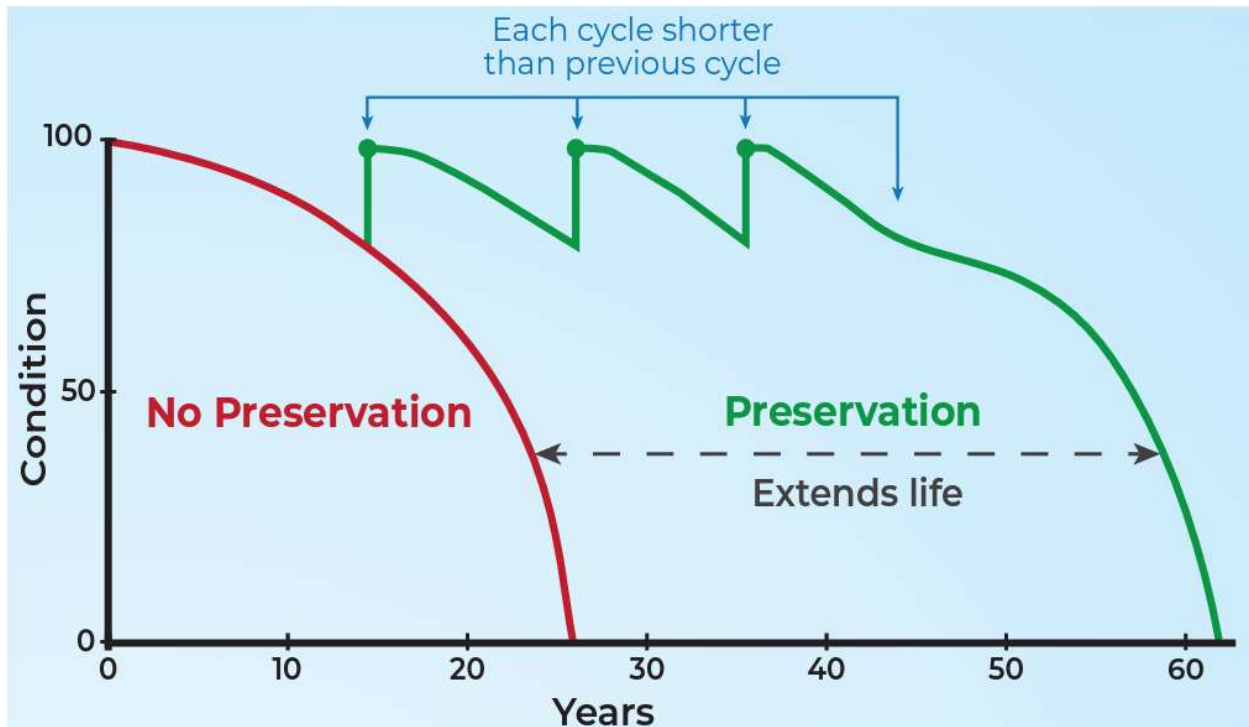
- Blue are actual dates and/or interval years
- Programmed Project
- Orange = proposed dates and/or interval years
- Black = future resurfacing dates if Full Depth Recon / Widening Due to Lack of Capacity does not occur

Lowest Life-Cycle Cost (LLCC) refers to a new approach to asset management that entails implementing a series of well-timed preservation activities to extend the life and maintain the asset at a higher performance level for longer, while having the added benefit of lowering the total annual maintenance cost. This approach is illustrated graphically in Figure 2.

Each preservation cycle provides less performance life than the one before it. When the added life is no longer worth the cost of the treatment, the timing and type of a higher-level treatment should be considered. It may be prudent to defer any work until the higher-level treatment is necessary to prevent deterioration to an unacceptable condition or even more extensive treatment.

Pub 242 intervals are recommended values but PennDOT, during each TIP development, reviews the actual pavement condition ratings to determine when the next maintenance cycle will be needed. Based on past pavement life cycles, it can be expected that future maintenance cycles can be deferred to longer than Pub 242 intervals while still maintaining a LLCC approach.

Figure 2: A New Methodology to Maintaining Transportation Assets: Lowest Life-Cycle Cost



Planning and Economic Development Considerations

In addition to the asset management considerations outlined in previous sections, this section of the report outlines several planning and economic development factors to consider when evaluating potential improvements, specifically at four Franklin County I-81 interchanges:

- **Exit 3** New on-ramp to carry traffic from US 11 NB to I-81 SB
- **Exit 5** Improvements at Greencastle
- **Exit 14** Improvements at PA 316 (specifically, I-81 SB off-ramp safety and I-81 SB mainline)
- **Exit 16** Improvements with US 30

While the report considers projects at interchanges that will operate beyond capacity or with documented safety improvement needs, the anticipated commercial and residential growth and redevelopment along the entire corridor is expected to create additional needs at other interchanges in the county that will affect the transportation system's safe and efficient operation. The MPO encourages the county's municipalities to work together as partners to begin to plan for those needs now. This could include the use and implementation of planning tools and techniques such as the official map and developer negotiations.



Exhibit 1 provides an overview of considerations and associated implications for the I-81 corridor in general while Exhibit 2 provides an overview of considerations and implications for each of the four interchanges.

Exhibit 1 – General Planning & Economic Development Considerations

PLANNING & ECONOMIC DEVELOPMENT CONSIDERATIONS	IMPLICATIONS
<p>Franklin County is part of a growing 4-state, 4-county region.</p> <ul style="list-style-type: none"> • Due to its location in south central Pennsylvania, Franklin County is uniquely positioned in proximity to Washington County, Maryland; Berkeley County, West Virginia; and Frederick County, Virginia. • Manufacturing and logistics firms seek out the 4-state, 4-county region for its strategic location close to some of the nation’s major population centers. • The counties partner to advance economic development and workforce development in the region. 	<p>The continued economic growth in Franklin County and neighboring counties requires ongoing investment in transportation infrastructure.</p> <p>Potential improvements at I-81 interchanges will support increasing economic activity.</p>
<p>Both population and housing are projected to increase in all municipalities along the I-81 corridor in Franklin County (see Exhibits 3 and 4).</p> <ul style="list-style-type: none"> • From Shippensburg Borough to Antrim Township, population in each of the municipalities along the I-81 corridor is projected to grow between 2020 and 2030. Greene Township is projected to experience the greatest population increase among the county’s municipalities, adding over 2,000 new residents. • New housing is needed to support residential increases with the projected need of over 3,000 new housing units in Franklin County by 2030. • New residential development is taking place in Antrim, Guilford, and Washington Townships. With this and additional planned residential development, Franklin County is on pace to meet or exceed housing demand projections. 	<p>Projected population increases in municipalities along the I-81 corridor means that more people will travel on I-81.</p> <p>Potential improvements at I-81 interchanges will support efficient and safe travel for Franklin County residents.</p>
<p>Warehouse construction will continue to increase to keep pace with the nation’s logistics industry according to Franklin County Area Development Corporation (FCADC).</p> <ul style="list-style-type: none"> • Franklin County’s prime location within the Mid-Atlantic region, access via I-81, and two intermodal facilities are driving more warehouse construction to support the logistics industry. • Approximately 13 MSF of warehouse and distribution space is under construction or planned in Franklin County. <ul style="list-style-type: none"> ○ Most of the development is planned or under construction near Exits 1 and 3 in Antrim Township. 	<p>The continued growth of the logistics sector as well as the manufacturing sector will add to existing truck traffic on I-81.</p> <p>Potential improvements at I-81 interchanges will support the continued growth of Franklin County’s industrial sectors and the commuting needs of existing and new employees.</p>



PLANNING & ECONOMIC DEVELOPMENT CONSIDERATIONS	IMPLICATIONS
<ul style="list-style-type: none"> ○ 1 MSF is under construction near Exit 10 in Guilford Township and upwards to 3 MSF is planned near Exit 12 in the Township. ○ 100,000 SF is under construction near Exit 12 in Southampton Township. ○ Walmart is an example of a national company drawn to Franklin County’s prime logistics location. In 2022, Walmart opened a 1.8 MSF fulfillment center in Southampton Township and will open an additional 1.5 MSF fulfillment center in 2024 in Antrim Township. ● With an estimated 500 jobs/MSF, an estimated 6,500 new warehouse workers will be needed to fill the County’s warehouse jobs over the next few years. 	<p>Strategies will also be required to manage truck traffic, including additional truck parking capacity.</p>
<p>Regional redevelopment or development projects could potentially impact traffic on I-81 in Franklin County.</p> <ul style="list-style-type: none"> ● Redevelopment plans have been discussed at the Chambersburg Mall and the former Scotland School for Veterans’ Children, both located near Exit 20 in Greene Township. ● A regional sports center is proposed in Letterkenny Township. 	<p>Potential improvements at I-81 interchanges will support the transportation needs of future regional scale developments.</p>
<p>The Franklin County Character Area Map (CAM) (<i>see Exhibit 5</i>) included as part of Franklin County’s comprehensive plan, identifies Growth Areas along I-81.</p> <ul style="list-style-type: none"> ● Franklin County’s comprehensive plan, <i>Imagine Franklin 2035</i>, was adopted September 27, 2023. ● The CAM was designed to promote development in areas with sufficient infrastructure to support growth while preserving areas of significant natural resources, prime farmland, and protected open space. ● The I-81 corridor is located within Franklin County’s main Growth Areas – Urban Center, Suburban Center, and Suburban. ● A recommended action in the County comprehensive plan is to ensure long range transportation planning is aligned with planning policies of the character areas. 	<p>The CAM recommends growth in areas along the I-81 corridor.</p> <p>The potential improvements at I-81 interchanges are consistent with the Growth Areas identified in Franklin County’s comprehensive plan.</p>
<p>Municipalities have zoning and subdivision and land development ordinances (SALDOs) in place.</p> <ul style="list-style-type: none"> ● Franklin County municipalities along the I-81 corridor have adopted both zoning ordinances and SALDOs. 	<p>Municipal land use ordinances establish standards to ensure planned development that considers transportation infrastructure.</p> <p>Potential improvements at I-81 interchanges will support</p>



PLANNING & ECONOMIC DEVELOPMENT CONSIDERATIONS	IMPLICATIONS
<p>Survey input obtained during the preparation of <i>Imagine Franklin 2035</i> identified concerns with traffic and safety issues along I-81.</p> <ul style="list-style-type: none"> • 74% of survey respondents were Very Dissatisfied with I-81 traffic conditions. • 62% of respondents said that better planning was needed to address I-81 closures. • Improving I-81 as well as local roadways was important to more than half of survey respondents. • When asked how Franklin County should use its time, money, and staff resources over the next 10 years, addressing congestion from truck traffic (particularly on I-81) was the top priority. • Respondents identified the need to enhance safety and improve congestion along I-81. Dangerous conditions have been observed and some felt that warehouses were having a negative impact on the County. • In summary, respondents said that small town living with easy access to larger metropolitan areas like Baltimore and Washington, D.C. makes Franklin County a great place to live, work, and play. 	<p>municipal land use regulations for managed growth.</p> <p>Franklin County residents are concerned with traffic and safety along I-81.</p> <p>The potential improvements would improve I-81 traffic, roadway, and safety conditions and enhance Franklin County as a great place to live, work, and play.</p>
<p>I-81 in Franklin County lacks electric vehicle (EV) charging infrastructure.</p> <ul style="list-style-type: none"> • Pennsylvania’s National Electric Vehicle Infrastructure (NEVI) Plan is the Commonwealth’s plan to increase EV charging infrastructure. • I-81 is considered a priority Alternative Fuels Corridors (AFC), which elevates the deployment of federally compliant electric vehicle charging stations. • In 2022, PennDOT identified I-81 through Franklin County as an AFC gap because there are no EV charging stations. The nearest charging stations are in Hagerstown, MD and Carlisle, PA. • However, EV charging infrastructure was not a priority for comprehensive plan survey respondents, with only 18% indicating EV charging stations were Very Important. 	<p>Incorporating EV charging infrastructure as part of the interchange improvements, as needed and depending on timing of the improvements and NEVI Plan implementation, will advance EV adoption in Pennsylvania and the gap currently existing along I-81 in Franklin County.</p> <p>It is anticipated that public support will increase as EV ownership increases.</p>
<p>I-81 is a heavily travelled, strategically important transportation corridor in Franklin County</p> <ul style="list-style-type: none"> • Approximately 43% of all travel within Franklin County occurs on I-81. • An average of 54,000 vehicles travel on I-81 through Franklin County, and 29% is heavy-vehicle traffic. 	<p>Investing in potential improvements will ensure the I-81 corridor remains an efficient and safe corridor for citizen and business-related travel.</p>



Exhibit 2 – Exit Specific Planning & Economic Development Considerations

IMPROVEMENT	SEGMENTS	PLANNING & ECONOMIC DEVELOPMENT CONSIDERATIONS	IMPLICATIONS
<p>Exit 3 New on-ramp to carry traffic from US 11 NB to I-81 SB</p>	<p>Exit 1 to 3 Exit 3 to 5</p>	<ul style="list-style-type: none"> • Exit 3 is in Antrim Township. The Township’s population is projected to increase by more than 1,000 residents between 2020 and 2030. Population is also projected to increase to the east in Waynesboro and Washington Township (see Exhibit 3). • To meet residential demand, Antrim Township is projected to need an additional 280 housing units by 2030. Waynesboro and Washington Township will require an additional 537 units combined (see Exhibit 4). • As part of due diligence conducted in 2020 for the I-81 Improvement Strategy, Antrim Township reported significant industrial development activity. <ul style="list-style-type: none"> ○ Eight industrial projects were proposed, and 15 parcels had industrial development potential. ○ Two residential projects and 1 commercial project were proposed. • Currently, a 1.9 MSF Walmart fulfillment center is being constructed near Exit 3 and is expected to open in 2024. • A cold storage facility is planned along Hykes Road near Exit 1. 	<p>The projected population increases, housing demand, and new industrial and residential construction will increase traffic volumes at Exit 3.</p> <p>The potential improvements at Exit 3 support population growth and associated land development by increasing the efficiency and safety of I-81.</p>
<p>Exit 5 Improvements at Greencastle</p>	<p>Exit 3 to 5 Exit 5 to 10</p>	<ul style="list-style-type: none"> • Exit 5 is in Antrim Township and as noted above, the Township’s housing and population are projected to increase to 2030. • Greencastle Borough is located directly east of Exit 5. The Borough’s population is projected to increase by an additional 300 residents by 2030 and 81 housing units will be required to meet residential demand (see Exhibits 3 and 4). • Municipalities to the east of I-81 - Waynesboro and Washington Township - are projected to increase in both population and housing (see Exhibits 3 and 4). 	<p>The projected population increases, and new industrial and residential construction will increase traffic volumes at Exit 5.</p> <p>The potential improvements at Exit 5 support population growth and associated land development by increasing the efficiency and safety of I-81.</p>



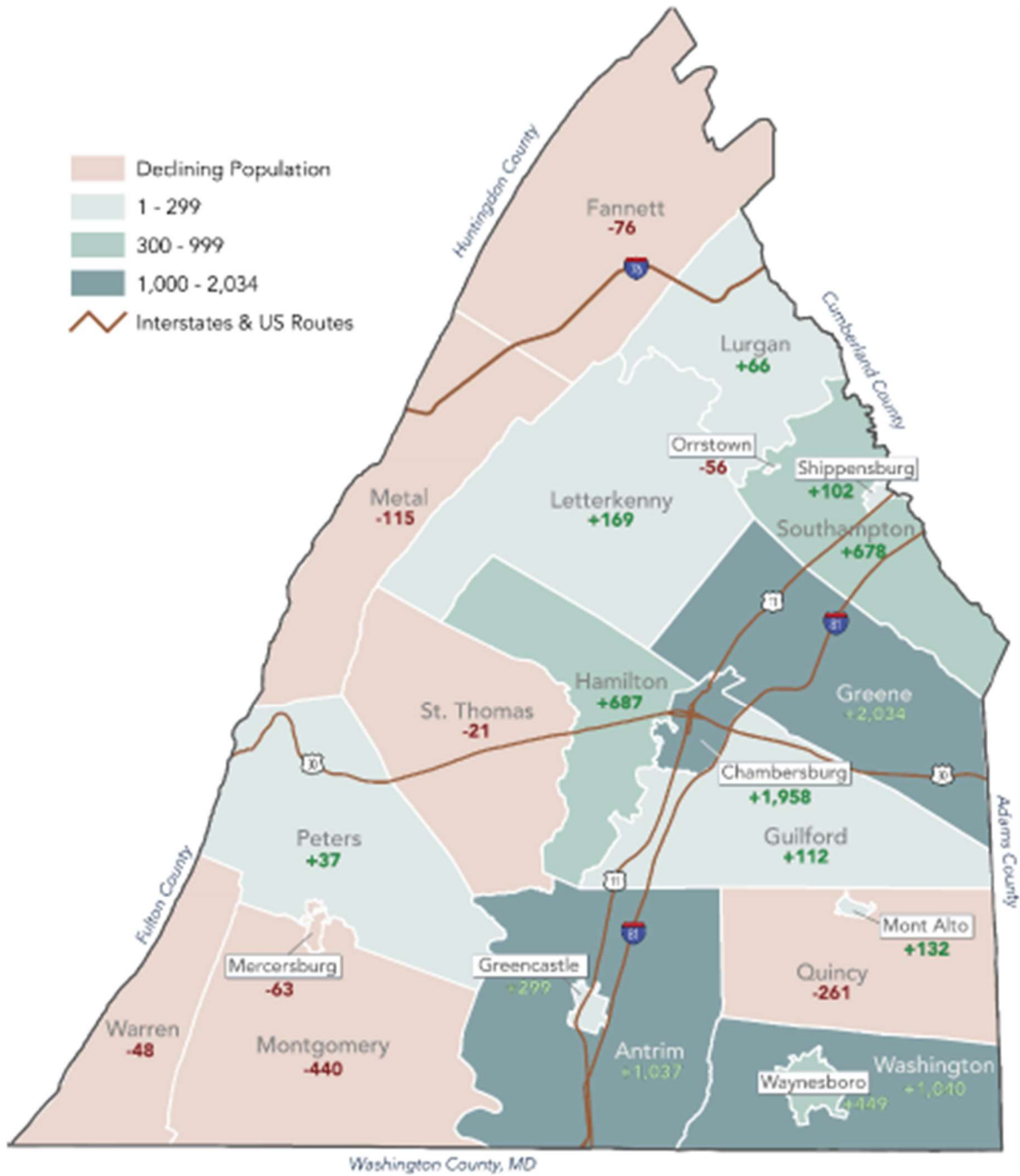
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IMPROVEMENT	SEGMENTS	PLANNING & ECONOMIC DEVELOPMENT CONSIDERATIONS	IMPLICATIONS
		<ul style="list-style-type: none"> A 300-unit apartment complex is proposed on 30 acres west of I-81 and north of PA 16 in Antrim Township and Greencastle. This residential development exceeds the Township’s housing unit projections. 	
<p>Exit 14 <i>Improvements at PA 315 (I-81 SB off-ramp safety)</i></p>	<p>Exit 10 to 14 Exit 14 to 16</p>	<ul style="list-style-type: none"> Exit 14 is in Guilford Township and Chambersburg. Chambersburg’s population is projected to increase by 1,958 residents between 2020 and 2030. A modest population increase of 112 new residents is projected in the Township (<i>see Exhibit 3</i>). To meet residential demand, Chambersburg is projected to need an additional 460 housing units and Guilford Township an additional 309 housing units (<i>see Exhibit 4</i>). Construction of a 1 MSF distribution center will be complete in the 4th quarter 2023. The facility is located on a 93-acre site near Exit 10 west of I-81 on Alleman Road. Upwards of 3 MSF of warehouse and distribution space is proposed at the planned Exit 12. Two warehouses are proposed west of I-81 between Overcash Road and Lighthouse Road between Exit 10 and Exit 14. 	<p>The projected population increases, and new industrial and residential construction will increase traffic volumes at Exit 14.</p> <p>The potential improvements at Exit 14 support population growth and associated land development by increasing the efficiency and safety of I-81.</p>
<p>Exit 16 <i>Improvements with US 30</i></p>	<p>Exit 14 to 16 Exit 16 to 17</p>	<ul style="list-style-type: none"> Exit 16 is in Guilford Township and Chambersburg and as noted in Exit 14 above, both housing and population are projected to increase by 2030. The number of housing units currently under construction in Guilford Township exceeds the Township’s housing projection and population projection. <ul style="list-style-type: none"> Summerbridge at Falling Spring is a 481-unit residential development that includes 304 apartments, 105 single family villas, and 72 triplex units. The development is located east of Exit 16 along Falling Spring Road. 	<p>New residential development near Exit 16 will increase traffic volumes.</p> <p>The potential improvements at Exit 16 support population growth and associated land development by increasing the efficiency and safety of I-81.</p>



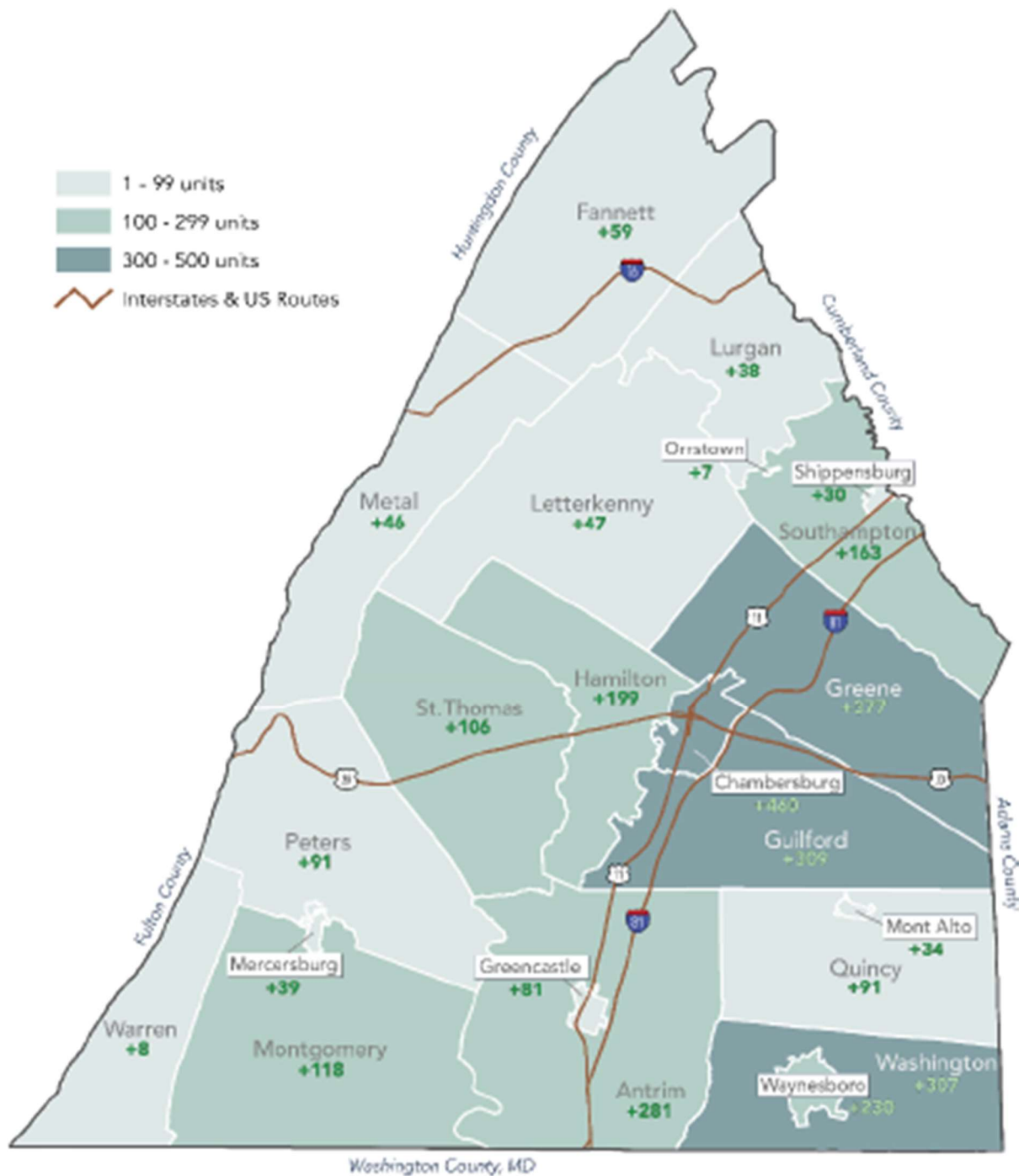
Interstate 81 Project Priorities

Figure 3: Franklin County Population Growth Projections, 2020-30



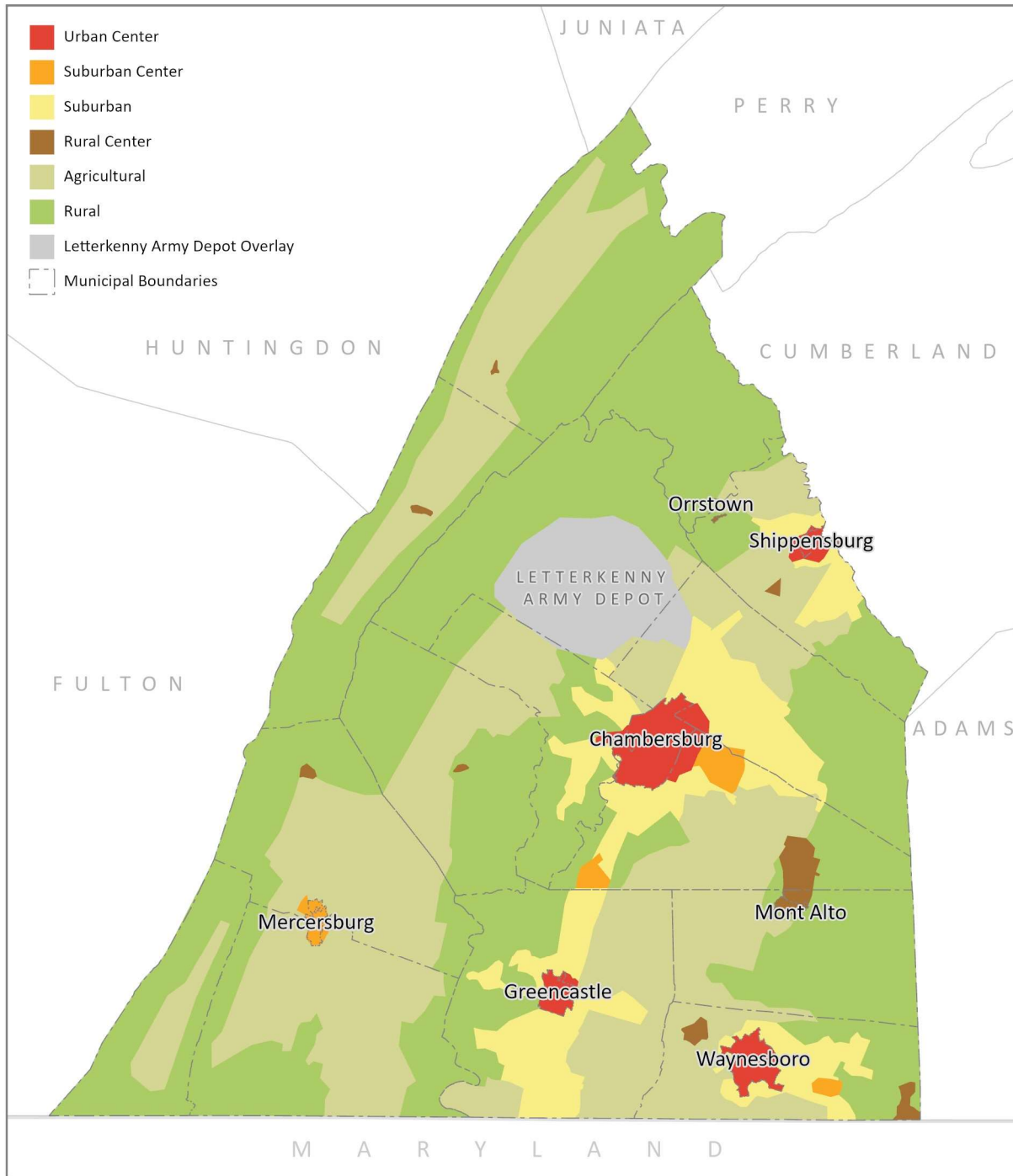
Source: *Imagine Franklin 2035*, p. 62.

Figure 4: Franklin County housing Projections by 2030



Source: *Imagine Franklin 2035*, p. 63.

Figure 5: Franklin County Character Areas



Source: *Imagine Franklin 2035*, p. 16.



Recommended Interstate Program

The following priority lists are being advanced by FCMPO for review by both the MPO and PennDOT's Interstate Steering Committee as part of future programming activity.

Asset Management Project Priorities - PennDOT's Interstate Steering Committee

1 Maryland Line to Mile Marker 0-6 – Resurfacing • \$16,108,000	5 Mile Marker 0-6 – Widening and Reconstruction • \$264,900,000
2 Guilford Spring Rd to Exit 20 – Resurfacing • \$9,995,000	6 Mile Marker 6-12 – Widening and Reconstruction • \$220,000,000
3 Exit 5 to Guilford Spring Rd – Resurfacing • \$8,960,000	7 Mile Marker 12-17.5 – Widening and Reconstruction • \$215,700,000
4 Exit 20 to Cumberland County Line – Pavement Preservation • \$7,960,000	8 Mile Marker 17.5-25.5 – Widening and Reconstruction • \$343,900,000

Project Priorities - FCMPO

1 Exit 12 – New Interchange • \$56,500,000	4 Exit 14 – Safety Improvements • \$1,500,000
2 Hykes Rd. over I-81 Antrim Township – Bridge Replacement • \$7,059,000	5 Exit 16 – Interchange Improvements • \$14,665,000
3 Exit 5 – Interchange Reconstruction • \$59,202,000	6 Exit 3 – Interchange Improvements • \$22,700,000

Planning Tools

In addition to the capital projects recommended by this report, there are other action strategies that should be considered by the Franklin County MPO to help optimize the Interstate's performance.

As an institution, the MPO occupies a strategically unique position between the county's municipalities and state and federal transportation agencies. As Harrisburg and Washington grapple with how to stretch limited financial resources for transportation, the county's municipalities approve land development plans that can affect the overall performance of the Interstate and adjoining roadways, if not properly planned for. The MPO is not a funding source, nor does it approve land development plans or make choices affecting zoning decisions, but it can serve a vital role in communicating county



priorities for transportation and how the county's municipalities can be better partners in contributing to a transportation system that is safe and efficient.

A few of the planning initiatives that could be considered by the county and its municipalities to ensure this are listed here:

Encourage development of Official Map as a Planning Tool – to identify areas to be preserved for future public use. Several of the county's municipalities actively maintain an Official Map, including Antrim Township and Greencastle Borough.

Investigate the creation of a transportation coalition for Franklin County - An example of this includes the York County Transportation Coalition, which involves representation from various transportation interests, including active transportation, rail freight, public transportation, and the county's legislative delegation. The coalition would consider current transportation issues and events that affect Interstate 81 in Franklin County, as well as liaise with PennDOT's Interstate Steering Committee to ensure the county's interests are reflected as part of program development for the Interstate.

Investigate designating Interstate 81 as a National Defense Corridor – the Interstate is already recognized within Pennsylvania's Freight Movement Plan for its role in providing mobility for multiple defense installations, including Letterkenny Army Depot in Franklin County, and the Navy Ships Parts Control Center in Cumberland County, and Fort Indiantown Gap in Dauphin County.



Appendix A – Review of Relevant Plans and Studies

Four Counties. Four States. Forty Miles.

Interstate 81 traverses the heart of a valley known by different names in different locales. Whether it is the Cumberland Valley, the Hagerstown Valley, or the Shenandoah Valley, it is a growing corridor for travel and commerce that includes four counties spanning four states. Such is the character of this growing corridor that has blurred state lines, and an economic ecosystem where Franklin County and its neighboring counties import and export workers as part of a growing laborshed. The Interstate in West Virginia features six lanes, and the Potomac River bridge was also widened to include a third lane in each direction as of February 2021. Outgoing Maryland Governor Larry Hogan promised the Hagerstown MPO \$100 million to improve Interstate 81 over its 11-mile length through Washington County.³ The Citicorp call center located near the Mason-Dixon line, once Washington County’s largest employer, has now closed, and the property acquired by Bowman for redevelopment.

In Franklin County, Antrim Township will soon experience the construction of 600 townhomes with direct access to the Interstate, and there is currently 20 million square feet of warehouse and distribution center space under construction within a 10-mile radius of Greencastle. Other properties of interest further north include the redevelopment of the Chambersburg Mall, which will affect use of PA 997 and the Exit 20 interchange. To the west of this interchange, the Letterkenny Army Depot will be the subject of a \$1.2 million modernization plan.

As Franklin County’s most strategic roadway, I-81 has been the subject of major plans, studies and improvement initiatives. These efforts are presented in this appendix in no priority order.

FCMPO 2050 Long-Range Transportation Plan (2023)

The Franklin County MPO 2050 Long-Range Transportation Plan (FCMPO LRTP) establishes goals and potential projects to improve Franklin County’s transportation system, consistent with the county’s overall vision. Adopted in April 2023, the LRTP is the MPO’s third such plan since the Federal Highway Administration (FHWA) designated Franklin County as an MPO in 2013. The plan includes a section dedicated to I-81 and summarizes prior studies (I-81 Improvement Strategy, I-81 Widening Study, and the I-81 Exit 5 Study) that recommended future I-81 transportation improvement projects. The LRTP includes 11 candidate projects related to I-81. Four of the projects are presently on the 2023 TIP, two projects are part of the 12-Year Program, and five are listed as “illustrative projects,” meaning no funding has been identified or committed for them. The projects are depicted in Table 3:

³ Timing as of this writing is still uncertain, although preliminary engineering work is underway.



Interstate 81 Project Priorities

Table 3: FCMPO LRTP: Candidate Projects Related to I-81

	Project Title	List	Municipality	Description	Total Estimate
1	I-81 New Interchange (Exit 12)	TIP	Guilford Township	This project consists of a new interchange (Exit 12) on I-81 at Guilford Springs Road overpass. The bridge over I-81 is State-owned.	\$29,895,301
2	I-81 Maryland to Mile 6	TIP	Antrim Township	Resurfacing on I-81 North and South from Maryland line to Milepost 6.	\$14,600,000
3	Hykes Road over I-81	TIP	Antrim Township	This project may consist of a bridge rehabilitation/replacement on SR 3014 (Hykes Road) over I-81.	\$8,000,000
4	Swamp Fox Road over I-81	TIP	Guilford Township	This project may consist of a bridge rehabilitation/replacement on PA 914 (Swamp Fox Road) over I-81.	\$2,680,000
5	SR 2016/I-81 Bridge	TYP	Antrim Township	Bridge preservation on SR 2016 (Clay Hill Road) over Interstate 81.	\$750,000
6	I-81/Buchanan Trail Improvements	TYP	Antrim Township	Installation of a new signal at the northbound ramps of I-81, including detectors on the ramps to prevent backups on the mainline of I-81.	NA
7	I-81 Exit 10 (Marion, PA 914)	Illustrative	Guilford Township	Fix sightlines for exit ramps	\$600,000
8	I-81 Exit 5 (PA 16 Greencastle)	Illustrative	Greencastle Borough, Antrim Township	Redesign interchange or install traffic signal at NB exit	\$6,025,000
9	I-81 Exit 14 (Wayne Ave) to Exit 16 (Lincoln Hwy/US 30)	Illustrative	Chambersburg Borough; Guilford Township	Resurfacing	\$2,300,000
10	US 11 over I-81	Illustrative	Antrim Township	Widen bridge	\$5,750,000
11	I-81 Exit 3	Illustrative	Antrim Township	Full-service interchange	\$11,500,000



I-81 Improvement Strategy (2022)

The Franklin County MPO, in partnership with PennDOT, FHWA, and neighboring MPOs in Harrisburg and Lebanon county evaluated 100 miles of I-81 for safety, congestion, condition, and access needs. The I-81 Improvement Strategy was organized into two overall phases. Phase 1 began with a full needs assessment of the entire corridor while identifying and prioritizing focus areas for which conceptual improvement candidate projects could be developed and prioritized during phase 2. Environmental screenings of the prioritized focus areas were also completed in phase 2. Throughout both phase 1 and 2, an extensive public outreach plan was executed so that all stakeholders had an opportunity to provide input into ways to improve I-81.

The first phase in developing the I-81 Improvement Strategy was to assess the existing needs along the corridor then determine focus areas by grouping similar needs based on geographic areas. Corridor needs were identified during phase 1 (Needs Assessment and Prioritization) and documented in the Needs Assessment Technical Memo.

In accomplishing the needs assessment, the following was completed:

- A project website was developed and maintained as a primary means of interacting with the public regarding project highlights and progress
- Existing policy documents and other relevant studies that affect future planning for the corridor were reviewed and summarized.
- Existing projects that have been planned and programmed for the I-81 corridor were identified and added to a project webmap.
- A baseline assessment, which included data collection of the quantitative aspects of roadway performance (mobility, safety, infrastructure condition, and land use planning) was completed.
- In parallel with the baseline assessment, public engagement activities commenced and included planning roundtables, one-on-one interviews with major freight shipping companies along the corridor and municipal officials, and an online survey to garner public feedback.
- Finally, need statements were developed for each focus area and a virtual public open house was conducted to collect feedback on the twelve focus areas and their corresponding needs.

The focus area prioritization process (phase 2) was structured around the four general needs: mobility, highway safety, land use and access, and highway/pavement condition. The prioritization process was developed to ensure that the outcomes would identify focus areas that have the greatest need, or opportunity for improvement, across the four general needs. The MPO executed a two-step prioritization process, which included the following elements:

- **Performance Metrics, Normalization and Scoring Metrics** - were chosen for each of the four



general need categories. Since each focus area is different, the data was normalized so that all focus areas would be treated fairly. A scoring system was then set for each metric.

- **Prioritization Weighting and Rating** - Each metric was then assigned a weighting (e.g., 20%) to give higher priority to needs such as safety and mobility over condition and land use. Weighted scores were then tallied to produce an overall score for the focus area and a ranking of the 12 focus areas was developed.

The prioritization process identified the four-mile Greater Chambersburg Area as one of 12 focus areas. The Greater Chambersburg Area was identified as the third highest focus area in the 100-mile study corridor in need of improvement. This focus area included analyses of Exits 14 (Wayne Avenue), 16 (US 30 Lincoln Way), and 17 (Walker Road). Exit 17 has the greatest potential for future development due in large part to the availability, proximity, and suitability of real estate.

Exit 14 proposed improvements were focused on improving safety along the I-81 southbound ramps. Concepts vary from additional curve signs to full reconstruction and realignment to meet current design criteria. The interchange is experiencing ramp and ramp terminal crashes more than similar roadways.

Exit 16 improvements centered on improving mobility and safety through the ramp signalized intersections (terminal points). Concepts from additional left turn lanes for the off ramps to full interchange reconfigurations were proposed. The strategy also proposes for Exit 16 be included in an expansion of a freeway service patrol (FSP) (which has an estimated maintenance cost of \$825,000) and an additional project which involves the installation of post-mounted Type-A Dynamic Message Signs (DMS) along key roadways in advance of I-81 entrance ramps. Messages can be posted to these units from the Eastern Regional Traffic Management Center (RTMC) to advise motorists of pertinent traveler information pertaining to I-81, such as a road closures and weather-related messages.

Exit 17 is a relatively new interchange (having been built and opened to traffic in 2005) and has ignited a commercial and residential development boom in Chambersburg. However, the phase 1 needs assessment identified that there are more immediate needs to improve exits 14 and 16.

Following the study process, the FCMPO and PennDOT established a reserve line item of \$225 million for I-81 Improvement Strategy Projects as part of the 2023 Twelve-Year Program's (TYP's) third four-year period (2031-34).

Alternative Fuels Deployment Plan for I-81 and I-78 (2022)

Pennsylvania will receive \$170 million in federal dollars through FY 2026 to invest through the state's I-81 Alternative Fuel Deployment Plan for deploying electric vehicle infrastructure. PennDOT identified I-



81 through Franklin County as an alternative fuel corridor gap because there are no electric-vehicle charging stations. At present, the nearest charging stations are in Hagerstown and Carlisle.

PennDOT adopted an Alternative Fuel Corridor (AFC) Deployment Plan in Summer 2022. In identifying priority locations for new infrastructure and potential sites for alternative fuel infrastructure, PennDOT used a three-step interchange prioritization process:

- Step 1: Identify and summarize available data
- Step 2: Develop and apply an exit scoring system
- Step 3: Group exits by AFC gap locations and other prioritization needs

The results showed that the areas surrounding exits 14, 16, and 17 are the top locations for AFC deployment. These exits in the Greater Chambersburg area scored high with concentrations of major employers, traveler services, and connections with other NHS routes such as PA 316, PA 997, and US 30.

I-81 Widening Study (2018)

An analysis of the broader corridor from the Mason-Dixon Line through Lebanon County determined that a widening of the Interstate to six lanes would cost more than \$2.9 billion. Franklin County's share of a proposed widening was determined to be \$848 million. This study used safety, congestion, bridge, and roadway condition as factors to prioritize sections for construction depending on available funding. The highest priority section within Franklin County was determined to be between Mile Markers 0 through 6. The study was an update of an earlier study completed in 2006.

Exit 3

According to the 2012 joint comprehensive plan of Antrim Township, Greencastle Borough, and Greencastle-Antrim School District, Greencastle Borough and Antrim Township have been planning improvements for Exit 3. The planned improvements include building a new loop ramp from northbound Route 11 to I-81 and restricting driveway and road intersections within the interchange's functional area. The Greencastle Intermodal Facility (IMF) is located directly west of the I-81 Exit 3 interchange.

Exit 5 Interchange Preliminary Alternative Analysis Report (2020)

The I-81 Exit 5 Interchange Preliminary Alternative Analysis Report evaluated interchange improvement options for the I-81 Exit 5 Interchange to improve safety and traffic operations at the interchange and for the PA 16 corridor in Antrim Township. The report identified and evaluated eight conceptual alternative options, with four of them retained for detailed operational and safety analysis. It concluded that three out of the four studied alternatives would lead to operational and safety improvements in the area, including the relocation of the northbound exit ramps to Antrim Church or Grindstone Hill Road or



reconfiguring to a Single Point Urban Interchange (SPUI). The proposed redesign interchange is also categorized as an illustrative project in the Franklin County Long-Range Transportation Plan.

PennDOT Long-Range Transportation /Freight Movement Plans (2021/2022)

The statewide long-range transportation plan (LRTP) establishes a direction for Pennsylvania’s transportation system across a 20-year planning horizon. The LRTP does not include specific projects, but it does note that improvement needs on Pennsylvania’s Interstate system are far greater than the funding available. The plan recommends implementation success be measured by a transportation performance measure (TPM) approach to maximize the benefit of every dollar invested in the system. The federal government established TPM requirements in its transportation funding legislation beginning with the Moving Ahead for Progress in the 21st Century Act in 2012 and continuing with the Fixing America’s Surface Transportation (FAST) Act three years later. TPMs are still in place with the Infrastructure Investment and Jobs Act (IIJA) and have been further modified. It's essential for candidate projects on I-81 help the Commonwealth meet the performance goals established by the IIJA to receive federal funding.

The Freight Movement Plan (FMP) was created to assist policymakers and planners in identifying Pennsylvania’s multimodal freight transportation needs and prioritizing investments in freight infrastructure to support the Commonwealth’s consumers and businesses. FHWA approved the updated plan in December 2022. I-81 is notably a part of the state’s share of the National Highway Freight Network – a national priority network of roadways eligible for National Highway Freight Program (NHFP) funding, of which Pennsylvania will receive (on average) \$53 million annually through FFY2026.⁴ The plan identifies a section of I-81 from the Exit 24 interchange (PA 696) through Cumberland County as one of Pennsylvania’s top truck bottlenecks.

Also, the new section for “Considerations for Military Freight” speaks of the U.S. military needs on the civilian transportation network are established through the United States Transportation Command (USTRANSCOM), a unified combatant command which provides support to other U.S. combatant commands, the military services, defense agencies and other government organizations. USTRANSCOM has established two primary national transportation route networks that serve as strategic assets for the U.S. Department of Defense. These are the Strategic Highway Network (STRAHNET) and the Strategic Rail Corridor Network (STRACNET). The U.S. Department of Defense has identified the Letterkenny Army Depot in Franklin County as one of five key military installations in Pennsylvania and identifies PA 997 as a STRAHNET connector to I-81.

⁴ The priority freight network also includes Critical Rural Freight Corridors (CRFCs) such as a segment of PA 16 in Antrim Township immediately east of the I-81 interchange.



The state freight plan also documents the challenge of truck parking in Pennsylvania, including along the I-81 corridor: “The areas of Pennsylvania where heaviest truck parking activity takes place include...the I-81 corridor from the Maryland state line all the way into the Scranton area.” The plan cites a shortfall of truck parking in areas where long-haul trucks operate on the Interstate where “last mile” staging for trucks occur near warehouses and distribution centers and other industrial sites. Truck parking facilities along the I-81 corridor in Franklin County are currently operating in excess of available capacity.

State Transportation Commission (STC) Public Survey Results (2023)

Every two years, the State Transportation Commission (STC) and PennDOT update the 12-Year Program (TYP). The TYP identifies and prioritizes transportation projects and assigns funding to complete them over 12 years. PennDOT and the STC engaged the public through extensive social media and email communication campaigns and hosted two key public involvement activities: an online public forum and a transportation survey. There were over 10,500 participants who completed the online survey (a record high), including 38 from Franklin County. Survey respondents identified nearly 215 transportation concerns – 12 of which were already targeted by PennDOT’s planned projects. In the survey, comments for I-81 in Franklin County included congestion on the Interstate from Harrisburg to the Maryland state line and traffic movements from I-81 to US 30 westbound into Chambersburg.

2023 (Interstate) TIP projects

The TIP is a short-range four-year program of interstate transportation improvements based on the L RTP and is how federal, state, and local funds are approved for all significant surface transportation projects and programs in Franklin County. To ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate PennDOT funded interstate projects to address regional bottlenecks. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.

The 2023 Franklin County Interstate TIP includes:

- Resurfacing on I-81 north and south from the Maryland line to Milepost 6 in Antrim Township.

Additionally, Interstate 81 projects on the MPO’s TIP include:

- A new interchange at Guilford Springs Road (Exit 12). This new interchange was not included in the I-81 Improvement Strategy, it is being designed to improve truck access and vehicle flow from existing and future industrial development in the area.
- Bridge rehabilitation/replacement on Hykes Road over I-81 in Antrim Township.
- Bridge rehabilitation/replacement on PA 914 (Swamp Fox Road) over I-81 in Guilford Township.



Appendix B – Overview of Public Comment

On September 19, 2023, the Franklin County MPO hosted an in-person public meeting on the I-81 Franklin County Project Priorities from 5:00-7:00 p.m. at the County Building at 272 North Second Street, Chambersburg. The public was made aware of the meeting through a press release, social media posts, and the Franklin County website. There were 26 community members in attendance. The MPO delivered a 30-minute, formal presentation at 5:30 p.m. which included an overview of project objectives and analysis, funding, and priorities. The meeting venue also included project display boards to inform and generate questions. The MPO also provided a one-page project overview handout to attendees.

Summary of Feedback Received During the Public Meeting

When the formal presentation concluded, MPO staff opened up the floor for questions and comments.

Overall Question/Comment Themes

- Residents were concerned about the length of time it takes to complete a project.
- Widening I-81 is a top priority for most citizens in Franklin County.
- Members of the public asked if legislation could deem I-81 as a national defense corridor, potentially opening projects up for funding from the Department of Defense. There are 5 military installations that depend on 81.
- Attendees asked if the projects would keep up with the traffic increase expected in the region.

Specific Comments Included:

- “Autonomous vehicles should be considered in this analysis.”
- “The congestion and infrastructure design at Exit 10 is a concern.”
- “How do we elevate Franklin County priorities to the top of the list?”
- “Looking at the design long-term, has anyone thought about the growth we have and how this will impact the future? By the time we get to the third lane later down the line it may not be enough.”

Public Comment Period Overview

In coordination with the public meeting, the Franklin County MPO conducted a 30-day public comment period to receive input on priorities for I-81 in Franklin County. The comment period was open from September 12 - October 12, 2023. Public comments were collected through SurveyMonkey. The survey included eight questions, three of which were demographic-related. The average length of time to take the survey was four minutes and it had 96 percent completion rate. In total, **807 surveys were completed** online, and one hard copy was mailed to the MPO. The following is a summary of survey results.



Responses by Location

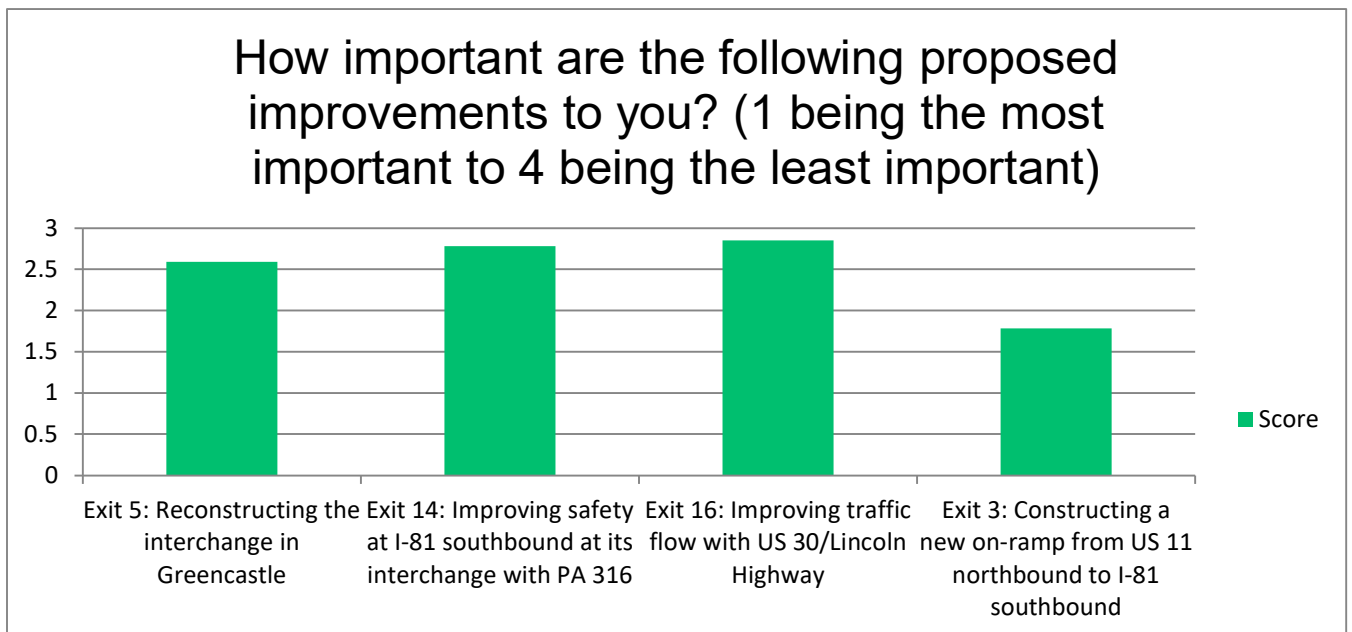
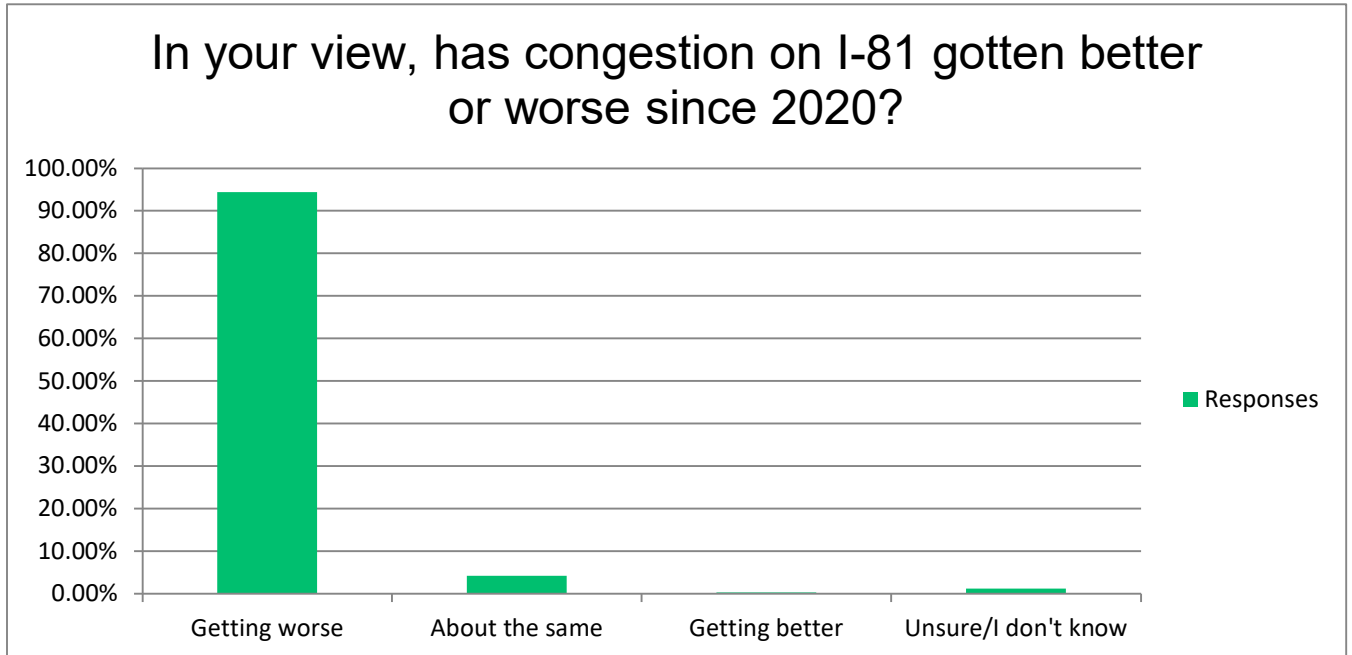
The survey invited input from those who live, work, and travel I-81 through Franklin County. There were 781 respondents from 41 locations. This question on the survey was optional and therefore does not represent the total number of survey respondents.

Chambersburg	144
Greene	110
Guilford	77
Greencastle	73
Antrim	72
Hamilton	47
Franklin	39
Southampton	34
Saint Thomas	28
Waynesboro	21
Shippensburg	20
Washington	15
Fayetteville	14
Montgomery	14
Mercersburg	10
Letterkenny	7
Peters	7
Quincy	7
Other	5
Marion	4
Metal	4

Fannett	3
Scotland	3
Adams	2
Carlisle	2
Cumberland	2
Fort Loudon	2
Mont Alto	2
Berkeley Springs	1
Dauphin	1
Hagerstown	1
Hopewell	1
Hummelstown	1
Lurgan	1
Martinsburg, WV	1
Mowersville	1
Petersburg	1
Pleasant Hall	1
South Middleton	1
South Newton	1
West Pennsboro	1
TOTAL	781

Results of the Survey Questions

Two key questions were presented on the survey regarding the I-81 corridor in Franklin County. Below are the results.





Open Ended Questions

The survey featured two open-ended questions. The 1,299 comments received included important views and suggestions on how to improve the I-81 in Franklin County. Below are a few highlighted comments that were a common theme throughout the responses.

Are there specific locations along the Interstate that are of concern to you?

- “The area between Exit 20 and Exit 14 is always congested.”
- “Anywhere from Interstate 81/Interstate 78 split down to PA/MD line.”
- “Exit 17: Northbound exit ramp traffic flow at light for the interchange with Walker Ave. Traffic often backs up onto 81-N for those turning left at the light.”
- “Exit 14 ramp at Wayne Ave. Many rollover accidents there.”
- “Exit 5 needs a light for those turning left off the exit. Too many accidents occurring.”
- “Exit 1 Northbound on ramp is too short for tractor trailers to get up to speed.”
- “As a first Responder a majority of the wrecks are from Exit 3 to 10. And from Exit 14 to 20.”
- “From State Line at West Virginia through the other side of Harrisburg.”

Do you have any specific recommendations to improve the capacity of Interstate 81?

- “Add more lanes to handle traffic.”
- “Need more law enforcement presence or speed cameras to keep people driving at safe speeds.”
- “Express lanes in center median with possible tolls.”
- “I think tractor trailers should have their own lanes and have them marked for tractor trailers only.”
- “Widen the roadway especially in the segments/extending on-ramps in the sections of 81 that are adjacent industrial areas with increased truck traffic.”
- “The highway is not able to keep up with the growth we are seeing in our area. Many new warehouses are built along I-81 in Chambersburg, Franklin County and surrounding areas.”
- “Increase exit and on ramps in length.”
- “More truck parking needs to be implemented in our area.”
- “Install jersey barriers.”
- “Stop building warehouses unless you add a 3rd lane to accommodate the additional trucks.”

In the Press

The following news outlets featured the 30-day comment period and the public meeting in their publications.

- [Chambersburg Public Opinion](#)
- [ABC27 News](#)
- [LocalNews1.org](#)
- [Pennsylvania Updates](#)
- [The Record Herald](#)



Interstate 81 Project Priorities

- [Echo-Pilot](#)
- [Herald-Mail Media](#)
- [Tri-State Alert](#)