



Appendix IV: Regional Vision Project Lists for Southwest Pennsylvania

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Appendix IV: Regional Vision Project Lists for Southwestern Pennsylvania

- IV-1: Revenues and Projects Currently Within Fiscal Capacity (Updated September 2021)

Appendix IV-1: Revenues and Projects Currently Within Fiscal Capacity

Introduction

The Fiscally Constrained Plan identifies a set of multimodal fiscally-constrained transportation projects, programs and initiatives undertaken to advance the Regional Vision, Goals and Strategies. Public transit investments are key strategies in providing mobility for Southwestern Pennsylvania residents, as well as mitigating the impacts such as air pollution and congestion that are inherent in a vehicle-based transportation system, while additionally contributing to many of the highway system goals. Highway system investments support state of good repair goals for highway infrastructure, reduced fatalities and injuries from vehicle transport, reduced congestion and efficient highway operations, strengthened rural access to markets, and support for regional economic development, while mitigating the environmental impacts from still-growing levels of traffic. The linkage between the investments contained in this section and how they support and advance the *Smart Moves* Vision, Goals and Strategies is described in the previous Appendix III: Investment and Strategy Linkage.

This Appendix (IV-1) presents the Revenues and Projects Currently within Fiscal Capacity (fiscally constrained investment plan); anticipated funding for this part of the Plan is provided through the SPC TIP. The LRP also includes sections related to additional transportation investments from funding sources beyond the SPC TIP: Pennsylvania's Interstate Management Program and the PTC's Turnpike Capital Projects (Appendix IV-5). This Appendix also includes a list of unfunded Interstate needs for consideration into the Interstate Management Program.

A list of Projects Currently Beyond Fiscal Capacity is included as Appendix IV-2. It contains regional high priority projects that are part of the Regional Vision of *SmartMoves*. These projects are unfunded at present; however, SPC is committed to pursuing additional funding so that they can be advanced within the plan period. For many of these projects, through collaboration with our Planning Partners, project needs are identified and often advanced through the early planning stages, preparing them as well defined priority candidates for other state or national discretionary funding sources (except where noted) beyond SPC's TIP resources.

Table IV-1 introduces the financial planning section by identifying constrained revenue amounts for transportation investments expected to be delivered through the SPC 2021-2024 TIP and *SmartMoves*.

The Revenues and Projects Currently within Fiscal Capacity element is presented in two sections - Transit Program and Highway Program. The lists are grouped by investment categories and represent a broad range of multimodal transportation improvement projects. The Investment and Strategy Linkage Appendix (III) describes the transit and highway investment categories and the types of improvements categorized under each category. Appendix III also discusses

the linkages between the Investment Categories and the *SmartMoves* Strategies and federal performance metrics.

Each program, transit and highway, presents an overview of the program, documents project selection processes, highlights performance features, summarizes investment results, and identifies project lists for each investment category. Summary tables for each program provide a means for comparing transportation investments at both the program level and investment category level. The Transit Program includes tables identifying prospective transit capital investments for each transit agency. The Highway Program summary includes breakout details for each PennDOT District area.



Investment Category-based project lists were developed through cooperative planning processes grounded in the Regional Vision, Goals and Strategies; the ten federal Planning Factors and the federal National Performance Goals. The project selection process considers overall transportation needs (transit, multimodal mobility, highway operations, safety, and state of good repair/condition of highway and transit physical assets, environmental and economic development impacts), and federal performance requirements, within identified fiscal-constraint limits. Detailed information on federal performance measures and future performance targets is provided in Appendix II.

Current system condition and measured performance are generally favorable for the SPC region relative to the Commonwealth as a whole; however, mid-range performance targets for highway and bridge conditions are expecting an overall decline during the plan period because many of the region’s pavements and bridges are nearing the end of their expected life cycles and at current funding levels, expected revenues are not sufficient to meet the region’s needs.

Figures IV-1 and IV-2 compare constrained revenues with the extensive overall asset management needs for preservation and reconstruction of the region's highways and bridges. These charts do not include needs for safety, system operations and modernization or any added capacity. The comparison signals a significant funding gap between needs and available future revenues. SPC needs estimates were developed using pavement and bridge asset management measures and processes that are consistent with the PennDOT Transportation Asset Management Plan (TAMP).

The revenue shortfall demonstrated in the asset management numbers extends to other transportation investment categories – transit as well as highway. This funding gap is also chronic – national and state reports have highlighted a growing problem in transportation finance for more than 15 years. If federal and state transportation revenues are not increased during this LRP period the condition and performance of the overall transportation system would be expected to significantly worsen.

Strategies included in Section II: Vision to Action discuss matching revenues to needs, identifying new revenues sources, and promoting public/private partnerships are intended to initiate a regional dialogue as how to best bridge funding shortfalls.

Transportation Financial Planning

In accordance with federal and state financial planning guidance, the plan includes an estimate of the revenues reasonably expected to be available to support a long range, multimodal transportation program. For this plan (2021-2045), financial estimates are based on Pennsylvania's 2021 Transportation Program Financial Guidance, which was developed by a statewide work group and used to establish funding levels for the 2021-2024 Transportation Improvement Program (TIP). The guidance identifies federal and state funding formulas that are used to allocate revenues to planning regions across the state. The formulas are considered to be needs-based and are responsive to program-specific performance criteria. Representative examples of current statewide needs criteria include: population; population density; transit service area; highway lane miles; bridge deck area; crashes; air quality deficiencies; vehicle miles traveled; truck usage; and the physical condition of roads, bridges, and transit infrastructure.

Revenue estimates are provided for plan Stage 1, Stage 2, and Stage 3. Stage 1 matches the four-year TIP cycle (2021-2024). Stage 2 includes the remaining eight-year period of the state's Twelve Year Program (TYP) (2025-2032). Stage 3 includes the remaining years in the plan period (2033-2045). Revenues are calculated using an assumed revenue growth rate of 2% per year. A 2% annual inflation rate is also applied to estimated project costs¹.

Transit projects in the plan are funded from these broad categories:

¹ SPC L RTP Forecast of Inflation and Revenue Growth (April 2019)''

- Federal transit formula funds, such as the FTA Section 5307 program
- Federal highway funds that are “flexed” annually to fund transit projects
- State and federal discretionary funding sources—such as the “New Starts” program—that are used to add new capacity to the public transit network
- Other local or state transit funding programs, such as the Allegheny County drink tax

This plan assumes that federal formula and transit flex sources will continue over the three stages of the plan, through 2045. Likewise, since state and local funding is largely used to match these federal sources, this funding is also assumed to remain consistent.

However, discretionary funding for new capacity projects, such as new bus rapid transit or new commuter bus options, are only accessed as projects become approved. This plan recognizes the discretionary nature of transit expansion by showing this funding as “To Be Determined” for Stage II (FY2024-32) and Stage III (FY2033-45). This is another instance that the Strategies found in Section II: Vision to Action, which discusses sustainable public transit funding and regional collaboration can help bring these transformative, capacity adding transit projects to fruition.

Estimated Revenue for the Highway Program is about \$1.5 billion for Stage 1 (the TIP period); \$2.66 billion for Stage 2, and; \$4.26 billion for Stage 3. Estimated Transit Program revenue is \$2.0 billion for Stage 1; \$4.2 billion for Stage 2, and; \$8.2 billion for Stage 3. The regional Grand Total for constrained highway and transit program investments is \$22.9 billion for the 24-year period.

Table IV-1: Constrained Revenue Summary by Funding Source

LRP Transportation Investment Plan Constrained Revenue Summary				
Fiscal Category	Short-term 2021-2024	Mid-term 2025-2032	Long-term 2033-2045	Total 2021-2045
Highway Program²				
Federal NHPP	279,292,000	195,037,000	253,617,000	727,946,000
Federal STP	156,951,000	297,224,000	482,989,000	937,164,000
Federal STP-Urban	140,465,000	280,928,000	456,508,000	877,901,000
Federal Bridge Off-System	68,455,000	136,640,000	222,040,000	427,135,000
Federal CMAQ	89,359,000	178,720,000	290,420,000	558,499,000
Federal HSIP	41,346,000	82,688,000	134,368,000	258,402,000
Federal TAP	7,251,000	14,504,000	23,569,000	45,324,000
State Highway	225,170,000	465,751,000	756,028,000	1,446,949,000
A-409 - District Maintenance ³	255,493,000	499,280,000	810,420,000	1,565,193,000
State Bridge	243,963,000	458,169,000	743,717,000	1,445,849,000
Local Sponsor Matching Funds	28,086,000	56,000,000	91,000,000	175,086,000
Subtotal - Highway Program	1,535,831,000	2,664,941,000	4,264,676,000	8,465,448,000
Transit Program				
Fed Transit Formula Funds	289,629,498	648,286,575	1,621,311,704	2,559,227,777
Federal Transit Flex	24,688,800	49,377,600	92,583,000	166,649,400
State/Local/Other - Transit Operations	1,734,655,223	3,473,215,304	6,512,278,695	11,720,149,222
Subtotal - Transit Program	2,048,973,521	4,170,879,479	8,226,173,399	14,446,026,399
Total for SPC TIP/Plan	3,584,804,521	6,835,820,479	12,490,849,399	22,911,474,399

² Funding for the Interstate Program is allocated and managed as a statewide program and is not included in these revenue estimates. Other Statewide Discretionary Programs and toll-supported projects through the Pennsylvania Turnpike Commission are also managed and identified separately. A \$25 million Federal BUILD Grant was awarded in 2020 as additional discretionary funding; it requires a 20% local match. It will be programmed on the 2021-2024 TIP for selected projects.

³ A-409 Maintenance spending is determined at the PennDOT District-level. It is commonly used to support regular maintenance tasks, operations (including winter treatments for snow and ice), drainage and guiderail repairs, and various pavement repairs. This funding is not available for listed capital investment projects.

Transit Program Project Selection

The Pennsylvania Department of Transportation (PennDOT) is responsible for managing all public transit programs for the Commonwealth. The public transit annual budget includes \$1.5 billion in state funds and more than \$30 million in direct federal funds. PennDOT plays a central role in transit project selection for transit investments in the TIP and plan due to their position as the dominant funding source for public transit programs.

Transit Capital Investments for nearly all of the region's public transportation agencies are managed utilizing consolidated planning activities and grant-making through the PennDOT Bureau of Public Transportation (BPT). For management purposes, transit agencies fall into two basic types based on size and mode. Port Authority of Allegheny County is a Tier I agency, operating bus and rail fixed guideway service as well as a fixed route bus system with more than 100 vehicles. There are 15 "small" Tier II agencies in the region operating fewer than 100 vehicles in either fixed route or non-fixed route modes.

All public transportation agencies are required to use reviewed and accepted Transit Asset Management (TAM) planning practices to reach and maintain assets in a State-of-Good-Repair (SGR). TAM planning accounts for the full life-cycle of an asset used for public transportation service, from procurement through operations and maintenance to final disposition. Basic objectives for the TAM planning model are:

- Monitor and manage public transportation assets
- Improve safety
- Increase reliability and performance
- Establish asset performance measures

Tier I agencies such as the Port Authority manage their TAM planning functions internally. Planning systems and outputs, including performance measures and targets, are reviewed directly by the Federal Transit Administration (FTA). Federal grant-making is also direct with FTA. State funding and grant-making processes are managed through PennDOT. Small transit agencies as recipients of FTA Section 5310 and Section 5311 funding are required to participate in a state-managed TAM Group Plan. In addition, small transit agencies can also elect to participate in the PennDOT TAM Group Plan to fulfill planning responsibilities for other transit funding (Section 5307, etc.).

PennDOT has established a TAM Group Plan that provides consolidated transit asset management services for both required and elective program participants. The TAM Group Plan fulfills federal PBPP requirements (Performance Based Planning and Programming) and encourages communications between participating transit agencies and their respective MPOs. All of the small transit agencies in the SPC region have established formal cooperative agreements with PennDOT guiding their participation in PennDOT's TAM Group Plan.

PennDOT annually updates performance targets for each agency based on two primary elements: prior year's performance, and anticipated/obligated funding levels.

In summary, transit agencies use the PennDOT TAM Plan tool – the CPT – to input information on asset inventories and detailed asset conditions into a statewide transit asset management computer system. The TAM tool uses the input data for each agency to generate four-year capital plans and performance targets based on asset-specific State-of-Good-Repair performance criteria for various categories of vehicles, equipment, and facilities. These sources inform the development of annual capital programs, which are shared with the MPO for approval and inclusion in the region's TIP⁴. The annual capital programs become an agency's funding application within PennDOT's electronic grants system. Proposed transit investments from the annual capital program have already been prioritized against competing statewide project needs and available statewide funding, so the agency applications are typically funded as submitted.

The TAM tool also provides an opportunity for users to input projects beyond the four-year capital plan period. These additional projects have been provided to SPC for inclusion in the Stage 2 and Stage 3 project lists, and fall within the funding limits of the Revenues and Projects Currently within Fiscal Capacity. In Stage 2 and Stage 3, total transit investment identified in the investment category project lists is less than the amount of available transit revenue in Table IV-2. The remaining funding that is not yet committed to projects will be held in reserve for the identification of future project needs.

Transit Capital Investments

Transit investments for Stage 1 (FY2021-24) of the plan are taken directly from SPC's TIP. Stage 2 and Stage 3 projects are taken from these sources:

- Operating Assistance projects are assumed to remain stable over the life of the plan
- The PennDOT Bureau of Public Transportation's Capital Planning Tool estimates the state's capital investment priorities through the year 2030—for example, by projecting when an agency's buses will exceed their useful operating life—and these projects are listed
- Port Authority of Allegheny County's long range capital improvement plans

Transit new capacity projects are typically funded through a mix of federal and state formula funding as well as discretionary sources. These projects are shown separately because some projects or project elements are not yet developed to the extent that they can be accurately modeled for air quality conformity. They are also not currently within the fiscal capacity of the plan and additional discretionary funds will be necessary in delivering these transformative regional projects. Descriptions of these projects can be found in Appendix IV-2.

⁴ The region's transit agencies share with the SPC Transit Operators Committee and Transportation Technical Committee project information from the agencies' annual capital programs and four-year capital plans, providing SPC partners with the opportunity to review and comment on the project candidates. The projects are then programmed in SPC's Draft TIP, taken out for public comment, and adopted by the Commission in its approved TIP.

Table IV-2: Transit Capital Investment Summary by Investment Category

	Stage I (2019-22)	Stage II (2023 -30)	Stage III (2031-45)	2019-45 L RTP
Bus Associated Transit Enhancements	\$ -	\$ 16,716	\$ -	\$ 16,716
Bus Rolling Stock	\$ 169,936,181	\$ 161,569,283	\$ 1,332,000,000	\$ 1,663,505,464
Bus Stations/Stops/Terminals	\$ 2,520,000	\$ 181,241,901	\$ -	\$ 183,761,901
Bus Support Equip/Facilities	\$ 33,171,344	\$ 434,903,904	\$ 298,000,000	\$ 766,075,248
New Capacity (Fixed Guideway)	\$ 117,300,000	(see below)	(see below)	\$ 117,300,000
Operating Assistance	\$ 1,446,670,290	\$ 2,893,340,580	\$ 5,425,013,588	\$ 9,765,024,458
Other Capital Items (Bus)	\$ 111,678,651	\$ 410,000,000	\$ -	\$ 521,678,651
Rail Rolling Stock	\$ -	\$ 549,000,000	\$ -	\$ 549,000,000
Rail Transitways/Lines	\$ 262,568,726	\$ 32,000,000	\$ -	\$ 294,568,726
Signal & Communication Equip - Bus	\$ 68,483	\$ 14,780,290	\$ -	\$ 14,848,773
Total:	\$ 2,143,913,675	\$ 4,676,852,674	\$ 7,055,013,588	\$ 13,875,779,937

Table IV-3: Transit New Capacity: Stages II and III

	Stage II (2023-30)	Stage III (2031-45)	Total: 2019-2045
Port Authority of Allegheny County	\$ 763,000,000	\$ 5,847,000,000	\$ 6,610,000,000

Table IV-4: Stage II Transit Capital Investment Projects

Agency	Project	Investment Category	Est. Cost
ACTA	Operating Assistance	Operating Assistance	\$ 6,240,100
ACTS	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 3,348,829
BCTA	Preventive Maintenance	Operating Assistance	\$ 11,617,150
BCTA	Operating Asst. - Rural	Operating Assistance	\$ 4,506,000
BCTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 945,252
BCTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 11,908
BCTA	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 190,792
BCTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 1,537,726
BCTA	Bus: Transit Enhancements: Acquisition project	Bus Associated Transit Enhancements	\$ 16,716

Agency	Project	Investment Category	Est. Cost
BTA	Operating Assistance	Operating Assistance	\$ 15,220,700
BTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 19,450
BTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 1,884
BUTLER	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 1,418,000
BUTLER	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 20,344
FACT	Operating Assistance	Operating Assistance	\$ 15,546,392
FACT	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 3,388,548
FACT	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 126,208
FACT	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 188,834
GREENE	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 262,972
GREENE	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 5,596
HHF	Operating Assistance	Operating Assistance	\$ 8,475,294
ICTA	Operating Assistance - Rural	Operating Assistance	\$ 15,434,000
ICTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 670,876
ICTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 66,128
ICTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 286,076
MDCO	Operating Assistance	Operating Assistance	\$ 10,901,370
MDCO	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 128,116
MDCO	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 506
MDCO	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 21,416
MMVTA	Operating Assistance - Urban	Operating Assistance	\$ 27,200,000
MMVTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 4,900,740
MMVTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 77,236
MMVTA	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 41,374

Agency	Project	Investment Category	Est. Cost
MMVTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 233,728
NCATA	Operating Assistance - Rural	Operating Assistance	\$ 45,031,032
NCATA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 2,695,536
NCATA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 78,028
PAAC	Shared Ride	Operating Assistance	\$ 121,848,000
PAAC	Cap. Cost Contract - Access	Operating Assistance	\$ 129,683,200
PAAC	Preventive Maint. Bus	Operating Assistance	\$ 130,074,870
PAAC	Operating Assistance	Operating Assistance	\$ 2,146,164,500
PAAC	Preventive Maint. - Rail	Operating Assistance	\$ 142,196,500
PAAC	50 new LRT vehicles	Rail Rolling Stock	\$ 465,000,000
PAAC	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 120,283,994
PAAC	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 14,052,696
PAAC	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 103,893,782
PAAC	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 109,211,596
PAAC	First/last mile connections to 10 stations	Bus Stations/Stops/Terminals	\$ 7,000,000
PAAC	New bus garage for alternative fuel buses	Bus Support Equip/Facilities	\$ 323,000,000
PAAC	Rehab 28 LRT vehicles	Rail Rolling Stock	\$ 84,000,000
PAAC	Rehabilitate Panhandle LRT bridge	Rail Transitways/Lines	\$ 32,000,000
PAAC	Station improvement at five stations	Bus Stations/Stops/Terminals	\$ 28,000,000
PAAC	Technological improvements	Other Capital Items (Bus)	\$ 410,000,000
PAAC	Transit Centers	Bus Stations/Stops/Terminals	\$ 42,000,000
SPC	CCOC	Operating Assistance	\$ 7,109,472
WASH	Operating Asst. State	Operating Assistance	\$ 12,012,000
WASH	Operating Assistance	Operating Assistance	\$ 2,000,000
WASH	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 5,687,849
WASH	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 162,606
WCTA	State Operating Asst.	Operating Assistance	\$ 27,680,000
WCTA	Operating Assistance - Rural	Operating Assistance	\$ 10,400,000
WCTA	Preventive Maintenance	Operating Assistance	\$ 4,000,000

Agency	Project	Investment Category	Est. Cost
WCTA	Bus: Revenue Rolling Stock: Purchase - Replacement project	Bus Rolling Stock	\$ 17,966,687
WCTA	Bus: Signal & Communication: Acquisition project	Signal & Communication Equip - Bus	\$ 278,204
WCTA	Bus: Station Stops/Terminals: Acquisition project	Bus Stations/Stops/Terminals	\$ 20,492
WCTA	Bus: Support Facilities and Equipment: Acquisition project	Bus Support Equip/Facilities	\$ 176,414

Table IV-5: Stage III Transit Capital Investment Projects

Agency	Project	Investment Category	Est. Cost
ACTA	Operating Assistance	Operating Assistance	\$ 11,700,188
BCTA	Preventive Maintenance	Operating Assistance	\$ 21,782,156
BCTA	Operating Asst. - Rural	Operating Assistance	\$ 8,448,750
BTA	Operating Assistance	Operating Assistance	\$ 28,538,813
FACT	Operating Assistance	Operating Assistance	\$ 29,149,485
HHF	Operating Assistance	Operating Assistance	\$ 15,891,176
ICTA	Operating Assistance - Rural	Operating Assistance	\$ 28,938,750
MDCO	Operating Assistance	Operating Assistance	\$ 20,440,069
MMVTA	Operating Assistance - Urban	Operating Assistance	\$ 51,000,000
NCATA	Operating Assistance - Rural	Operating Assistance	\$ 84,433,185
PAAC	Entire bus fleet powered with diversified fuels	Bus Rolling Stock	\$ 1,332,000,000
PAAC	Retrofit existing garages & Manchester facility for alternative fuel buses	Bus Support Equip/Facilities	\$ 298,000,000
PAAC	Shared Ride	Operating Assistance	\$ 228,465,000
PAAC	Cap. Cost Contract - Access	Operating Assistance	\$ 243,156,000
PAAC	Preventive Maint. Bus	Operating Assistance	\$ 243,890,381
PAAC	Preventive Maint. - Rail	Operating Assistance	\$ 266,618,438
SPC	CCOC	Operating Assistance	\$ 13,330,260
WASH	Operating Asst State	Operating Assistance	\$ 22,522,500
WASH	Operating Assistance	Operating Assistance	\$ 3,750,000
WCTA	State Operating Asst	Operating Assistance	\$ 51,900,000
WCTA	Operating Assistance - Rural	Operating Assistance	\$ 19,500,000
WCTA	Preventive Maintenance	Operating Assistance	\$ 7,500,000

Table IV-6: Transit New Capacity Stages II & III (Beyond Current Fiscal Capacity)

Agency	Project	Investment Category	Est. Cost	LRP Stage
PAAC	New Park-and-Ride	New Capacity	\$ 13,000,000	II
PAAC	East Busway Extension to Eastern suburbs/Mon Valley	New Capacity (Fixed Guideway)	\$ 750,000,000	II
PAAC	West Busway Extension to Airport	New Capacity (Fixed Guideway)	\$ 1,033,000,000	III
PAAC	Improve link from Downtown PGH to West Busway	New Capacity (Fixed Guideway)	\$ 353,000,000	III
PAAC	Improved transit link from downtown Pittsburgh to North Hills	New Capacity (Fixed Guideway)	\$ 2,537,000,000	III
PAAC	On-street BRT Corridors	New Capacity (Fixed Guideway)	\$ 1,924,000,000	III

Constrained Investment Plan – Highway and Bridge Program

The Highway Program Investment Summary (Table IV-7) identifies about \$6.9 billion in anticipated revenues and their subsequent investments in plan Stage 2 (2025-2032) and Stage 3 (2033-2045)⁵. Investments include highways and bridges (preservation and reconstruction), safety, operational and reliability improvements, sustainability and livability enhancements, air quality enhancing projects, new capacity and regular maintenance and snow removal. Many projects are concentrated on the National Highway System (NHS); another large share is designated for asset management projects on other federal-aid network roadways. Bridge projects account for 60% of the future asset management budget, consistent with the average during the previous ten years.

Like the Public Transit Program, there are few new capacity projects within the Revenues and Projects Currently Within Fiscal Capacity list, but many additional needs are identified in Appendix IV-2 as part of a strategy to secure additional discretionary funds through state managed programs (Interstate Maintenance and the Spike), as well as federal discretionary programs such as INFRA and BUILD.

Investments are reasonably balanced across the eleven highway program investment categories. They work to support the region in achieving 17 near-term federal performance targets recently adopted by the Commission and described in Appendix II: Transportation Performance Management. Performance over the longer term, particularly in terms of asset condition, will depend on increasing revenues to match an expected increase in overall needs caused by necessary future reconstruction work.

⁵ Stage 1 of the planning cycle is the current 2021-2024 TIP. The project lists include a sampling of major projects from around the region. For a complete listing refer to the [SPC TIP](#) web page.

Highway and Bridge Program Project Selection

SPC developed the Highway and Bridge Program and investment category-based project lists through a coordinated, cooperative and comprehensive transportation planning process similar to the TIP development process. Plan development was guided and supported by the SPC Transportation Technical Committee (TTC) and member agency planning and technical staff. Program Development Work Groups were established for each of the three PennDOT Districts. Project list development was advanced through eight TTC meetings and nine program work group meetings held at the region's PennDOT District Offices.

The Work Groups reviewed an extensive number of prospective candidate projects and programs collected from multiple state, regional and local planning documents and other sources:

- Ongoing TIP projects
- Still-current projects from *Mapping the Future* (2015) Long Range Plan
- The Regional Operations Plan and Safety Action Plans
- The region's Congestion Management Process
- Public and stakeholder comments received through the 2019 TIP and SPC Plan-development processes and public meetings
- Candidate projects identified by PennDOT, counties, the City of Pittsburgh, transit providers and the three TMAs

Stakeholders submitted additional candidate projects via the SPC LRTP candidate project template. Required information includes a project need description, project cost estimate, investment category and performance criteria checklist. Members identified candidate projects based on their system management methodologies, plans, and priorities in areas of asset management, safety, congestion management and air quality, livability and mobility, as well as economic development.

The Work Group updated project costs and scheduling information for carryover projects. Public comments and new candidates were compared with existing projects and already-confirmed candidates to eliminate duplication.

Work Group participants discussed and reviewed overall transportation needs, available revenues, specific corridor needs, transportation system performance measures, and expected spending based on current conditions. Due to overall needs far outweighing the available

Program Development Work Group Participants

- PennDOT Central Office
- PennDOT Districts
- County Planning
- City of Pittsburgh
Department of Mobility
and Infrastructure
- Transit Providers
- Transportation
Management
Associations

revenue estimates, many projects requested for delivery in Stage 2 were delayed to Stage 3 period because of funding limitations.

The recommended project lists were designed to identify large projects that require a significant up-front planning and financial commitment. For most of the investment categories, the project lists identify a limited set of these financially-significant projects, while purposefully retaining a reserve of uncommitted funding that during future TIP update processes can be matched against the many medium and smaller candidate projects that have been identified through the ongoing planning process and retained for future use.

Finally, each of the program development work groups reviewed the investment plan to ensure that priorities and resource allocations are consistent with both FAST Act performance measures and the Regional Vision, Goals and Strategies. The Work Groups determined that Revenues and Projects Currently within Fiscal Capacity establishes a solid foundation where future SPC resource allocations can be effectively compared to the federal performance measures and their related targets.

Highway and Bridge Program Project Lists

The summary of Highway and Bridge Program planned investments demonstrates significant commitment across all categories of needs, with special attention to the National Highway System (NHS) and asset management needs in particular. Important investment categories such as Safety, Efficiency and Operations, Sustainability, Livability and Air Quality and Routine Maintenance each receive sufficient funding attention to advance the region in achieving identified near-term performance targets.

Estimated Revenue for the Highway Program is more than \$8.4 billion: about \$1.5 billion for the TIP period (Stage 1); \$2.7 billion for Stage 2; and \$4.3 billion for Stage 3. The project lists contain \$5.6 billion in NHS projects through the year 2045 for preservation and reconstruction of highways and bridges, about 40% of the highway and bridge investment for Stages 2 and 3.

Livability, Sustainability and Air Quality Reserve – The investment plan forecasts the revenue sources that typically fund projects such as bicycle and pedestrian infrastructure and programs; project that link land use and transportation planning; community enhancements; first and last mile transit connections; and other types of projects that enhance air quality and reduce congestion. These include the SPC CMAQ Program, the SPC Transportation Alternatives Set-Aside Program, and the SPC Livability through Smart Transportation (SMART) Program.

Each of these programs maintains programmatic requirements and detailed, competitive selection processes associated with the TIP update, therefore no projects are shown on the Revenues and Projects Currently within Fiscal Capacity list. However, the list in Appendix IV-2:

Projects Currently Beyond Fiscal Capacity, shows projects submitted through the Work Groups and public engagement that are anticipated to be advanced by local sponsors through these and other programs. In fact, many segments of the trail networks outlined in Appendix IV-2 have been successful in securing federal funds through SPC's competitive programs. Through the plan's extensive public engagement, a major reoccurring theme was the need for additional funding for active transportation modes and the need for community enhancements that promote equity, resiliency and sustainability. To address these needs the amount of funds available through the SMART Program was increased by 200% over the life of the plan.

Specified Reserve Funds were also established for identified special needs:

- **Local Bridges/Off System Bridges** – within each of the program development Work Groups, concern was voiced that in the era of federal performance measures and focus on the NHS that lower level network bridges may suffer. In response, SPC in collaboration with Work Group members established a specified reserve amount for off system/local bridges within the Revenues and Projects Currently within Fiscal Capacity list.
- **Landslide Remediation** - based on current experience, several high profile incidents, and future projections, landslides are anticipated to become an increasingly expensive impact on the region's transportation program. The counties with the highest incidence of and susceptibility for landslides are Allegheny, Beaver, Fayette, Greene, Washington and Westmoreland. Reserve funding amounts have been identified as a portion of the roadway investment categories for use in addressing roadways impacted by landslides in these areas.



A comprehensive investment summary presents anticipated project-based spending levels for each investment category for the region and each PennDOT District in Table IV-7. The relative importance of various investment categories might change across the region depending on the specific characteristics of the highway network within each PennDOT District. There are noticeable differences in the number of bridges and roadway mileage as well as varying ages and physical condition of specific pavements and bridges. Highway mileage designated as National Highway System is also a contributing factor.

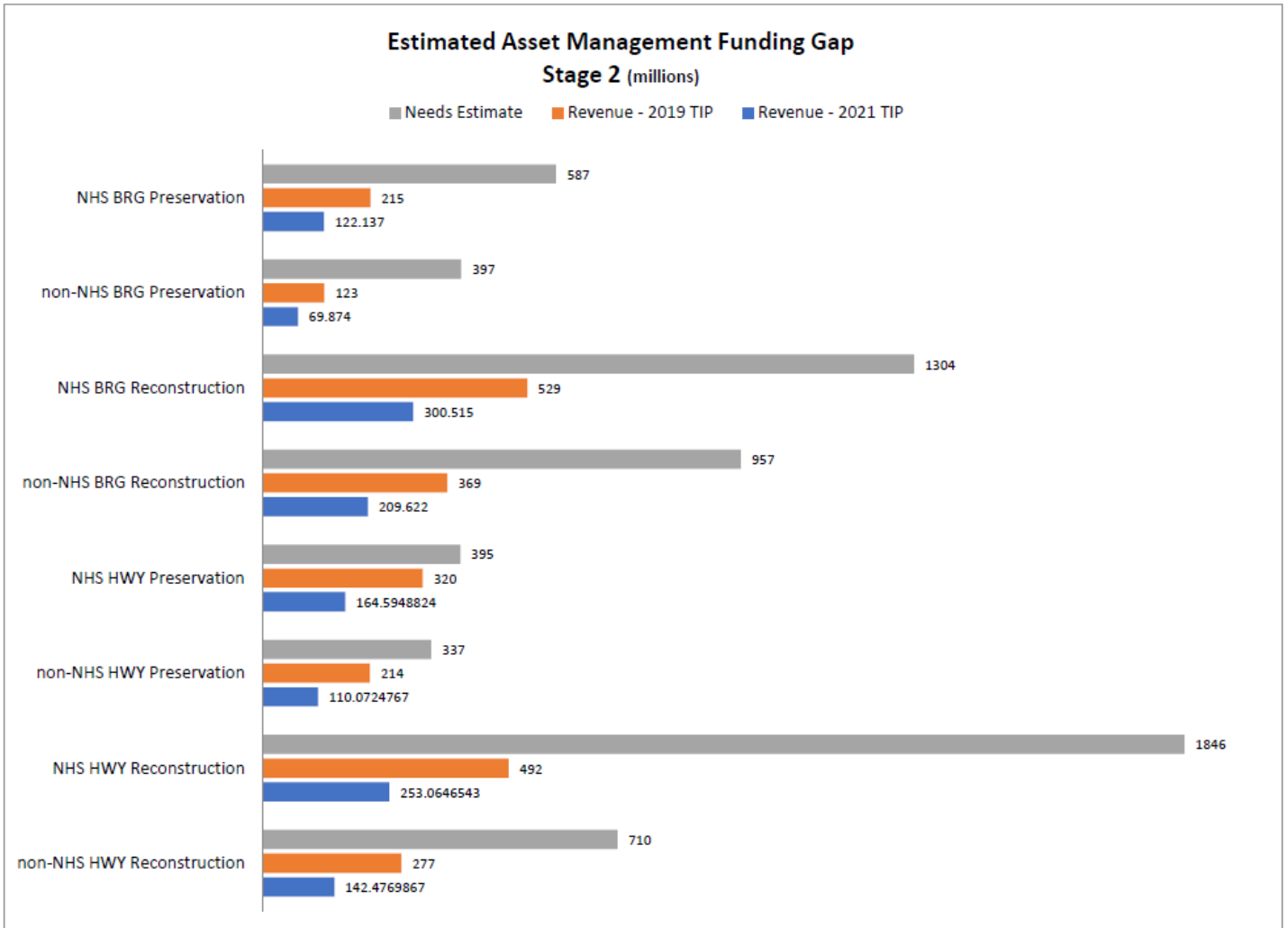
Table IV-7: Highway Program Investment Summary

Investment Category	Region		District Ten		District Eleven		District Twelve	
	Stage 2	Stage 3	Stage 2	Stage 3	Stage 2	Stage 3	Stage 2	Stage 3
New Capacity	106,799,000	144,229,000						
PB/MM/CMAQ	263,224,000	674,989,000						
All Bridges	702,148,000	1,111,775,000	156,823,000	179,665,000	388,986,000	600,847,000	197,702,000	355,613,000
NHS Preservation	122,137,000	197,054,000	37,871,000	27,448,000	83,166,000	128,614,000	23,179,000	42,818,000
non-NHS Preservation	69,874,000	133,107,000	7,594,000	32,695,000	32,635,000	50,666,000	34,768,000	63,100,000
NHS Reconstruction	300,515,000	449,020,000	66,071,000	37,178,000	191,072,000	295,227,000	53,857,000	92,396,000
non-NHS Reconstruction	209,622,000	332,594,000	45,287,000	82,344,000	82,113,000	126,340,000	85,898,000	157,299,000
Off-System Bridges	136,640,000	222,040,000	23,912,000	38,857,000	71,536,000	116,246,000	41,168,000	66,898,000
All Pavements	670,209,000	762,592,000	110,878,000	232,348,000	472,153,000	590,863,000	175,887,000	328,120,000
NHS Preservation	164,594,882	91,520,515	10,632,000	57,721,000	118,433,000	75,938,000	55,220,000	19,381,000
non-NHS Preservation	110,072,477	78,075,290	8,354,000	20,182,000	84,219,000	58,147,000	29,315,000	7,662,000
NHS Reconstruction	253,064,654	428,353,610	85,057,000	95,109,000	155,805,000	354,264,000	55,902,000	253,752,000
non-NHS Reconstruction	142,476,987	164,642,586	6,835,000	59,336,000	113,696,000	102,514,000	35,450,000	47,325,000
A-409 Maintenance	499,280,000	810,420,000	69,899,000	113,459,000	299,568,000	486,252,000	129,813,000	210,709,000
TOS (Ops and Safety)	230,641,000	447,630,000	81,260,000	143,000,000	26,318,000	231,244,000	171,115,000	186,595,000
Efficiency, Operations	132,931,000	222,425,000	41,769,000	93,755,000	13,159,000	124,716,000	106,350,000	97,354,000
Safety	97,710,000	225,205,000	39,491,000	49,245,000	13,159,000	106,528,000	64,765,000	89,241,000
Investment Total	2,608,941,000	4,173,675,000	442,772,000	707,329,000	1,258,561,000	2,025,452,000	715,685,000	1,147,935,000

Expectations for Transportation Systems Performance and Future Funding Needs

While it is important to understand that the expected highway and bridge spending supported by the region’s Revenues and Projects Currently within Fiscal Capacity list will have a significant positive impact on future transportation system performance, overall transportation needs are much greater than available funding – more than double the funding that is currently being collected through current revenue sources.

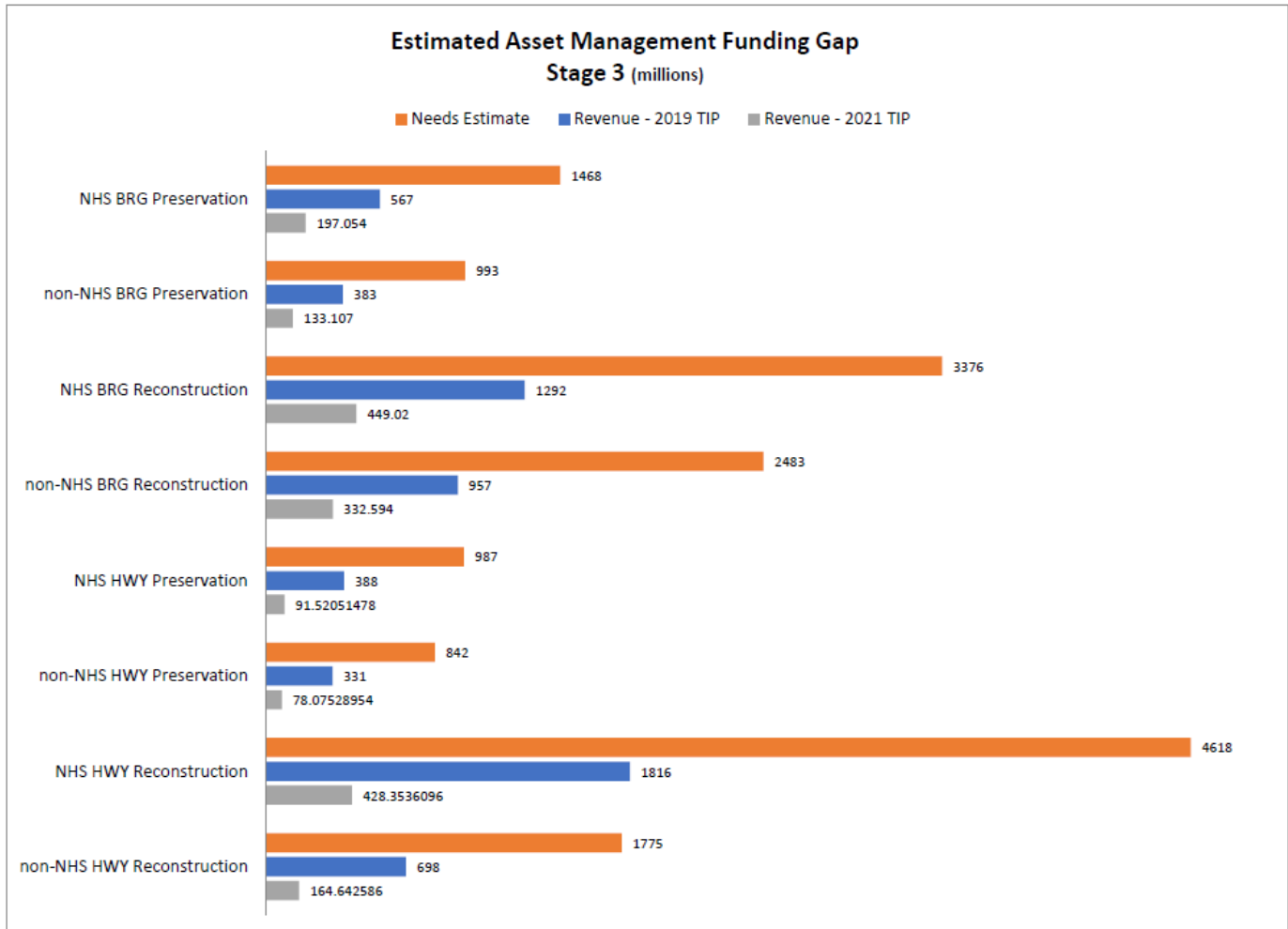
Figure IV-1: Estimated Asset Management Funding Gap Stage 2



The Highway Program includes about \$3.6 billion in revenues assigned for preservation and reconstruction of NHS and non-NHS highways and bridges in Stage 2 and Stage 3, a 60% decrease (\$5.4 billion) from 2019 TIP revenue levels. The funding needed to keep these assets in about the same condition as today is much higher, however, at \$20.4 billion. About \$13.6 billion in additional revenue is needed (above the 2021 TIP revenue levels) to achieve about the same level of physical condition as today. The numbers are consistent across categories – about 21% of the overall need for NHS, non-NHS, Bridges, and Pavements is expected to be met through anticipated revenues in Stage 2, declining to only 11% in Stage 3. Preservation needs are funded at a higher level than reconstruction in Stage 2 (27%) but by Stage 3 funding levels for each are equally low (11%). Programming levels vary modestly between PennDOT Districts.

The overall conclusion is that investment decisions for the highway and bridge asset management categories are usefully balanced and reflect an appropriate overall commitment to Capital Maintenance spending. But the overall shortfall in available funding is serious and means that without an overall increase in funding, transportation system performance will deteriorate during the period of this plan.

Figure IV-2: Estimated Asset Management Funding Gap Stage 3



The Revenues and Projects Currently within Fiscal Capacity project list highlights eleven Regionally Significant Corridors – major corridors that span multiple counties in which numerous projects from multiple investment categories are clustered. Associated projects have been grouped by corridor with details of the individual projects shown on corridor mapping. The remaining projects in the Revenues and Projects Currently within Fiscal Capacity list are then listed by corridor, also identifying estimated project costs, timeframe, investment category and a description of the project need. It is also noted if a project could contain multimodal connections. Potential multimodal connections are noted in the project tables so that infrastructure owners can plan accordingly, before Stage 2 and 3 projects begin the project development process. This reinforces the Strategy of Prioritizing and Streamlining Project Development by considering all modes of transportation early in the planning process.

The following tables and maps represent the projects in *SmartMoves for a Changing Region* that are within current fiscal capacity of this plan.



SR 18 Corridor

LRP Projects

Lawrence and Beaver Counties

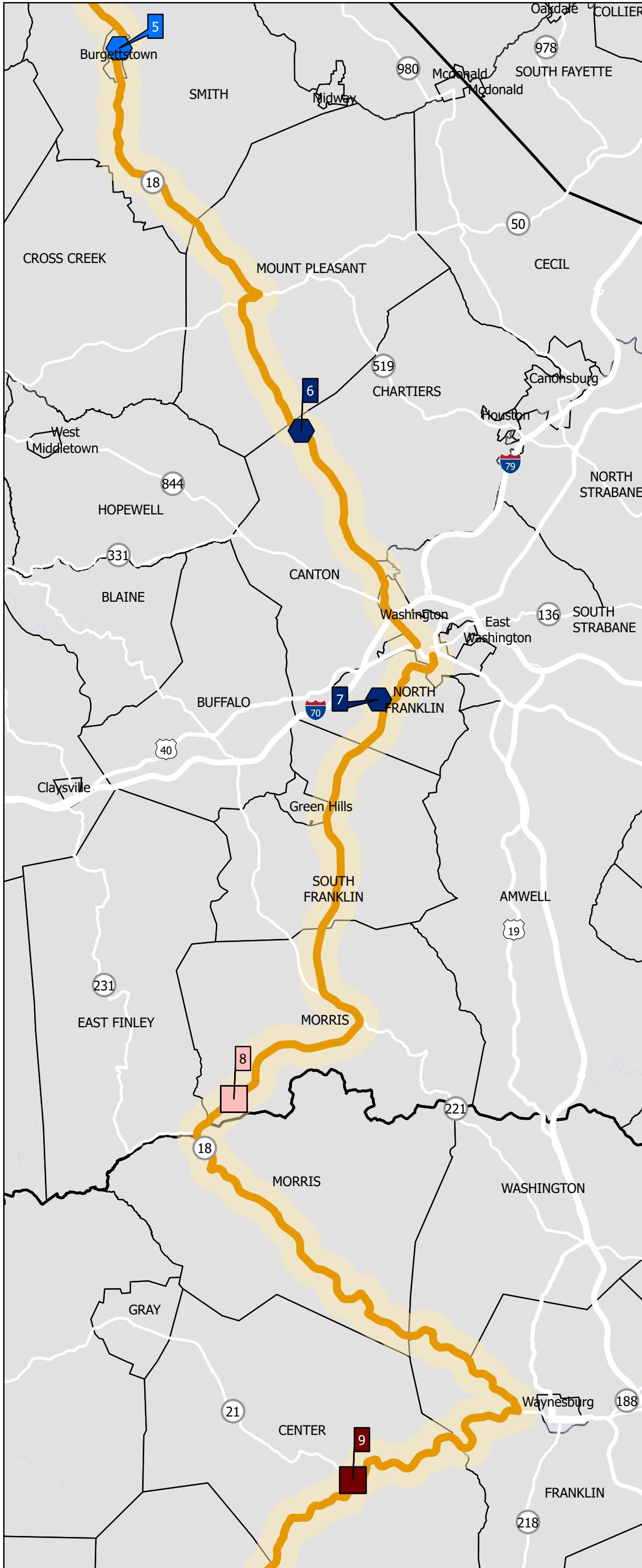
- 1** Wilmington Road
Wilmington & Neshannock Twps
MPMS: 100917
- 2** SR 18 Resurfacing
Beaver County line - Mahoning River
MPMS: 100916
- 3** SR 18 Bridge over Beaver River
Beaver Falls - New Brighton
MPMS: 105441
- 4** Frankfort Road Bridge
Racoon Creek in Potter Twp
MPMS: 101165



**Long Range Transportation Plan Regional Corridors:
SR 18 Corridor (Northern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Lawrence	Wilmington Road	\$5,000,000	18	Mid-Term (2025-2032)	Mill and overlay on SR 18, Wilmington Road from Mercer County Line to Mitchell Rd in Wilmington and Neshannock Townships, Lawrence County	Road Preservation	100917
Lawrence	PA 18 Resurfacing	\$5,890,000	18	Mid-Term (2025-2032)	Resurface on PA 18 from the Beaver County Line to the Mahoning River in the City of New Castle, Neshannock and North Beaver Townships, and Wampum and New Beaver Boroughs, Lawrence County	Road Preservation	100916
Beaver	PA 18 Bridge ov Beaver River*	\$11,500,000	18	Mid-Term (2025-2032)	Bridge preservation on SR 18 over the Beaver River in Beaver Falls and New Brighton, Beaver County	Bridge Preservation	105441
Beaver	Frankfort Road Bridge	\$7,700,000	18	Mid-Term (2025-2032)	Bridge rehabilitation/replacement on Frankfort Road over Raccoon Creek in Potter Township, Beaver County	Bridge Reconstruction	101165

*Potential multi-modal elements to be determined during further project development.



SR 18 Corridor

LRP Projects

Washington and Greene Counties



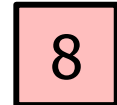
SR 18 within Burgettstown Borough
Road Reconstruction on SR 18
MPMS: 20192100



SR 18
Oak Grove Road to SR 50
MPMS: 100467



SR 18
Old Scales Rd to Oak Grove Road
MPMS: 100448



SR 18
Bridge over Short Creek
MPMS: 98801



SR 18
Bridge over S. Fork of 10 Mile Run
MPMS: 98588



**Long Range Transportation Plan Corridors:
SR 18 Corridor (Southern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Washington	SR 18: within Burgettstown Boro*	\$13,000,000	18	Long-Term (2031-2045)	This project is for the reconstruction of SR 18 (Main Street, JL Brunner Memorial Bypass) within the Burgettstown Borough limits in Burgettstown Borough, Washington County	Road Reconstruction	20192100
Washington	PA 18: Oak Grove Road to PA 50	\$4,500,000	18	Mid-Term (2025-2032)	Resurfacing PA 18 from Oak Grove Road to PA 50 in Canton Township, Chartiers Township, and Mount Pleasant Township, Washington County	Road Preservation	100467
Washington	PA 18: Old Scales Road to Oak Grove Road	\$1,000,000	18	Mid-Term (2025-2032)	Resurfacing PA 18 from Old Scales Road to Oak Grove Road in North Franklin Township, South Franklin Township, and City of Washington, Washington County	Road Preservation	100448
Washington	PA 18 ov Br Short Crk	\$5,000,000	18	Mid-Term (2025-2032)	Bridge preservation on PA 18 over Branch of Short Creek in Morris Township, Washington County	Bridge Reconstruction	98801
Greene	PA 18 ov S Fk 10 Mile Run	\$4,000,000	18	Mid-Term (2025-2032)	Improvements to the structure carrying PA 18 over South Fork of Ten Mile Run in Center Township, Greene County	Bridge Preservation	98588

*Potential multi-modal elements to be determined during further project development.

US 19 Corridor LRP Projects

Lawrence, Butler, & Allegheny Counties



US 19 Mill & Overlay
Segment 90 - Segment 200
MPMS: 109389



US 19 Mill & Overlay
Segment 10 - Segment 80
MPMS: 109386



US 19 Cranberry PM
Allegheny County Line - Zelienople
MPMS: 112422



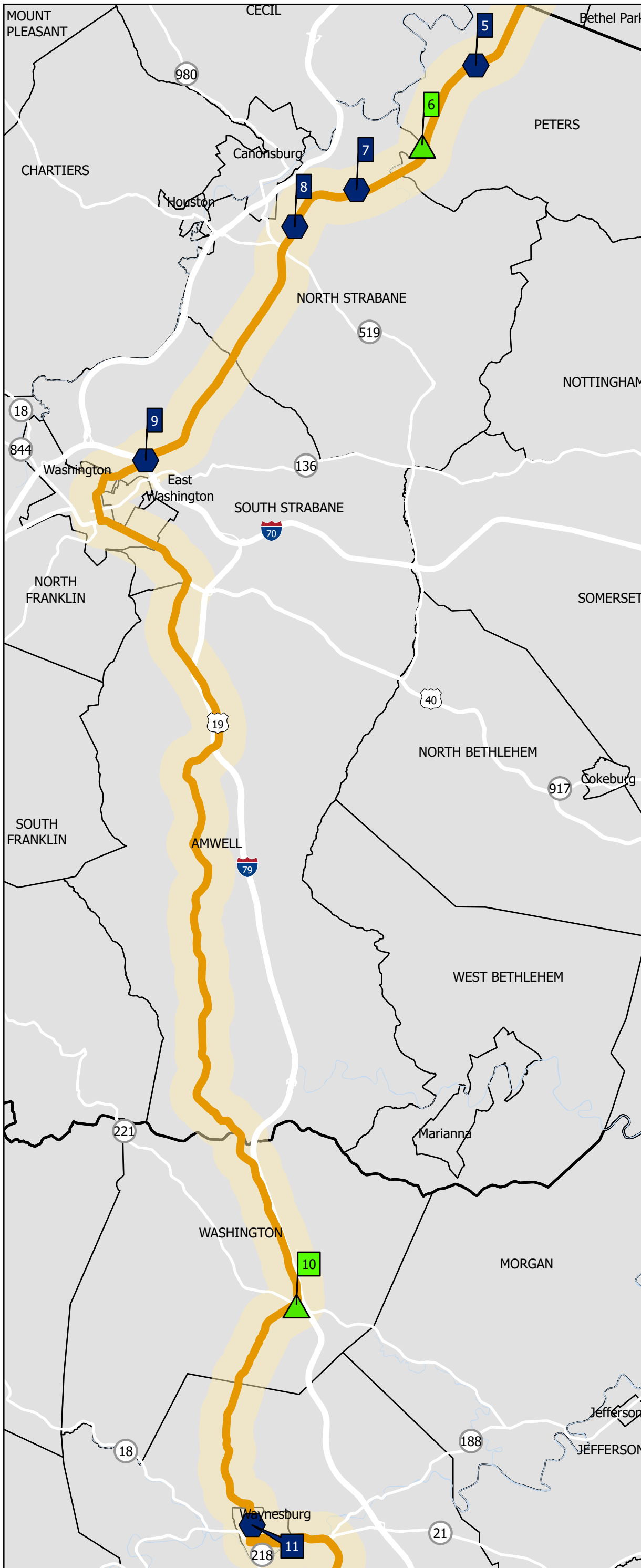
West End Bridge
Bridge Preservation
MPMS: 100956



**Long Range Transportation Plan Regional Corridors:
US 19 Corridor (Northern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Lawrence	PA 19: Perry Highway*	\$10,964,000	19	Long-Term (2033-2045)	Mill and Overlay on US 19, Perry Highway from Mercer County Line to SR 108 (New Castle-Harlansburg Rd) in Scott Township, Lawrence County	Road Preservation	109389
Lawrence	PA 19: Perry Highway 2*	\$3,000,000	19	Mid-Term (2025-2032)	Mill and Overlay on US 19, Perry Highway from Mercer County Line to SR 956 in Shenango and Slippery Rock Townships, Lawrence County	Road Preservation	109386
Butler	SR 19 Cranberry PM*	\$18,250,000	19	Long-Term (2031-2045)	Preventative maintenance along US 19 from the Allegheny/Butler County line north to Zelenople in Cranberry and Jackson Townships, Butler County	Road Preservation	112422
Allegheny	West End Bridge*	\$66,700,000	19	Mid-Term (2025-2032)	Bridge preservation and painting of the West End Bridge (US 19) over the Ohio River and CSX Railroad in the City of Pittsburgh, Allegheny County	Bridge Preservation	100956

*Potential multi-modal elements to be determined during further project development.



US 19 Corridor

LRP Projects

Washington & Greene Counties



US 19
SR 1002 - Valley Brook Road
MPMS: 100413



US 19
Old Oak Road - Waterdam Road
MPMS: 20192101



US 19
SR 1025 - SR 1002
MPMS: 100420



US 19
SR 519 - SR 1025
MPMS: 100396



US 19/40
I-79 - Chestnut Street
MPMS: 105493



US 19
US 19/SR 221 Ruff Creek Int
MPMS: 105358



US 19
Blairtown Bridge to High Street
MPMS: 100495



N



**Long Range Transportation Plan Regional Corridors:
US 19 Corridor (Southern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Washington	US 19: SR 1002 to Valley Brook Rd	\$6,850,000	19	Mid-Term (2025-2032)	This project is for betterment improvements to US 19 from SR 1002 (McMurray Road) to SR 1010 (Valley Brook Road) in Peters Township, Washington County	Road Preservation	100413
Washington	US 19 corridor and intersection imprv (Old Oak - Waterdam)	\$9,592,000	19	Long-Term (2031-2045)	This project is for efficiency and operations improvements to the US 19 (Washington Road) corridor and intersection at Old Oak and Waterdam Roads in Peters Township, Washington County	Efficiency and Operations	20192101
Washington	US 19: SR 1025 to SR 1002*	\$8,337,500	19	Mid-Term (2025-2032)	This project is for betterment improvements on US 19 from SR 1025 (Weavertown Road) to SR 1002 (McMurray Road) in North Strabane and Peters Townships, Washington County	Road Preservation	100420
Washington	US 19: PA 519 to SR 1025	\$2,525,000	19	Mid-Term (2025-2032)	This project is for betterment improvements on US 19 from SR 519 to SR 1025 (Weavertown Road) in North Strabane Township, Washington County	Road Preservation	100396
Washington	US 19/40: I-79 to Chestnut Street*	\$3,159,000	19	Long-Term (2031-2045)	This project is for betterment improvements to US 19/US 40 from the intersection with I-79 to the intersection of Chestnut Street in South Strabane and Amwell Townships, and the City of Washington, Washington County	Road Preservation	105493
Greene	SR 19 Blairtown Bridge to High Street*	\$3,353,000	19	Mid-Term (2025-2032)	This project is for the resurfacing of US 19 Northbound and Southbound from Blairtown Bridge to High Street in Waynesburg Borough, Greene County	Road Preservation	100495
Greene	PA 19/221 Ruff Creek Int*	\$5,200,000	19	Mid-Term (2025-2032)	This project is the study to determine if improvements need to be made to the SR 19 (Washington Road) and SR 221 (Dunn Station Road/Lippencot Road) Intersection in Washington Township, Greene County	Safety	105358

*Potential mulit-modal elements to be determined during further project development.



US 22 Corridor

LRP Projects

Allegheny County

1

US 22 Milling
Washington County Line - N. Fayette
MPMS: 100768

2

US 22 Milling
US 30 - McKee Road
MPMS: 100769

3

US 22
Steubenville Pike Bridge
MPMS: 27445

Southwestern Pennsylvania Commission

N

Miles

**Long Range Transportation Plan Regional Corridors:
US 22 Corridor (Western Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	US Route 22 - Washington	\$8,100,000	22	Mid-Term (2025-2032)	Milling and resurfacing on US 22 from the Washington County Line to McKee Road in North Fayette and Findlay Townships, Allegheny County	Road Preservation	100768
Allegheny	US 22 - US 30 to McKee Rd	\$6,500,000	22	Mid-Term (2025-2032)	Concrete rehabilitation of US 22 from US 30 to McKee Road in North Fayette Township, Allegheny County	Road Preservation	100769
Allegheny	22/30 over the Parkway West	\$28,500,000	22	Mid-Term (2025-2032)	Bridge restoration/replacement on US Route 22, Steubenville Pike Bridge over Parkway West in Robinson Township, Allegheny County	Bridge Reconstruction	27445

*Potential multi-modal elements to be determined during further project development.

US 22 Corridor

LRP Projects

Indiana County



US 22 & SR 217
Interchange Reconstruction
MPMS: 25543



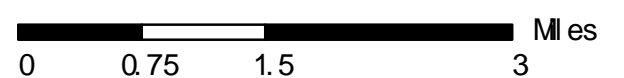
US 22
Indiana County Line - Snyder Lane
MPMS: 112423



US 22
Armagh Bypass Reconstruction
Mid-Term
MPMS: 97102



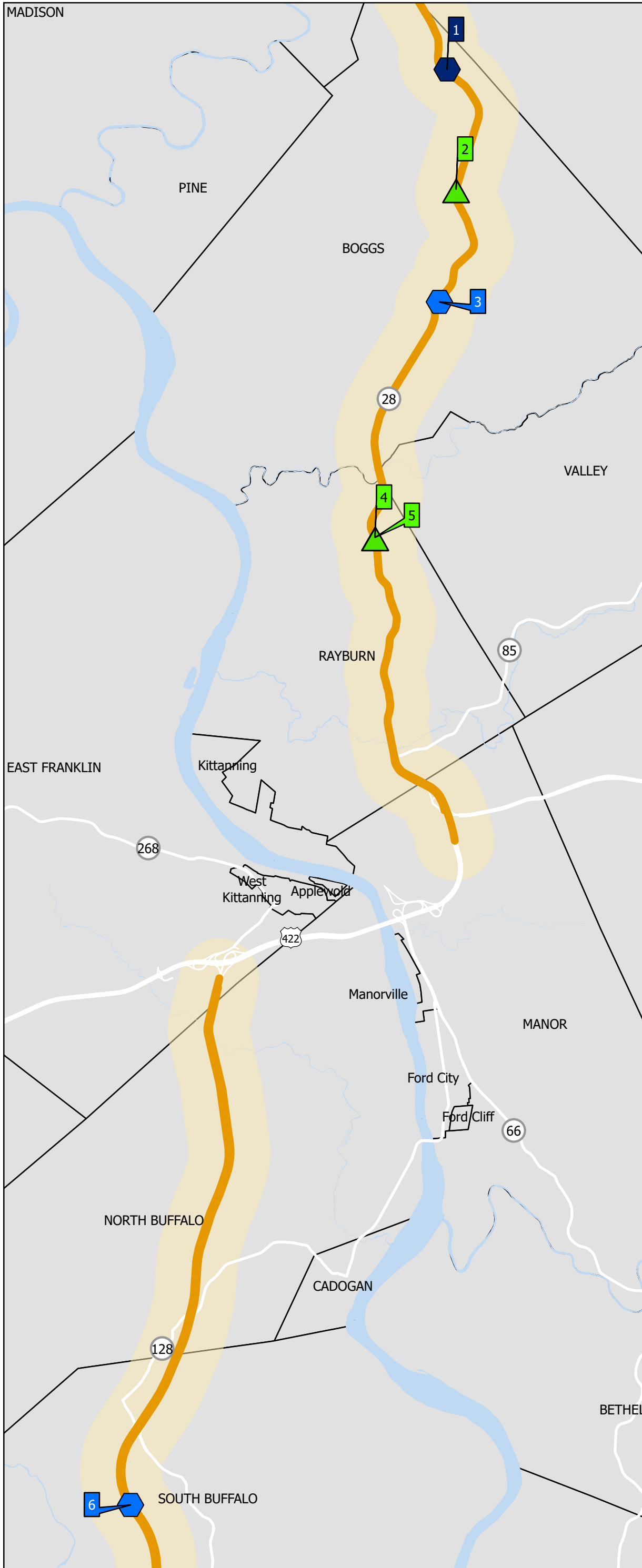
US
Armagh Bypass Reconstruction
Long-Term
MPMS: 97102



**Long Range Transportation Plan Regional Corridors:
US 22 Corridor (Eastern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Indiana	US 22 & SR 217 Interchange improvement (Carryover)	\$16,000,000	22	Long-Term (2031-2045)	Interchange reconstruction along US 22 and SR 217 in Burrell Township and Blairsville Borough	Efficiency and Operations	25543
Indiana	SR 22 thru Blairsville PM	\$16,082,000	22	Long-Term (2031-2045)	Preventative maintenance along SR 22 from Blairsville/Westmoreland County Line east to Snyder Lane in Burrell Township, Indiana County	Road Preservation	112423
Indiana	SR 22 Armagh Bypass Reconstruct	\$10,151,000	22	Mid-Term (2025-2032)	Highway reconstruction along US 22 from the West Wheatfield Township line east to 0.12 miles east of the US 422/SR 403 Interchange in East Wheatfield Township	Road Reconstruction	97102
Indiana	Armagh Bypass Reconstruct	\$27,000,000	22	Long-Term (2031-2045)	Highway reconstruction along US 22 from the West Wheatfield Township line east to 0.12 miles east of the US 422/SR 403 Interchange in East Wheatfield Township	Road Reconstruction	97102

*Potential multi-modal elements to be determined during further project development.



SR 28 Corridor

LRP Projects

Armstrong County



SR 28 Resurfacing
SR 1027 - T-810
MPMS: 99933



SR 28 Corridor Improvements
Kittanning - Clarion County Line
MPMS: 990038



SR 28 Slabtown South
SR 1035 - T-821
MPMS: 101134



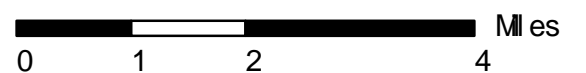
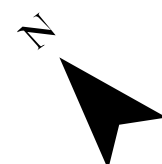
SR 28 Hays Run 3R
Anderson Creek - McAuley Falls Road
Mid-Term
MPMS: 91262



SR 28 Hays Run 3R
Anderson Creek - McAuley Falls Road
Long-Term
MPMS: 91262

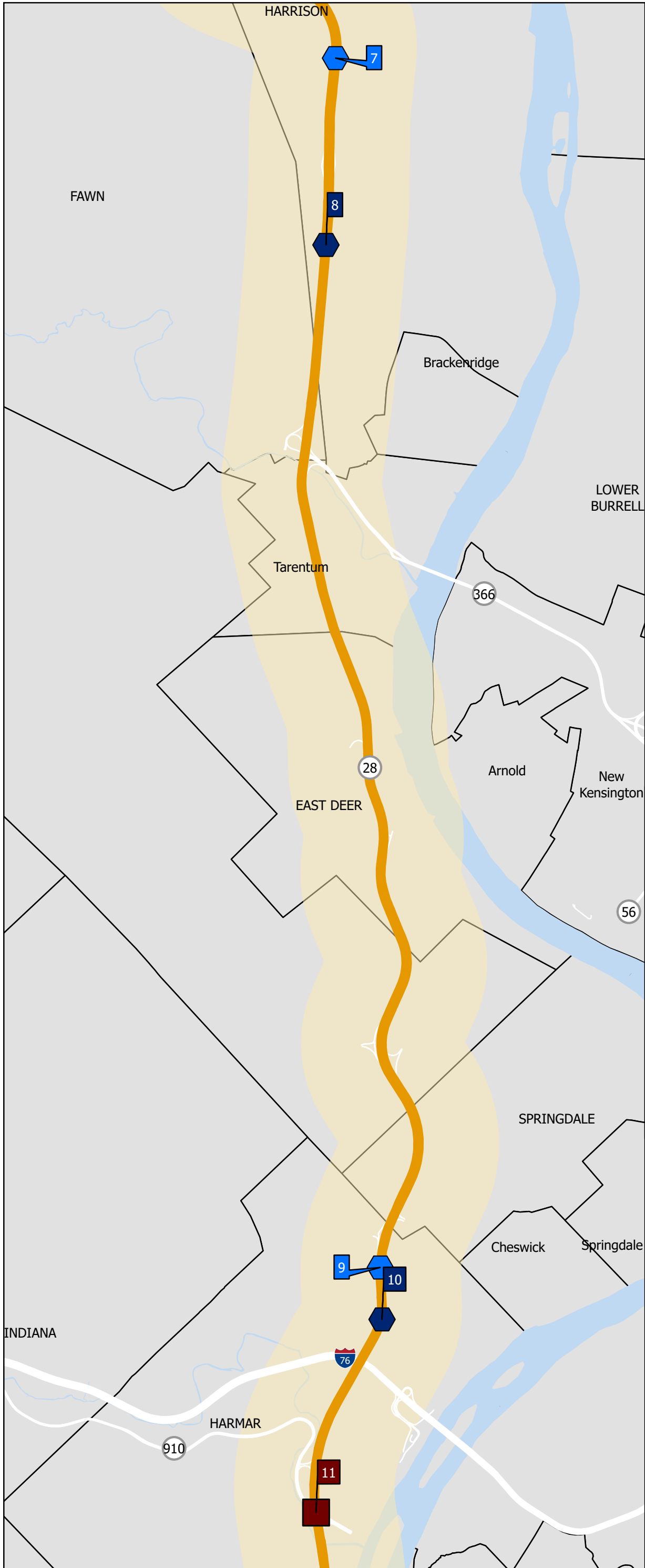


SR 28 AVE Reconstruction
Allegheny County Line - US 422
MPMS: 112427



**Long Range Transportation Plan Regional Corridors:
SR 28 Corridor (Northern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Armstrong	PA 28 Resurfacing	\$2,600,000	28	Mid-Term (2025-2032)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along PA 28 from 0.56 miles west of the SR 1027 intersection to the T-810 (Calhoun Road) intersection in Boggs and Mahoning Townships	Road Preservation	99933
Armstrong	SR 28 Corridor Improvements - Kittanning to Clarion County Line	\$30,000,000	28	Long-Term (2031-2045)	Intersection improvements including addition of turning lanes at Dutch Ridge Road & US 422 in Elderton Borough, Armstrong County	Safety	990038
Armstrong	PA 28 Slabtown South	\$8,200,000	28	Mid-Term (2025-2032)	Highway reconstruction along SR 28 between SR 1035 and T-821 (Heffelfinger Road) in Boggs Township	Road Reconstruction	101134
Armstrong	SR 28 Hays Run 3R	\$5,500,000	28	Mid-Term (2025-2032)	Safety improvements including reconstruction, rehabilitation and resurfacing along SR 28 from SR 1028 (Anderson Creek Road) to T-535 (McAuley Falls Road) in Rayburn and Boggs Townships.	Safety	91262
Armstrong	SR 28 Hays Run 3R	\$28,000,000	28	Long-Term (2031-2045)	Safety improvements including reconstruction, rehabilitation and resurfacing along SR 28 from SR 1028 (Anderson Creek Road) to T-535 (McAuley Falls Road) in Rayburn and Boggs Townships.	Safety	91262
Armstrong/ Butler	SR 28 AVE Reconstruction	\$35,800,000	28	Long-Term (2031-2045)	Highway reconstruction along SR 28 from the Allegheny/Butler County Line north to US 422 Interchange in Buffalo, North Buffalo, South Buffalo and East Franklin Townships, Butler County	Road Reconstruction	112427

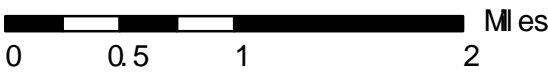
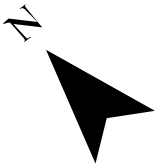


SR 28 Corridor

LRP Projects

Allegheny County

- 7** SR 28 Reconstruction
Bull Creek to Butler County Line
MPMS: 100778
- 8** SR 28: Mill & Overlay
Resurfacing and Bridge Preservation
MPMS: 20192011
- 9** SR 28 Reconstruction
RIDC - Yutes Run
MPMS: 100774
- 10** SR 28: Mill & Resurfacing
Harmarville - Russelton
MPMS: 92276
- 11** SR 28: Bridge Preservation
Bridge over SR 910
MPMS: 100959



**Long Range Transportation Plan Regional Corridors:
SR 28 (Central Section)
Plan Projects**


County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	PA 28: Bull Ck to Butler	\$22,773,000	28	Long-Term (2033-2045)	Reconstruction of SR 28 from Bull Creek to the Butler County Line in Harrison, Fawn Townships and Tarentum Borough	Road Reconstruction	100778
Allegheny	SR 28: Resurfacing and Bridge Preservation	\$27,000,000	28	Long-Term (2033-2045)	Mill and overlay, bridge preservation on SR 28 from Bailey's Run to Butler County Line in Tarentum Borough, East Deer, Fawn and Harrison Townships	Road Preservation	20192011
Allegheny	PA 28: Allegheny Valley	\$10,051,000	28	Long-Term (2033-2045)	Reconstruction of SR 28 from Regional Industrial Development Corporation (RIDC) to Yutes Run in Springdale, O'Hara, and Harmar Townships	Road Reconstruction	100774
Allegheny	PA 28: Harmarville-Russelton	\$2,000,000	28	Mid-Term (2025-2032)	Milling and resurfacing on SR 28 - Harmarville to Russelton in East Deer, Frazer, Harmar and Springdale Townships, Allegheny County	Road Preservation	92276
Allegheny	PA 28 NB over PA 910	\$13,000,000	28	Mid-Term (2025-2032)	Bridge preservation on State Route 28 northbound over State Route 910 in Harmarville Interchange in Harmar Township, Allegheny County	Bridge Preservation	100959





SR 28 Corridor


LRP Projects


Allegheny County


- 
12 SR 28: Mill & Overlay
 Highland Park Bridge - RIDC
 MPMS: 100776


- 
13 SR 28 Interchange Improvements
 Highland Park Bridge Interchange
 MPMS: 91845

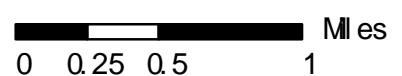
- 
14 SR 28 Widening
 SR 28 Fox Chapel Bottleneck to RIDC
 MPMS: 20192013

- 
15 SR 28 Bridge & Ramp Restoration
 Highland Park Bridge and Ramps
 MPMS: 20192012

- 
16 SR 28: Mill & Overlay
 Etna Bypass - Highland Park Bridge
 MPMS: 92273

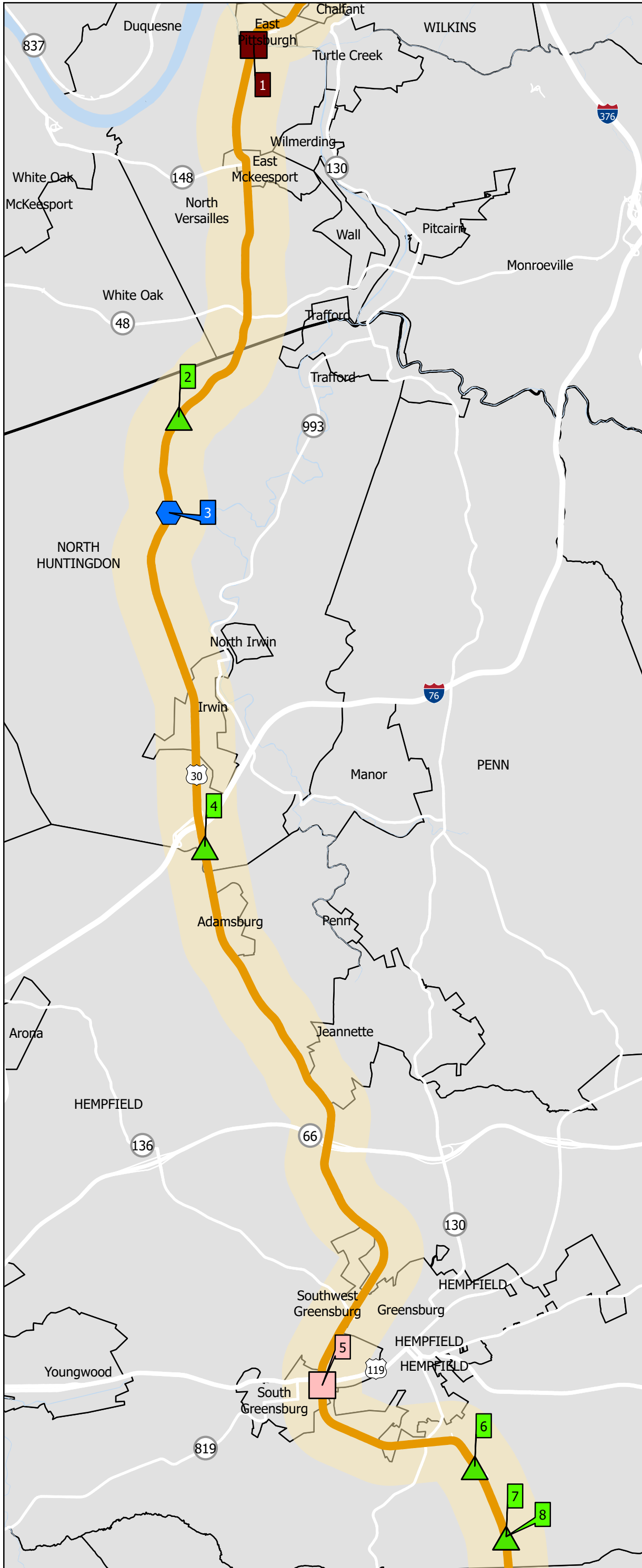
- 
17 SR 28: Mill & Overlay
 Millvale - Etna Interchange
 MPMS: 92271

- 
18 SR 28 Concrete Rehab
 General Robinson St - Heinz Wall
 MPMS: 100773



**Long Range Transportation Plan Regional Corridors:
SR 28 Corridor (Southern Section)
Plan Projects**

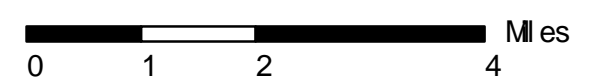
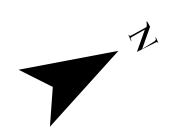
County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	PA 28:HighInd Pk to RIDC	\$13,066,000	28	Long-Term (2033-2045)	Mill and overlay on Highland Park Bridge to RIDC Park in O'Hara, Aspinwall and Pittsburgh, Allegheny County	Road Reconstruction	100776
Allegheny	PA 28/Highland Park Br Interchange	\$16,000,000	28	Mid-Term (2025-2032)	Interchange improvement to address the existing bottleneck conditions by re-establishing and accommodating two continuous through lanes through reconstruction and lane restriping within the existing roadway footprint with minor widening on SR 28 (Allegheny Valley Expressway) at the Highland Park Bridge Interchange (SR 8050) between Highland Park Bridge Road (SR 1005) and the Delafield Avenue Interchange (SR 8052), including Ramps in Aspinwall and Sharpsburg Boroughs and O'Hara Township, Allegheny County	New Capacity	91845
Allegheny	PA 28 - Fox Chapel Bottleneck Widening (RIDC to Fox Chapel)	\$34,100,000	28	Long Term (2033-2045)	Widen to accommodate 2nd southbound thru lane from RIDC to Fox Chapel on SR 28 in Fox Chapel Boro, Allegheny County	New Capacity	20192013
Allegheny	Highland Park Bridge/Ramps Reconstruction	\$90,000,000	28	Long-Term (2033-2045)	Bridge and ramp restoration on SR 1005 over the Allegheny River Includes Ramps F and G(SR 8082) in the City of Pittsburgh, O'Hara Township, Sharpsburg Borough, and Indiana Township	Road Reconstruction	20192012
Allegheny	PA 28/Etna Bypass - Highland Pk Br	\$1,600,000	28	Mid-Term (2025-2032)	Mill and overlay and bridge preservation on SR 28 SB, from Etna Bypass to Highland Park Bridge in O'Hara Township and Sharpsburg Borough, Allegheny County	Road Preservation	92273
Allegheny	PA 28: Millvale-Etna Interchange	\$9,189,000	28	Long-Term (2033-2045)	Mill and overlay - PA 28 from Millvale to Etna Interchange in Allegheny County	Road Reconstruction	92271
Allegheny	PA 28:East Ohio Street	\$5,973,000	28	Long-Term (2033-2045)	Concrete rehabilitation of SR 28 from General Robinson Street to Heinz Wall in the City of Pittsburgh	Road Preservation	100773



US 30 Corridor LRP Projects

Allegheny & Westmoreland Counties

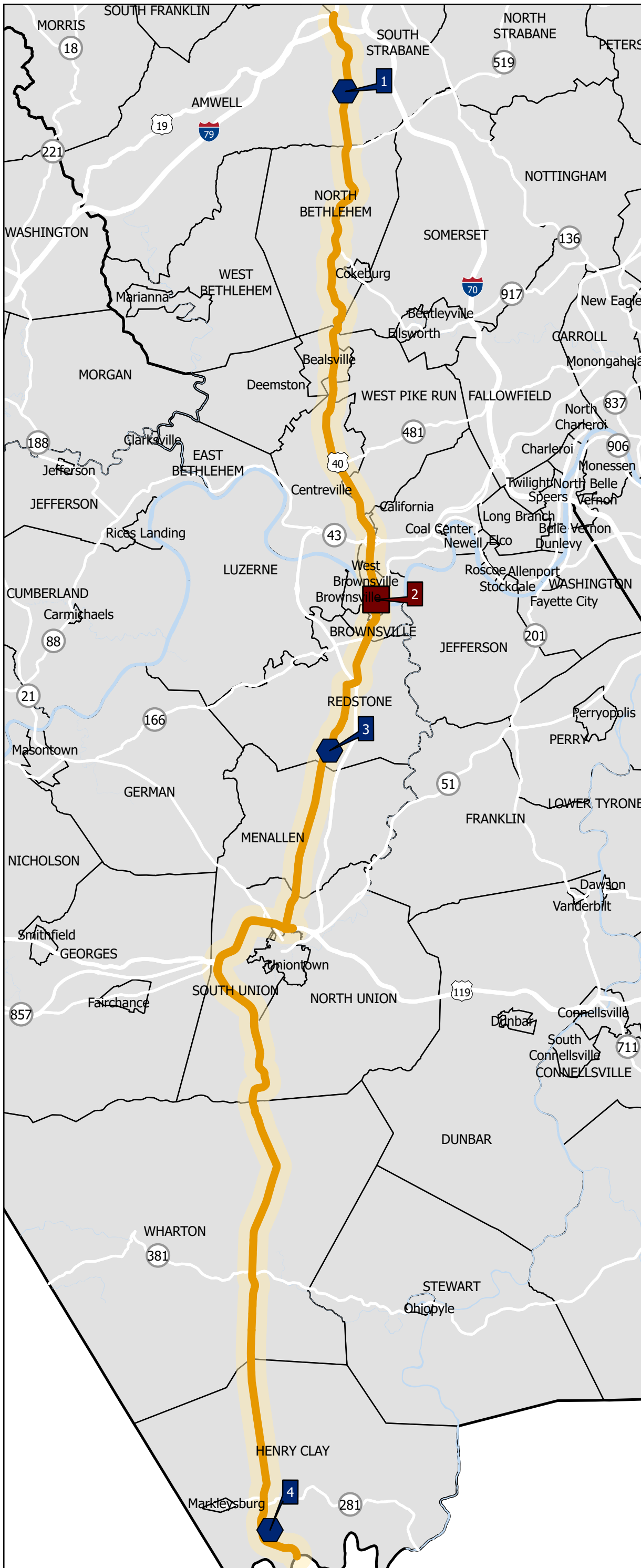
- 1** US 30 Bridge Preservation
Westinghouse Bridge
MPMS: 111624
- 2** US 30 Corridor Improvements
North Huntingdon Twp
MPMS: 110900
- 3** US 30 Reconstruction
Allegheny County Line - Irwin
MPMS: 20192106
- 4** US 30 Operations & Safety
Allegheny County - Somerset County
MPMS: 20192108
- 5** US 30 Rehabilitation
Walworth Viaduct
MPMS: 20192103
- 6** US 30 Operations & Safety
Donohoe Road Interchange
MPMS: 20192105
- 7** US 30: Operations & Safety
Georges Station Intersection
Mid-Term
MPMS: 114390
- 8** US 30: Operations & Safety
Georges Station Intersection
Long-Term
MPMS: 114390



**Long Range Transportation Plan Regional Corridors:
US 30 Corridor
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Allegheny	Westinghouse Bridge*	\$17,805,000	30	Long-Term (2033-2045)	Bridge preservation on US 30, Westinghouse Bridge over Turtle Creek and railroad tracks, one mile west of SR 148 in East Pittsburgh Borough, Allegheny County	Bridge Preservation	111624
Westmoreland	US 30 Corridor Impvmts - Western Section	\$85,500,000	30	Mid-Term (2025-2032)	Safety improvements along US 30 from Dix Drive to Malts Lane in North Huntingdon Township, Westmoreland County	Safety	110900
Westmoreland	US Route 30 Reconstruction ALCO line to Irwin*	\$90,000,000	30	Long-Term (2031-2045)	This project is for the reconstruction of US 30 (Lincoln Highway) from the Allegheny County Line to Irwin Borough in North Huntingdon Township, Westmoreland County	Road Reconstruction	20192106
Westmoreland	US 30 Operations & Safety*	\$48,000,000	30	Long-Term (2031-2045)	This project is for safety and operations improvements to the US 30 (Lincoln Highway) Corridor from the Allegheny County Line to the Somerset County Line in various municipalities in Westmoreland County	Efficiency and Operations	20192108
Westmoreland	US 30 Walworth Viaduct	\$17,230,000	30	Long-Term (2031-2045)	This project is for the replacement/rehabilitation of the Walworth Viaduct on US 30 (Lincoln Highway) in Hempfield Township, Westmoreland County	Bridge Reconstruction	20192103
Westmoreland	Route 30 Interchange with Donohoe Road	\$25,000,000	30	Long-Term (2031-2045)	This project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the State Route 1026 (Donohoe Road) intersection in Hempfield Township, Westmoreland County	Efficiency and Operations	20192105
Westmoreland	US 30 & Georges Station Intersection	\$5,000,000	30	Mid-Term (2025-2032)	This project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the State Route 1053 (Georges Station Road) intersection in Hempfield Township, Westmoreland County	Efficiency and Operations	114390
Westmoreland	US 30 & Georges Station Intersection*	\$2,000,000	30	Long-Term (2031-2045)	The project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the State Route 1053 (Georges Station Road) intersection in Hempfield Township, Westmoreland County	Efficiency and Operations	114390

*Potential multi-modal elements to be determined during further project development.

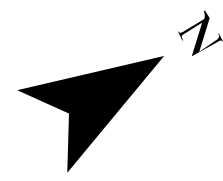


US 40 Corridor

LRP Projects

Washington & Fayette Counties

- 
1 US 40 Betterment
 I-79 - SR 519
 MPMS: 98351
- 
2 US 40 Bridge Preservation
 Bridgeville High Level Bridge
 MPMS: 98847
- 
3 US 40 Betterment
 Dearth Road - Nrothgate Highway
 MPMS: 98505
- 
4 US 40 Resurfacing
 SR 281 - Yough Dam Bridge
 MPMS: 98432



**Long Range Transportation Plan Regional Corridors:
US 40 Corridor
Plan Projects**

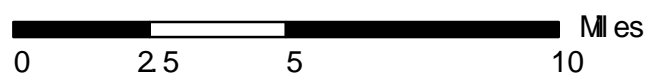
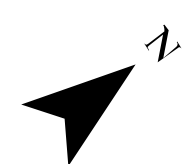
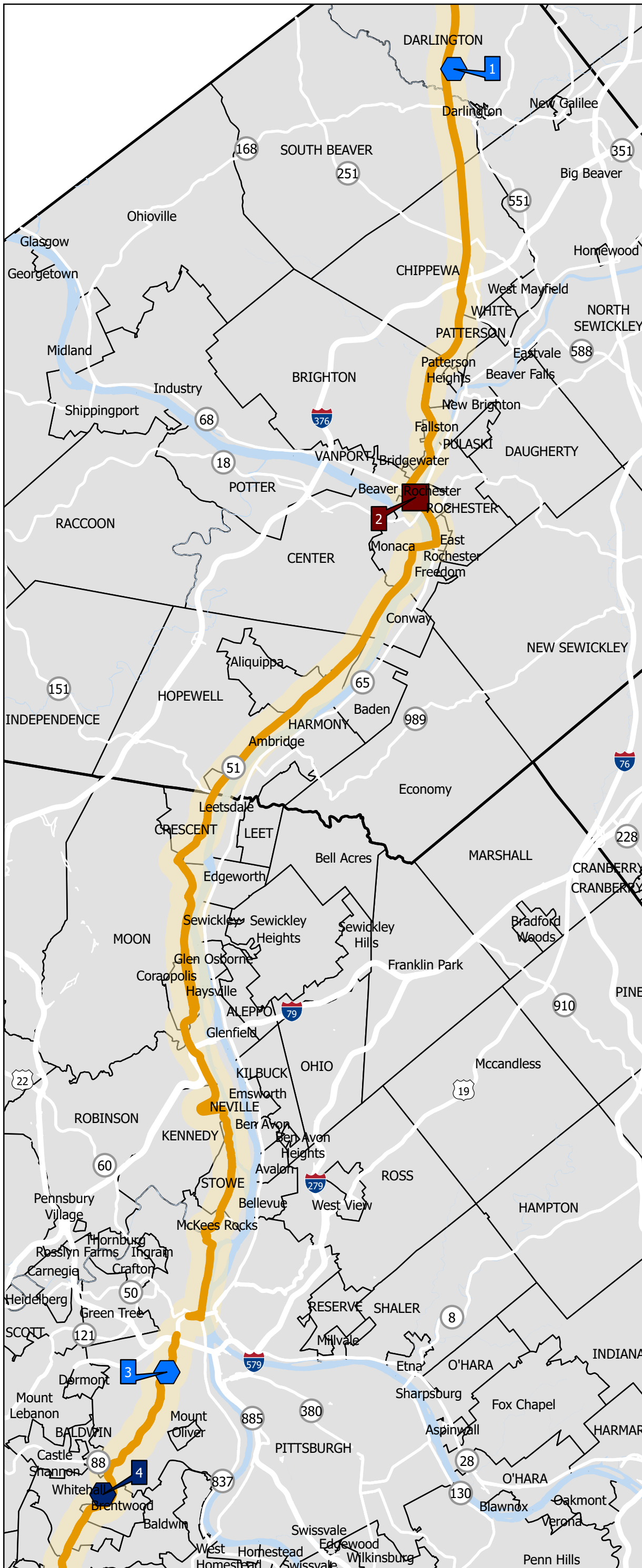
County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Washington	US 40: I-79 to PA 519	\$4,087,000	40	Mid-Term (2025-2032)	This project is for betterment improvements to US 40 from I-79 to SR 519 in Amwell Township, Washington County	Road Preservation	98351
Washington	B'ville High Level Brdg	\$5,000,000	40	Mid-Term (2025-2032)	This project is for the preservation of the structure carrying US 40 over the Monongahela River, SR 88 (Blainsburg Hill Road), SR 4003 (Brownsville Road), SR 4035 (Market Street) and 2 railroads in West Brownsville Borough, Fayette County, and Brownsville Borough, Washington County	Bridge Preservation	98847
Fayette	US 40: PA 43 to Dearth Rd	\$5,775,000	40	Mid-Term (2025-2032)	This project is for betterment improvements to resurface US 40 from SR 4000 (Dearth Road) to SR 4039 (Northgate Highway) in Menallen and South Union Townships, Fayette County	Road Preservation	98505
Fayette	US 40: PA 281 to Yough Brdg	\$1,830,000	40	Mid-Term (2025-2032)	This project is for the resurfacing of US 40 from SR 281 to the Youghioghenny Dam Bridge in Henry Clay Township, Fayette County	Road Preservation	98432

SR 51 Corridor

LRP Projects

Beaver & Allegheny Counties

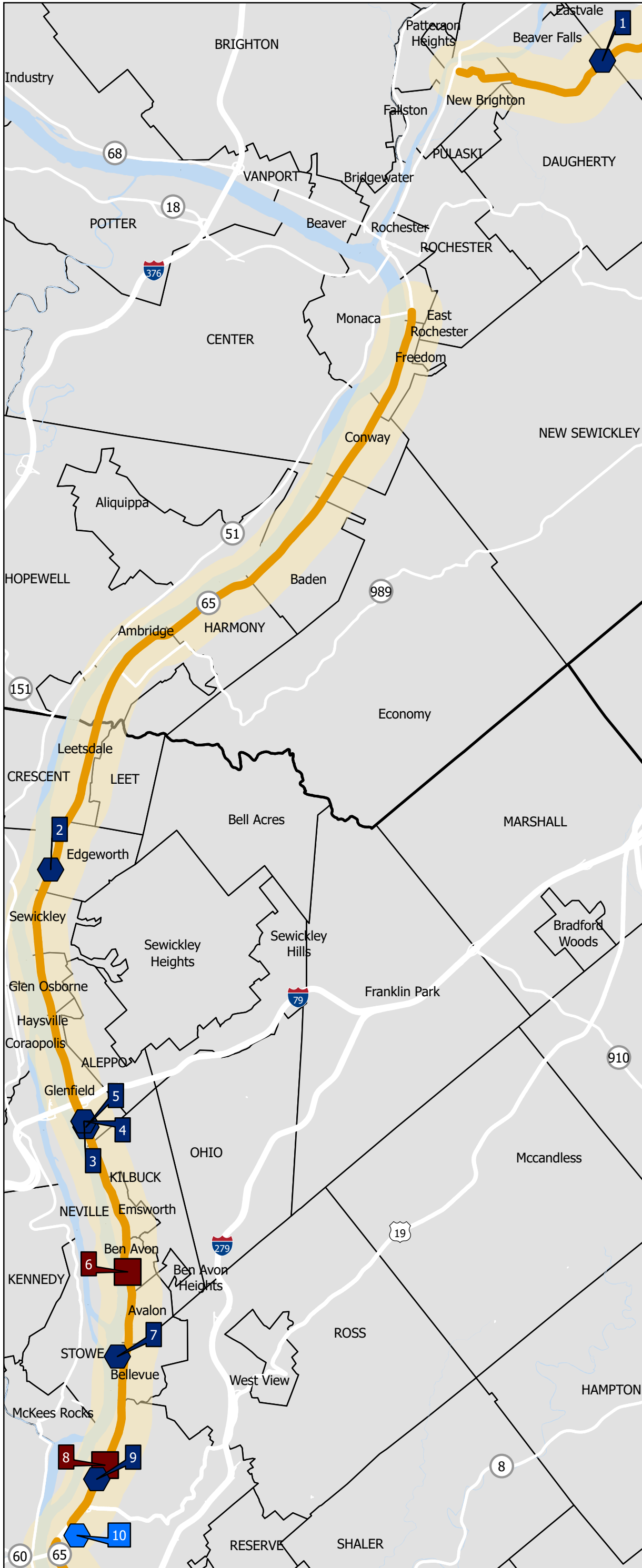
- 1** SR 51 Reconstructions
McKinley Road - Ohio State Line
MPMS: 101232
- 2** SR 51 Bridge Preservation
Beaver Rochester Bridge
MPMS: 111604
- 3** SR 51 Reconstruction
Library Road - US 19
MPMS: 100789
- 4** SR 51 Resurfacing
Lebanon Church Road -
Edgebrook Avenue
MPMS: 100793



**Long Range Transportation Plan Regional Corridors:
SR 51 Corridor
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Beaver	PA 51/McKinley - Ohio State	\$17,000,000	51	Mid-Term (2025-2032)	Reconstruction of Constitution Boulevard from McKinley Road to the Ohio State Line in Chippewa Township, Beaver County	Road Reconstruction	101232
Beaver	Beaver Rochester Bridge Preservation	\$13,000,000	51	Long-Term (2033-2045)	Bridge preservation on SR 51 over Beaver River in Beaver Boro, Beaver County	Bridge Preservation	111604
Allegheny	Saw Mill Run Blvd: PA 88 to US 19*	\$18,000,000	51	Mid-Term (2025-2032)	Reconstruction of Saw Mill Run Boulevard from SR 88 (Library Road) to US 19 in the City of Pittsburgh, Allegheny County	Road Reconstruction	100789
Allegheny	PA 51-Curry Hollow - SR 88*	\$5,000,000	51	Mid-Term (2025-2032)	Resurface SR 51 from Lebanon Church Road to Edgebrook Avenue in the City of Pittsburgh, and Baldwin, Pleasant Hills, Whitehall and Brentwood Boroughs	Road Preservation	100793

*Potential multi-modal elements to be determined during further project development.

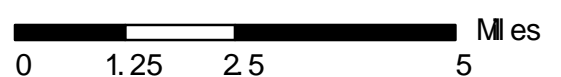


SR 65 Corridor

LRP Projects

Beaver & Allegheny Counties

- 1** SR 65 Mill & Overlay
8th Street - Mercer Road
MPMS: 110356
- 2** SR 65 Resurfacing
River Avenue - Edgeworth Lane
MPMS: 100797
- 3** SR 65 Concrete Reconstruction
Emsworth - I-79
Mid-Term
MPMS: 109349
- 4** SR 65 Concrete Reconstruction
Emsworth - I-79
Long-Term
MPMS: 109349
- 5** SR 65 Resurfacing
Terrace Avenue - River Avenue
MPMS: 100796
- 6** SR 65 Bridge Rehabilitation
Bridge over Spruce Run
MPMS: 56883
- 7** SR 65 Reconstruction
Fort Duquesne Br - Kendall Avenue
MPMS: 79448
- 8** SR 65 Bridge Deck Replacement
Bridge over Eckert Street
MPMS: 115421
- 9** SR 65 Resurfacing
Pedestrian Walkway -
200 Feet past Eckert Street Bridge
MPMS: 100798
- 10** SR 65 Concrete Restoration
Fort Duquesne Br - California Avenue
MPMS: 92279



**Long Range Transportation Plan Regional Corridors:
SR 65 Corridor
Plan Projects**

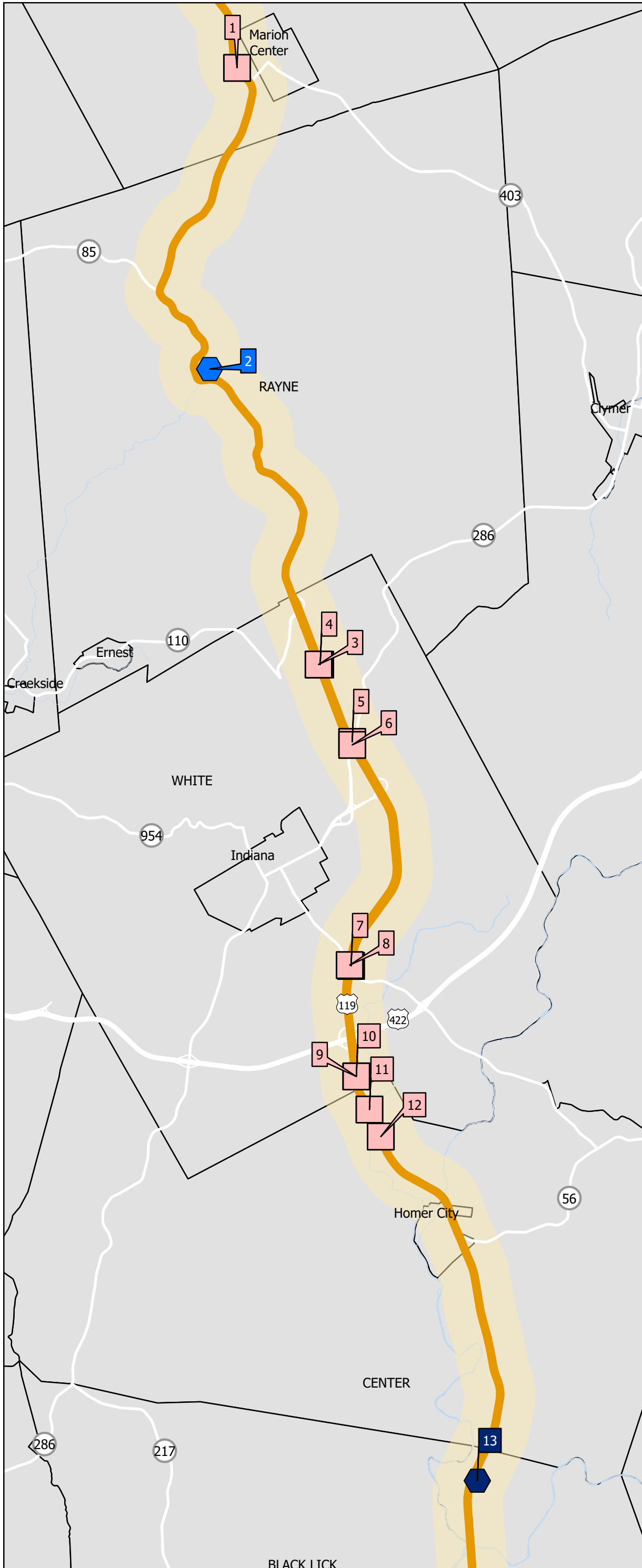
County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Beaver	PA 65: Eighth Street to Mercer Rd*	\$12,636,000	65	Long-Term (2033-2045)	Mill and overlay on SR 65, Ohio River Boulevard, from 8th Street to East Rochester Bridge in Freedom Boro and E. Rochester Township, Beaver County	Road Preservation	110356
Allegheny	Ohio Rver Blvd-River Ave*	\$2,000,000	65	Mid-Term (2025-2032)	Resurfacing on SR 65, Ohio River Boulevard from River Avenue to Edgeworth Lane in Edgeworth and Sewickley Boroughs	Road Preservation	100797
Allegheny	PA 65/Emsworth to I-79*	\$6,500,000	65	Mid-Term (2025-2032)	Concrete pavement reconstruction on SR 65 (Ohio River Boulevard) from Emsworth to I-79 in Emsworth, Glenfield, Haysville and Glen Osborne, Allegheny County	Road Preservation	109349
Allegheny	PA 65: Emsworth to I-79*	\$10,000,000	65	Long-Term (2033-2045)	Concrete pavement reconstruction on SR 65 (Ohio River Boulevard) from Emsworth to I-79 in Emsworth, Glenfield, Haysville and Glen Osborne, Allegheny County	Road Preservation	109349
Allegheny	Ohio Rver Blvd-Terrace Av*	\$3,500,000	65	Mid-Term (2025-2032)	Resurfacing on Ohio River Boulevard from Terrace Avenue to River Avenue, in Kilbuck Township, Emsworth and Glenfield Borough	Road Preservation	100796
Allegheny	SR 65 Spruce Run Rd Bridge*	\$18,000,000	65	Long-Term (2033-2045)	Bridge rehabilitation on SR 65 (Spruce Run Road) over Spruce Run in Ben Avon Boro, Allegheny County	Bridge Preservation	56883
Allegheny	PA 65: Fort Duquesne to Kendal*	\$7,000,000	65	Mid-Term (2025-2032)	Reconstruction of Ohio River Boulevard from Fort Duquesne to Kendall Avenue, in the City of Pittsburgh	Road Preservation	79448
Allegheny	SR 65 Eckert Street Bridge (65 ov Eckert St., City of Pittsburgh)	\$27,000,000	65	Long-Term (2033-2045)	Bridge deck replacement located on PA 65, Ohio River Boulevard over Eckert Street in the City of Pittsburgh, Allegheny County	Bridge Preservation	115421
Allegheny	Ohio Rver Blvd-Ped Walkway*	\$2,500,000	65	Mid-Term (2025-2032)	Resurfacing on SR 65, Ohio River Boulevard from the pedestrian walk way to 200 feet past Eckert Street Bridge in City of Pittsburgh	Road Preservation	100798

*Potential multi-modal elements to be determined during further project development.

**Long Range Transportation Plan Regional Corridors:
SR 65 Corridor
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	PA 65: Frt Duquesne Br to Cal Ave	\$9,000,000	65	Mid-Term (2025-2032)	Concrete pavement restoration of SR 65 from the Fort Duquesne Bridge to California Avenue in the City of Pittsburgh Allegheny County	Road Reconstruction	92279

*Potential multi-modal elements to be determined during further project development.

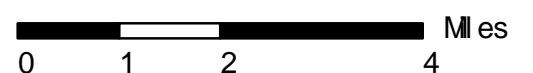


US 119 Corridor

LRP Projects

Indiana County

- 1 US 119 Bridge Replacement
Bridge over Pine Run
MPMS: 83227
- 2 US 119 Reconstruction
Wake Robin Curve
MPMS: 69988
- 3 US 119 Bridge Reconstruction
Lutz School Road SB
MPMS: 112661
- 4 US 119 Bridge Reconstruction
Lutz School Road NB
MPMS: 112632
- 5 US 119 Bridge Reconstruction
Hamill Bridge NB
MPMS: 95727
- 6 US 119 Bridge Reconstruction
Lutz School Road SB
MPMS: 95728
- 7 US 119 Bridge Reconstruction
Sullivan Bridge NB
MPMS: 112537
- 8 US 119 Bridge Reconstruction
Sullivan Bridge SB
MPMS: 25616
- 9 US 119 Bridge Reconstruction
Bridge over SR 8001
Mid-Term
MPMS: 25621
- 10 US 119 Bridge Reconstruction
Bridge over SR 8001
Long-Term
MPMS: 25621
- 11 US 119 Bridge Reconstruction
Stoney Run Bridg #1
MPMS: 101113
- 12 US 119 Bridge Reconstruction
Bridge over Two Lick Creek
MPMS: 95852
- 13 US 119 Preventative Maintenance
US 119/22 Interchange - SR 56
MPMS: 112421



**Long Range Transportation Plan Regional Corridors:
US 119 Corridor (Northern Section)
Plan Projects**

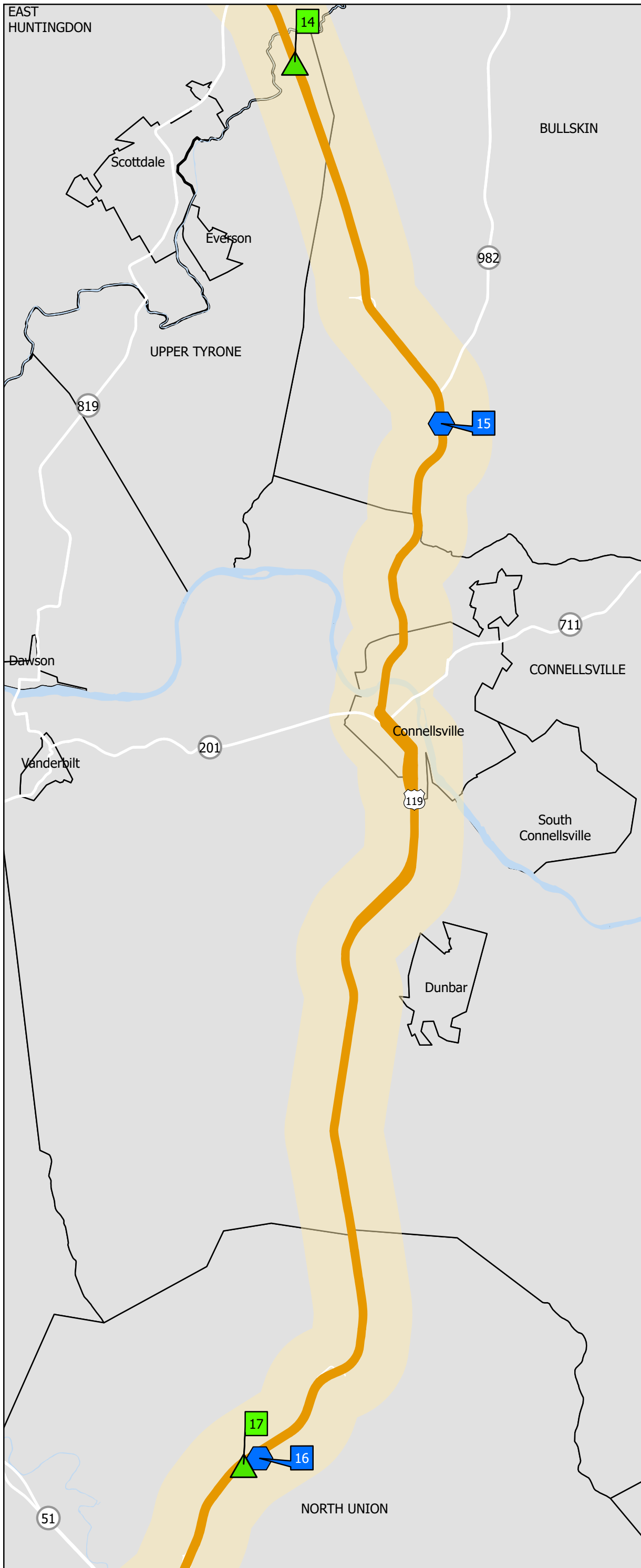
County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
Indiana	US 119 over Pine Run	\$2,521,000	119	Mid-Term (2025-2032)	Replacement of existing structure carrying US 119 over Pine Run in East Mahoning Township	Bridge Replacement	83227
Indiana	Wake Robin Curve	\$32,000,000	119	Long-Term (2031-2045)	Highway reconstruction and two-lane relocation/realignment of US Route 119 from Washington Rd to Craig Rd in Rayne Township, Indiana County	Road Reconstruction	69988
Indiana	US 119 Lutz School Rd SB Bridge	\$3,446,000	119	Long-Term (2031-2045)	Reconstruction of the existing structure carrying US 119 southbound over SR 1003 (Lutz School Road) in White Township, Indiana County	Bridge Reconstruction	112661
Indiana	US 119 Lutz School Rd NB Bridge	\$3,446,000	119	Long-Term (2031-2045)	Reconstruction of the existing structure carrying US 119 northbound over SR 1003 (Lutz School Road) in White Township, Indiana County	Bridge Reconstruction	112632
Indiana	US 119 Hamill Northbound Bridge	\$3,446,000	119	Long-Term (2031-2045)	Reconstruction of the existing structure carrying US 119 northbound over PA 286 in White Township	Bridge Reconstruction	95727
Indiana	US 119 Hamill Southbound Bridge	\$3,446,000	119	Long-Term (2031-2045)	Reconstruction of the existing structure carrying US 119 Southbound over PA 286 in White Township	Bridge Reconstruction	95728
Indiana	US 119 Sullivan NB Bridge	\$3,446,000	119	Long-Term (2031-2045)	Reconstruction of the existing structure carrying US 119 over SR 954 in White Township, Indiana County	Bridge Reconstruction	112537
Indiana	US 119 Sullivan SB Bridge	\$3,446,000	119	Long-Term (2031-2045)	Reconstruction of the existing structure carrying US 119 over SR 954 in White Township, Indiana County	Bridge Reconstruction	25616
Indiana	US 119 over SR 8001 bridges	\$3,880,000	119	Long-Term (2031-2045)	Reconstruction of the existing structures carrying US 119 over SR 8001 in White Township	Bridge Reconstruction	25621

*Potential multi-modal elements to be determined during further project development.

**Long Range Transportation Plan Regional Corridors:
US 119 Corridor (Northern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Indiana	US 119 over SR 8001 bridges	\$2,120,000	119	Mid-Term (2025-2032)	Reconstruction of the existing structures carrying US 119 over SR 8001 in White Township	Bridge Reconstruction	25621
Indiana	US 119 Stoney Run Bridge #1	\$6,500,000	119	Mid-Term (2025-2032)	Replacement of the existing structure carrying US 119 over Stoney Run in Center Township	Bridge Reconstruction	101113
Indiana	US 119 ovr Two Lick Creek	\$2,500,000	119	Mid-Term (2025-2032)	Rehabilitation of the existing structure carrying US 119 over Two Lick Creek in Center Township	Bridge Reconstruction	95852
Indiana	SR 119 South PM	\$33,000,000	119	Long-Term (2031-2045)	Preventative maintenance along US 119 from the SR 119/22 interchange north to its intersection with SR 56 in Center and Burrell Townships, Indiana County	Road Preservation	112421

*Potential multi-modal elements to be determined during further project development.

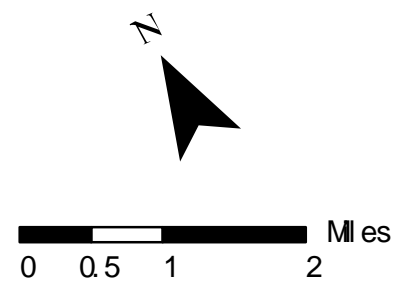
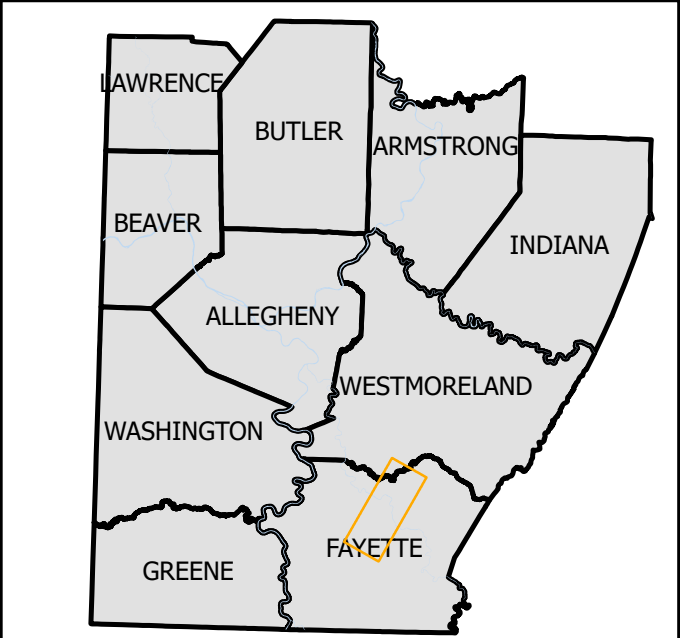


US 119 Corridor

LRP Projects

Fayette County

- 
 US 119 Operations & Safety
 McClure Road - Kingview Road
 MPMS: 96661
- 
 US 119 Reconstruction
 Connellsville to Kingview Road
 MPMS: 20192113
- 
 US 119 Reconstruction
 Uniontown - Penn State
 MPMS: 20192112
- 
 US 119 Operations & Safety
 Various Intersections
 MPMS: 20192111



**Long Range Transportation Plan Regional Corridors:
US 119 Corridor (Southern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Fayette	SR 119 McClure/Kingview Road Interchange	\$50,500,000	119	Mid-Term (2025-2032)	This project is the review of the US 119 McClure Road intersection area in Upper Tyrone Township, Fayette County, to develop a proposal for projects that would update and modernize US 119 in this area. The project will eliminate two signalized intersections on US 119 with Kingview Road and McClure Road. A new full-access interchange would be constructed in between the two existing intersections. A new bridge carrying a new connector road would be constructed	Safety	96661
Fayette	US Route 119 Reconstruction: Connellsville to Kingview*	\$108,000,000	119	Long-Term (2031-2045)	This project is for the reconstruction of US 119 (Memorial Highway)from the City of Connellsville to Kingview Road in Bullskin and Connellsville Townships, Fayette County	Road Reconstruction	20192113
Fayette	US Route 119 Reconstruction: Uniontown to Penn State	\$108,000,000	119	Long-Term (2031-2045)	This project is for the reconstruction of US 119 (George C. Marshall Parkway) from the city of Uniontown to Penn State Fayette Campus in North Union Township, Fayette County	Road Reconstruction	20192112
Fayette	US 119 Operations & Safety*	\$50,000,000	119	Long-Term (2031-2045)	This project is for safety and operations improvements to the US 119 (Morgantown Street, Morgantown Road, Main Street, George C. Marshall Parkway, University Drive, Morrell Avenue, Eighth Street, Memorial Boulevard) Corridor from the West Virginia State Line to the Westmoreland County Line in various municipalities in Fayette County	Efficiency and Operations	20192111

*Potential multi-modal elements to be determined during further project development.

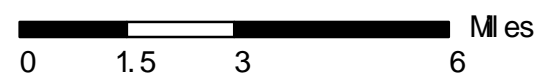
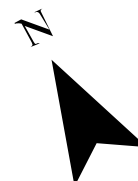


SR 381 Corridor

LRP Projects

Westmoreland & Fayette Counties

- 1** SR 381 Resurfacing
SR 2043 - US 30
MPMS: 101067
- 2** SR 381 Resurfacing
SR 31 - SR 130
MPMS: 101066
- 3** SR 381 Resurfacing
Melcroft - Westmoreland County Line
MPMS: 98429
- 4** SR 381 Resurfacing
SR 711 - Imel Road
MPMS: 98427
- 5** SR 381 Resurfacing
US 40 - Ohiopyle Borough
MPMS: 98297



**Long Range Transportation Plan Regional Corridors:
SR 381 Corridor
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Westmoreland	PA 381 - SR 2043 to US 30	\$1,000,000	381	Mid-Term (2025-2032)	This project is for the resurfacing of SR 381 (Linn Run Park Road) from the intersection with SR 2043 to the intersection with US 30 in Ligonier Township, Westmoreland County	Road Preservation	101067
Westmoreland	PA 381: PA 31 to PA 130*	\$2,200,000	381	Mid-Term (2025-2032)	This project is for the resurfacing of SR 381 (Weavertown Road) from the intersection with SR 31 to the intersection with SR 130 in Donegal and Cook Townships, Westmoreland County	Road Preservation	101066
Fayette	PA 381: Melcroft to Co Line	\$1,000,000	381	Mid-Term (2025-2032)	This project is for the resurfacing of SR 381 (Indian Creek Valley Road) from the village of Melcroft to the Westmoreland County Line in Saltlick Township, Fayette County	Road Preservation	98429
Fayette	PA 381: PA 711 to Imel Rd	\$3,018,750	381	Mid-Term (2025-2032)	This project is the resurfacing of SR 381 (Indian Creek Valley Road) from SR 711 to Imel Rd in Saltlick Township, Fayette County	Road Preservation	98427
Fayette	PA 381: SR 40 to Ohiopyle*	\$1,120,000	381	Long-Term (2031-2045)	This project is the resurfacing of SR 381 (Farmington Ohiopyle Road) from US 40 to Ohiopyle Borough in Wharton and Stewart Townships, and Ohiopyle Borough, Fayette County	Road Preservation	98297

*Potential multi-modal elements to be determined during further project development.

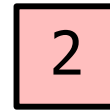
US 422 Corridor

LRP Projects

Lawrence & Butler Counties



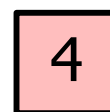
US 422: Mill & Overlay
Pulaski Township
MPMS: 92282



US 422 Bridge Rehabilitation
Bridges in Taylor Township
MPMS: 20192017



US 422 Resurfacing
Lawrence County Line - I-79
MPMS: 100061



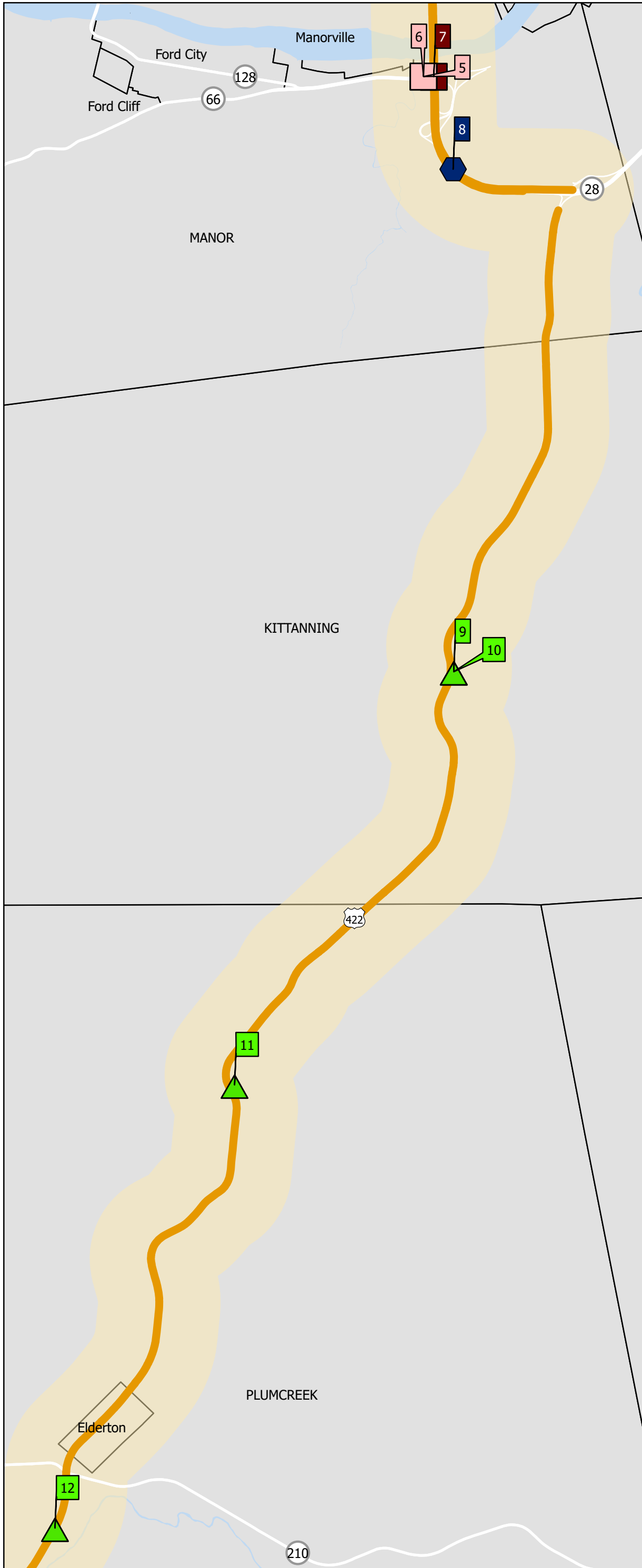
US 422 Bridge Reconstruction
Bridge over SR 356
MPMS: 24663



**Long Range Transportation Plan Regional Corridors:
US 422 Corridor (Western Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Lawrence	Benjamin Franklin Highway	\$8,000,000	422	Mid-Term (2025-2032)	Mill and overlay on US 422 (Benjamin Franklin Highway) from Ohio State Line to Ambrosia Rd in Pulaski Township, Lawrence County	Road Preservation	92282
Lawrence	SR 422 Bridges (Benjamin Franklin & Taylor Township)	\$69,000,000	422	Long-Term (2033-2045)	Bridge Rehabilitation. located on SR 422 (Benjamin Franklin Township) over Shenango River in Taylor Township Lawrence County	Bridge Reconstruction	20192017
Butler	SR 422, Interstate 79 West Resurf	\$2,700,000	422	Mid-Term (2025-2032)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along US 422 from the Lawrence County Line to Interstate 79 in Muddy Creek Township	Road Preservation	100061
Butler	US 422 over PA 356	\$7,900,000	422	Mid-Term (2025-2032)	Replacement of existing structure carrying US 422 over PA 356 in Butler Township	Bridge Reconstruction	24663

*Potential multi-modal elements to be determined during further project development.



US 422 Corridor

LRP Projects

Armstrong & Indiana Counties

5 US 422 Bridge Rehabilitation
1/112th Infantry Bridge & Graff Ramp
Mid-Term
MPMS: 109622

6 US 422 Bridge Rehabilitation
1/112th Infantry Bridge & Graff Ramp
Long-Term
MPMS: 109622

7 US 422 Bridge Preservation
Graff Bridge Preservation
MPMS: 23978

8 US 422 PM Kittanning Bypass
SR 66 - SR 85
MPMS: 112432

9 US 422 Dunbar Dip
SR 2012 - T-590
Mid-Term
MPMS: 98689

10 US 422 Dunbar Dip
SR 2012 - T-590
Long-Term
MPMS: 98689

11 US 422 Efficiency & Operations
Margaret Road Intersection
MPMS: 85574

12 US 422 Efficiency & Operations
Dutch Ridge Road Intersection
MPMS: 990037



**Long Range Transportation Plan Regional Corridors:
US 422 Corridor (Central Section)
Plan Projects**

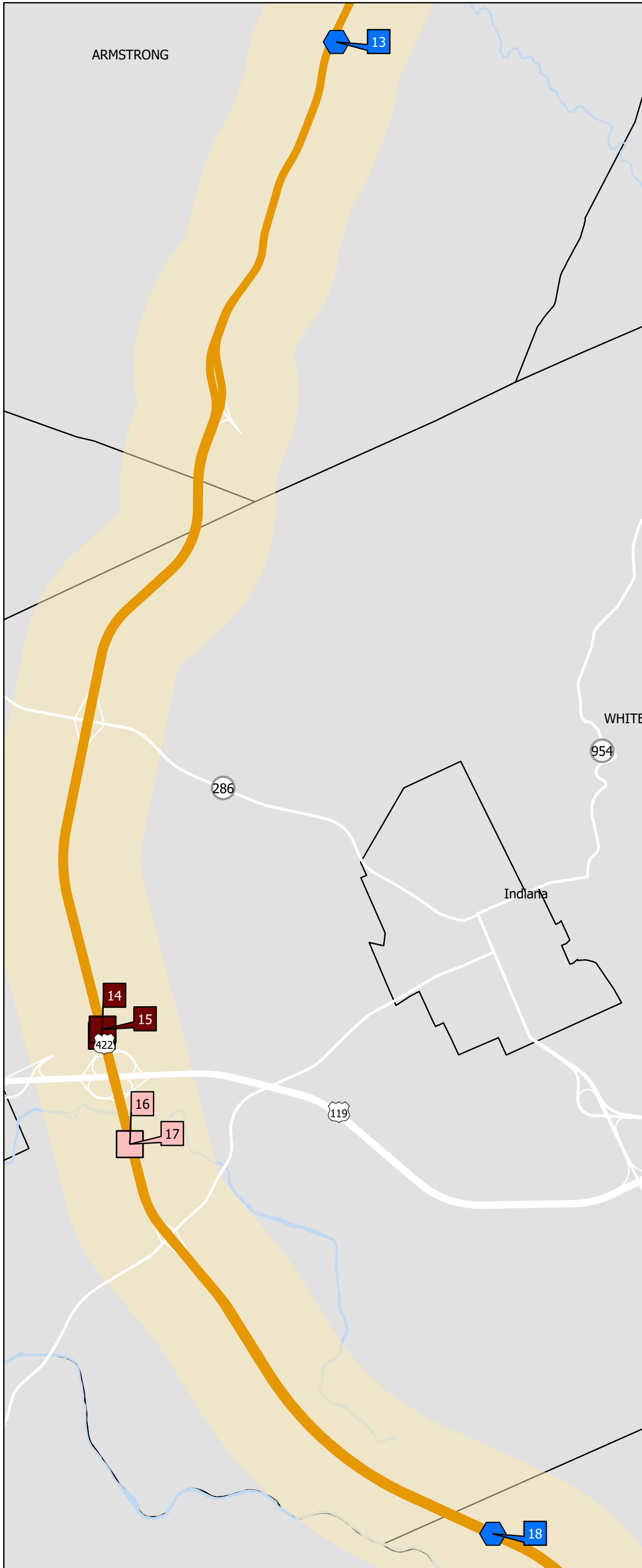
County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Armstrong	1/112th Infantry Bridge and Graff Ramp Rehabilitation	\$7,700,000	422	Mid-Term (2025-2032)	Rehabilitation of the existing structure carrying SR 66 over US 422, SR 2025 (Garretts Run Road), and Garretts Run in Manor Township, Armstrong County	Bridge Reconstruction	109622
Armstrong	1/112th Infantry Bridge and Graff Ramp Rehabilitation	\$24,122,000	422	Long-Term (2031-2045)	Rehabilitation of the existing structure carrying SR 66 over US 422, SR 2025 (Garretts Run Road), and Garretts Run in Manor Township, Armstrong County	Bridge Reconstruction	109622
Armstrong	Graff Bridge Preservation	\$9,742,000	422	Mid-Term (2025-2032)	Preservation of the existing structure carrying US 422 over the Allegheny River in North Buffalo Township, Armstrong County	Bridge Preservation	23978
Armstrong	SR 422 Kittanning Bypass PM	\$13,750,000	422	Long-Term (2031-2045)	Preventative maintenance along SR 422 from 1/4 mile west of the SR 66 Interchange, east to the SR 85 intersection in Manor and North Buffalo Townships	Road Preservation	112432
Armstrong	SR 422 Dunbar Dip	\$7,500,000	422	Mid-Term (2025-2032)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along US 422 from SR 2012 (Silvis Hollow Road) to T-590 (Simpson Church Road) in Kittanning Township	Safety	98689
Armstrong	SR 422 Dunbar Dip	\$46,000,000	422	Long-Term (2031-2045)	Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along US 422 from SR 2012 (Silvis Hollow Road) to T-590 (Simpson Church Road) in Kittanning Township	Safety	98689
Armstrong	SR 422 Margaret Rd Intersection	\$22,800,000	422	Mid-Term (2025-2032)	Intersection improvements including realignment of the existing roadway and construction and expansion of turning lanes at the existing at-grade intersection of US Route 422 and SR 2005 (Margaret Road) in Plumcreek Township, Armstrong County	Efficiency and Operations	85574

*Potential multi-modal elements to be determined during further project development.

**Long Range Transportation Plan Regional Corridors:
US 422 Corridor (Central Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Armstrong	US 422 & Dutch Ridge Rd Intersection (Carryover)	\$13,000,000	422	Long-Term (2031-2045)	Intersection improvements including addition of turning lanes at Dutch Ridge Road & US 422 in Elderton Borough, Armstrong County	Efficiency and Operations	990037

*Potential multi-modal elements to be determined during further project development.



US 422 Corridor

LRP Projects

Armstrong & Indiana Counties



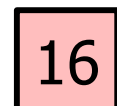
US 422 Road Reconstruction
Cheese Run Road - Trim Tree Road
MPMS: 100289



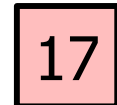
US 422 Bridge Preservation
Bridge to Nowhere EB
MPMS: 98811



US 422 Bridge Preservation
Bridge to Nowhere WB
MPMS: 98827



US 422 Bridge Rehabilitation
Bridge Over Two Lick Creek
Mid-Term
MPMS: 25548



US 422 Bridge Rehabilitation
Bridge Over Two Lick Creek
Long-Term
MPMS: 25548



US 422 Road Reconstruction
SR 119 - SR 553
MPMS: 112430



**Long Range Transportation Plan Regional Corridor:
US 422 Corridor (Eastern Section)
Plan Projects**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Indiana	SR 422 Cheese Rn Rd to Trim Tree Rd	\$11,946,000	422	Long-Term (2031-2045)	Highway reconstruction including vertical and horizontal geometry improvements along US 422 between T-408 (Cheese Run Road) and T-433 (Trim Tree Road) in Armstrong Township	Road Reconstruction	100289
Indiana	Bridge to Nowhere EB PM &WB PM	\$10,000,000	422	Mid-Term (2025-2032)	Preservation (preventative maintenance) of the existing structure carrying US 422 over SR 4422 (Ben Franklin Road), State Route 4005 (Indian Springs Road), State Route 3035 (Old US 119) and the Buffalo and Pittsburgh Railroad in White Township	Bridge Preservation	98811 98827
Indiana	US 422 over Two Lick Ck.	\$5,900,000	422	Mid-Term (2025-2032)	Rehabilitation of the existing structure carrying US 422 eastbound over Two Lick Creek in White Township	Bridge Reconstruction	25548
Indiana	US 422 over Two Lick Creek.	\$6,000,000	422	Long-Term (2031-2045)	Rehabilitation of the existing structure carrying US 422 eastbound over Two Lick Creek in White Township	Bridge Reconstruction	25548
Indiana	SR 422 Indiana Bypass Reconstruction	\$35,609,000	422	Long-Term (2031-2045)	Highway reconstruction along SR 422 from the SR 119 Interchange East to 1/2 mile east of SR 553 Interchange in Cherryhill Township	Road Reconstruction	112430

*Potential multi-modal elements to be determined during further project development.

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Multi-County	US 18 Corridor	\$57,590,000	18		Regional Corridor (Detailed in Corridor Section)		
Multi-County	US 19 Corridor	\$137,930,500	19		Regional Corridor (Detailed in Corridor Section)		
Multi-County	US 22 Corridor	\$112,333,000	22		Regional Corridor (Detailed in Corridor Section)		
Multi-County	SR 28 Corridor	\$354,852,000	28		Regional Corridor (Detailed in Corridor Section)		
Multi-County	US 30 Corridor	\$290,535,000	30		Regional Corridor (Detailed in Corridor Section)		
Multi-County	US 40 Corridor	\$16,692,000	40		Regional Corridor (Detailed in Corridor Section)		
Multi-County	SR 51 Corridor	\$53,000,000	51		Regional Corridor (Detailed in Corridor Section)		
Multi-County	SR 65 Corridor	\$98,136,000	65		Regional Corridor (Detailed in Corridor Section)		
Multi-County	US 119 Corridor	\$419,697,000	119		Regional Corridor (Detailed in Corridor Section)		
Multi-County	SR 381 Corridor	\$8,338,750	381		Regional Corridor (Detailed in Corridor Section)		
Multi-County	US 422 Corridor	\$301,669,000	422		Regional Corridor (Detailed in Corridor Section)		
Butler	PA 8 General Butler Bridge PM	\$5,700,000	8	Mid-Term (2025-2032)	Preservation of existing structure carrying State Route 8 over Connoquenessing Creek, Quarry Street and railroads in Butler City	Bridge Preservation	113652
Butler	PA 8 over Muddy Creek	\$4,000,000	8	Mid-Term (2025-2032)	Replacement of existing structure carrying PA 8 over Muddy Creek in Clay Township	Bridge Reconstruction	24722
Allegheny	62nd Street Bridge*	\$20,000,000	8	Mid-Term (2025-2032)	Bridge preservation on the 62nd Street Bridge in the City of Pittsburgh and Etna Borough	Bridge Preservation	100958
Allegheny	Washington Blvd Reconstruction*	\$20,000,000	8	Long-Term (2033-2045)	Reconstruction of Washington Boulevard to improve flooding conditions in City of Pittsburgh, Allegheny County, Contingent upon study recommendations	Road Reconstruction	20192010
Greene	SR 21 Operations and Capacity Feasibility Study	\$1,500,000	21	Long-Term (2033-2045)	This project is to study the operation and capacity needs along SR 21 in Greene County.	Study	TBD
Fayette	PA 21 Operational & Safety (also see New Cap)*	\$30,000,000	21	Long-Term (2033-2045)	The project is for efficiency and operations improvements to the SR 21 (Roy E. Furman Highway) corridor in Masontown Borough and German Township, Fayette County	Efficiency and Operations	20192102

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Fayette/Greene	PA 21 Widening	\$50,000,000	21	Long Term (2033-2045)	This project is to add new capacity to the SR 21 Corridor from the Masontown Bridge to the Village of Revere in German, Menallen, and South Union Townships, and Masontown Borough, Fayette County. In addition, this project is partially funding the implementation of the future Greene County SR 21 Feasibility and Capacity Study in the area I-79 to the Fayette County line in Franklin, Jefferson, Cumberland and Monongahela Townships, Greene County.	New Capacity	990031
Allegheny	PA 28: Highland Park - RIDC	\$4,000,000	28	Mid-Term (2025-2032)	Reconstruction of SR 28 from Highland Park to Regional Industrial Development Corporation (RIDC) Park in O'Hara Township, Fox Chapel, Aspinwall, and Sharpsburg Borough, and the City of Pittsburgh	Road Reconstruction	92274
Allegheny	SR 48 Mossie Blvd-PA 130 to Haymaker	\$3,200,000	48	Mid-Term (2025-2032)	Resurfacing on Mossie Boulevard from SR 130 to Haymaker Road in Monroeville Borough, Allegheny County	Road Preservation	100782
Allegheny	PA 50-Wash County Line	\$16,000,000	50	Mid-Term (2025-2032)	Rehabilitation of existing concrete pavement from Washington County Line to Miller's Run Road in South Fayette Township, Allegheny County	Road Reconstruction	100784
Allegheny	PA 50: I-79 to Thoms Run	\$12,000,000	50	Mid-Term (2025-2032)	Roadway widening for additional lanes and intersection improvement of PA 50/I-79. Other work includes: new sidewalks, ADA upgrades, traffic signal upgrades, signing, and pavement marking updates along PA 50, from I-79 to Thoms Run Road in Collier Township, Allegheny County	Safety	109640
Westmoreland	Vandergrift Bridge*	\$5,000,000	56	Long-Term (2033-2045)	This project is for the replacement/rehabilitation of the Vandergrift Bridge carrying SR 56 over SR 2054, railroad, and Kiskiminetas River in East Vandergrift Borough, Westmoreland County	Bridge Preservation	112391

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Westmoreland	SR 66: US 22 to County Line*	\$21,000,000	66	Long-Term (2033-2045)	This project is for the reconstruction of SR 66 (Freeport Road, SR 0066 SH, Main Street) from the intersection of SR 66 and US 22 (William Penn Highway) to the Armstrong County Line in Salem and Washington Townships; and Delmont and Oklahoma Boroughs, Westmoreland County	Road Reconstruction	20192109
Butler	Karns Crossing Bridge	\$44,000,000	68	Mid-Term (2025-2032)	Bridge rehabilitation/replacement (deck and barrier replacement, rehabilitation of the two main through truss spans, structural steel repairs, bearing rehabilitation and painting, and concrete repairs to the substructure units) of the existing structure carrying SR 68 over the Bessemer and Lake Erie and Buffalo and Pittsburgh Railroads and Connoquenessing Creek in Butler and Summit Townships, Butler County	Bridge Reconstruction	86105
Butler	SR68 Safety Improvements*	\$10,000,000	68	Mid-Term (2025-2032)	Safety improvements along SR 68 in Forward, Connequenessing, and Butler Townships, Butler County	Safety	990041
Beaver	PA 68 -Midland Beaver Road*	\$17,230,000	68	Long-Term (2033-2045)	Mill and Overlay on SR 68, Midland Beaver Road from segment 10 to segment 210 in Center and Chippewa Townships, Beaver County	Road Preservation	109356
Butler	SR68 Safety Improvements (Carryover)*	\$10,000,000	68	Long-Term (2033-2045)	Safety improvements along SR 68 in Forward, Connequenessing, and Butler Townships, Butler County	Safety	990041
Allegheny	Neville Island Bridge Ramps Phase 3	\$10,000,000	79	Long-Term (2033-2045)	Bridge preservation on SR 79 NB Ramp to SR 65 NB in Glenfield Boro, Allegheny County	Bridge Preservation	105457
Washington	I-79 Ramp at McClelland Rd	\$5,973,000	79	Long-Term (2033-2045)	This project is for intersection improvements to the I-79 Ramp to SR 1023 (McClelland Road) Intersection in North Strabane Township, Washington County	Safety	105352
Washington	PA 88 ov Br Peters Crk	\$5,500,000	88	Mid-Term (2025-2032)	Bridge preservation on PA 88 over Branch of Peters Creek in Union Township, Washington County	Bridge Preservation	98799

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Greene	Point Marion Bridge	\$5,000,000	88	Long-Term (2033-2045)	This project is the rehabilitation/replacement of the structure carrying SR 88 (Dilliner Point Marion Road) over Whiteley Creek in Monongahela Township, Greene County	Bridge Preservation	112387
Greene	SR 88 Safety improvements at SR 2016 and 2014	\$6,000,000	88	Long-Term (2033-2045)	This project is for safety improvement on SR 88 at two intersections: Maple Town Crossroads (SR 2016) and Fieldson's Crossroads (SR 2014) in Monongahela Township, Greene County	Safety	990032
Indiana	SR 119 Indiana Bypass Reconstruction	\$41,353,000	119	Long-Term (2033-2045)	Highway reconstruction along US 119 from 1/2 mile south of the US 119/422 Interchange, north to the SR 110 Interchange in Center, White and Rayne Townships	Road Reconstruction	112431
Westmoreland	West Newton Bridge*	\$15,000,000	136	Mid-Term (2025-2032)	This project is the replacement/rehabilitation of the structure carrying SR 136 (Main Street) over Youghiogheny River in West Newton Borough, Westmoreland County	Bridge Reconstruction	98869
Beaver	SR 151 @ Broadhead Road Slide/Roadway Recon*	\$19,000,000	151	Long-Term (2033-2045)	Highway restoration/reconstruction on PA 3007, Broadhead Road from Frankfort Road to Allegheny County line in City of Aliquippa, Hopewell and Center Townships, Beaver County	Road Reconstruction	105453
Westmoreland	Avonmore Bridge*	\$5,743,000	156	Long-Term (2033-2045)	This project is for the replacement/rehabilitation of the Avonmore Bridge carrying SR 156 (Sixth Street) over the Kiskiminetas River in Avonmore Borough, Westmoreland County	Bridge Preservation	112392
Fayette	PA 166 ov George Crk	\$6,670,000	166	Mid-Term (2025-2032)	Bridge preservation on PA 166 over George Creek in Springhill and Nicholson Townships in Fayette County	Bridge Preservation	98749
Westmoreland	PA 201 Ramp to PA 51 South	\$5,973,000	201	Long-Term (2033-2045)	This project is for intersection safety improvements at the SR 201 & Ramp SR 8011 to SR 51 South intersections in Rostraver Township, Westmoreland County	Safety	105350

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Butler	SR 228 Three Degree Rd Intersection	\$25,000,000	228	Mid-Term (2025-2032)	Safety improvement, including through lanes, turn lanes, side road improvements, addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage and pavement markings, sidewalks, ADA ramps, and roundabout along PA 228 from 500 feet east of SR 3015 to 1.0 mile east of SR 3007 in Adams Townships	Road Reconstruction	91286
Butler	228 Mars RR Bridge West Expansion	\$27,000,000	228	Mid-Term (2025-2032)	Intersection improvements and widening of SR 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) West to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County	New Capacity	92908
Butler	Mars RR Bridge West Expansion	\$50,602,000	228	Long Term (2033-2045)	Intersection improvements and widening of SR 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) West to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County	New Capacity	92908
Indiana	SR 286 Oakland Avenue Ped Safety	\$2,320,000	286	Mid-Term (2025-2032)	Pedestrian safety improvements along SR 286 from IUP to Plaza Drive in White Township and Indiana Borough	Safety	99709
Allegheny	286/Sagamore-Sandune PH2*	\$30,000,000	286	Mid-Term (2025-2032)	Widening to add turn lanes and through lanes; milling and resurfacing; reconstruction, drainage; curbs, driveway adjustments; signals; structure work. Located on SR 286, from Old Frankstown Road/ Sagamore Road to just north of Presque Isle Drive/Sandune Drive, in Plum, Allegheny County; approximately 2.02 miles	New Capacity	80508
Allegheny	286/Sandune-Logans*	\$26,000,000	286	Mid-Term (2025-2032)	Widening with bituminous to add a center turn lane; milling and resurfacing; shoulder work; curbs, drainage, drive adjustments; signal updates, structure work. Located on SR 286, begins at Presque Isle Drive/Sandune Drive and end just north of Logan's Ferry Road, in Plum, Allegheny County and Murrysville, Westmoreland County; approximately 1.49 miles	New Capacity	27505

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Westmoreland	PA 286: Allegheny Co Line to Indiana Co Line	\$13,000,000	286	Long-Term (2033-2045)	This project is for the reconstruction of SR 286 (Saltsburg Road) from the Allegheny County Line to the Indiana County Line in Murrysville Borough, and Washington, Bell, and Loyalhanna Townships, Westmoreland County	Road Reconstruction	20192114
Butler	PA 356 Corridor Improvements	\$12,800,000	356	Mid-Term (2025-2032)	Upgrades/improvements to the flow of traffic with the addition of turning and through lanes, signal retiming and signal coordination along PA 356 from PA 228 to PA 28 in Buffalo Township, Butler County.	Road Reconstruction	106486
Westmoreland	Freeport Bridge Rehab*	\$8,000,000	356	Long-Term (2033-2045)	This project is for the replacement/rehabilitation of the Freeport Bridge carrying SR 356 (SR 0356 SH) over railroad and the Allegheny River in Allegheny Township, Westmoreland County	Bridge Preservation	112393
Allegheny	Tarentum Bridge ov NS RR*	\$24,500,000	366	Mid-Term (2025-2032)	Bridge restoration/replacement on PA 366, Tarentum Bridge over Norfolk Southern Rail and Allegheny River, in Tarentum Borough, Allegheny County	Bridge Reconstruction	100624
Westmoreland	PA 366 over PA 400/380	\$17,000,000	366	Long-Term (2033-2045)	Improvements to the structure carrying PA 366 over PA 400 and PA 380 in Murrysville Borough, Westmoreland County.	Bridge Reconstruction	88617
Westmoreland	PA 366: Allegheny Co Line to PA 66*	\$7,000,000	366	Long-Term (2033-2045)	This project is for roadway preservation activities on SR 366 (Tarentum Road, Stevenson Boulevard, Greensburg Road) from the Allegheny County Line to SR 66 in the City of New Kensington, Lowe Burrell Borough, Upper Burrell and Washington Townships, Westmoreland County	Road Preservation	20192115
Allegheny	Pkwy East Active Traffic Management	\$4,300,000	376	Mid-Term (2025-2032)	Parkway East Corridor Transportation Network, arterial traffic signal and roadway improvements at thirteen (13) intersections on I-376 between Downtown Pittsburgh and Monroeville in Allegheny County	Efficiency & Operations	94651

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	I-376/Banksville Interchange (TYP second 4 yrs)	\$44,700,000	376	Mid-Term (2025-2032)	Interchange improvements. Construct ramp and bridge, extend ramp. Located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. Includes SR 19 (Banksville Road), SR 19/51 at Woodville ramps and Banksville Interchange Ramps (SR 8075)	Safety	97028
Butler	SR 422 Butler Bypass PM	\$21,000,000	422	Long-Term (2033-2045)	Preventative maintenance along SR 422 from the SR 356 Interchange East to 0.50 miles west of Bonniebrook Road Intersection in Butler, Summit, Connoquenessing, and Franklin Townships	Road Preservation	112434
Butler	PA 528 over Lake Arthur	\$23,000,000	528	Mid-Term (2025-2032)	Reconstruction of the existing structure carrying PA 528 over Lake Arthur in Franklin Township	Bridge Reconstruction	24241
Butler	PA 528 over Big Run	\$3,700,000	528	Mid-Term (2025-2032)	Replacement of existing structure carrying State Route 528 over Big Run in Brady Township	Bridge Reconstruction	83323
Westmoreland	PA 711: SR 1017 to Che Che Rd*	\$6,081,750	711	Mid-Term (2025-2032)	This project is to resurface SR 711 (Market Street Extension, Ligonier Street) from SR 1017 (Wilpen Road) to Che Che Road in Fairfield Township and New Florence Borough, Westmoreland County	Road Preservation	98309
Westmoreland	PA 711: US 30 to Wilpen Rd*	\$6,000,000	711	Mid-Term (2025-2032)	This project is to resurface SR 711 (Market Street, Market Street Extension) from US 30 to Wilpen Road in Ligonier Borough and Fairfield Township, Westmoreland County	Road Preservation	98337
Armstrong	PA 839 over Mahoning Cr.	\$4,719,000	839	Long-Term (2033-2045)	Replacement of the existing structure carrying SR 839 over Mahoning Creek in Wayne Township	Bridge Reconstruction	99129
Washington	PA 844: PA 231 to Wellsburg Rd	\$7,500,000	844	Mid-Term (2025-2032)	This project is for the resurfacing of SR 844 (Jefferson Avenue) from SR 231 to Wellsburg Road in Canton and Hopewell Townships, and West Middletown Borough, Washington County	Road Preservation	98348

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	Boulevard of Allies Ramps*	\$25,000,000	885	Mid-Term (2025-2032)	Bridge preservation on several ramps on SR 885 & SR 8004 over I-376 in the City of Pittsburgh, Allegheny County	Bridge Preservation	100728
Allegheny	Bldv of Allies*	\$14,000,000	885	Long-Term (2033-2045)	Bridge preservation on Ramp E of Blvd of Allies, in the City of Pittsburgh, Allegheny County	Bridge Preservation	106930
Allegheny	Glenwood Bridge	\$10,000,000	885	Long-Term (2033-2045)	Bridge Rehabilitation on Glenwood Bridge in Located in Baldwin, Pittsburgh and West Homestead, Allegheny County	Bridge Reconstruction	TBD
Allegheny	SR 885 (Bates Street) Reconstruction	\$32,000,000	885	Long-Term (2033-2045)	Highway reconstruction on Bates Street from 2nd Avenue to the Boulevard of the Allies in the City of Pittsburgh, Allegheny County	Road Reconstruction	102617
Allegheny	I-79 at PA 910 Interchange	\$6,000,000	910	Mid-Term (2025-2032)	Highway reconstruction, realignment, safety upgrade. Located on I-79, from SR 910 to I-279 split in Marshall Township, Allegheny County	Efficiency & Operations	104328
Allegheny	I-79 at PA 910 Interchange	\$16,200,000	910	Long-Term (2033-2045)	Highway reconstruction, realignment, safety upgrade. Located on I-79, from SR 910 to I-279 split in Marshall Township, Allegheny County	Efficiency & Operations	104328
Lawrence	SR 956 Mercer Rd - New Wilm Twp line - Safety improvements*	\$6,000,000	956	Mid-Term (2025-2032)	Corridor and safety improvements along SR 956 from Mercer Road to the New Wilmington Township line in Wilmington Township, Lawrence County, including roadway reconstruction to accommodate 11 ft lanes and 8 ft shoulders	Safety	20192018
Westmoreland	PA 981 ov Welty Run	\$4,000,000	981	Mid-Term (2025-2032)	Bridge preservation on PA 981 over Welty Run in Mount Pleasant Township, Westmoreland County	Bridge Preservation	98710
Westmoreland	LVTIP: Norvelt to Pleasant Unity	\$47,000,000	981	Mid-Term (2025-2032)	This project is Phase 2 of the Laurel Valley Transportation Improvement Program, the new alignment of SR 981 from Norvelt to the Kennametal plant in Mount Pleasant and Unity Townships, Westmoreland County	Efficiency and Operations	108010

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Westmoreland	LVTIP: Pleasant Unity to Airport	\$25,000,000	981	Mid-Term (2025-2032)	This project is Phase 3 of the Laurel Valley Transportation Improvement Program, the new alignment of SR 981 from Pleasant Unity to the Kennametal plant in Mount Pleasant and Unity Townships, Westmoreland County	Efficiency and Operations	108140
Westmoreland	LVTIP: Pleasant Unity to Airport	\$6,000,000	981	Long-Term (2033-2045)	This project is Phase 3 of the Laurel Valley Transportation Improvement Program, the new alignment of SR 981 from Pleasant Unity to the Kennametal plant in Mount Pleasant and Unity Townships, Westmoreland County	Efficiency and Operations	108140
Westmoreland	Larimer Bridge	\$5,000,000	993	Long-Term (2033-2045)	This project is for the replacement/rehabilitation of the Larimer Bridge carrying PA 993 (Irwin Trafford Road) over Brush Creek in North Huntingdon Township, Westmoreland County	Bridge Preservation	112394
Washington	McMurray Rd US 19 to Morganza Rd*	\$11,487,000	1002	Long-Term (2033-2045)	This project is for efficiency and operations improvements to West McMurray Road from US 19 (Washington Road) to SR 1009 (Morganza Road) in Peters and North Strabane Townships, Washington County	Efficiency and Operations	20192124
Allegheny	Highland Park Bridge	\$38,000,000	1005	Mid-Term (2025-2032)	Bridge preservation on SR 1005 (Highland Park) over Allegheny River, Norfolk Southern Railway and AVR Railroad in Sharpsburg Borough, Allegheny County	Bridge Preservation	109549
Westmoreland	Donohoe & Georges Station Intersection*	\$5,000,000	1026	Mid-Term (2025-2032)	This project is for efficiency and operations improvements to the intersection of State Route 1026 (Donohoe Road) and State Route 1053 (Georges Station Road) in Hempfield Township, Westmoreland County	Efficiency and Operations	20192117
Fayette	SR 1027 ov Jacobs Crk	\$4,000,000	1027	Mid-Term (2025-2032)	Bridge preservation on State Route 1027 over Jacobs Creek in Upper Tyrone and East Huntingdon Townships, Fayette County	Bridge Preservation	98752
Fayette	SR 1028 over Gist Run	\$4,300,000	1028	Mid-Term (2025-2032)	This project is for improvement to the structure carrying SR 1028 over Gist Run in Dunbar Township, Fayette County	Bridge Reconstruction	88266

*Potential multi-modal elements to be determined during further project development.

**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Washington	SR 1032 Southpoint Blvd from I-79 to Morganza Rd (concept 4)*	\$15,000,000	1032	Long-Term (2033-2045)	This project is for efficiency and operations improvements to State Route 1032 (Southpointe Boulevard) from Interstate 79 to State Route 1009 (Morganza Road) in North Strabane Township, Washington County	Efficiency and Operations	20192118
Allegheny	New Kensington Bridge*	\$7,000,000	1038	Mid-Term (2025-2032)	Bridge preservation on SR 1038 over Allegheny River in East Deer Township, Allegheny County	Bridge Preservation	63515
Washington	Weavertown Rd Corridor from US 19 to Morganza Rd (concept 7)	\$18,000,000	1059	Long-Term (2033-2045)	This project is for efficiency and operations improvements to State Route 1059 (Weavertown Road) from US Route 19 (Washington Road) to State Route 1009 (Morganza Road) in North Strabane Township, Washington County	Efficiency and Operations	20192116
Westmoreland	Salina Bridge	\$22,000,000	1060	Mid-Term (2025-2032)	This project is for improvement to the structure (Salina Bridge) carrying State Route 1060 (Bridge Street) over the Kiskiminetas River and Norfolk Southern Railroad in Bell Township, Westmoreland County	Bridge Reconstruction	81747
Washington	Donora-Monessen High Bridge	\$9,189,000	1077	Long-Term (2033-2045)	This project is for the replacement/rehabilitation of the Donora Monessen High Level Bridge carrying SR 1077 (Vance Dei Cas Highway) over SR 837, SR 906, railroad and the Monongahela River in Donora Borough, Washington County	Bridge Reconstruction	112389
Allegheny	Clairton-Glassport Bridge*	\$19,000,000	2038	Long-Term (2033-2045)	Bridge rehabilitation on SR 2038 over Monongahela River in the City of Clairton	Bridge Preservation	20192019
Allegheny	SR 2040 Road Resurfacing*	\$29,000,000	2040	Long-Term (2033-2045)	Patch and overlay on SR 2040, (Lebanon Church Road), in West Mifflin, Pleasant Hills and Baldwin, Allegheny County	Road Preservation	20192020
Allegheny	Streets Run Road	\$20,000,000	2046	Mid-Term (2025-2032)	Mill & overlay on SR 2046 (Streets Run Road) from Prospect Road to Baldwin Road in Baldwin and West Mifflin Boroughs, Allegheny County	Road Preservation	91796
Allegheny	Birmingham Bridge*	\$66,000,000	2085	Long-Term (2033-2045)	Bridge rehabilitation on SR 2085, Birmingham Bridge in the City of Pittsburgh	Bridge Reconstruction	20192021
Allegheny	Electric Ave ov Falls Run*	\$8,000,000	2112	Mid-Term (2025-2032)	Bridge restoration/replacement on SR 2112, Electric Avenue over Falls Run in East Pittsburgh and Turtle Creek Boroughs, Allegheny County	Bridge Reconstruction	78232

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	Electric Ave ov Falls Run*	\$20,000,000	2112	Long-Term (2033-2045)	Bridge restoration/replacement on SR 2112, Electric Avenue over Falls Run in East Pittsburgh and Turtle Creek Boroughs, Allegheny County	Bridge Reconstruction	78232
Allegheny	McKeesport Duquesne Bridge*	\$10,500,000	2114	Mid-Term (2025-2032)	Bridge preservation on SR 2114 (McKeesport-Duquesne Bridge) over the Monongahela River and railroad in the City of Duquesne and McKeesport, Allegheny County	Bridge Preservation	63583
Allegheny	40th Street Bridge Preservation*	\$35,000,000	2124	Long-Term (2033-2045)	Located on the 40th St. Br. over the Allegheny River in the City of Pittsburgh, Allegheny County. Preserve 2,364 foot bridge with full paint, repair cracks and section loss	Bridge Preservation	69071
Greene	SR 3001 ov Crabapple Ck	\$5,000,000	3001	Mid-Term (2025-2032)	Replacement of the structure carrying SR 3001 (Wheeling Creek Road) over Crabapple Creek in Richill Township, Greene County	Bridge Reconstruction	89086
Beaver	SR 3007, Broadhead Road, Frankfort Rd - Allegheny Co Line	\$9,125,000	3007	Mid-Term (2025-2032)	Highway restoration/reconstruction on PA 3007, Broadhead Road from Frankfort Road to Allegheny County line in City of Aliquippa, Hopewell and Center Townships, Beaver County	Road Preservation	105453
Beaver	Ambridge-Alliquippa Bridge	\$30,000,000	3052	Long-Term (2033-2045)	Bridge rehabilitation on SR 3052 over the Ohio River in Ambridge and Aliquippa Boroughs, Beaver County	Bridge Preservation	20192038
Allegheny	McKees Rocks Bridge Phase 3*	\$38,000,000	3104	Mid-Term (2025-2032)	Bridge rehabilitation on State Route 3104 (McKees Rocks Bridge) over Ohio River and Norfolk Southern Railroad in the City of Pittsburgh	Bridge Preservation	100701
Indiana	SR 4005 Mack Park Bridge	\$3,695,000	4005	Mid-Term (2025-2032)	Replacement of existing structure carrying SR 4005 (Wayne Avenue) over Marsh Run in White Township	Bridge Replacement	105300
Allegheny	Sewickley Bridge Preservation Phase 2*	\$38,000,000	4025	Long-Term (2033-2045)	Bridge preservation on SR 4025, Sewickley Bridge, over the Ohio River in Sewickley Boro, Allegheny County	Bridge Preservation	20192022
Fayette	Layton Bridge	\$30,000,000	4038	Mid-Term (2025-2032)	This project is for the improvement of the Layton Bridge (SR 4038, Layton Street) over the Youghiogheny River and Great Allegheny Passage Trail in Perry Township, Fayette County	Bridge Reconstruction	81192

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Westmoreland	W. Leechburg Bridge*	\$5,743,000	4093	Long-Term (2033-2045)	This project is for the replacement/rehabilitation of the West Leechburg Bridge carrying State Route 4093 (Leechburg Hill Road) over the railroad and Kiskiminetas River in West Leechburg Borough, Westmoreland County	Bridge Preservation	112395
Allegheny	Larimer Ave Bridge*	\$10,000,000	7301	Mid-Term (2025-2032)	Bridge restoration/replacement on Larimer Avenue Bridge over Allegheny Valley Railroad in the City of Pittsburgh, Allegheny County; Project sponsor is Allegheny County	Bridge Preservation	106386
Allegheny	Charles Anderson Bridge*	\$26,000,000	7301	Mid-Term (2025-2032)	Bridge replacement/rehabilitation on Charles Anderson Bridge over Schenley Park, Bike Trail and CSX Railroad in the City of Pittsburgh, Allegheny County; Project sponsor is Allegheny County	Bridge Reconstruction	91907
Allegheny	Swinburne Bridge*	\$6,500,000	7301	Mid-Term (2025-2032)	Bridge rehabilitation on Swinburne Bridge, which carries Frazier Street over CSX RR and Saline Street in the City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh	Bridge Reconstruction	27747
Allegheny	Swindell Bridge*	\$44,100,000	7301	Mid-Term (2025-2032)	Bridge restoration/replacement on North Charles Street/Essen Street over I-279 and East Street, City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh	Bridge Reconstruction	114150
Allegheny	10th Street Bridge Preservation*	\$12,000,000	7301	Long-Term (2033-2045)	Bridge Preservation work on the structure that carries 10th Street from the intersection of 2nd Avenue and the Armstrong Tunnel to near Muriel Street on the South Side in City of Pittsburgh, Allegheny County; Project sponsor is Allegheny County	Bridge Preservation	20192027
Allegheny	Homestead Grays Bridge*	\$40,000,000	7301	Long-Term (2033-2045)	Bridge rehabilitation of 3,109 foot bridge over Monongahela River connecting Browns Hill Road in the City of Pittsburgh and Eighth Avenue (SR 837) in Homestead; Project sponsor is City of Pittsburgh	Bridge Reconstruction	20192024

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	Forbes Ave Bridge over Fern Hollow*	\$6,892,000	7301	Long-Term (2033-2045)	Bridge restoration/replacement on Forbes Avenue Bridge over Fern Hollow in the City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh	Bridge Reconstruction	20192023
Allegheny	Talbot Avenue Ramp Bridge Rehabilitation*	\$7,000,000	7456	Mid-Term (2025-2032)	Bridge rehabilitation on Ramp located on Rankin Bridge to Talbot Ave, over Union RR, in Rankin Borough, Allegheny County	Bridge Reconstruction	93915
Allegheny	Rankin Bridge*	\$27,000,000	7456	Long-Term (2033-2045)	Bridge rehabilitation of 2,426 foot bridge connecting Braddock Avenue in Rankin over Monongahela River, CSX, Union and N-S Railroads, and SR 0837 in Whitaker; Project sponsor is Allegheny County	Bridge Reconstruction	20192028
Allegheny	PGH Signal updates phase 4*	\$6,000,000	9900	Mid-Term (2025-2032)	Central Business District signal upgrade/replacement project. Locations are Penn and 12th, Bigelow and Chatham Sq, Centre and Crawford, Bedford and Washington Pl, Bedford and Crawford, Bedford and Street No. 1; Project sponsor is City of Pittsburgh	Efficiency & Operations	TBD
Allegheny	County Road Painters Run Rd*	\$30,000,000	9900	Mid-Term (2025-2032)	Highway restoration and roadway improvements of Painters Run Road from Bower Hill Road in Upper St. Clair Township to Rob Hollow Road in the Municipality of Mt. Lebanon; Project sponsor is Allegheny County	Road Reconstruction	20192029
Allegheny	Beck's Run Road	\$10,000,000	9900	Mid-Term (2025-2032)	Highway restoration and roadway improvements of Beck's Run Road in the City of Pittsburgh. Project sponsor is Allegheny County.	Road Reconstruction	TBD
Allegheny	Campbell's Run Road	\$16,000,000	9900	Mid-Term (2025-2032)	Highway reconstruction on Campbell's Run Road from McMichael Road to Keiner's Lane in Robinson and Collier Townships, Allegheny County. Widen roadway to 24 feet, and upgrade intersection; Project sponsor is Allegheny County	Road Reconstruction	27219
Allegheny	Smithfield St Reconstruct, Ph 1 & Ph 2*	\$12,000,000	9900	Mid-Term (2025-2032)	Highway reconstruction on Smithfield Street from Fort Pitt Boulevard to Sixth Avenue in the City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh	Road Reconstruction	27493

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	Corliss Tunnel*	\$15,000,000	9900	Long-Term (2033-2045)	Tunnel reconstruction and preservation work on the structure that carries Corliss Street from the intersection of West Carson Street westward toward Crafton Heights in the City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh	Bridge Preservation	20192032
Allegheny	PGH Signal updates phase 5*	\$8,000,000	9900	Long-Term (2033-2045)	Signal Software and Hardware upgrade/replacement project within the City of Pittsburgh; affected locations not yet determined; Project sponsor is City of Pittsburgh	Efficiency & Operations	TBD
Allegheny	Neville Road/Babcock Road Reconstruction*	\$17,230,000	9900	Long-Term (2033-2045)	Highway restoration on Neville Road from Grand Avenue to the Fleming Park Bridge in Neville Township, Allegheny County; Project sponsor is Allegheny County	Road Reconstruction	106269
Allegheny	Smallman Street Reconstruction *	\$11,000,000	9900	Long-Term (2033-2045)	Highway reconstruction on Smallman Street from 31st Street to 21st Street in the City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh	Road Reconstruction	20192034
Allegheny, Beaver, Lawrence	Local, County, and State Slide Remediation & Reconstruction	\$75,000,000	9901	Mid-Term (2025-2032)	Funds anticipated for slide remediation and road reconstruction in Allegheny, Beaver, and Lawrence Counties	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Local, County, and State Slide Remediation & Reconstruction	\$100,000,000	9901	Long-Term (2033-2045)	Funds anticipated for slide remediation and road reconstruction in Allegheny, Beaver, and Lawrence Counties	Road Reconstruction	TBD
Allegheny	16th Street Bridge	\$10,000,000	H021	Long-Term (2033-2045)	Bridge Rehabilitation on 16th Street Bridge in Pittsburgh, Allegheny County	Bridge Reconstruction	TBD
Allegheny	Jacks Run Road Bridge No. 1	\$10,000,000	H265	Long-Term (2033-2045)	Bridge Rehabilitation on Jack's Run Road Bridge no. 1 in Ross Township, Allegheny County. Project Sponsor is Allegheny County.	Bridge Reconstruction	TBD
Allegheny	Mansfield Bridge	\$5,000,000	H523	Long-Term (2033-2045)	Bridge preservation on Mansfield Bridge in Dravosburg and McKeesport, Allegheny County	Bridge Preservation	TBD

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Fayette	Bruceton Mills Road Reconstruction	\$5,000,000	T311	Long-Term (2033-2045)	This project is the reconstruction of 2.1 miles of T-311 (Bruceton Road) located in Henry Clay Township, Fayette County	Road Reconstruction	96657
Armstrong, Butler, Indiana	Bridge NON NHS Preservation Line Item (stage 2)	\$7,594,000	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Armstrong, Butler, Indiana	Local/Off System Bridges (stage 2)	\$23,912,000	TBD	Mid-Term (2025-2032)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Bridge NON NHS Reconstruction Line Item (stage 2)	\$10,251,000	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Efficiency & Operations NHS Line Item	\$8,969,000	TBD	Mid-Term (2025-2032)	NHS Efficiency and Operations Reserve	Efficiency and Operations	TBD
Armstrong, Butler, Indiana	Roadway NHS Preservation (stage 2)	\$5,332,000	TBD	Mid-Term (2025-2032)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Armstrong, Butler, Indiana	Roadway NON NHS Preservation (stage 2)	\$8,354,000	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Preservation Reserve	Road Preservation	TBD
Armstrong, Butler, Indiana	Roadway NHS Reconstruction (stage 2)	\$41,706,000	TBD	Mid-Term (2025-2032)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Armstrong, Butler, Indiana	Roadway NON NHS Reconstruction (stage 2)	\$1,835,000	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Reconstruction Reserve	Road Reconstruction	TBD
Armstrong, Butler, Indiana	Safety Line Item	\$24,171,000	TBD	Mid-Term (2025-2032)	Safety Reserve	Safety	TBD
Allegheny, Beaver, Lawrence	Bridge NON NHS Preservation Line Item	\$22,635,000	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$10,436,000	TBD	Mid-Term (2025-2032)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Bridge NHS Reconstruction Line Item	\$11,500,000	TBD	Mid-Term (2025-2032)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Bridge NON NHS Reconstruction Line Item	\$23,951,000	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny, Beaver, Lawrence	Roadway NHS Preservation (Stage 2)	\$12,518,000	TBD	Mid-Term (2025-2032)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Allegheny, Beaver, Lawrence	Roadway NON NHS Preservation (Stage 2)	\$56,219,000	TBD	Mid-Term (2025-2032)	Non-NHS Roadway Preservation Reserve	Road Preservation	TBD
Allegheny, Beaver, Lawrence	Roadway NHS Reconstruction (Stage 2)	\$21,264,000	TBD	Mid-Term (2025-2032)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Roadway NON NHS Reconstruction(Stage 2)	\$23,555,000	TBD	Mid-Term (2025-2032)	Non-NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Bridge NHS Preservation Line Item	\$12,679,000	TBD	Mid-Term (2025-2032)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Bridge NHS Reconstruction Line Item	\$370,000	TBD	Mid-Term (2025-2032)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Bridge NON NHS Preservation Line Item	\$6,098,000	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Bridge NON NHS Reconstruction Line Item	\$0	TBD	Mid-Term (2025-2032)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$41,168,000	TBD	Mid-Term (2025-2032)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Washington and Greene	NHS Betterments (19 in Waynesburg, 18 in Washington, 88 in Charleroi, 88 in Mon City)*	\$15,000,000	TBD	Mid-Term (2025-2032)	This project is for betterment improvements to various downtown city locations in various locations throughout the district; locations and roadway include US Route 19 (High Street and Morris Street) in the City of Waynesburg, Greene County, SR Route 18 (Jefferson Avenue) in the City of Washington, Washington County, SR Route 88 (McKean Avenue, Fallowfield Avenue) in the City of Charleroi, Washington County, and SR 88 (Main Street) in the City of Monongahela, Washington County	Road Preservation	20192119

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

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Fayette, Greene, Washington, Westmoreland	Local, County, and State Slide Remediation & Reconstruction	\$25,000,000	TBD	Mid-Term (2025-2032)	This project is the location of a line item for funds anticipated for slide remediation and road reconstruction in Fayette, Greene, Washington and Westmoreland Counties in the second stage of the Long Range Transportation Plan (Years 2025 to 2032)	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Roadway NHS Preservation Line Item	\$10,815,500	TBD	Mid-Term (2025-2032)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Roadway NHS Reconstruction Line Item	\$30,902,000	TBD	Mid-Term (2025-2032)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Roadway Non NHS Reconstruction	\$29,111,500	TBD	Mid-Term (2025-2032)	Non-NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Region	SPC Smart Tr. Initiative	\$47,000,000	TBD	Mid-Term (2025-2032)	Smart Transportation Reserve	PB-MM-CMAQ	TBD
Region	Region TAP Line Item	\$16,000,000	TBD	Mid-Term (2025-2032)	TAP Program	PB-MM-CMAQ	TBD
Region	Region CMAQ Line Item	\$200,000,000	TBD	Mid-Term (2025-2032)	CMAQ Program Reserve	PB-MM-CMAQ	TBD
Allegheny, Beaver, Lawrence	Bridge NHS Preservation Line Item	\$6,230,000	TBD	Long-Term (2033-2045)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Allegheny, Beaver, Lawrence	Bridge NON-NHS Preservation Line Item	\$5,666,000	TBD	Long-Term (2033-2045)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$116,246,000	TBD	Long-Term (2033-2045)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Bridge NHS Reconstruction Line Item	\$67,914,000	TBD	Long-Term (2033-2045)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Allegheny, Beaver, Lawrence	Bridge NON-NHS Reconstruction Line Item	\$8,340,000	TBD	Long-Term (2033-2045)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny, Beaver, Lawrence	Efficiency & Operations NHS Line Item	\$98,238,000	TBD	Long-Term (2033-2045)	NHS Efficiency & Operations Reserve	Efficiency & Operations	TBD
Allegheny, Beaver, Lawrence	Roadway NHS Preservation (Stage 3)	\$13,234,000	TBD	Long-Term (2033-2045)	NHS Roadway Preservation Reserve	Road Preservation	TBD
Allegheny, Beaver, Lawrence	Roadway NON NHS Preservation (Stage 3)	\$5,824,000	TBD	Long-Term (2033-2045)	Non-NHS Roadway Preservation Reserve	Road Preservation	TBD
Allegheny, Beaver, Lawrence	Roadway NHS Reconstruction (Stage 3)	\$32,069,000	TBD	Long-Term (2033-2045)	NHS Roadway Reconstruction Reserve	Road Reconstruction	TBD
Allegheny, Beaver, Lawrence	Safety Line Item	\$108,427,000	TBD	Long-Term (2033-2045)	Safety Reserve	Safety	TBD
Armstrong, Butler, Indiana	Bridge NON-NHS Preservation Line Item (state 3)	\$31,967,000	TBD	Long-Term (2033-2045)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Armstrong, Butler, Indiana	Local/Off System Bridges (stage 3)	\$38,857,000	TBD	Long-Term (2033-2045)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Bridge NON-NHS Reconstruction Line Item (stage 3)	\$30,874,000	TBD	Long-Term (2033-2045)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Armstrong, Butler, Indiana	Roadway NON NHS Reconstruction (stage 3)	\$13,512,000	TBD	Long-Term (2033-2045)	Non-NHS Road Reconstruction Reserve	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NHS Preservation Line Item	\$34,818,000	TBD	Long-Term (2033-2045)	NHS Bridge Prerservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NHS Reconstruction Line Item	\$15,996,250	TBD	Long-Term (2033-2045)	NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NON- NHS Preservation Line Item	\$36,614,000	TBD	Long-Term (2033-2045)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Capital Maint Bridge NON- NHS Reconstruction Line Item	\$58,356,750	TBD	Long-Term (2033-2045)	Non-NHS Bridge Reconstruction Reserve	Bridge Reconstruction	TBD

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$66,898,000	TBD	Long-Term (2033-2045)	Local/Off System Bridge Reconstruction Reserve	Bridge Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Local, County, and State Slide Remediation & Reconstruction	\$75,000,000	TBD	Long-Term (2033-2045)	This project is the location of a line item for funds anticipated for slide remediation and road reconstruction in Fayette, Greene, Washington and Westmoreland Counties in the third stage of the Long Range Transportation Plan (Years 2031 to 2045)	Road Reconstruction	TBD
Fayette, Greene, Washington, Westmoreland	Roadway NHS Preservation Line Item	\$7,722,000	TBD	Long-Term (2033-2045)	Roadway NHS Preservation Reserve	Road Preservation	TBD
Fayette, Greene, Washington, Westmoreland	Roadway Non NHS Preservation Line Item	\$6,542,000	TBD	Long-Term (2033-2045)	Roadway Non NHS Preservation Reserve	Road Preservation	TBD
Region	SPC Region Smart Tr. Initiative	\$135,000,000	TBD	Long Term (2033-2045)	Smart Transportation Program Reserve	PB-MM-CMAQ	TBD
Region	SPC Region TA Line Item	\$40,000,000	TBD	Long Term (2033-2045)	Transportation Alternatives Set-Aside Program Reserve	PB-MM-CMAQ	TBD
Region	SPC Region CMAQ Line Item	\$500,000,000	TBD	Long Term (2033-2045)	CMAQ Program Reserve	PB-MM-CMAQ	TBD
Washington	I-70 Interstate Detour Improvement plan implementation-	\$8,000,000	Various	Mid-Term (2025-2032)	This project is various pavement and intersection improvements to the ancillary State Routes that are used as detour routes for Interstate 70 in various municipalities in Washington County	Efficiency and Operations	20192121
Washington	I-79 Interstate Detour Improvement plan implementation- -	\$8,000,000	Various	Mid-Term (2025-2032)	This project is various pavement and intersection improvements to the ancillary State Routes that are used as detour routes for Interstate 79 in various municipalities in Washington County	Efficiency and Operations	20192122

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**SPC Long Range Transportation Plan
Fiscally Constrained Highway/Bridge Project List**

County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/ GIS ID
Allegheny	Beaver Ave Access Rd ARC	\$4,500,000	Various	Long-Term (2033-2045)	Possible new roadway alignment on Beaver Avenue in an effort to mitigate traffic around the North Shore, particularly around Heinz Field and Rivers Casino during sporting events in the City of Pittsburgh, Allegheny County; Project sponsor is City of Pittsburgh URA.	Efficiency & Operations	102815
Allegheny	ALCO Roads (Bethel Ch, Lebanon Ch, McKees Rks Strochein Rd, Haymaker Rd.)	\$65,000,000	Various	Long-Term (2033-2045)	Roadway restoration of various roadways (Bethel Ch, Lebanon Ch, McKees Rks Strochein Rd, Haymaker Rd) in Allegheny County	Road Reconstruction	TBD
Greene	I-79 Mt. Morris Interchange Area Improvments	\$7,000,000	Various	Long-Term (2033-2045)	This project is for safety improvements on the local road system surrounding the Mount Morris Interchange in Mount Morris Township, Greene County	Safety	990033

*Potential multi-modal elements to be determined during further project development.

Stage 1 of the Long Range Transportation Plan is the current TIP.

The following is a list of sample of projects.

for a complete Current TIP Project Listing visit:

https://spcregion.org/pub_tip.asp

MPMS	County	Invest Category	Title	Total Programmed Amount (2019 TIP)
63307	Allegheny	BRDG PRESV	Tarentum Bridge Ramp 'B'	\$10,000,000
88719	Allegheny	BRDG RECON	9th Street Bridge Rehab	\$26,875,000
100624	Allegheny	BRDG RECON	Tarentum Bridge ov NS RR	\$13,100,000
28345	Allegheny	BRDG RECON	Jerome Street Bridge	\$16,600,000
76393	Allegheny	BRDG RECON	Dooker's Hollow Br (DK01)	\$12,000,000
27543	Allegheny	BRDG RECON	Kenmawr Bridge over NS RR	\$12,200,000
97028	Allegheny	EF OPS	I-376/Banksville Interchange	\$27,914,849
109691	Allegheny	EF OPS	Smart Spines (ATCMTD)	\$35,886,593
26623	Allegheny	EF OPS	SR 2040/Keenan Dr to Curry Hollow Center	\$22,765,111
28010	Allegheny	EF OPS	PA 50 -Thoms Rn to Mayer St	\$22,500,000
91845	Allegheny	NEW CAP	PA 28/Highland Park Br Interchange	\$31,262,000
100607	Allegheny	NEW CAP	PA 50/Chartiers Street	\$13,075,000
28281	Allegheny	NEW CAP	Southern Beltway Connector	\$15,624,716
27219	Allegheny	ROAD RECON	Campbell's Run Road	\$16,250,000
91696	Allegheny	ROAD RECON	Lincoln Hwy/Westinghouse Br to Westmore	\$16,090,000
105449	Allegheny	ROAD RECON	US 22 / TPK to Westmoreland Co	\$12,051,103
92277	Allegheny	ROAD RECON	PA 28 Russelton - Butler Co	\$7,484,477
105465	Allegheny	SAFE	I-376 Above 2nd Ave Wall Replacement	\$10,570,000
24159	Armstrong	BRDG RECON	Craigsville Bridge	\$1,965,360
103146	Armstrong	BRDG RECON	PA 56 Apollo Group Bridges	\$6,712,500
105891	Armstrong	ROAD RECON	Shelocta West Resurfacing	\$3,083,185
91249	Armstrong	SAFE	Kittanning Elementary Int	\$339,724
69141	Armstrong	SAFE	Goheenville Dip	\$17,834,900
29075	Beaver	BRDG RECON	Dutch Ridge Rd Br/I-376	\$1,550,000
67016	Beaver	EF OPS	Freedom Rd Upgrade - Ph C	\$22,000,000
105454	Beaver	ROAD RECON	Constitution Boulevard	\$12,000,000
29045	Beaver	ROAD RECON	US 30 Upgrade	\$10,198,443
29094	Beaver	ROAD RECON	PA 18 -7th Ave & 7th St. Bridge	\$7,000,000
95875	Butler	BRDG RECON	T-573 Wylie & T-554 Brickyard Hill Bridges	\$3,053,900
24740	Butler	BRDG RECON	PA 68 over Buffalo Creek	\$3,484,934
102618	Butler	BRDG RECON	SR 4012 Group Bridges	\$1,051,096
110464	Butler	EF OPS	PA 8 Main Street Signal Improvements	\$3,500,000
106486	Butler	EF OPS	PA 356 Corridor Improvements	\$8,516,700
92908	Butler	NEW CAP	Mars RR Bridge West Expansion	\$4,138,800
91288	Butler	NEW CAP	Balls Bend	\$21,834,190
112528	Butler	NEW CAP	Freedom Rd (Haines to Commonwealth)	\$652,200
109627	Butler	ROAD PRESV	Cranberry North Resurfacing	\$6,792,800
105900	Butler	ROAD PRESV	Ekastown West 3R	\$9,958,500
105905	Butler	ROAD RECON	Butler Bypass	\$17,600,000
91285	Butler	SAFE	Pittsburgh Street Intersection	\$869,206
110783	Butler	SAFE	10-2 SR 3021 Corridor Improvements	\$6,700,000
91286	Butler	SAFE	Three Degree Rd Intersection	\$16,564,200
74344	Fayette	BRDG RECON	Cast Iron Bridge	\$11,000,000

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74342	Fayette	BRDG RECON	PA 711 Crawford Ave Bridge	\$9,500,000
79306	Fayette	BRDG RECON	PA 21 over PA 166	\$6,082,500
93507	Fayette	BRDG RECON	SR 2040 over Redstone Ck	\$5,000,000
107346	Fayette	PED BIKE	Ohiopyle Multimodal Gateway	\$13,500,000
95794	Fayette	SAFE	PA 906 Slide & Realignment	\$14,200,000
96661	Fayette	SAFE	McClure/Kingview Road Interchange	\$3,500,000
89086	Greene	BRDG RECON	SR 3001 ov Crabapple Ck	\$500,000
105300	Indiana	BRDG RECON	SR 4005 Mack Park Bridge	\$3,254,340
106058	Indiana	BRDG RECON	Philadelphia St Bridges Grp	\$3,931,100
25588	Indiana	BRDG RECON	Dixonville Bridge #1	\$3,929,866
25781	Indiana	BRDG RECON	SR 1004 over US 119 NB/SB	\$5,329,500
25696	Indiana	BRDG RECON	US 422 Cunningham Culverts	\$6,259,400
104459	Indiana	EF OPS	PA 286: US 422 Interchange East	\$14,931,100
92804	Lawrence	BRDG PRESV	US 422, Benjamin Franklin Highway	\$2,440,000
100743	Lawrence	BRDG RECON	East Washington Street Br	\$8,500,000
29301	Lawrence	BRDG RECON	Wampum Ave Bridge Replace	\$5,000,000
100920	Lawrence	ROAD RECON	US 224/Youngstown Poland Rd	\$6,586,000
100934	Lawrence	ROAD RECON	Mitchell Road Restoration	\$2,413,327
98291	Washington	BRDG RECON	SR 2027 over I-70	\$5,700,000
76073	Washington	BRDG RECON	SR 4007 over US 22	\$7,050,000
57201	Washington	SAFE	PA 519 at PA 980 and I-79	\$26,775,000
107957	Westmoreland	EF OPS	LV TIP: Hecla Road to Norvelt	\$37,000,000
94893	Westmoreland	EF OPS	WECO Signal Upgrades-CMAQ	\$5,400,000
89191	Westmoreland	ROAD RECON	US 119 Youngwood Recon	\$34,234,040
32015	Westmoreland	ROAD RECON	I-70 Gap Reconstruction	\$15,000,000
96654	Westmoreland	SAFE	PA 356 Safety Improvement	\$16,750,000
70100	Westmoreland	SAFE	PA 356 Truck Climbing Ln	\$11,195,306
32040	Westmoreland	SAFE	US 30 Corridor Impvmts	\$6,000,000