

# Appendix IV-1: Regional Vision Project Lists for Southwestern Pennsylvania

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*Updated April 2024*

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

# 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 impacts such as air pollution and congestion that are inherent in a vehicle-based transportation system, while additionally contributing to 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-3 and IV-5, respectively). Appendix IV-3 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 planning 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.

Tables IV-1 and IV-2 introduce the financial planning section by identifying constrained revenue amounts for transportation investments expected to be delivered through the SPC 2025-2028 TIP and *SmartMoves*. Revenues and Projects Currently within Fiscal Capacity are 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 investments and the types of improvements they support. Appendix III also discusses the linkages between the investment categories, *SmartMoves* Strategies, and federal performance metrics.

Each program, transit and highway, presents an overview of the program, documents project selection processes, summarizes investment results, and identifies project lists for each investment category.

Summary tables show 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 expected to decline during the plan period because expected revenues are not sufficient to meet the region's needs.

Figure IV-1 compares constrained revenues with the extensive overall asset management needs for preservation, rehabilitation and replacement or reconstruction of the region's highways and bridges.<sup>1</sup> These charts do not include needs or revenues 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 with the help of PENNDOT using asset management system data, and processes consistent with PENNDOT's 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

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<sup>1</sup> Revenue and needs figures for Figure IV-1 were completed in 2023 using projections for the 2023-2050 period, but SPC expects the funding gap to continue into the 2025-2052 period. SPC plans to work with PennDOT to update this analysis for the next full LRP update.

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 (2025-2052), financial estimates are based on Pennsylvania's 2025 Transportation Program Financial Guidance, which was developed by a statewide work group and used to establish funding levels for the 2025-2028 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.

### Highway Program (Updated April 2024)

Revenue estimates for the highway program are provided for plan Stage 1, Stage 2, and Stage 3. Stage 1 includes the four-year TIP cycle (2025-2028). Stage 2 includes the remaining eight-year period of the state's Twelve-Year Program (TYP) (2029-2036). Stage 3 includes the remaining years in the planning period (2037-2052). Revenues are calculated using an assumed revenue growth rate of 1% per year.<sup>2</sup> A 3% annual inflation rate is also applied to estimated project costs.

Estimated revenue for the Highway Program is about \$2 billion for Stage 1 (the TIP period); \$4 billion for Stage 2, and; \$9 billion for Stage 3, with details shown in Table IV-1.

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<sup>2</sup> This rate is applied out until 2049, with no revenue growth thereafter through 2052. Revenue growth and inflation rate assumptions are based on "SPC Long Range Plan Inflation and Revenue Growth Outlook for the Highway Program (April 2023)".

**Table IV-1: Constrained Revenue Summary by Funding Source, Highway Program**

<b>LRP Transportation Investment Plan Constrained Revenue Summary, Highway Program</b>				
<b>Fiscal Category</b>	<b>Short-term 2025-2028</b>	<b>Mid-term 2029-2036</b>	<b>Long-term 2037-2052</b>	<b>Total 2025-2052</b>
<b>Highway Program<sup>3</sup></b>				
Federal NHPP	304,637,000	544,715,808	1,223,726,066	2,073,078,874
Federal STP	168,711,000	355,352,773	798,314,359	1,322,378,132
Federal STP-Urban	163,105,000	342,917,142	770,377,210	1,276,399,352
Federal Bridge - BRIP	228,536,000	478,127,437	1,074,132,600	1,780,796,036
Federal Bridge Off- System	138,768,000	290,320,948	652,217,736	1,081,306,684
Federal HSIP	52,673,000	111,226,096	249,873,917	413,773,013
Federal CMAQ	94,860,000	199,673,061	448,573,596	743,106,656
Federal TAP	15,225,000	32,017,985	71,929,697	119,172,683
Federal CRP	9,951,000	21,005,003	47,188,589	78,144,592
Federal CRP-Urban	19,129,000	40,219,142	90,353,927	149,702,069
State Highway	285,882,000	697,240,721	1,613,004,228	2,596,126,948
State Bridge	219,692,000	454,772,042	1,068,286,232	1,742,750,274
A-409 - District Maintenance <sup>4</sup>	242,106,000	486,235,929	1,086,920,007	1,815,261,936
Local Sponsor Matching Funds <sup>5</sup>	77,617,109	50,650,688	40,382,579	168,650,376
<b>Total - Highway Program</b>	<b>2,020,892,109</b>	<b>4,104,474,776</b>	<b>9,235,280,742</b>	<b>15,360,647,626</b>

<sup>3</sup> Funding for the Interstate Program is managed as a statewide program and is not included in the LRP revenue estimates. Other Statewide Discretionary Programs and toll-supported projects through the Pennsylvania Turnpike Commission are also managed and identified separately.

<sup>4</sup> A-409 Maintenance spending is determined by the state for use 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 or bridge repairs or preservation. This funding is not available for capital investment projects listed in the Long Range Transportation Plan.

<sup>5</sup> Local Sponsor Matching Funds for the TIP period is based on actual project programming. Local Matching Funds for the Mid Term and Long Term periods are rough estimates based on the following factors: (1) the average percent of local match for programmed TIP projects with up to 20% match multiplied by (2) the total cost of planned projects involving locally owned assets for the Mid- and Long- term LRP periods. This is only an estimate and actual match may differ.

## Transit Program (2023-2050)

The transit projects listed in this plan will be funded from state, federal and local sources, including:

- Federal Transit Urbanized Area Formula grants provided to the Pittsburgh urban area. These funds are shared by agreement by the transit agencies that operate service in the urban area.
- Federal Enhanced Mobility of Seniors & Individuals with Disabilities formula funding which is administered by the state for assisting Shared Ride/paratransit services throughout the region.
- Federal formula grants for rural areas, also administered by the state, for providing transit service in rural parts of Pennsylvania.
- State of Good Repair formula grants for capital assistance, maintenance and rehabilitation projects.
- Bus & Bus Facility Grants to rehabilitate and purchase buses and related equipment. This program includes both a formula component for the Pittsburgh Urbanized Area and the opportunity to compete for discretionary grants for specific projects.
- Transit Security Funding for PRT to fulfil its statutory requirement for transit security measures.
- Federal highway funds that are “flexed” annually to support transit projects.
- State sources, such as funding for community transportation, projects of statewide significance, mass transit operating, and asset improvement.
- Local sources, such as Allegheny County’s Regional Asset District and drink tax.

Estimated Transit Program revenue is \$3.3 billion for Stage 1; \$6.6 billion for Stage 2, and; \$15 billion for Stage 3, with details shown in Table IV-2.<sup>6</sup>

This formula and transit flex sources will continue through the three stages of the plan. The plan assumes the availability of formula and discretionary sources sufficient to meet the region’s transit needs through 2034 using the increased funding available through the 2022 Infrastructure Investment and Jobs Act, however funding for major discretionary projects in Stage 3, such as new Bus Rapid Transit or Light Rail lines, will access funding as the projects are approved.

This plan recognizes the discretionary nature of these long-range transit expansions by showing these projects in the “Projects Currently Beyond Fiscal Constraint” list. 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.

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<sup>6</sup> Revenue figures and transit projects in this section are unchanged from the last LRP update (2023-2050).

**Table IV-2: Constrained Revenue Summary by Funding Source, Transit Program**

<b>LRP Transportation Investment Plan Constrained Revenue Summary, Transit Program</b>				
<b>Fiscal Category</b>	<b>Short-term 2023-2026</b>	<b>Mid-term 2027-2034</b>	<b>Long-term 2035-2050</b>	<b>Total 2023-2050</b>
Federal Urban Transit Formula Funds	1,193,176,000	2,084,449,000	4,580,522,000	7,858,145,000
Federal Rural Area Formula Funds	11,858,000	71,383,000	138,485,000	221,725,000
Federal Disc. – Capital Investment Grant (CIG)	225,365,000	587,200,000	166,400,000	978,965,000
Federal Enhanced Mobility for Seniors & Ind. with Disabilities	15,667,000	47,600,000	112,588,000	175,856,000
Federal Op. Assistance for Small Urban Areas	500,000			500,000
Federal Transit Flex	24,689,000	51,652,000	116,039,000	192,380,000
Est. Non-federal Match for Fed. Capital and Operating Funding <sup>7</sup>	368,189,000	710,571,000	1,278,508,000	2,357,268,000
Federal Transit Security Formula Fund (No match required)	2,000,000	4,000,000	10,381,000	16,381,000
State Capital Funding <sup>8</sup>	76,593,000	75,090,000	1,602,000	153,284,000
State Operating Assistance	1,341,521,000	3,008,069,000	8,626,632,000	12,976,222,000
<b>Total - Transit Program</b>	<b>3,259,556,000</b>	<b>6,640,014,000</b>	<b>15,031,157,000</b>	<b>24,930,727,000</b>

<sup>7</sup> Non-federal match includes required state and local funding equal to 20% of each federal transit revenue source in the rows above this line item, except for Federal Op. Assistance for Small Urban Areas, which requires a 50% match.

<sup>8</sup> State law calls for a 15% local match for State Capital Funding and State Operating Assistance revenues. However, in practice the legislature often enacts project level exceptions or variations on this requirement, making it difficult to estimate for out periods.

## Transit Program Project Selection

The Pennsylvania Department of Transportation (PennDOT) is responsible for managing all public transit programs for the Commonwealth. 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. Pittsburgh Regional Transit 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. 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 TIP.<sup>9</sup> 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 (2023-2050)

Transit investments for Stage 1 (FY2023-2026) 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
- Pittsburgh Regional Transit'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.

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<sup>9</sup> 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-3: Transit Capital Investment Summary by Investment Category**

	<b>Stage I 2023-2026</b>	<b>Stage II 2026-2034</b>	<b>Stage III 2035-2050</b>	<b>Total 2023-2050</b>
Bus Facilities & Equipment	\$217,188,175	\$866,857,379	\$1,681,877,945	\$2,765,923,499
Buses/Passenger Vehicles	\$380,699,894	\$1,033,821,012	\$2,305,621,157	\$3,720,142,063
Fixed Guideway Maintenance	\$682,399,109	\$497,718,697	\$1,080,278,369	\$2,260,396,175
Multimodal Facilities	\$4,094,370	\$227,805,536	\$5,508,299	\$237,408,205
New Capacity Fixed Guideway	\$281,706,702	\$518,000,000	\$0	\$799,706,702
Operating & Maintenance	\$1,614,355,193	\$3,481,671,121	\$9,743,844,502	\$14,839,870,815
Planning	\$27,602,700	\$8,150,000	\$211,000,000	\$246,752,700
Stops & Terminals	\$51,510,140	\$5,990,000	\$3,026,314	\$60,526,454
<b>Total</b>	<b>\$3,259,556,283</b>	<b>\$6,640,013,745</b>	<b>\$15,031,156,586</b>	<b>\$24,930,726,613</b>

**Table IV-4: Transit New Capacity: Stages I, II and III**

	<b>Stage I 2023-2026</b>	<b>Stage II 2026-2034</b>	<b>Stage III 2035-2050</b>
Pittsburgh Regional Transit	\$281,706,702	\$518,000,000	\$0

**Table IV-5: Stage II Transit Capital Investment Projects**

<b>Agency</b>	<b>Project</b>	<b>Investment Category</b>	<b>Cost Est.</b>
ACTS	Mobile Lifts	Bus Facilities & Equipment	\$25,050
ACTS	Admin/Garage/Storage Facility	Bus Facilities & Equipment	\$10,000,000
BCTA	Misc. Equipment	Bus Facilities & Equipment	\$72,794
BCTA	Bus Lifts	Bus Facilities & Equipment	\$459,247
BCTA	Fare Collection Equipment	Bus Facilities & Equipment	\$899,021
BTA	Communications Equipment	Bus Facilities & Equipment	\$4,277
BTA	LCD Sign for new terminal	Bus Facilities & Equipment	\$6,220
BTA	Cameras- New Terminal	Bus Facilities & Equipment	\$7,042
BTA	Office Equipment	Bus Facilities & Equipment	\$25,263
BTA	Support Equipment	Bus Facilities & Equipment	\$124,036

Agency	Project	Investment Category	Cost Est.
BTA	Light Maintenance Facility 528PNR	Bus Facilities & Equipment	\$2,000,000
FACT	Shop Equipment	Bus Facilities & Equipment	\$375,000
FACT	Administrative & Passenger Facility	Bus Facilities & Equipment	\$5,953,584
GREENE	Support Equipment	Bus Facilities & Equipment	\$50,000
GREENE	Administrative Facility	Bus Facilities & Equipment	\$150,000
GREENE	Bus Parking Garage	Bus Facilities & Equipment	\$300,000
ICTA	Support Equipment	Bus Facilities & Equipment	\$55,000
MDCO	Shop Equipment	Bus Facilities & Equipment	\$65,000
MDCO	Bus Operations & Maintenance Facility	Bus Facilities & Equipment	\$12,000,000
MMVTA	Remote Meeting Equipment	Bus Facilities & Equipment	\$29,061
MMVTA	Speers Terminal Land Acquisition	Bus Facilities & Equipment	\$50,000
MMVTA	Facility Equipment Replacement	Bus Facilities & Equipment	\$91,000
MMVTA	Bus Wash	Bus Facilities & Equipment	\$322,400
MMVTA	Speers Terminal Construction	Bus Facilities & Equipment	\$350,000
MMVTA	Maintenance Facility Construction	Bus Facilities & Equipment	\$10,000,000
NCATA	Garage Equipment	Bus Facilities & Equipment	\$213,000
NCATA	Bus Garage	Bus Facilities & Equipment	\$5,500,000
PRT	Shop Equipment	Bus Facilities & Equipment	\$44,000,000
PRT	New facilities construction	Bus Facilities & Equipment	\$234,000,000
PRT	Fixed Facility Improvement	Bus Facilities & Equipment	\$538,772,529
SPC	Vanpool Software Update	Bus Facilities & Equipment	\$275,000
WASH	Communication Equipment	Bus Facilities & Equipment	\$12,376
WASH	Office and IT Equipment	Bus Facilities & Equipment	\$39,740
WASH	Bus Equipment	Bus Facilities & Equipment	\$268,879
WCTA	Ecolane Tablets	Bus Facilities & Equipment	\$10,000
WCTA	Surveillance Cameras at Transit Center	Bus Facilities & Equipment	\$35,321
WCTA	Phone System	Bus Facilities & Equipment	\$40,936
WCTA	Fare Collection System	Bus Facilities & Equipment	\$275,603
ACTS	Small Bus Replacement	Buses/Passenger Vehicles	\$3,849,021
BCTA	SR Bus Replacement	Buses/Passenger Vehicles	\$2,755,508

Agency	Project	Investment Category	Cost Est.
BCTA	FR Bus Replacement	Buses/Passenger Vehicles	\$12,398,000
BTA	Bus Replacement (12 buses)	Buses/Passenger Vehicles	\$8,295,498
FACT	Shared Ride Buses	Buses/Passenger Vehicles	\$4,126,208
FACT	Fixed Route Buses	Buses/Passenger Vehicles	\$7,608,961
GREENE	SR Bus Replacement	Buses/Passenger Vehicles	\$1,503,119
ICTA	SR Bus Replacement (12 buses)	Buses/Passenger Vehicles	\$1,638,216
ICTA	FR Bus Replacement (16 buses)	Buses/Passenger Vehicles	\$11,115,420
MDCO	FR Bus Replacement	Buses/Passenger Vehicles	\$1,000,000
MDCO	SR Bus Replacement	Buses/Passenger Vehicles	\$1,850,437
MMVTA	FR Bus Replacement (30 buses)	Buses/Passenger Vehicles	\$20,862,544
NCATA	Bus Replacement (21 buses)	Buses/Passenger Vehicles	\$14,688,814
PRT	Vehicle Overhaul Program- Rail	Buses/Passenger Vehicles	\$20,000,000
PRT	Vehicle Overhaul Program- Bus	Buses/Passenger Vehicles	\$36,000,006
PRT	Light Rail Vehicle Life Extension Overhaul Program	Buses/Passenger Vehicles	\$109,091,000
PRT	Light Rail Vehicle Replacement Program (~\$450M Project - Bond Payments 30yrs)	Buses/Passenger Vehicles	\$208,000,000
PRT	Revenue Vehicle Replacements	Buses/Passenger Vehicles	\$521,975,525
WASH	FR Bus Replacement: 13 buses	Buses/Passenger Vehicles	\$9,102,811
WASH	SR Bus Replacement:78 vans	Buses/Passenger Vehicles	\$10,686,037
WCTA	SR Bus Replacement	Buses/Passenger Vehicles	\$6,580,390
WCTA	FR Bus Replacement	Buses/Passenger Vehicles	\$20,693,498
PRT	Fixed Guideway Improvements – Busways	Fixed Guideway Maintenance	\$17,420,000
PRT	Fixed Guideway Tunnel Improvements	Fixed Guideway Maintenance	\$37,000,000
PRT	Fixed Guideway Bridge	Fixed Guideway Maintenance	\$53,300,106
PRT	Fixed Guideway Improvements - Miscellaneous Guideway	Fixed Guideway Maintenance	\$72,000,000
PRT	Fixed Guideway Improvements - Light Rail Lines	Fixed Guideway Maintenance	\$317,998,591
BCTA	ETC Renovations: Roof, HVAC	Multimodal Facilities	\$560,229
ICTA	Parking Lot Improvement	Multimodal Facilities	\$400,000

Agency	Project	Investment Category	Cost Est.
MMVTA	Multimodal Hub Construction	Multimodal Facilities	\$800,000
PRT	Library Line Updates/Changes Construction	Multimodal Facilities	\$54,000,000
PRT	"Corridor R" Homestead to McKeesport Upgraded Transit Construction	Multimodal Facilities	\$58,000,000
PRT	Downtown Transit Center Construction	Multimodal Facilities	\$114,000,000
WASH	Multimodal Facility Improvements	Multimodal Facilities	\$45,307
ACTA	Federal Operating Asst.	Operating & Maintenance	\$3,220,983
ACTA	Operating Assistance	Operating & Maintenance	\$7,037,079
ACTS	Operating Assistance	Operating & Maintenance	\$3,846,825
BCTA	SR Operating Asst.	Operating & Maintenance	\$5,495,464
BCTA	FR Operating Asst.	Operating & Maintenance	\$49,806,413
BTA	Operating Assistance	Operating & Maintenance	\$18,886,077
FACT	Operating Assistance (SR)	Operating & Maintenance	\$5,284,804
FACT	Operating Assistance (FR)	Operating & Maintenance	\$19,234,123
GREENE	SR Operating Assistance	Operating & Maintenance	\$3,471,301
HCT	Operating Assistance	Operating & Maintenance	\$9,346,959
ICTA	Operating Assistance (SR)	Operating & Maintenance	\$3,736,915
ICTA	Operating Assistance (FR)	Operating & Maintenance	\$33,980,284
MDCO	SR Operating Assistance	Operating & Maintenance	\$2,885,118
MDCO	FR Operating Assistance	Operating & Maintenance	\$12,609,726
MMVTA	Operating Assistance	Operating & Maintenance	\$35,473,218
NCATA	Operating Assistance (rural)	Operating & Maintenance	\$2,997,263
PRT	Transit Security Grant	Operating & Maintenance	\$4,000,000
PRT	FTA Elderly and Handicapped Program	Operating & Maintenance	\$16,486,391
PRT	PAAC Cap. Bond Debt Service	Operating & Maintenance	\$55,786,000
PRT	Preventive Maint. Bus	Operating & Maintenance	\$64,240,000
PRT	Shared Ride (State support)	Operating & Maintenance	\$114,488,827
PRT	Cap. Cost Cntrct - Access	Operating & Maintenance	\$144,126,540
PRT	Preventive Maint. - Rail	Operating & Maintenance	\$181,196,345
PRT	Operating Assistance	Operating & Maintenance	\$2,569,679,814
SPC	Marketing	Operating & Maintenance	\$1,831,821
SPC	Operating Assistance	Operating & Maintenance	\$2,713,926

Agency	Project	Investment Category	Cost Est.
WASH	FR Operating Assistance	Operating & Maintenance	\$17,301,551
WASH	SR Operating Assistance	Operating & Maintenance	\$20,287,420
WCTA	Preventive Maintenance	Operating & Maintenance	\$5,285,188
WCTA	SR Operating Asst.	Operating & Maintenance	\$15,176,639
WCTA	FR Operating Asst.	Operating & Maintenance	\$51,758,109
MMVTA	Speers Terminal E&D	Planning	\$150,000
PRT	"Corridor M" McKnight Rd. Upgraded Transit Planning and Design	Planning	\$1,000,000
PRT	Allentown LRT Best Use Study and Design	Planning	\$1,000,000
PRT	"Corridor F" East Busway to Monroeville Rapid Transit Planning and Design	Planning	\$2,000,000
PRT	Downtown Transit Center Planning and Design	Planning	\$4,000,000
FACT	Shelter Upgrades (six locations)	Stops & Terminals	\$90,000
ICTA	Passenger Information Signage	Stops & Terminals	\$200,000
ICTA	Bus Stop Improvement Program	Stops & Terminals	\$500,000
NCATA	Bus Shelter Upgrades	Stops & Terminals	\$250,000
NCATA	Transfer Center	Stops & Terminals	\$4,900,000
WASH	Bus Shelters	Stops & Terminals	\$50,000

**Table IV-6:** Stage III Transit Capital Investment Projects

Agency	Project	Investment Category	Cost Est.
ACTS	Shop Equipment	Bus Facilities & Equipment	\$61,000
BCTA	Support Equipment	Bus Facilities & Equipment	\$3,630,487
BTA	Tire Chains for Commuter Buses	Bus Facilities & Equipment	\$15,273
BTA	Shop Equipment	Bus Facilities & Equipment	\$475,000
FACT	Shop Equipment	Bus Facilities & Equipment	\$1,100,000
GREENE	Support Equipment	Bus Facilities & Equipment	\$200,000
ICTA	Support Equipment	Bus Facilities & Equipment	\$200,000
MDCO	Shop Equipment	Bus Facilities & Equipment	\$160,000
MMVTA	Bus Garage Equipment	Bus Facilities & Equipment	\$260,000
NCATA	Garage Equipment	Bus Facilities & Equipment	\$550,000
PRT	Shop Equipment	Bus Facilities & Equipment	\$126,240,759

Agency	Project	Investment Category	Cost Est.
PRT	Fixed Facility Improvement	Bus Facilities & Equipment	\$1,547,072,668
SPC	Support Vehicles	Bus Facilities & Equipment	\$150,000
SPC	Vanpool Software Update	Bus Facilities & Equipment	\$789,000
WASH	Ecolane Tablets	Bus Facilities & Equipment	\$14,349
WASH	Office and IT Equipment	Bus Facilities & Equipment	\$21,409
WASH	Support Equipment	Bus Facilities & Equipment	\$413,000
WCTA	Support Equipment	Bus Facilities & Equipment	\$525,000
ACTS	Small Bus Replacement	Buses/Passenger Vehicles	\$10,792,847
BCTA	FR Bus Overhauls	Buses/Passenger Vehicles	\$4,968,304
BCTA	SR Bus Replacement	Buses/Passenger Vehicles	\$7,733,907
BCTA	FR Bus Replacement	Buses/Passenger Vehicles	\$21,286,415
BTA	Bus Replacement (24 buses)	Buses/Passenger Vehicles	\$23,924,373
FACT	Shared Ride Buses (60)	Buses/Passenger Vehicles	\$11,597,526
FACT	Fixed Route Buses (22)	Buses/Passenger Vehicles	\$21,759,735
GREENE	SR Bus Replacement	Buses/Passenger Vehicles	\$4,223,467
ICTA	SR Bus Replacement (24 buses)	Buses/Passenger Vehicles	\$4,670,565
ICTA	FR Bus Replacement (32 buses)	Buses/Passenger Vehicles	\$14,080,682
MDCO	FR Bus Replacement	Buses/Passenger Vehicles	\$4,487,900
MDCO	SR Bus Replacement	Buses/Passenger Vehicles	\$5,231,033
MMVTA	FR Bus Replacement (60 buses)	Buses/Passenger Vehicles	\$63,835,335
NCATA	Bus Replacement (35 buses)	Buses/Passenger Vehicles	\$39,307,473
PRT	Vehicle Overhaul Program-Rail	Buses/Passenger Vehicles	\$51,903,969
PRT	Vehicle Overhaul Program-Bus	Buses/Passenger Vehicles	\$93,427,145
PRT	Light Rail Vehicle Replacement Program (~\$450M Project - Bond Payments 30yrs)	Buses/Passenger Vehicles	\$416,000,000
PRT	Revenue Vehicle Replacements	Buses/Passenger Vehicles	\$1,349,503,203
WASH	FR Bus Replacement: 26 buses	Buses/Passenger Vehicles	\$26,194,454
WASH	SR Bus Replacement: 156 vans	Buses/Passenger Vehicles	\$30,285,338
WCTA	SR Bus Replacement	Buses/Passenger Vehicles	\$18,599,542
WCTA	FR Bus Replacement	Buses/Passenger Vehicles	\$81,807,944
PRT	Mon Incline System Improvements & Structural Repairs	Fixed Guideway Maintenance	\$7,456,815
PRT	Fixed Guideway Tunnel Improvements	Fixed Guideway Maintenance	\$62,284,763

Agency	Project	Investment Category	Cost Est.
PRT	Fixed Guideway Improvements – Busways	Fixed Guideway Maintenance	\$85,537,741
PRT	Fixed Guideway Bridge	Fixed Guideway Maintenance	\$97,975,972
PRT	Fixed Guideway Improvements - Miscellaneous Guideway	Fixed Guideway Maintenance	\$186,854,290
PRT	Fixed Guideway Improvements - Light Rail Lines	Fixed Guideway Maintenance	\$640,168,788
FACT	Refurbish Transfer Center	Multimodal Facilities	\$1,601,649
ICTA	Parking Lot Resurfacing Program	Multimodal Facilities	\$200,000
WCTA	Resurface Carpenter Lane PnR	Multimodal Facilities	\$3,706,650
ACTA	Federal Operating Asst.	Operating & Maintenance	\$8,790,127
ACTA	Operating Assistance	Operating & Maintenance	\$19,204,329
ACTS	Operating Assistance	Operating & Maintenance	\$11,046,066
BCTA	SR Operating Asst.	Operating & Maintenance	\$15,780,095
BCTA	FR Operating Asst.	Operating & Maintenance	\$143,017,946
BTA	Operating Assistance	Operating & Maintenance	\$54,230,926
FACT	Operating Assistance (SR)	Operating & Maintenance	\$15,175,191
FACT	Operating Assistance (FR)	Operating & Maintenance	\$55,230,332
GREENE	SR Operating Assistance	Operating & Maintenance	\$9,473,251
HCT	Operating Assistance	Operating & Maintenance	\$26,839,574
ICTA	Operating Assistance (SR)	Operating & Maintenance	\$10,198,117
ICTA	Operating Assistance (FR)	Operating & Maintenance	\$92,732,878
MDCO	SR Operating Assistance	Operating & Maintenance	\$7,873,546
MDCO	FR Operating Assistance	Operating & Maintenance	\$34,412,196
MMVTA	Operating Assistance	Operating & Maintenance	\$101,860,513
NCATA	Operating Assistance (rural)	Operating & Maintenance	\$8,606,569
PRT	Transit Security Grant	Operating & Maintenance	\$10,380,794
PRT	FTA Elderly and Handicapped Program	Operating & Maintenance	\$47,340,285
PRT	Preventive Maint. Bus	Operating & Maintenance	\$162,588,283



Agency	Project	Investment Category	Cost Est.
PRT	Shared Ride (State support)	Operating & Maintenance	\$328,751,977
PRT	Cap. Cost Cntrct - Access	Operating & Maintenance	\$390,018,226
PRT	Preventive Maint. - Rail	Operating & Maintenance	\$493,095,379
PRT	Operating Assistance	Operating & Maintenance	\$7,378,775,250
SPC	Marketing	Operating & Maintenance	\$4,999,077
SPC	Operating Assistance	Operating & Maintenance	\$7,406,358
WASH	FR Operating Assistance	Operating & Maintenance	\$47,216,282
WASH	SR Operating Assistance	Operating & Maintenance	\$55,364,778
WCTA	Preventive Maintenance	Operating & Maintenance	\$11,234,599
WCTA	SR Operating Asst.	Operating & Maintenance	\$43,579,362
WCTA	FR Operating Asst.	Operating & Maintenance	\$148,622,194
PRT	Freeport Rd. Corridor Plan	Planning	\$1,500,000
PRT	Rt. 51 Corridor Plan	Planning	\$1,500,000
PRT	Airport Corridor Rapid Transit AA	Planning	\$22,000,000
PRT	Allegheny Valley Rapid Transit AA	Planning	\$22,000,000
PRT	Northside LRT AA	Planning	\$22,000,000
PRT	Ohio River LRT AA	Planning	\$22,000,000
PRT	West Busway Extension AA	Planning	\$22,000,000
PRT	"Corridor U" (Second Ave.) Mon Valley to South Hills AA	Planning	\$44,000,000
PRT	North Hills Rapid Transit Study	Planning	\$54,000,000
NCATA	SR422 PnR Lot Upgrades	Stops & Terminals	\$2,750,000
WASH	Shelter Upgrades (six locations)	Stops & Terminals	\$276,314

**Table IV-7: Transit New Capacity Stage II**

<b>Agency</b>	<b>Project</b>	<b>Investment Category</b>	<b>Est. Cost</b>
PRT	Allentown LRT Best Use Construction	New Capacity Fixed Guideway	\$10,000,000
PRT	"Corridor F" East Busway to Monroeville Rapid Transit Construction	New Capacity Fixed Guideway	\$139,000,000
PRT	East Busway Phased Extension Construction	New Capacity Fixed Guideway	\$151,000,000
PRT	"Corridor G" River to River Connection Construction	New Capacity Fixed Guideway	\$218,000,000

### Constrained Investment Plan – Highway and Bridge Program (Updated April 2024)

The Highway Program Investment Summary (Table IV-8) identifies about \$13.25 billion in anticipated revenues and their subsequent investments in plan Stage 2 (2029-2036) and Stage 3 (2037-2052). Investments include highways and bridges (preservation and rehabilitation/replacement/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 62% 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 under the Infrastructure Investment and Jobs Act (IIJA).

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 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 preservation, rehabilitation, and reconstruction work.

## 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. LRTP Project List Development Work Groups were established for each of the three PennDOT Districts. Project list development was advanced through TTC meetings and nine program work group meetings in 2022/2023 and 3 additional meetings in 2024, each 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 carrying over from the previous LRTP
- The Regional Operations Plan and Safety Action Plans
- The region's Congestion Management Process
- Public and stakeholder comments received through the 2023 TIP, 2025 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 submittal project template. Required information included a project need description, project purpose, project cost estimate, LRTP stage, investment category, and performance measure and LRP strategy consistency check.

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. Pavement and bridge condition forecasts are generated by PennDOT's Asset Management Division using its Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS). The projections are based on current condition data housed in PennDOT databases and the improved conditions

### **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

### **Investment Categories**

- Safety
- NHS Bridge Preservation
- Non-NHS Bridge Preservation
- NHS Bridge Rehabilitation/Reconstruction
- Non-NHS Rehabilitation/Reconstruction
- NHS Roadway Preservation
- Non-NHS Roadway Preservation
- NHS Roadway Reconstruction
- Non-NHS Reconstruction
- Efficiency and Operations
- New Capacity
- Sustainability, Bike/Ped, Air Quality Improvement

expected as a result of future projects. These systems utilize a lowest life-cycle cost (LLCC) asset management framework for prioritization of projects balancing both preservation and rehab/replacement requirements. Recommended transportation system investments are produced by the PAMS/BAMS derived from financial information provided in PennDOT's lists of programmed projects from the PennDOT Multi-modal Project Management System (MPMS). Each of the PennDOT Districts consult these systems in the identification and prioritization of candidate asset management projects within the district for the LRTP period.

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

Work Group participants discussed and reviewed overall transportation needs, revenue projection assumptions, available revenues, specific corridor needs, transportation system performance measures, and expected spending based on current conditions. Due to overall needs far outweighing the available revenue estimates, some candidate projects requested for delivery in Stage 2 were delayed to the Stage 3 period because of funding limitations.

The 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 number of these financially-significant projects, while purposefully retaining a series of reserve line items of uncommitted funding that, during future TIP update processes, can be matched to many smaller candidate projects that emerge through the ongoing planning process.

Candidate projects were screened and evaluated based on consistency with SPC LRP strategies, federal and state transportation planning factors, and federal transportation performance measures. The candidate projects were grouped by major investment categories. Criteria were developed to evaluate candidate projects on these strategies, factors, and measures. Evaluation results were a significant input into the overall project selection process conducted by the LRTP Work Groups. In addition to the candidate evaluation, expert input from safety, bridge, and highway engineers involved in the LRTP work group was instrumental to the consensus driven approach used by the work group in finalizing the fiscally constrained project list.

## Highway and Bridge Program Project Lists

The summary of Highway and Bridge Program planned investments (Table IV-8) 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, Bridge Preservation, Bridge Rehabilitation/Reconstruction, Roadway Preservation, Roadway Reconstruction, Efficiency and Operations, Sustainability, Livability and Air Quality each receive sufficient funding attention to advance the region in achieving identified near-term performance targets.

The comprehensive investment summary presents anticipated project-based spending levels for each investment category for the region and each PennDOT District in Table IV-8. 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 across districts 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-8: 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	108,500,000	64,600,000	108,500,000	14,600,000	0	0	0	50,000,000
CMAQ-CRP-TA-Smart	300,400,000	674,800,000						
All Bridges (federal-aid only)	1,452,200,000	3,133,800,000	259,200,000	568,200,000	854,200,000	1,878,100,000	338,800,000	687,600,000
NHS Preservation	309,000,000	570,300,000	26,300,000	83,200,000	207,700,000	353,000,000	75,000,000	134,100,000
non-NHS Preservation	143,300,000	465,000,000	18,800,000	70,600,000	25,100,000	267,300,000	99,400,000	127,100,000
NHS Reconstruction	654,700,000	1,153,100,000	151,100,000	215,600,000	426,000,000	719,400,000	77,600,000	218,100,000
non-NHS Reconstruction	354,200,000	945,500,000	63,000,000	198,800,000	204,400,000	538,400,000	86,800,000	208,300,000
Off-System Bridges	290,300,000	652,200,000	50,900,000	114,400,000	153,000,000	343,800,000	86,400,000	194,000,000
All Pavements	927,400,000	2,514,200,000	101,000,000	476,800,000	511,900,000	1,254,600,000	314,500,000	782,800,000
NHS Preservation	364,600,000	396,400,000	50,900,000	194,900,000	224,900,000	132,200,000	88,800,000	69,300,000
non-NHS Preservation	147,900,000	374,100,000	19,400,000	31,100,000	24,000,000	237,600,000	104,500,000	105,400,000
NHS Reconstruction	207,000,000	1,214,300,000	15,100,000	201,500,000	140,800,000	522,000,000	51,100,000	490,800,000
non-NHS Reconstruction	198,900,000	529,400,000	15,600,000	49,300,000	113,200,000	362,800,000	70,100,000	117,300,000
A-409 Maintenance	486,200,000	1,086,900,000	104,700,000	234,100,000	208,300,000	465,600,000	173,300,000	387,300,000
TOS (Ops and Safety)	489,000,000	1,068,300,000	85,700,000	204,600,000	214,200,000	462,300,000	189,100,000	401,300,000
Efficiency, Operations	323,800,000	718,400,000	65,100,000	158,400,000	160,300,000	335,400,000	98,400,000	224,600,000
Safety	165,200,000	349,800,000	20,600,000	46,200,000	53,900,000	126,900,000	90,700,000	176,700,000
<b>Investment Total</b>	<b>4,054,000,000</b>	<b>9,194,800,000</b>	<b>710,000,000</b>	<b>1,612,700,000</b>	<b>1,941,600,000</b>	<b>4,404,400,000</b>	<b>1,102,100,000</b>	<b>2,503,000,000</b>

LRP Stage 2 includes the period 2029-2036. LRP Stage 3 includes the period 2037-2052.

All Bridges = NHS and STP networks only (not OSB)

Estimated Revenue for the Highway Program (per Table IV-1) is nearly \$15.4 billion: about \$2 billion for the TIP period (LRTP Stage 1); \$4.1 billion for LRTP Stage 2; and \$9.2 billion for Stage 3. Available funding includes nearly \$4.9 billion preservation and reconstruction on NHS highways and bridges in Stages 2 and 3. Approximately \$712 million of the operations and safety funds are on projects on the NHS network.

The CMAQ/CRP/TA/Smart Regional Line Item represents a reserve funding source for livability, sustainability and air quality improvement projects. The investment plan forecasts the revenue sources that typically fund projects such as bicycle and pedestrian infrastructure and programs; projects 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 Carbon Reduction Program, the SPC Transportation Alternatives Set-Aside Program, and the SPC Smart Transportation for Livable Communities (STLC) Program. Each of these competitive programs maintains programmatic requirements and detailed, competitive selection processes associated with the TIP update, therefore no projects are shown on the Projects Currently within Fiscal Capacity list.

The list in Appendix IV-2 Projects Currently Beyond Fiscal Capacity, shows projects submitted through the Work Groups, engagement with county/city stakeholders, and public engagement that are anticipated to be advanced by 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.

Specified Reserve Funds were also established for identified special needs:

- **Local Bridges/Off System Bridges** – Within 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. The new Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program may also contribute needed funds to landslide remediation and adaptation projects. Current 2025 PA Financial Guidance has not yet provided guidance on the details of the PROTECT funding available to regions. The PROTECT Program under the 2025 TIP is a state managed program. Therefore, figures for PROTECT are not included in the LRTP investment plan (Table IV-8) at this time.

## Expectations for Transportation Systems Performance and Future Funding Needs

*In the fall of 2023 SPC completed a comparison of asset management needs and expected revenues for the 2023-2050 period. The original analysis below is based on projected revenues based on 2023 (rather than 2025) Financial Guidance, project lists at that time, and anticipated needs as of 2023. The overall conclusions of this original analysis continue to be the case, because available revenue projections between 2023 and 2024 only slightly increased. Future full LRTPs are expected update this analysis, with PennDOT assistance.*

PennDOT has developed statewide asset management systems to analyze needs and evaluate asset management treatments. PennDOT's Bridge Asset Management System (BAMS or BridgeCare) and Pavement Asset Management System (PAMS) programs



project asset deterioration, evaluate potential treatments, and recommend improvement projects in order to achieve Least Life Cycle Costs (LLCC). The BAMS and PAMS are used by PennDOT to produce analytics that inform the statewide Transportation Asset Management Plan. PennDOT provided expertise and a series of scenario data runs from these systems to SPC for analysis and use in estimating asset management needs and costs through the life of the LRTP planning period. The PennDOT asset management systems estimated that a total of \$22.49B in bridge and roadway work on Federal Aid and PennDOT networks within the SPC region in LRTP stage 2 and 3. Figure IV-1 charts the difference between the projected needs and the revenues that are expected to be available from the LRTP investment plan.<sup>10</sup>

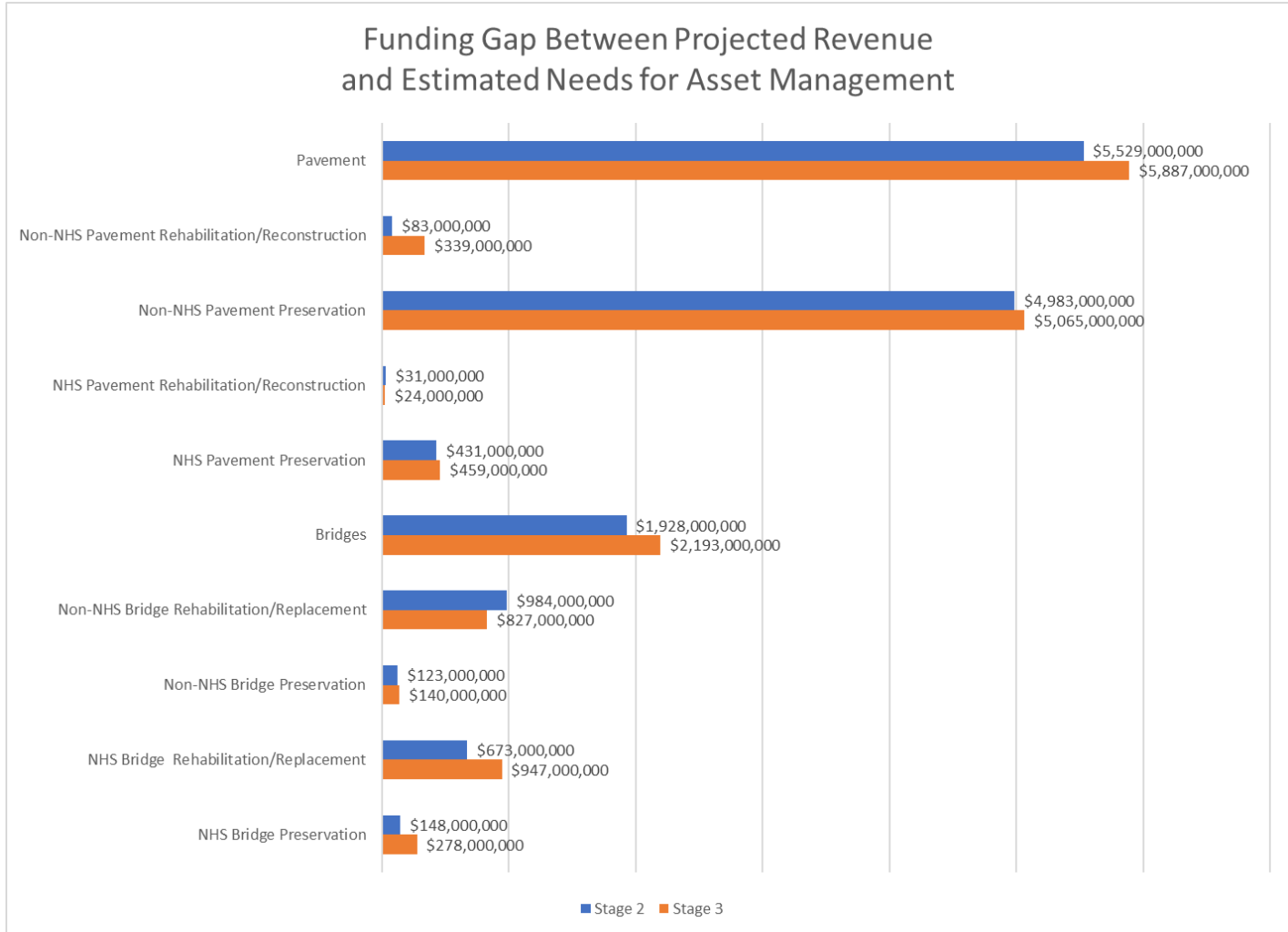
While it is important to understand that the expected highway and bridge spending supported by the region's Revenues and Projects Currently within Fiscal Capacity list will have a significant positive impact on future transportation system performance, overall transportation needs are much greater than available AM funding – more than triple the funding that is currently being collected through current revenue sources.<sup>11</sup> Even if the entirety of the revenues currently planned for new capacity and efficiency, operations, and safety were allocated to AM needs, needs would still outweigh revenues by a margin of 2.6 to 1.

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<sup>10</sup> Chart figures exclude estimated need costs and revenues for assets on local networks, with the exception of local bridges on the NHS. Interstate needs and revenues from the interstate program are also excluded.

<sup>11</sup> After accounting for needs that could be addressed by the current (2023-2026) TIP budget, the remaining treatment cost estimates were used to estimate funding gaps for Stage 2 and 3. The revenue figures used to compute the gaps were based anticipated AM investments from SPC's current investment plan (Table IV-9) with funds for each category rebalanced between preservation and rehabilitation/replacement/construction treatments according to the proportion needed according to BAMS/PAMS. While LRTP projects are not currently fully aligned with LLCC goals, the expectation is that moving forward, projects selected for the TIP and LRTP will increasingly hew toward what BAMS and PAMS are recommending in pursuit of LLCC, and the gap charts are intended to reflect that. While at the end of the day, the total need for the planning period was not that different from what SPC projected in the last LRP update, due to the goal of LLCC the mix of recommended treatments was different, for example, calling for much more pavement preservation. Importantly, the models assume that timely preservation will lead to reduced reconstruction costs over the long run. If preservation treatments are not provided in a timely fashion, actual reconstruction needs would be higher than the chart indicates. As noted in the TAMP, SPC expects there will be an ongoing learning curve for all parties as the data and models of the BAMS and PAMS systems are continuously improved and refined. See: <https://www.penndot.pa.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>, p18.

**Figure IV-1: Estimated Asset Management Funding Gap**



While IJJA increased funding available for asset management, projected revenues for Stage 2 and Stage 3 still only comprise about a third of the funding needed for the preservation, rehabilitation, and replacement/reconstruction of bridge and highway assets on the NHS and non-NHS networks. The largest gaps are for pavement preservation needs on the non-NHS network, and bridge rehabilitation and replacement needs on both the NHS and non-NHS networks. Projections indicate that revenues will cover only 22% of needs for Stage 2, and 40% of Stage 3 need, and that while 49% of estimate bridge needs will be covered during the planning period, only 23% of pavement needs will be funded. By treatment, 47% of rehabilitation/reconstruction/replacement needs are covered, vs. 26% of preservation needs. By network, about 62% of NHS asset AM costs are covered, vs. only 17% of non-NHS costs. Overall, about \$15.5B in additional revenues are needed to close the gaps.

The overall conclusion is that investment decisions for the highway and bridge asset management categories are diversified and reflect an appropriate overall commitment to Asset Management 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.

## Highway Bridge Projects within Fiscal Capacity List

The Projects in the Revenues and Projects Currently within Fiscal Capacity list are then listed in the following table, 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 table shows the projects in *SmartMoves for a Changing Region* that are within current fiscal capacity of this plan. Stage 1 of the LRTP is the current 2025 TIP, for a complete list of projects on the current SPC TIP visit the 2025-2028 TIP information on the SPC website: <https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/>, under “Current TIP Listing”.

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

3/8/24

District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
11	Allegheny	Bridge over Route 51 Near Woodruff St. Demo*	\$1,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge removal over PA 51, Saw Mill Run Boulevard in the City of Pittsburgh, Allegheny County	Bridge Demolition	117472
11	Allegheny	West End Bridge*	\$85,000,000	19	Mid-Term (2029-2036)	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
11	Allegheny	Highland Park Bridge*	\$65,000,000	1005	Mid-Term (2029-2036)	Bridge preservation on SR 1005 (Highland Park) over Allegheny River, Norfolk Southern Railway and AVR Railroad in Sharpsburg Borough, Allegheny County.	Bridge Preservation	109549
11	Allegheny	McKees Rocks Bridge Phase 3*	\$20,000,000	3104	Mid-Term (2029-2036)	Bridge preservation on State Route 3104 (McKees Rocks Bridge) over Ohio River and Norfolk Southern Railroad in the City of Pittsburgh, Allegheny County.	Bridge Preservation	100701
11	Allegheny	Rankin Bridge*	\$27,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Allegheny County) Bridge preservation over Monongahela River, SR 9111, Union RR, P&LE RR and Kenmawr Avenue in Rankin Borough, Allegheny County	Bridge Preservation	56960
11	Allegheny	Mission St. (West)*	\$19,244,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge preservation on Mission Street between Sterling Street and South 18th Street in the City of Pittsburgh, Allegheny County	Bridge Preservation	28279
11	Allegheny	Corliss Tunnel*	\$15,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) 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	Bridge Preservation	27806
11	Allegheny	Jacks Run Br 1 (JA01) Bridge Preservation*	\$10,300,000	Local	Mid-Term (2029-2036)	(Sponsor = Allegheny County) Bridge preservation on California Avenue over Farragut Street and Jacks Run in the City of Pittsburgh, Allegheny County	Bridge Preservation	117776

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

\*\*Projects predominately funded with additional federal funds to the region approved Eastern Pittsburgh Multimodal Corridor US DOT Multimodal Project Discretionary Grant

**SPC 2050 Long Range Transportation Plan  
Fiscally Constrained Highway/Bridge Project List**

District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
11	Allegheny	62nd Street Bridge*	\$45,000,000	8	Mid-Term (2029-2036)	Bridge deck replacement on the 62nd Street Bridge in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	100958
11	Allegheny	SR 65 Fremont Street Bridge Preservation*	\$24,000,000	65	Mid-Term (2029-2036)	Bridge rehabilitation on State Route 65, Ohio River Boulevard over Fremont Street in Bellevue, Allegheny County	Bridge Rehab/ Reconstruction	100935
11	Allegheny	Tarentum Bridge ov NS RR*	\$50,000,000	366	Mid-Term (2029-2036)	Bridge restoration/replacement on PA 366, Tarentum Bridge over Norfolk Southern Rail and Allegheny River, in Tarentum Borough, Allegheny County	Bridge Rehab/ Reconstruction	100624
11	Allegheny	Tarentum Bridge Ramps A, B, C, D*	\$10,100,000	366	Mid-Term (2029-2036)	Bridge preservation on Ramps A, B, C, and D of the Tarentum Bridge over the Conrail Railroad, 4th Avenue and SR 8088 (Ramp D) in Tarentum Borough, Allegheny County.	Bridge Rehab/ Reconstruction	63306
11	Allegheny	Streets Run Road Culvert	\$6,100,000	2046	Mid-Term (2029-2036)	Bridge replacement on SR 2046, Streets Run Road over Streets Run in Baldwin Borough, Allegheny County	Bridge Rehab/ Reconstruction	74320
11	Allegheny	Electric Ave ov Falls Run*	\$32,400,000	2112	Mid-Term (2029-2036)	Bridge restoration/replacement on SR 2112, Electric Avenue over Falls Run in East Pittsburgh and Turtle Creek Boroughs, Allegheny County.	Bridge Rehab/ Reconstruction	78232
11	Allegheny	McKeesport-Duquesne Southern Ramps Deck Replacement*	\$48,000,000	2114	Mid-Term (2029-2036)	Bridge rehabilitation on the southern end of the McKeesport-Duquesne Bridge (SR 2114) in the City of McKeesport, Allegheny County.	Bridge Rehab/ Reconstruction	100955
11	Allegheny	Homestead-Grays Bridge Rehabilitation*	\$90,000,000	7301	Mid-Term (2029-2036)	(Sponsor = Allegheny County) Bridge rehabilitation on Homestead Grays Bridge over parking lot parallel to CSX Railroad in Homestead Borough, Allegheny County	Bridge Rehab/ Reconstruction	103366
11	Allegheny	Swindell Bridge*	\$32,000,000	7301	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Swindell Bridge Rehabilitation located between Essen Street and N. Charles Street over I-279, HOV Ramp G, and East Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	114150

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11	Allegheny	McKeesport Bridge Ramp #2*	\$2,500,000	7304	Mid-Term (2029-2036)	Bridge replacement on the McKeesport Bridge Ramps #2 from West 5th Avenue to Pacific Street (10th Ward) in the City of McKeesport, Allegheny County	Bridge Rehab/ Reconstruction	121076
11	Allegheny	Talbot Avenue Ramp Bridge Rehabilitation*	\$6,531,000	7456	Mid-Term (2029-2036)	(Sponsor = Allegheny County) Bridge rehabilitation on Ramp located on Rankin Bridge to Talbot Ave, over Union RR, in Rankin Borough, Allegheny County	Bridge Rehab/ Reconstruction	93915
11	Allegheny	Blvd of Allies - Ramp H*	\$21,400,000	8002	Mid-Term (2029-2036)	Deck replacement on Ramp H from Crosstown Blvd. (SR 0579) to Blvd. of the Allies, in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	109562
11	Allegheny	California Avenue Bridge*	\$23,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge improvement on California Bridge that connects the Marshall-Shadeland and Brighton Heights neighborhoods within the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	117889
11	Allegheny	Hot Metal Bridge*	\$21,400,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge rehabilitation located on Hot Metal Street between Second Avenue and South Water Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119367
11	Allegheny	Larimer Avenue Bridge*	\$19,875,000	Local	Mid-Term (2029-2036)	Sponsor = Pittsburgh) Bridge restoration/replacement on Larimer Avenue Bridge over Allegheny Valley Railroad in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	106386
11	Allegheny	West Carson Street Bridge*	\$10,000,000	Local	Mid-Term (2029-2036)	(Sponsor = City of Pittsburgh) Bridge rehab/replacement on West Carson Street (SR 7301) over Chartiers Creek at its confluence with the Ohio River. The West Carson Street bridge carries traffic between the Sheridan neighborhood of the City of Pittsburgh and McKees Rocks Borough, Allegheny County	Bridge Rehab/ Reconstruction	114266
11	Allegheny	16th Street Bridge*	\$9,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Allegheny County) Bridge rehabilitation on 16th Street Bridge in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	118872

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11	Allegheny	McArdle Rdwy over Hillside*	\$8,600,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge rehabilitation on P.J. McArdle Roadway northwest of the Wabash Tunnel in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119376
11	Allegheny	Bloomfield Bridge*	\$7,100,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge rehabilitation located between Liberty Avenue and Bigelow Boulevard in City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119365
11	Allegheny	Mission St. (East)*	\$6,100,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge rehabilitation on Mission Street between Sterling Street and South 18th Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119364
11	Allegheny	McArdle Rdwy over Sycamore*	\$5,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Bridge rehabilitation on P.J. McArdle Roadway over East Sycamore Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119375
11	Allegheny	McKeesport Bridge Ramps (10th Ward)*	\$2,500,000	Local	Mid-Term (2029-2036)	(Sponsor = McKeesport) Bridge rehabilitation activities located on the McKeesport Bridge ramps #1 and #2 from West 5th Avenue to Pacific Street (10th Ward) in the City of McKeesport, Allegheny County.	Bridge Rehab/ Reconstruction	119603
11	Allegheny	I-79 at PA 910	\$6,225,000	79	Mid-Term (2029-2036)	This project is on the CMAQ Program for congestion reduction at the I79/PA 910 Interchange by widening and improving traffic flow at on/off ramps to Interstate 79 in Marshall Township, Allegheny County	Efficiency & Operations	104328
11	Allegheny	Fifth Avenue Signal Improvement Project*	\$9,000,000	Local	Mid-Term (2029-2036)	Signal improvements on Fifth Avenue in Oakland in the City of Pittsburgh, Allegheny County	Efficiency & Operations	119398
11	Allegheny	Beaver Avenue Esplanade (Two-Way Conversion)*	\$8,250,000	Local	Mid-Term (2029-2036)	Transportation study located on Beaver Avenue in the Chateau Neighborhood along the Ohio River near Pittsburgh's Manchester section, just north of the West End Bridge in the City of Pittsburgh, Allegheny County	Efficiency & Operations	118708

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11	Allegheny	PGH CBD Signals Phase 5 & 6	\$12,000,000	Various	Mid-Term (2029-2036)	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	119613
11	Allegheny	I-376 Arterial Traffic Management**	\$9,079,000	Various	Mid-Term (2029-2036)	Arterial Traffic Management on South Braddock Ave and US Route 30 will allow PennDOT to control two key signalized arterials from their Traffic Management Center as alternative routes during incidents on I-376. Project will upgrade communications and equipment on these corridors, install transit signal priority, and potentially install transit flex lanes in order to encourage modal shift, reduce travel times, and reduce crashes.	Efficiency & Operations	20251102
11	Allegheny	US Route 22: Washington County Line to Imperial Interchange*	\$30,256,000	22	Mid-Term (2029-2036)	Crack and seal on US 22, from the Washington County Line to the Imperial Interchange in North Fayette and Findlay Townships, Allegheny County	Roadway Preservation	100768
11	Allegheny	US 22 - Imperial Interchange to McKee Rd	\$26,256,000	22	Mid-Term (2029-2036)	Crack and seal on US 22, from Imperial Interchange to McKee Road in North Fayette Township, Allegheny County	Roadway Preservation	100769
11	Allegheny	PA 28/East Ohio St*	\$6,000,000	28	Mid-Term (2029-2036)	Patch and overlay on PA 28, from General Robinson Street to Heinz Wall in the City of Pittsburgh, Allegheny County	Roadway Preservation	100773
11	Allegheny	SR 60, Steubenville Pike*	\$6,500,000	60	Mid-Term (2029-2036)	Pavement resurfacing on SR 60 (Steubenville Pike) from Lorish Road to SR 22 in Robinson Township, Allegheny County	Roadway Preservation	91723
11	Allegheny	PA 65: Fort Duquesne to Kendal*	\$13,000,000	65	Mid-Term (2029-2036)	Milling and resurfacing on SR 65, Ohio River Boulevard in the City of Pittsburgh, Bellevue, Avalon, Ben Avon and Emsworth, Allegheny County	Roadway Preservation	79448

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11	Allegheny	PA 65: Ohio River Blvd - Ped Walkway*	\$10,200,000	65	Mid-Term (2029-2036)	Resurfacing on PA 65, Ohio River Boulevard from the Pedestrian Walk Way to 200 feet past Eckert Street Bridge in City of Pittsburgh	Roadway Preservation	100798
11	Allegheny	PA 65 Emsworth to I-79*	\$10,000,000	65	Mid-Term (2029-2036)	Patch and overlay on PA 65 (Ohio River Blvd) from Emsworth to I-79 in Kilbuck Township and Emsworth and Glenfield Boroughs, Allegheny County	Roadway Preservation	109349
11	Allegheny	PA 65: Ohio River Blvd - River Ave*	\$8,280,000	65	Mid-Term (2029-2036)	Resurfacing on PA 65, Ohio River Boulevard from River Avenue to Edgeworth Lane in Edgeworth and Sewickley Boroughs	Roadway Preservation	100797
11	Allegheny	Bigelow Boulevard*	\$14,000,000	400	Mid-Term (2029-2036)	Mill and overlay on SR 400 (Bigelow Blvd) from Segment 4 to Segment 20 in the City of Pittsburgh, Allegheny County	Roadway Preservation	109383
11	Allegheny	Streets Run Road*	\$14,000,000	2046	Mid-Term (2029-2036)	Drainage investigation on SR 2046 (Streets Run Road) from Prospect Road to Baldwin Road in Baldwin and West Mifflin Boroughs, Allegheny County	Roadway Preservation	91796
11	Allegheny	Babcock Boulevard - Three Degree to Evergreen Road	\$16,200,000	Local	Mid-Term (2029-2036)	Pavement resurfacing located on Babcock Boulevard from Three Degree Road to Evergreen Road in McCandless and Ross Townships, Allegheny County	Roadway Preservation	119931
11	Allegheny	Kittanning St Flood Control*	\$21,000,000	1004	Mid-Term (2029-2036)	Culvert replacement and flood mitigation on SR 1004, Kittanning Pike/Kirkwood Drive in O'Hara Township, Allegheny County	Roadway Reconstruction	116096
11	Allegheny	Painters Run Rd*	\$33,150,000	Local	Mid-Term (2029-2036)	(Sponsor = Allegheny County) 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.	Roadway Reconstruction	118882

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11	Allegheny	Grant Street Reconstruction Phase 1*	\$15,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Reconstruction on Grant Street from the Parkway to Fifth Avenue in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	119399
11	Allegheny	Penn Avenue Reconstruction Phase 3*	\$11,300,000	Local	Mid-Term (2029-2036)	Highway reconstruction on Penn Avenue from Graham Street to Negley Avenue, in the City of Pittsburgh, Allegheny County	Roadway Reconstruction	119433
11	Allegheny	Beck's Run Road*	\$9,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Allegheny County) Highway reconstruction on Beck's Run Road between East Carson Street and Brownsville Road in the City of Pittsburgh, Allegheny County	Roadway Reconstruction	27491
11	Allegheny	Neville Road*	\$8,000,000	Local	Mid-Term (2029-2036)	(Sponsor = Allegheny County) Highway restoration on Neville Road from Grand Avenue to the Fleming Park Bridge in Neville Township, Allegheny County	Roadway Reconstruction	106269
11	Allegheny	PA 50: I-79 to Thoms Run*	\$12,000,000	50	Mid-Term (2029-2036)	Roadway widening for additional lanes and intersection improvement of PA 50/I-79, from Mayer Street to Great Southern Shopping Center and from I-79 to Thoms Run Road in Collier Township, Allegheny County.	Safety	109640
11	Allegheny	I-376/Banksville Interchange	\$66,780,000	376	Mid-Term (2029-2036)	Interchange improvement on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. Includes US 19 (Banksville Road), PA 51 ramps and Banksville Interchange ramps (SR 8075).	Safety	97028
11	Allegheny	SR 885 (Bates Street) Improvement*	\$26,500,000	885	Mid-Term (2029-2036)	Widening from 2 lanes to 4 lanes on S.R. 885 (Bates Street) from Second Ave. to Boulevard of the Allies in the City of Pittsburgh, Allegheny County.	Safety	98125

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11	Allegheny	I-376 Inbound Transit Hard Shoulder and off Ramp**	\$44,679,000	376	Mid-Term (2029-2036)	Project will convert I-376 Parkway East inbound shoulder from Exit 77 (Wilkinsburg) to the Chestnut Street Bridge over the Parkway to a hard shoulder allowing for transit bus usage and connection to Edgewood Ave via a new bus-only off ramp. A new off-ramp to Edgewood Avenue will exit westbound I-376 in the vicinity of the Chestnut Street bridge, near an existing crossover entrance to the East Busway.	Transit	20251101
11	Allegheny	US 30 Westinghouse Bridge*	\$24,304,200	30	Long-Term (2037-2052)	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
11	Allegheny	Marshall Ave Interchange - Bridge Preservation*	\$42,436,000	65	Long-Term (2037-2052)	Bridge preservation located on the SR 8049 (Marshall Interchange area at Chateau Street & California Avenue) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119021
11	Allegheny	Clairton-Glassport Bridge*	\$20,761,800	2038	Long-Term (2037-2052)	Bridge rehabilitation on SR 2038 over Monongahela River in the City of Clairton, Allegheny County	Bridge Preservation	118913
11	Allegheny	SR 2048 Hall Station Bridge*	\$19,475,000	2048	Long-Term (2037-2052)	Bridge preservation on SR 2048 over Thompson Run in Monroeville Borough, Allegheny County	Bridge Preservation	111630
11	Allegheny	Hulton Bridge Preservation*	\$14,852,600	2082	Long-Term (2037-2052)	Bridge preservation located on SR 2082 (Hulton Bridge) over the Allegheny River in Harmar Township and Oakmont Borough, Allegheny County	Bridge Preservation	119168
11	Allegheny	Liberty Bridge Preservation*	\$25,674,000	3069	Long-Term (2037-2052)	Bridge preservation located on SR 3069 (Liberty Bridge) over the Monongahela River in the City of Pittsburgh, Allegheny County	Bridge Preservation	119018

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11	Allegheny	Sewickley Bridge Preservation Phase 2*	\$55,804,000	4025	Long-Term (2037-2052)	Bridge rehabilitation on SR 4025, Sewickley Bridge over the Ohio River in Sewickley Boroughs, Allegheny County	Bridge Preservation	114106
11	Allegheny	S. Millvale Avenue Bridge*	\$23,263,400	Local	Long-Term (2037-2052)	(Sponsor = Pittsburgh) Bridge preservation on South Millvale Avenue between Yew Street and Morewood Avenue over Gross Street and the East Busway in the City of Pittsburgh, Allegheny County	Bridge Preservation	27138
11	Allegheny	Sutersville Bridge*	\$11,225,400	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation on 1st Street (Sutersville Bridge) over Youghiogheny River in Elizabeth Township, Allegheny County. (Sponsor = Allegheny County)	Bridge Preservation	93913
11	Allegheny	Coraopolis Bridge*	\$11,225,400	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation located at the intersection of Grand Ave and Fourth Avenue (Route 51 North) in Coraopolis Borough, Allegheny County	Bridge Preservation	119348
11	Allegheny	10th Street Bridge Preservation*	\$8,555,000	Local	Long-Term (2037-2052)	Sponsor = Allegheny County) 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	118910
11	Allegheny	Mansfield Bridge*	\$7,790,200	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation on Mansfield Bridge over the Monongahela River in Dravosburg Borough, Allegheny County	Bridge Preservation	117775
11	Allegheny	6th Street Bridge Preservation*	\$5,622,800	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation located on 6th Street Bridge (Roberto Clemente Bridge) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119363
11	Allegheny	7th Street Bridge Preservation*	\$5,622,800	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation located on 7th Street Bridge (Andy Warhol Bridge) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119366

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11	Allegheny	9th Street Bridge Preservation*	\$5,622,800	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation located on 9th Street Bridge (Rachel Carson Bridge) in the City of Pittsburgh, Allegheny County	Bridge Preservation	119368
11	Allegheny	Shades Run Brdg No. 3*	\$5,304,500	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation located on Lincoln Rd in Penn Hills over Shades Run between Lincoln Ave Ext, Doak St and Fahey St and Riverview Memorial Park, Penn Hill Borough, Allegheny County	Bridge Preservation	119349
11	Allegheny	Levi Bird Duff Bridge Preservation*	\$3,182,700	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge preservation located on Center Ave over the Parkway North/I-279 in the City of Pittsburgh, Allegheny County	Bridge Preservation	119357
11	Allegheny	SR 28 Deck Replacements*	\$131,595,000	28	Long-Term (2037-2052)	Bridge deck replacements (8 Structures) on SR 28 in Harmar Township, Allegheny County	Bridge Rehab/ Reconstruction	100959
11	Allegheny	SR 51 Cloverleaf Bridge Replacement*	\$9,831,400	51	Long-Term (2037-2052)	Bridge rehabilitation on PA 51, Clairton Boulevard over Lebanon Church Road in Pleasant Hills Borough, Allegheny County.	Bridge Rehab/ Reconstruction	119351
11	Allegheny	SR 65, Spruce Run Rd Bridge*	\$72,605,000	65	Long-Term (2037-2052)	Bridge replacement on SR 65 (Spruce Run Road) over Spruce Run in Ben Avon Borough, Allegheny County	Bridge Rehab/ Reconstruction	56883
11	Allegheny	SR 65, Eckert Street Bridge*	\$55,965,700	65	Long-Term (2037-2052)	Bridge replacement on SR 65 (Ohio River Boulevard) over Eckert Street in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	115421
11	Allegheny	SR 65 over Abandoned Roadway at McKees Rocks Bridge*	\$31,296,500	65	Long-Term (2037-2052)	Bridge replacement on PA 65, Ohio River Boulevard over an abandoned roadway North of the McKees Rocks Bridge in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119352

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11	Allegheny	Dilworth Run Bridge Replacement (SR 65)*	\$18,565,800	65	Long-Term (2037-2052)	Bridge Replacement on PA 65, Ohio River Boulevard over Dilworth Run in the Borough of Bellevue, Allegheny County	Bridge Rehab/ Reconstruction	119353
11	Allegheny	Dilworth Run Bridge No. 3*	\$11,018,000	65	Long-Term (2037-2052)	Bridge rehabilitation located on Ohio River Blvd over Dilworth Run between Home Ave and Riverview Ave in Bellevue Borough, Allegheny County	Bridge Rehab/ Reconstruction	119355
11	Allegheny	Kennywood Bridge Deck Replacement*	\$30,251,600	837	Long-Term (2037-2052)	Bridge deck replacement located on SR 837 (Duquesne Boulevard) at Kennywood Park Bridge over abandoned Union Railroad yard in West Mifflin Borough and City of Duquesne, Allegheny County	Bridge Rehab/ Reconstruction	119167
11	Allegheny	Glenwood Bridge*	\$15,913,500	885	Long-Term (2037-2052)	Bridge rehabilitation on Glenwood Bridge located in Baldwin, Pittsburgh and West Homestead, Allegheny County	Bridge Rehab/ Reconstruction	118863
11	Allegheny	Highland Park Bridge/Ramps Reconstruction*	\$98,345,400	1005	Long-Term (2037-2052)	Bridge and ramp restoration on SR 1005 (Highland Park Bridge) over the Allegheny River, includes Ramps F and G (SR 8082) in the City of Pittsburgh, O'Hara Township, Sharpsburg Borough, and Indiana Township, Allegheny County	Bridge Rehab/ Reconstruction	118946
11	Allegheny	Business 22 over Rodi Rd Replacement*	\$36,301,900	2048	Long-Term (2037-2052)	Bridge replacement on SR 2048, William Penn Highway over Rodi Road and Chalfont Run in Wilkins Township, Allegheny County	Bridge Rehab/ Reconstruction	119335
11	Allegheny	Birmingham Bridge*	\$72,120,000	2085	Long-Term (2037-2052)	Bridge rehabilitation on SR 2085, Birmingham Bridge in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	118912
11	Allegheny	Forbes Avenue over South Neville Street*	\$7,956,800	2108	Long-Term (2037-2052)	Bridge rehabilitation on Forbes Avenue over South Neville Street and Hamerschlag Drive in the City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119406

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11	Allegheny	40th Street Bridge*	\$51,400,000	2124	Long-Term (2037-2052)	40th Street Bridge 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 Rehab/ Reconstruction	69071
11	Allegheny	Smithfield Street Bridge Deck Replacement*	\$31,827,000	3027	Long-Term (2037-2052)	Bridge deck replacement located on SR 3027 (Smithfield Street Bridge) which carries Smithfield Street over the Monongahela River in City of Pittsburgh, Allegheny County	Bridge Rehab/ Reconstruction	119169
11	Allegheny	Liberty Bridge Ramps Deck Replacements*	\$101,343,500	8067	Long-Term (2037-2052)	Bridge improvement on the northern end of the Liberty Bridge (SR 3069) in the City of Pittsburgh, Allegheny County. Includes BRKEYs 45326, 45327, 2731, 2732, 2733, 2739.	Bridge Rehab/ Reconstruction	119334
11	Allegheny	Windgap Bridge*	\$26,613,200	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge rehabilitation located over Edmore and Creek Road near Chartiers Creek #2 in McKees Rocks Borough, Allegheny County.	Bridge Rehab/ Reconstruction	119354
11	Allegheny	Murray Ave over Beechwood Boulevard*	\$16,974,400	Local	Long-Term (2037-2052)	(Sponsor = Pittsburgh) Bridge rehabilitation on Murray Avenue between Burchfield Avenue and Flemington Street over Beechwood Boulevard in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119404
11	Allegheny	Hartman's Run Bridge No. 4*	\$16,641,300	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge rehabilitation located on Congress Street over Hartman's Run, McKeesport Borough, Allegheny County.	Bridge Rehab/ Reconstruction	119356
11	Allegheny	Fleming Park Bridge*	\$15,914,000	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge rehabilitation (OB04) Fleming Park Bridge over Ohio River Back Channel and Railroad located in Neville Township. Carries Neville Road over a backchannel of the Ohio River. It is located near the intersection of Neville Road and SR 51.	Bridge Rehab/ Reconstruction	93418
11	Allegheny	Meadow St over Negley Run Boulevard*	\$13,792,000	Local	Long-Term (2037-2052)	(Sponsor = Pittsburgh) Bridge rehabilitation on Meadow Street between Lenora Street and St. Marie Street over Negley Run Boulevard in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119403
11	Allegheny	16th Street Bridge*	\$11,669,900	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Bridge rehabilitation on 16th Street Bridge in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	118872

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11	Allegheny	Lincoln Ave over Washington Boulevard*	\$10,095,500	Local	Long-Term (2037-2052)	(Sponsor = Pittsburgh) Bridge rehabilitation on Lincoln Avenue over Washington Boulevard in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	119402
11	Allegheny	Chartiers Ave Bridge over West Busway*	\$5,304,000	Local	Long-Term (2037-2052)	(Sponsor = Pittsburgh) Bridge rehabilitation on Chartiers Avenue between Straka Street and Hillsboro Street over the West Busway in the City of Pittsburgh, Allegheny County.	Bridge Rehab/ Reconstruction	83132
11	Allegheny	PGH CBD Signals Phase 7	\$6,500,000	Various	Long-Term (2037-2052)	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	119394
11	Allegheny	PA 51 - Curry Hollow - SR 88*	\$24,238,000	51	Long-Term (2037-2052)	Roadway resurfacing located on PA-51 from SR 2040 (Lebanon Church Road) to SR 88 (Library Road) in Baldwin, Pleasant Hills, Whitehall and Brentwood Boroughs, and the City of Pittsburgh, Allegheny County.	Roadway Preservation	100793
11	Allegheny	Greensburg Pike*	\$15,914,000	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Roadway improvements, add sidewalks and bike lanes on Greensburg Pike, Allegheny County.	Roadway Preservation	119370
11	Allegheny	SR 8, William Flinn Hwy, Saxonburg to Butler Plank*	\$19,456,900	8	Long-Term (2037-2052)	Reconstruction of SR 8 from Saxonburg Blvd to Butler Plank Road in Shaler Township, Allegheny County.	Roadway Reconstruction	119340
11	Allegheny	SR 19, Wexford Flats*	\$18,553,000	19	Long-Term (2037-2052)	Highway reconstruction on Perry Highway, SR 19, from McKnight Rd to Brown Rd. in McCandless and Pine Townships, Allegheny County.	Roadway Reconstruction	119337
11	Allegheny	SR 28, Yutes Run to Bull Creek*	\$15,913,500	28	Long-Term (2037-2052)	Highway Reconstruction located on State Route 28 (Allegheny Valley Expressway) from Yutes Run to Bull Creek in Fawn, Frazer, East Deer, Springdale Townships and Tarentum Borough.	Roadway Reconstruction	100777

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11	Allegheny	PA 28: Millvale-Etna Interchange*	\$10,609,000	28	Long-Term (2037-2052)	Mill and overlay located on SR 28 from Millvale to Etna Interchange in Allegheny County.	Roadway Reconstruction	92271
11	Allegheny	US 30 Lincoln Highway, SR 148 to WECO Line*	\$22,295,000	30	Long-Term (2037-2052)	Reconstruction of US 30 from intersection with SR 148 to Westmoreland County line in North Versailles and East McKeesport, Allegheny County.	Roadway Reconstruction	81691
11	Allegheny	SR 65, Ohio River Blvd, MR Bridge to Terrace Dr.*	\$33,643,300	65	Long-Term (2037-2052)	Reconstruction of SR 65 from McKees Rocks Bridge to Terrace Dr. in Emsworth, Allegheny County.	Roadway Reconstruction	94646
11	Allegheny	PA 65: Fort Duquesne Br to Cal Ave	\$18,150,900	65	Long-Term (2037-2052)	Concrete pavement restoration of SR 65 from the Fort Duquesne Bridge to California Avenue in the City of Pittsburgh Allegheny County.	Roadway Reconstruction	92279
11	Allegheny	SR 400, Bigelow Blvd, Chatham St to Bloomfield Bridge*	\$18,240,000	400	Long-Term (2037-2052)	Reconstruction of SR 400, Bigelow Blvd from Chatham St to Bloomfield Bridge. Ramps in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	119350
11	Allegheny	Lebanon Church Road, Brownsville Rd to Buttermilk Hollow*	\$27,159,000	2040	Long-Term (2037-2052)	Reconstruction of SR2040, Lebanon Church Rd from Brownsville Rd. to Buttermilk Hollow, in South Park Township, Baldwin, Jefferson, Pleasant Hills, and West Mifflin Boroughs Allegheny County.	Roadway Reconstruction	119345
11	Allegheny	SR 2046, Streets Run Reconstruction and Flood Mitigation*	\$16,904,000	2046	Long-Term (2037-2052)	Roadway Reconstruction and Flood Mitigation on SR 2046, Streets Run Road from Prospect Road to Mifflin Road in the City of Pittsburgh, Baldwin and West Mifflin Boroughs, Allegheny County.	Roadway Reconstruction	119336
11	Allegheny	McKnight Road, Venture to Perrymont*	\$66,272,300	4003	Long-Term (2037-2052)	Reconstruction on SR 4003, McKnight Road, from Venture St. to Perrymont in the City of Pittsburgh, Ross and McCandless Townships, Allegheny County.	Roadway Reconstruction	119333

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11	Allegheny	Wall Ave, Station to Mosside*	\$10,609,000	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Roadway and sidewalk improvements on Wall Ave from Station St to Mosside Blvd, Allegheny County.	Roadway Reconstruction	119372
11	Allegheny	5th Avenue, US 30 to Station St*	\$10,609,000	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Roadway reconstruction located on 5th Avenue from Lincoln Highway (US 30) to Station Street, Allegheny County	Roadway Reconstruction	119374
11	Allegheny	Monroeville Blvd*	\$9,935,800	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Roadway reconstruction located on Monroeville Boulevard in Monroeville Borough, Allegheny County.	Roadway Reconstruction	119360
11	Allegheny	Warrington Av Reconstruction*	\$7,427,000	Local	Long-Term (2037-2052)	(Sponsor = Pittsburgh) Highway reconstruction on Warrington Avenue in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	119407
11	Allegheny	Steuben Street, Crafton/Ingram*	\$7,426,000	Local	Long-Term (2037-2052)	(Sponsor = Allegheny County) Roadway reconstruction located from Union Avenue to Middletown Road in Ingram Borough, City of Pittsburgh and Crafton Borough, Allegheny County.	Roadway Reconstruction	119369
11	Allegheny	West End Bridge Ramps	\$7,000,000	8055	Mid-Term (2029-2036)	Bridge preservation located on Ramp B, Ramp D, and Ramp F over Beaver Avenue, SR 65 and West End Bridge in City of Pittsburgh, Allegheny County	Bridge Preservation	113632
11	Allegheny	Herron Ave Bridge Preservation*	\$6,000,000	Local	Mid-Term (2029-2036)	Bridge preservation on Herron Avenue over NSRC and CSX RR in the City of Pittsburgh, Allegheny County	Bridge Preservation	117366
11	Allegheny	22/30 over Parkway West*	\$6,498,000	22	Mid-Term (2029-2036)	Reconfiguration of the SR 22/30 Steubenville Pike over I-376 Interchange to a Diverging Diamond, located in Robinson Township, Allegheny County. This project will include a bridge replacement on SR 22/30 over I-376	Bridge Rehab/ Reconstruction	27445
11	Allegheny	SR 30/SR 48 Intersection Improvement w/D12*	\$19,500,000	30	Mid-Term (2029-2036)	Intersection improvements and flood mitigation on SR 30 and SR 48 in North Versailles Township, Allegheny County	Efficiency & Operations	116655

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11	Allegheny	PA 51, Hayden Boulevard*	\$14,420,000	51	Mid-Term (2029-2036)	Mill and overlay on PA 51, Hayden Boulevard, from Aery Road to Hutchinson Road in Forward and Elizabeth Townships, Allegheny County	Roadway Preservation	105450
11	Allegheny	Banksville Road Reconstruction*	\$18,335,000	19	Mid-Term (2029-2036)	Reconstruction of SR 19 from McFarland Rd to I-376 in the City of Pittsburgh, Allegheny County	Roadway Reconstruction	119343
11	Allegheny	US 22 - McKee Road to Parkway*	\$9,750,000	22	Mid-Term (2029-2036)	Reconstruction on US 22 from McKee Road to the Parkway in Robinson Township, Allegheny County	Roadway Reconstruction	100770
11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	\$30,000,000	51	Mid-Term (2029-2036)	Reconstruction of Saw Mill Run Boulevard from PA 88 (Library Road) to I-376 in the City of Pittsburgh, Allegheny County	Roadway Reconstruction	100789
11	Allegheny	Smithfield St Phase 2 - Fort Pitt Blvd to Forbes*	\$13,250,000	Local	Mid-Term (2029-2036)	(Sponsor = Pittsburgh) Reconstruction on Smithfield Street from Fort Pitt Boulevard to Forbes Avenue in the City of Pittsburgh, Allegheny County	Roadway Reconstruction	102645
11	Allegheny	Grand Avenue - Roadway Reconstruction*	\$8,250,000	Local	Mid-Term (2029-2036)	Roadway reconstruction located on Grand Avenue in Neville Township, Allegheny County	Roadway Reconstruction	119359
11	Allegheny	SR 28: Resurfacing and Bridge Preservation*	\$29,504,000	28	Long-Term (2037-2052)	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, Allegheny County.	Roadway Preservation	118921
11	Allegheny	PA 51 - Cloverleaf to Liberty Tunnels*	\$21,218,000	51	Long-Term (2037-2052)	Pavement preservation on SR 51, Saw Mill Run Boulevard, from the Cloverleaf to the Liberty Tunnels in the City of Pittsburgh, Allegheny County	Roadway Preservation	119224
11	Allegheny	PA 51 - Whited Street to Bausman Street*	\$21,218,000	51	Long-Term (2037-2052)	Roadway work on SR 51, Saw Mill Run Boulevard, from Whited Street to Bausman Street, in the City of Pittsburgh, Allegheny County	Roadway Preservation	119225

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11	Allegheny	Washington Blvd Reconstruction*	\$21,854,500	8	Long-Term (2037-2052)	Reconstruction of Washington Boulevard to improve flooding conditions in City of Pittsburgh, Allegheny County. Contingent upon study recommendations	Roadway Reconstruction	118819
11	Allegheny	SR 28, Allegheny Valley Expressway, HP Bridge to RIDC*	\$33,967,900	28	Long-Term (2037-2052)	Reconstruction of SR 28 from Highland Park Interchange to RIDC Park in the city of Pittsburgh, Allegheny County.	Roadway Reconstruction	119344
11	Allegheny	SR 28, Allegheny Valley Expressway, SR 8 to HP Bridge*	\$13,052,300	28	Long-Term (2037-2052)	Reconstruction located on SR 28 from SR 8 to the Highland Park Interchange, in Sharpsburg and Aspinwall, Allegheny County.	Roadway Reconstruction	119338
11	Allegheny	SR 51 - Clairton Blvd, Coal Valley to Lebanon Ch Rd*	\$22,699,000	51	Long-Term (2037-2052)	Reconstruction and Flood Mitigation for SR 51, Clairton Blvd from Coal Valley Road to Lebanon Church Cloverleaf in Pleasant Hills and Jefferson Boroughs, Allegheny County	Roadway Reconstruction	88454
11	Allegheny	SR 88 - Conner Road to Park Ent.*	\$14,003,900	88	Long-Term (2037-2052)	Highway reconstruction on Sr 88 (Library Road) from Connor Road to entrance of South Park at South Park Road in the borough of Bethel Park, Allegheny County.	Roadway Reconstruction	119163
11	Allegheny	Babcock Blvd, McKnight to Three Degree*	\$6,050,300	4011	Long-Term (2037-2052)	Pavement reconstruction located on SR 4009 (Babcock Boulevard) from McKnight Road to 3 Degree (Duncan Avenue Intersection) in McCandless Township, Allegheny County.	Roadway Reconstruction	91805
11	Allegheny	Smallman Street Reconstruction*	\$12,020,000	Local	Long-Term (2037-2052)	Sponsor = Pittsburgh) Highway reconstruction on Smallman Street from 31st Street to 21st Street in the City of Pittsburgh, Allegheny County.	Roadway Reconstruction	118879
11	Allegheny	ALCO Roads (Bethel Ch., Lebanon Ch., McKees Rks, Strochein Rd, Haymaker Rd.	\$71,027,200	Various	Long-Term (2037-2052)	(Sponsor = Allegheny County) Roadway restoration of various roadways (Bethel Ch, Lebanon Ch, McKees Rks, Strochein Rd, Haymaker Rd) in Allegheny County	Roadway Reconstruction	118877

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
11	Allegheny, Beaver, Lawrence	Bridge Non-NHS Preservation Line Item	\$119,631,000	Various	Mid-Term (2029-2036)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
11	Allegheny, Beaver, Lawrence	Bridge Non-NHS Preservation Line Item	\$4,000,000	Various	Mid-Term (2029-2036)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
11	Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$15,750,000	Various	Mid-Term (2029-2036)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
11	Allegheny, Beaver, Lawrence	Roadway Non-NHS Reconstruction Line Item	\$40,702,000	Various	Mid-Term (2029-2036)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
11	Allegheny, Beaver, Lawrence	Local, County, and State Slide Remediation & Reconstruction	\$30,000,000	Various	Mid-Term (2029-2036)	Funds anticipated for slide remediation and road reconstruction in Allegheny, Beaver, Lawrence Counties	Roadway Reconstruction	TBD
11	Allegheny, Beaver, Lawrence	Safety Line Item	\$37,145,000	Various	Mid-Term (2029-2036)	Safety Reserve	Safety	TBD
11	Allegheny, Beaver, Lawrence	District 11 Roundabout(s) TBD	\$10,000,000	Various	Mid-Term (2029-2036)	This project is for potential roundabout(s) locations within District 11.	Safety	TBD

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11	Allegheny, Beaver, Lawrence	Bridge Non-NHS Preservation Line Item	\$206,880,600	Various	Long-Term (2037-2052)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
11	Allegheny, Beaver, Lawrence	Bridge Non-NHS Reconstruction Line Item	\$468,211,300	Various	Long-Term (2037-2052)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
11	Allegheny, Beaver, Lawrence	Local/Off System Bridges	\$211,097,000	Various	Long-Term (2037-2052)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
11	Allegheny, Beaver, Lawrence	Efficiency & Operations NHS Line Item	\$313,900,000	Various	Long-Term (2037-2052)	NHS Efficiency & Operations Reserve	Efficiency & Operations	TBD
11	Allegheny, Beaver, Lawrence	Roadway Non-NHS Preservation Line Item	\$221,669,000	Various	Long-Term (2037-2052)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD
11	Allegheny, Beaver, Lawrence	Roadway NHS Preservation Line Item	\$28,596,000	Various	Long-Term (2037-2052)	NHS Roadway Preservation Reserve	Roadway Preservation	TBD
11	Allegheny, Beaver, Lawrence	Roadway Non-NHS Reconstruction Line Item	\$109,690,000	Various	Long-Term (2037-2052)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD

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11	Allegheny, Beaver, Lawrence	Local, County, and State Slide Remediation & Reconstruction	\$106,090,000	Various	Long-Term (2037-2052)	Funds anticipated for slide remediation and road reconstruction in Allegheny, Beaver, Lawrence Counties	Roadway Reconstruction	TBD
11	Allegheny, Beaver, Lawrence	Safety Line Item	\$116,900,000	Various	Long-Term (2037-2052)	Safety Reserve	Safety	TBD
11	Allegheny, Beaver, Lawrence	District 11 Roundabout(s) TBD	\$10,000,000	Various	Long-Term (2037-2052)	This project is for potential roundabout(s) locations within District 11.	Safety	TBD
10	Armstrong	1/112th Infantry Bridge and Graff Ramp Rehabilitation*	\$18,351,700	66	Mid-Term (2029-2036)	Bridge rehabilitation of the existing structure carrying SR 66 and the Graff Bridge Ramp (SR 8008) over US 422, SR 2025 (Garretts Run Road), and Garretts Run in Manor Township, Armstrong County	Bridge Rehab/ Reconstruction	109622
10	Armstrong	East of Rural Valley Br.	\$3,000,000	85	Mid-Term (2029-2036)	Replacement of existing structure carrying PA 85 over Cowanshannock Creek in Cowanshannock Township, Armstrong County	Bridge Rehab/ Reconstruction	98896
10	Armstrong	North of Kittanning Bridge #2	\$4,000,000	1036	Mid-Term (2029-2036)	Replacement of the existing structure carrying SR 1036 over Cowanshannock Creek in Rayburn Township, Armstrong County.	Bridge Rehab/ Reconstruction	83239
10	Armstrong	T-466 Saint Charles Br.	\$3,000,000	Local	Mid-Term (2029-2036)	Rehabilitation of existing structure carrying SR 1005/T-466 (Saint Charles Road) over Redbank Creek in Madison Township, Armstrong County	Bridge Rehab/ Reconstruction	23833
10	Armstrong	PA 28 Goheenville South PM	\$4,278,560	28	Mid-Term (2029-2036)	Preventative maintenance along SR 28 from South Fork Pine Creek to Goheenville in Boggs, Rayburn and Valley Townships in Armstrong County	Roadway Preservation	117687

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10	Armstrong	PA 28 - Distant South Microsurface*	\$4,235,550	28	Mid-Term (2029-2036)	Resurfacing and microsurfacing to include milling of existing bituminous wearing courses. Bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guardrail upgrades along SR 28 from SR 1016 (Calhoun School Road) to SR 1025 in Wayne and Mahoning Townships, Armstrong County	Roadway Preservation	105894
10	Armstrong	SR 422 Dunbar Dip	\$43,651,100	422	Mid-Term (2029-2036)	This project involves the construction of a three-lane section from the eastern limit of the Kittanning Elementary project and would continue east for approximately two miles. Work would also involve the realignment of several intersections and extensive geometry improvements along US 422 from SR 2012 (Silvis Hollow Road) to Township Road #590 (Simpson Church Road) in Kittanning Township, Armstrong County.	Safety	98689
10	Armstrong	SR 422 Worthington No. 1	\$9,076,000	422	Long-Term (2037-2052)	Bridge preservation of the existing structure carrying US 422 over Buffalo Creek in Worthington Borough, Armstrong County	Bridge Preservation	202326003
10	Armstrong	SR 28 Buffalo Creek Bridges Rehabilitation*	\$40,314,200	28	Long-Term (2037-2052)	Rehabilitation of the Northbound and Southbound bridges carrying PA 28 over Buffalo Creek in Buffalo Township at the Butler County Line	Bridge Rehab/ Reconstruction	121129
10	Armstrong	SR 422 Graff Bridge Rehabilitation*	\$92,000,000	422	Long-Term (2037-2052)	Bridge rehabilitation of the existing structure carrying US 422 over the Allegheny River in Franklin Township, Armstrong County	Bridge Rehab/ Reconstruction	24158
10	Armstrong	PA 839 Mahoning Cr.*	\$7,137,700	839	Long-Term (2037-2052)	Replacement of the existing structure carrying PA 839 over Mahoning Creek in Wayne Township.	Bridge Rehab/ Reconstruction	99129
10	Armstrong	Citizens Bridge over Allegheny*	\$14,852,600	1038	Long-Term (2037-2052)	Bridge rehabilitation of the existing structure carrying SR 1038 over the Allegheny River in Kittanning Borough, Armstrong County	Bridge Rehab/ Reconstruction	121130
10	Armstrong	SR 28 & SR 1035 (Oscar Rd) Vertical Improvement	\$18,141,400	28	Long-Term (2037-2052)	Roadway realignment and the intersection improvements at PA 28 and SR 1035 (Oscar Road) in Boggs Township, Armstrong County	Efficiency & Operations	119777

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10	Armstrong	SR 28 & Sloan Hill Rd & Mechling Rd. - Intersection Improvement	\$1,379,200	28	Long-Term (2037-2052)	Intersection improvements along PA 28 at the intersections of Sloan Hill Road and Mechling Road in Rayburn Township, Armstrong County	Efficiency & Operations	121125
10	Armstrong	US 422 & Dutch Ridge Rd Intersection	\$13,791,700	422	Long-Term (2037-2052)	Intersection improvements including addition of turning lanes at Dutch Ridge Road & US 422 in Elderton Borough, Armstrong County	Efficiency & Operations	990037
10	Armstrong	PA 28 Resurfacing	\$6,600,000	28	Long-Term (2037-2052)	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.	Roadway Preservation	99933
10	Armstrong	SR 28 Hays Run PM	\$2,200,000	28	Long-Term (2037-2052)	Safety improvements including reconstruction, rehabilitation and resurfacing along PA 28 from SR 1028 (Anderson Creek Road) to T-535 (McAuley Falls Road) in Rayburn and Boggs Townships.	Roadway Preservation	91262
10	Armstrong	SR 422 Kittanning Bypass PM	\$19,700,000	422	Long-Term (2037-2052)	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.	Roadway Preservation	112432
10	Armstrong	US 422 Kittanning East PM	\$12,262,000	422	Long-Term (2037-2052)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along US 422 from intersection of Redmill Road East to just east of the intersection of SR 2007 in Kittanning and Manor Townships, Armstrong County	Roadway Preservation	115094
10	Armstrong	PA 28 Slabtown South	\$20,157,100	28	Long-Term (2037-2052)	Highway reconstruction along PA 28 between SR 1035 and T-821 (Heffelfinger Road) in Boggs Township.	Roadway Reconstruction	101134

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10	Armstrong	SR 28 Corridor Improvements - Kittanning to Clarion County Line*	\$77,339,600	28	Long-Term (2037-2052)	Corridor and safety improvements including roadway reconstruction, intersection improvements, and roadway realignments to improve traffic and freight movement operations through the corridor	Safety	990038
10	Armstrong	US 422 West Kittanning PM*	\$5,024,800	422	Mid-Term (2029-2036)	Resurfacing including pavement patching, minor drainage improvements, and guiderail upgrades along US 422 in East Franklin Township, Armstrong County	Roadway Preservation	119814
10	Armstrong, Butler, Indiana	Bridge NHS Preservation Line Item	\$6,090,200	Various	Mid-Term (2029-2036)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
10	Armstrong, Butler, Indiana	Bridge Non NHS Preservation Line Item	\$3,347,000	Various	Mid-Term (2029-2036)	Non NHS Bridge Preservation Reserve	Bridge Preservation	TBD
10	Armstrong, Butler, Indiana	Local/Off System Bridges	\$39,480,000	Various	Mid-Term (2029-2036)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
10	Armstrong, Butler, Indiana	Bridge Non NHS Reconstruction Line Item	\$30,674,380	Various	Mid-Term (2029-2036)	Non NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
10	Armstrong, Butler, Indiana	Efficiency & Operations Line Item	\$2,792,400	Various	Mid-Term (2029-2036)	Efficiency & Operations Reserve	Efficiency & Operations	TBD
10	Armstrong, Butler, Indiana	Roadway Non-NHS Preservation Line Item	\$19,400,000	Various	Mid-Term (2029-2036)	Non-NHS Reconstruction Preservation	Roadway Preservation	TBD

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10	Armstrong, Butler, Indiana	Roadway NHS Preservation Line Item	\$5,110,310	Various	Mid-Term (2029-2036)	NHS Roadway Preservation Reserve	Roadway Preservation	TBD
10	Armstrong, Butler, Indiana	Roadway Non NHS Reconstruction	\$15,600,000	Various	Mid-Term (2029-2036)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
10	Armstrong, Butler, Indiana	Roadway NHS Reconstruction Line Item	\$2,951,270	Various	Mid-Term (2029-2036)	NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
10	Armstrong, Butler, Indiana	Safety Line Item	\$16,180,000	Various	Mid-Term (2029-2036)	Safety Reserve	Safety	TBD
10	Armstrong, Butler, Indiana	Bridge NHS Preservation Line Item	\$74,124,000	Various	Long-Term (2037-2052)	NHS Bridge Proconservation Reserve	Bridge Preservation	TBD
10	Armstrong, Butler, Indiana	Bridge Non-NHS Preservation Line Item	\$70,600,000	Various	Long-Term (2037-2052)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
10	Armstrong, Butler, Indiana	Bridge Non-NHS Reconstruction Line Item	\$182,510,000	Various	Long-Term (2037-2052)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
10	Armstrong, Butler, Indiana	Local/Off System Bridges	\$114,400,000	Various	Long-Term (2037-2052)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD

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10	Armstrong, Butler, Indiana	Bridge NHS Reconstruction Line Item	\$33,601,600	Various	Long-Term (2037-2052)	NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
10	Armstrong, Butler, Indiana	Roadway Non-NHS Preservation Line Item	\$31,076,600	Various	Long-Term (2037-2052)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD
10	Armstrong, Butler, Indiana	Roadway Non-NHS Reconstruction Line Item	\$49,300,000	Various	Long-Term (2037-2052)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
10	Armstrong, Butler, Indiana	Roadway NHS Reconstruction Line Item	\$2,752,400	Various	Long-Term (2037-2052)	NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
10	Armstrong, Butler, Indiana	Safety Line Item	\$40,895,500	Various	Long-Term (2037-2052)	Safety Reserve	Safety	TBD
10	Armstrong/ Butler	SR 28 AVE Reconstruction*	\$100,785,500	28	Long-Term (2037-2052)	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.	Roadway Reconstruction	112427

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
11	Beaver	SR 51, Beaver Rochester Bridge*	\$25,000,000	51	Mid-Term (2029-2036)	Bridge replacement on SR 51 over Beaver River in Beaver Borough, Beaver County	Bridge Preservation	111604
11	Beaver	SR 68 Glasgow Bridge*	\$3,700,000	68	Mid-Term (2029-2036)	Bridge preservation on SR 68 over Little Beaver River in Glasgow Boro, Beaver County	Bridge Preservation	117006
11	Beaver	SR 4042, Old Rochester-Bridgewater Rd Bridge*	\$6,100,000	4042	Mid-Term (2029-2036)	Bridge preservation on SR 4042, Old Rochester-Bridgewater Rd over Beaver River and Norfolk Southern Railroad in Rochester and Bridgewater Boroughs, Beaver County	Bridge Preservation	28918
11	Beaver	SR 18 Tornado Bridge*	\$6,550,000	18	Mid-Term (2029-2036)	Bridge replacement on SR 18, Big Beaver Boulevard over Service Road and Wallace Run in City of Beaver Falls, Beaver County	Bridge Rehab/ Reconstruction	113669
11	Beaver	SR 1005 Chapel Drive ov Brush Creek	\$6,150,000	1005	Mid-Term (2029-2036)	Bridge replacement on SR 1005, Chapel Drive over Brush Creek, in North Sewickley Township, Beaver County	Bridge Rehab/ Reconstruction	78326
11	Beaver	Ambridge-Aliquippa Bridge*	\$30,900,000	3052	Mid-Term (2029-2036)	Bridge replacement on SR 3052 over the Ohio River in Ambridge and Aliquippa Boroughs, Beaver County	Bridge Rehab/ Reconstruction	117987
11	Beaver	SR 18, Big Beaver Boulevard*	\$9,000,000	18	Mid-Term (2029-2036)	Mill and overlay on SR 18, Big Beaver Boulevard, from SR 551 to SR 351 in Big Beaver, Homewood and Koppel Boros, Beaver County	Roadway Preservation	116315

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
11	Beaver	SR 51, Constitution Boulevard - Mill and Overlay*	\$6,000,000	51	Mid-Term (2029-2036)	Mill and overlay on SR 51, Constitution Boulevard, between Beaver Rochester Road to Brady's Run Creek in Fallston Borough, Beaver County	Roadway Preservation	115203
11	Beaver	Midland Beaver Road*	\$14,950,000	68	Mid-Term (2029-2036)	Mill and overlay on SR 68, Midland Beaver Road from Segment 10 to Segment 210 in Center and Chippewa Townships, Beaver County	Roadway Preservation	109356
11	Beaver	SR 51, Constitution Boulevard - Darlington*	\$11,330,000	51	Mid-Term (2029-2036)	Mill and overlay located on State Route 51 (Constitution Boulevard) between Dilworth Run and Branch Small Run in Darlington Township, Beaver County.	Roadway Reconstruction	116588
11	Beaver	SR 51, Constitution Boulevard - CPR*	\$6,265,000	51	Mid-Term (2029-2036)	Concrete pavement reconstruction located on SR 51 (Constitution Boulevard) in the City of Aliquippa, Beaver County	Roadway Reconstruction	116587
11	Beaver	Shippingport Bridge (SR 168)*	\$17,504,900	168	Long-Term (2037-2052)	Bridge preservation located on SR 168 (Shippingport Bridge) carrying Shippingport Bridge Hill Road over the Ohio River in Shippingport and Industry Boroughs, Beaver County	Bridge Preservation	119016
11	Beaver	Ambridge-Aliquippa Bridge*	\$15,000,000	3052	Long-Term (2037-2052)	Bridge replacement on SR 3052 over the Ohio River in Ambridge and Aliquippa Boroughs, Beaver County	Bridge Rehab/ Reconstruction	117987
11	Beaver	Ramp E to Monaca-Rochester Super Replacement (SR 8037)*	\$13,261,200	8037	Long-Term (2037-2052)	Bridge rehabilitation on SR 8037, Ramp E Road, over SR 65 Northbound in Rochester Borough, Beaver County	Bridge Rehab/ Reconstruction	113635

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
11	Beaver	Intersection of SR 151/SR 3007/SR 3038 (Brodhead Rd)*	\$15,000,000	151	Long-Term (2037-2052)	Develop and reconstruction of intersection located at the intersection of State Route 151 (Laurel/Gringo-Clinton Road), State Route 3038 (Heights Road), and State Route 3007 (Broadhead Road) in Hopewell Township, Beaver County.	Efficiency & Operations	119188
11	Beaver	SR 51 Constitution Blvd, Rochester Br to I-376*	\$33,643,300	51	Long-Term (2037-2052)	Constitution Boulevard, SR 51, from the Rochester Beaver Bridge to I-376 Interchange in Bridgewater, Fallston, Chippewa and Patterson, Beaver county	Roadway Reconstruction	88442
11	Beaver	SR 65, Ohio River Blvd, 19th to Crows Run*	\$39,723,300	65	Long-Term (2037-2052)	Reconstruction of SR 65 from 19th St. in Ambridge to Crows Run, Beaver County.	Roadway Reconstruction	94647
11	Beaver	SR 151 @ Brodhead Road Slide/Roadway Recon*	\$22,278,900	3007	Long-Term (2037-2052)	Highway restoration/reconstruction on SR 3007, Brodhead Road from Frankfort Road to Allegheny County line in City of Aliquippa, Hopewell and Center Townships, Beaver County.	Roadway Reconstruction	119339
10	Butler	General Butler Bridge PM*	\$3,927,800	8	Mid-Term (2029-2036)	Preservation of the existing structure carrying State Route 8 over Connoquenessing Creek, Quarry Street and railroads in Butler City, Butler County	Bridge Preservation	113652
10	Butler	Butler Latex Group Bridges*	\$3,500,000	28	Mid-Term (2029-2036)	Preservation of various structures carrying various routes over various features in various municipalities in Butler County	Bridge Preservation	117377
10	Butler	NE of Evans City Bridge #1 Preservation*	\$3,450,000	68	Mid-Term (2029-2036)	Preservation of existing structure carrying SR 68 over BANDP RR and Connoquenessing Creek in Forward Township, Butler County	Bridge Preservation	121007

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10	Butler	Picklegate Bridge Preservation*	\$7,090,000	3001	Mid-Term (2029-2036)	Bridge preservation of the existing structure carrying SR 3001 over SR 8, various Railroads and Connoquenessing Creek in the Butler Township, Butler County	Bridge Preservation	112418
10	Butler	PA 8 over Muddy Creek	\$3,967,000	8	Mid-Term (2029-2036)	Replacement of the existing structure carrying PA 8 over Muddy Creek in Clay Township, Butler County.	Bridge Rehab/ Reconstruction	24722
10	Butler	US 19 over Coal Run*	\$3,056,000	19	Mid-Term (2029-2036)	Replacement of existing structure carrying US 19 over Coal Run in Cranberry Township, Butler County	Bridge Rehab/ Reconstruction	99683
10	Butler	Karns Crossing Bridge*	\$17,616,300	68	Mid-Term (2029-2036)	This project includes intersection improvements and the replacement of the 12-span Karns Crossing Bridge which spans over the Bessemer & Lake Erie Railroad and the Buffalo & Pittsburgh Railroad as well as replacement of the twin-cell arch culvert of the existing structure carrying PA 68 over Connoquenessing Creek in Butler and Summit Townships, Butler County	Bridge Rehab/ Reconstruction	86105
10	Butler	SR 268, State Game Lands 95 Br	\$7,000,000	268	Mid-Term (2029-2036)	Bridge replacement of the existing structure carrying PA 268 over Bear Creek in Parker Township, Butler County.	Bridge Rehab/ Reconstruction	24409
10	Butler	US 422 over PA 356	\$16,161,120	422	Mid-Term (2029-2036)	Replacement of the existing structure carrying US 422 over PA 356 in Butler Township, Butler County.	Bridge Rehab/ Reconstruction	24663
10	Butler	US 422 Shawood Pipe	\$10,228,940	422	Mid-Term (2029-2036)	Replacement/repair of the existing culvert carrying a tributary to Muddy Creek beneath US Route 422 in Muddy Creek Township, Butler County.	Bridge Rehab/ Reconstruction	83611
10	Butler	US 422 over SR 4005 Bridge	\$7,787,750	422	Mid-Term (2029-2036)	Bridge replacement of the existing structure carrying US 422 over SR 4005 (Pleasant Valley Road) in Muddy Creek Township, Butler County	Bridge Rehab/ Reconstruction	24690

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10	Butler	PA 528 over Lake Arthur	\$18,314,370	528	Mid-Term (2029-2036)	Reconstruction of the existing structure carrying PA 528 over Lake Arthur in Franklin Township, Butler County.	Bridge Rehab/ Reconstruction	24241
10	Butler	T-841 Courtney Mill Br	\$8,420,000	Local	Mid-Term (2029-2036)	Replacement of existing structure carrying T-841 (Browntown Rd) over the Bessemer and Lake Erie Railroad in Mercer Township, Butler County	Bridge Rehab/ Reconstruction	95881
10	Butler	356 Corridor Improvements*	\$18,656,500	356	Mid-Term (2029-2036)	Upgrades/improvements to the flow of traffic with the addition of turning and through lanes, signal retiming and signal coordination along PA 356 from Upgrades/improvements to the flow of traffic with the addition of turning and through lanes, signal retiming, and signal coordination along PA 356 from just east of Harbison Road to just east of Younkens Road in Buffalo Township, Butler County.	Efficiency & Operations	106486
10	Butler	Mars RR Bridge West Expansion*	\$108,500,000	228	Mid-Term (2029-2036)	Intersection improvements and widening of PA 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
10	Butler	SR 8 Butler City to SR 308*	\$2,157,800	8	Mid-Term (2029-2036)	Resurfacing to include, bituminous patching, minor drainage, milling, leveling, binder and wearing courses along SR 8 from the intersection of SR 68 north to the intersection of SR 308 in Butler and Center Townships, Butler County	Roadway Preservation	114789
10	Butler	US 422 Prospect PM	\$6,490,600	422	Mid-Term (2029-2036)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along US 422 from the bridge over Wallace Road, east to the intersection of Greenwood Drive Franklin, Muddy Creek & Butler Townships, Butler County	Roadway Preservation	115108

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
10	Butler	US 422 County Line West PM	\$5,974,370	422	Mid-Term (2029-2036)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along US 422 from near the intersection of SR 1015 (Game Reserve Rd) East to the Butler/Armstrong County Line (.3 miles east of Graham Rd) in Clearfield Township, Butler County	Roadway Preservation	117334
10	Butler	US 422 Lawrence County Line East PM*	\$4,434,000	422	Mid-Term (2029-2036)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along US 422 from the Butler County Line East to near the bridge over Wallace Road, in Muddy Creek Township, Butler County	Roadway Preservation	115104
10	Butler	US 422 Bonnie Brook East PM	\$4,233,270	422	Mid-Term (2029-2036)	Roadway resurfacing to include milling of existing bituminous material, minor drainage, transverse and longitudinal joint repair and paving of bituminous leveling and wearing courses along US 422 from east of the intersection of Bonnie Brook Road east to the intersection of W. Liberty Road in Summit and Clearfield Townships, Butler County	Roadway Preservation	115109
10	Butler	SR 422 Moraine EB & WB Bridges	\$21,218,000	422	Long-Term (2037-2052)	Bridge rehabilitation of the Eastbound and Westbound structures over Lake Arthur in Muddy Creek Township, Butler County	Bridge Rehab/ Reconstruction	121128
10	Butler	US 422 & Greenwood Drive Intersection	\$5,304,500	422	Long-Term (2037-2052)	Intersection improvements to include congestion reduction at the US 422 and Greenwood Drive intersection in Butler Township, Butler County	Efficiency & Operations	121126
10	Butler	Mars RR Bridge West Expansion*	\$14,600,000	228	Long-Term (2037-2052)	Intersection improvements and widening of PA 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
10	Butler	SR 19 Cranberry PM*	\$26,020,000	19	Long-Term (2037-2052)	Preventative maintenance along SR 19 from the Allegheny/Butler County line north to Zelienople in Cranberry and Jackson Townships, Butler County.	Roadway Preservation	112422

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10	Butler	SR 422 Butler Bypass PM*	\$29,941,000	422	Long-Term (2037-2052)	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.	Roadway Preservation	112434
12	Fayette	SR 819 over Yough River - Bearing Replacement*	\$1,500,000	819	Mid-Term (2029-2036)	This project is for preservation activities for the structure carrying State Route 819 (Liberty Street) over the Youghiogheny River in Dunbar Township, Fayette County. *No new capacity will be added*	Bridge Preservation	116917
12	Fayette	Layton Bridge*	\$10,000,000	4038	Mid-Term (2029-2036)	This project is for the improvement of the Layton Bridge (State Route 4038, Layton Street) over the Youghiogheny River and Great Allegheny Passage Trail in Perry Township, Fayette County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	81192
12	Fayette	PA 21 Safety Improvements Fayette County	\$20,000,000	21	Mid-Term (2029-2036)	This project is for spot safety improvements along PA 21 from the Masontown Bridge to the town of Revere in various municipalities throughout Fayette County	Safety	119636
12	Fayette	SR 119 McClure/Kingview Road Interchange*	\$12,000,000	119	Mid-Term (2029-2036)	This project is for intersection improvements on US 119 at McClure Road and Kingview Road in Upper Tyrone and Bullskin Townships, Fayette County. The project will eliminate two signalized intersections on US Route 119 with Kingview Road and McClure Road, and 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
12	Fayette	SR 119 Cheat River Bridge Preservation*	\$5,516,700	119	Long-Term (2037-2052)	This project is for preservation activities on the structure carrying US 119 over Cheat River in Point Marion Borough, Fayette County.	Bridge Preservation	98546

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12	Fayette	US 40 ov Yough River Dam	\$15,000,000	40	Long-Term (2037-2052)	This project is for improvements to the structure carrying US 40 over the Youghiogheny River Dam in Somerfield Township, Fayette County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	98734
12	Fayette	SR 21 Operational & Safety (Also see New Cap)*	\$32,782,000	21	Long-Term (2037-2052)	This project is for corridor operation and safety improvements along SR 21 in various locations and municipalities in Fayette County.	Efficiency & Operations	119619
12	Fayette	US 119 Operations & Safety*	\$54,636,000	119	Long-Term (2037-2052)	This project is for corridor operation and safety improvements along US 119 in various locations and municipalities in Fayette County.	Efficiency & Operations	119622
12	Fayette	US 40/ US 119 Interchange Reconstruction*	\$42,436,000	40 & 119	Long-Term (2037-2052)	This project is for interchange improvements to the intersection of US 40 and US 119 and the surrounding roadway network in the City of Uniontown, Fayette County. Study is currently underway to determine scope and other factors.	Efficiency & Operations	119651
12	Fayette	US 119 Uniontown Bypass*	\$12,832,000	119	Long-Term (2037-2052)	This project is for the pavement preservation of the US 119 Uniontown Bypass in the City of Uniontown and South Union Township, Fayette County.	Roadway Preservation	119629
12	Fayette	PA 21 Corridor - S&T Drive to Thompson Crossroads*	\$8,487,000	21	Long-Term (2037-2052)	This project is for roadway improvements to PA 21 (McClellandtown Road) from S&T Drive to Thompson Crossroads in Fayette County.	Roadway Reconstruction	119643
12	Fayette	US Route 119 Reconstruction: Uniontown to Penn State*	\$95,481,000	119	Long-Term (2037-2052)	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	Roadway Reconstruction	119653
12	Fayette	US Route 119 Reconstruction: Connellsville to Kingview*	\$95,481,000	119	Long-Term (2037-2052)	This project is for the reconstruction of US 119 (Memorial Highway) from the City of Connellsville to Kingview Road in Bullsken and Connellsville Townships, Fayette County	Roadway Reconstruction	119652

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12	Fayette	Fayette County Concrete Patching Line Item	\$5,750,000	Various	Mid-Term (2029-2036)	Fayette County Concrete Patching Reserve	Roadway Preservation	119655
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Preservation Line Item	\$76,300,000	Various	Mid-Term (2029-2036)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
12	Fayette, Greene, Washington, Westmoreland	Bridge NHS Preservation Line Item	\$35,692,720	Various	Mid-Term (2029-2036)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
12	Fayette, Greene, Washington, Westmoreland	Municipal Bridge Preservation Program	\$17,000,000	Various	Mid-Term (2029-2036)	District Wide Municipal Bridge Preservation Reserve	Bridge Preservation	120611-120615
12	Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$81,600,000	Various	Mid-Term (2029-2036)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Reconstruction Line Item	\$41,925,000	Various	Mid-Term (2029-2036)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Bridge NHS Reconstruction Line Item	\$33,501,000	Various	Mid-Term (2029-2036)	NHS Bridge Reconstruction Reserve	Bridge Rehab/Reconstruction	TBD

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12	Fayette, Greene, Washington, Westmoreland	Efficiency & Operations Line Item	\$23,419,000	Various	Mid-Term (2029-2036)	Efficiency & Operations Reserve	Efficiency & Operations	TBD
12	Fayette, Greene, Washington, Westmoreland	Roadway Non-NHS Preservation Line Item	\$100,886,000	Various	Mid-Term (2029-2036)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD
12	Fayette, Greene, Washington, Westmoreland	Roadway NHS Preservation Line Item	\$66,240,000	Various	Mid-Term (2029-2036)	NHS Roadway Preservation Reserve	Roadway Preservation	TBD
12	Fayette, Greene, Washington, Westmoreland	Roadway NHS Reconstruction Line Item	\$42,375,900	Various	Mid-Term (2029-2036)	NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Slide Remediation & Reconstruction	\$28,000,000	Various	Mid-Term (2029-2036)	District Wide Slide Reserve Contract for FFY 2027-2034	Roadway Reconstruction	117425-117428
12	Fayette, Greene, Washington, Westmoreland	Roadway Non-NHS Reconstruction Line Item	\$23,800,000	Various	Mid-Term (2029-2036)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Safety Line Item	\$34,700,000	Various	Mid-Term (2029-2036)	Safety Reserve	Safety	TBD
12	Fayette, Greene, Washington, Westmoreland	District 12 Roundabout(s) TBD	\$10,000,000	Various	Mid-Term (2029-2036)	This project is for potential roundabout(s) locations within District 12.	Safety	119631

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12	Fayette, Greene, Washington, Westmoreland	Interstate Bridge Preservation I-79 & I-70	\$48,801,400	79 & 70	Long-Term (2037-2052)	This project is for the preservation of numerous structures on Interstate 70 and 79 in various municipalities in Greene, Washington, and Westmoreland Counties.	Bridge Preservation	119616
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Preservation Line Item	\$115,217,900	Various	Long-Term (2037-2052)	Non-NHS Bridge Preservation Reserve	Bridge Preservation	TBD
12	Fayette, Greene, Washington, Westmoreland	Bridge NHS Preservation Line Item	\$17,398,850	Various	Long-Term (2037-2052)	NHS Bridge Preservation Reserve	Bridge Preservation	TBD
12	Fayette, Greene, Washington, Westmoreland	Bridge Non-NHS Reconstruction Line Item	\$202,783,300	Various	Long-Term (2037-2052)	Non-NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Local/Off System Bridges	\$194,000,000	Various	Long-Term (2037-2052)	Local/Off System Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Bridge NHS Reconstruction Line Item	\$170,272,200	Various	Long-Term (2037-2052)	NHS Bridge Reconstruction Reserve	Bridge Rehab/ Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Efficiency & Operations NHS Line Item	\$16,509,000	Various	Long-Term (2037-2052)	NHS Efficiency & Operations Reserve	Efficiency & Operations	TBD
12	Fayette, Greene, Washington, Westmoreland	Roadway Non-NHS Preservation Line Item	\$105,426,000	Various	Long-Term (2037-2052)	Non-NHS Roadway Preservation Reserve	Roadway Preservation	TBD

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
12	Fayette, Greene, Washington, Westmoreland	Local, County, and State Slide Remediation & Reconstruction	\$81,955,000	Various	Long-Term (2037-2052)	Funds anticipated for slide remediation and road reconstruction in Fayette, Greene, Washington, Westmoreland Counties	Roadway Reconstruction	119660
12	Fayette, Greene, Washington, Westmoreland	Roadway NHS Preservation Line Item	\$37,169,000	Various	Long-Term (2037-2052)	NHS Roadway Preservation Reserve	Roadway Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Roadway Non-NHS Reconstruction Line Item	\$6,935,000	Various	Long-Term (2037-2052)	Non-NHS Roadway Reconstruction Reserve	Roadway Reconstruction	TBD
12	Fayette, Greene, Washington, Westmoreland	Safety Line Item	\$23,581,000	Various	Long-Term (2037-2052)	Safety Reserve	Safety	TBD
12	Fayette, Greene, Washington, Westmoreland	District 12 Roundabout(s) TBD	\$10,609,000	Various	Long-Term (2037-2052)	This project is for potential roundabout(s) locations within District 12.	Safety	119631
12	Fayette/ Greene	PA 21 Widening	\$50,000,000	21	Long-Term (2037-2052)	The 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 Fayette County Line in Franklin, Jefferson, Cumberland and Monongahela Townships, Greene County	New Capacity	TBD
12	Fayette/ Westmoreland	SR 119 Bridge Rehabs*	\$6,050,000	119	Mid-Term (2029-2036)	This project is for the rehabilitation of (9) structures located on US 119 and ramps in New Stanton Borough and Hempfield Township, Westmoreland County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	119610

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12	Greene	Greene County Bridge #76	\$2,400,000	Local	Mid-Term (2029-2036)	This project is for improvements to the structure carrying Township Road 456 (Boulder Road) over Browns Creek in Morris Township, Greene County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	120996
12	Greene	Greene County Bridge #54	\$2,400,000	Local	Mid-Term (2029-2036)	Bridge replacement carrying Township Road 716 (Pumpkin Run Rd) over PA Fork of Dunkard Creek in Gilmore Township, Greene County	Bridge Rehab/ Reconstruction	120997
12	Greene	Greene County Concrete Patching Line Item	\$5,750,000	Various	Mid-Term (2029-2036)	Greene County Concrete Patching Reserve	Roadway Preservation	119656
12	Greene	SR 21 Safety Improvements Green County	\$7,000,000	21	Mid-Term (2029-2036)	This project is for spot safety improvements along State Route 21 from Waynesburg Borough to Masontown Bridge in various municipalities throughout Greene County	Safety	119632
12	Greene	Point Marion Bridge*	\$5,516,700	88	Long-Term (2037-2052)	This project is for preservation activities of the Point Marion Bridge carrying PA 88 (Dilliner Road) over the Monongahela River in Dunkard Township, Greene County. *No new capacity will be added*	Bridge Preservation	112387
12	Greene	PA 21 Corridor - Masontown Bridge to Khedive*	\$47,741,000	21	Long-Term (2037-2052)	The project is for improvements to PA 21 from the Masontown Bridge to Khedive in Monongahela, Cumberland, and Jefferson Townships, Greene County.	Roadway Reconstruction	119650
12	Greene	PA 19/221 Ruff Creek Int*	\$6,000,000	19	Long-Term (2037-2052)	This project is the study to determine if improvements need made to the PA 19 (Washington Road) and PA 221 (Dunn Station Road/Lippencot Road) Intersection in Washington Township, Greene County.	Safety	105358
12	Greene	SR 21 Khedive to I-79 Safety Improvements*	\$21,218,000	21	Long-Term (2037-2052)	This project is for safety improvements along SR 21 (Roy E Furman Hwy ) to I-79 in Jefferson Township, Greene County.	Safety	119612

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12	Greene	SR 88 Safety Improvements at SR 2016 and 2014*	\$6,556,000	88	Long-Term (2037-2052)	This project is for safety improvements on SR 88 at two intersections: Maple Town Crossroads (SR 2016) and Fieldson's Crossroads (SR 2014) in Monongahela Township, Greene County.	Safety	990032
12	Greene	I-79 Mt. Morris Interchange Area Improvements	\$7,649,000	Various	Long-Term (2037-2052)	The project is for safety improvements on the local road system surrounding the Mt. Morris Interchange in Mt. Morris Township, Greene County.	Safety	990033
10	Indiana	SR 56 Buena Vista Bridge Pres.*	\$4,863,000	56	Mid-Term (2029-2036)	Preservation (preventative maintenance) of the existing structure carrying PA 56 over Blacklick Creek and the Conrail Railroad in East Wheatfield Township, Indiana County.	Bridge Preservation	98805
10	Indiana	US 119 Hamil Northbound Bridge*	\$6,416,000	119	Mid-Term (2029-2036)	Preservation (preventative maintenance) of the existing structure carrying US 119 northbound over PA 286 in White Township.	Bridge Preservation	95727
10	Indiana	US 119 Hamil Southbound Bridge*	\$6,416,000	119	Mid-Term (2029-2036)	Preservation (preventative maintenance) of the existing structure carrying US 119 Southbound over PA 286 in White Township.	Bridge Preservation	95728
10	Indiana	US 119 over SR 8001 (Northbound and Southbound)*	\$15,950,710	119	Mid-Term (2029-2036)	Replacement of the existing structures carrying US 119 northbound and southbound over SR 8001 in White Township, Indiana County	Bridge Rehab/ Reconstruction	25621

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10	Indiana	US 119 over Crooked Creek*	\$12,686,460	119	Mid-Term (2029-2036)	Replacement of the existing structure carrying US 119 over Crooked Creek in Rayne Township, Indiana County.	Bridge Rehab/ Reconstruction	117248
10	Indiana	US 119 Sullivan SB Bridge	\$5,390,160	119	Mid-Term (2029-2036)	Reconstruction of the existing structure carrying US 119 southbound over SR 954 in White Township, Indiana County.	Bridge Rehab/ Reconstruction	25616
10	Indiana	US 119 Sullivan NB Bridge*	\$5,390,160	119	Mid-Term (2029-2036)	Reconstruction of the existing structure carrying US 119 northbound over SR 954 in White Township, Indiana County.	Bridge Rehab/ Reconstruction	112537
10	Indiana	US 119 over Two Lick Ck.*	\$3,157,850	119	Mid-Term (2029-2036)	Rehabilitation of existing structure carrying US 119 over Two Lick Creek in Center Township, Indiana County	Bridge Rehab/ Reconstruction	95852
10	Indiana	SR 286 First Sergeant Alexander Kelly Memorial Bridge*	\$15,501,880	286	Mid-Term (2029-2036)	Replacement of the existing structure carrying SR 286 over the Kiskiminetas River in Saltsburg Borough, Indiana County.	Bridge Rehab/ Reconstruction	117685
10	Indiana	Bridge to Nowhere EB PM & WB PM*	\$15,865,220	422	Mid-Term (2029-2036)	Bridge rehabilitation of the existing structure carrying US 422 eastbound 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, Indiana County	Bridge Rehab/ Reconstruction	98811, 98827
10	Indiana	US 22 Penn View PM*	\$3,920,740	22	Mid-Term (2029-2036)	Preventative Maintenance project to include minor drainage, patching, guiderail upgrades and a Binder & Wearing overlay along SR 22 from Snyder Lane in Burrell Township to just east of Kettle Hollow Road in West Wheatfield Township, Indiana County.	Roadway Preservation	112424
10	Indiana	US 422 :Armstrong County Line to Indiana Bypass*	\$5,040,000	422	Mid-Term (2029-2036)	Resurfacing to include milling of exiting roadway surface, level and wearing courses, minor drainage, guiderail upgrades and shoulder back-up along SR 422 from the Armstrong County line East to the Bypass near the intersection of SR 4422, in Armstrong Township, Indiana County	Roadway Preservation	114605

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10	Indiana	SR 119 Indiana Bypass Reconstruction*	\$12,148,730	119	Mid-Term (2029-2036)	Highway reconstruction along SR 119 from 1/2 Mile south of the SR 119/422 Interchange, north to the SR 110 Interchange in Center, White and Rayne Townships.	Roadway Reconstruction	112431
10	Indiana	SR 286 Oakland Avenue Ped Safety*	\$4,420,000	286	Mid-Term (2029-2036)	Pedestrian safety improvements from IUP (Maple Street) to Plaza Drive in White Township and Indiana Borough, Indiana County.	Safety	99709
10	Indiana	US 119 Lutz School Rd NB Bridge*	\$6,806,800	119	Long-Term (2037-2052)	Reconstruction of the existing structure carrying US 119 northbound over SR 1003 (Lutz School Road) in White Township, Indiana County.	Bridge Rehab/ Reconstruction	112632
10	Indiana	US 119 Lutz School Rd SB Bridge*	\$6,806,800	119	Long-Term (2037-2052)	Reconstruction of the existing structure carrying US 119 southbound over SR 1003 (Lutz School Road) in White Township, Indiana County.	Bridge Rehab/ Reconstruction	112661
10	Indiana	Rossmoyne Bridges 2 and 3 (SR 210)*	\$6,500,000	210	Long-Term (2037-2052)	Replacement of the existing structure carrying SR 210 over a tributary to Ross Run and Ross Run in South Mahoning Township, Indiana County	Bridge Rehab/ Reconstruction	83261
10	Indiana	SR 403 Bridges - Dixonville	\$2,652,300	403	Long-Term (2037-2052)	Bridge replacement of a group of three bridges along SR 403 in Green Township, Indiana County	Bridge Rehab/ Reconstruction	121149
10	Indiana	US 22 & SR 217 Interchange Improvement*	\$24,400,700	22	Long-Term (2037-2052)	Interchange reconstruction along US 22 and PA 217 in Burrell Township and Blairsville Borough.	Efficiency & Operations	25543
10	Indiana	SR 422 Cheese Rn Rd to Trim Tree Rd	\$18,069,200	422	Long-Term (2037-2052)	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.	Efficiency & Operations	100289

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10	Indiana	Wayne Ave Safety (From Multimodal Study)*	\$5,304,500	4005	Long-Term (2037-2052)	Safety improvements including pedestrian upgrades along Wayne Avenue in Indiana Borough and White Township, Indiana County	Efficiency & Operations	121124
10	Indiana	SR 22 Through Blairsville PM*	\$18,535,000	22	Long-Term (2037-2052)	Preventative maintenance along SR 22 from Blairsville/Westmoreland County Line east to Snyder Lane in Burrell Township, Indiana County.	Roadway Preservation	112423
10	Indiana	US 22 Gas Center PM	\$18,151,000	22	Long-Term (2037-2052)	Highway resurfacing Along US 22 from PA 403 east to the Cambria County Line in East Wheatfield Township, Indiana County.	Roadway Preservation	99324
10	Indiana	US 22 Clyde PM	\$16,638,100	22	Long-Term (2037-2052)	Concrete preservation, Concrete patching, drainage adjustment, guiderail upgrades and a structural overlay along SR 22 from Kettle Hollow Road to just West of the SR 56 Interchange in West Wheatfield & East Wheatfield Townships, Indiana County	Roadway Preservation	112862
10	Indiana	SR 119 South PM*	\$47,050,000	119	Long-Term (2037-2052)	Preventative maintenance along SR 119 from the SR 119/22 interchange north to its intersection with SR 56 in Center and Burrell Townships, Indiana County.	Roadway Preservation	112421
10	Indiana	SR 22 Armagh Bypass Reconstruction	\$21,743,000	22	Long-Term (2037-2052)	Highway resurfacing along US 22 from the West Wheatfield Township line east to 0.12 miles east of the US 422/PA 403 Interchange in East Wheatfield Township, Indiana County.	Roadway Reconstruction	97102
10	Indiana	SR 422 Indiana Bypass Reconstruction*	\$53,862,000	422	Long-Term (2037-2052)	Highway reconstruction along SR 422 from the SR 119 Interchange East to 1/2 mile east of SR 553 Interchange in Cherryhill Township.	Roadway Reconstruction	112430
11	Lawrence	Mahoning Ave Viaduct*	\$50,971,000	18	Mid-Term (2029-2036)	Bridge replacement located on State Route 18 (Mahoning Ave. Viaduct) over the Shenango River in the City of New Castle, Lawrence County	Bridge Rehab/ Reconstruction	119017

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11	Lawrence	Rose Point Bridge	\$4,800,000	Local	Mid-Term (2029-2036)	Bridge replacement or restoration on Old Route 422 (T-741) over Slippery Rock Creek in Slippery Rock Township, Lawrence County	Bridge Rehab/ Reconstruction	29402
11	Lawrence	PA 18/Beaver Co - Mahoning River Resurfacing*	\$10,000,000	18	Mid-Term (2029-2036)	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	Roadway Preservation	100916
11	Lawrence	PA 18, Wilmington Road*	\$5,500,000	18	Mid-Term (2029-2036)	Mill and overlay on SR 18, Wilmington Road in Wilmington and Neshannock Townships, Lawrence County	Roadway Preservation	100917
11	Lawrence	SR 19, Perry Highway*	\$8,000,000	19	Mid-Term (2029-2036)	Mill and overlay on SR 19, Perry Highway, from Segment 90 to Segment 200 in Scott Township, Lawrence County	Roadway Preservation	109389
11	Lawrence	PA 19: Perry Highway 2*	\$4,500,000	19	Mid-Term (2029-2036)	Mill and overlay on SR 19, Perry Highway, from Segment 10 to Segment 80 in Shenango and Slippery Rock Townships, Lawrence County	Roadway Preservation	109386
11	Lawrence	SR 422, Benjamin Franklin Hwy*	\$10,506,000	422	Mid-Term (2029-2036)	Mill and overlay on US 422 from New Butler Road intersection to US 19 intersection in Shenango, Union, and Slippery Rock Townships, Lawrence County	Roadway Preservation	116560

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11	Lawrence	SR 956 Mercer Rd - New Wilm Twp Line - Safety Improvements*	\$6,800,000	956	Mid-Term (2029-2036)	Corridor and safety improvements along SR 956 from Mercer Road to the New Wilmington Township, Lawrence County, including roadway reconstruction to accommodate 11 ft lanes and 8 ft shoulders	Safety	118141
11	Lawrence	SR 422 over Shenango River and SR 18 Super Replacements*	\$105,881,000	422	Long-Term (2037-2052)	Bridge rehabilitation located on US 422 (Benjamin Franklin Highway) in Taylor Township, Union Township, Mahoning Township, and the City of New Castle, Lawrence County	Bridge Rehab/ Reconstruction	118853
11	Lawrence	SR 18 Jefferson St/Wilmington Rd*	\$26,347,500	18	Long-Term (2037-2052)	Reconstruction of SR 18, from Mahoning Ave to Mitchell Road in the City of New Castle and Neshannock Township, Lawrence County.	Roadway Reconstruction	119342
11	Lawrence	SR 18, Columbus Innerbelt*	\$8,488,000	18	Long-Term (2037-2052)	Highway reconstruction from its intersection with SR 18 (Moravia Street) to its intersection with SR 224 (Falls Street) in the City of New Castle, Lawrence County.	Roadway Reconstruction	110891
11	Lawrence	SR 422, Benjamin Franklin Highway, Ohio Line to I-376*	\$38,102,200	422	Long-Term (2037-2052)	Reconstruction on SR 422 from Ohio State Line to I-376, in Union, Pulaski and Mahoning Townships, Lawrence County.	Roadway Reconstruction	92281
N/A	Region	CMAQ/CRP/TA/Smart Regional Line Item	\$300,364,000	NA	Mid-Term (2029-2036)	Reserve Line Item for: the SPC Regional Congestion Mitigation & Air Quality (CMAQ) program, the SPC Regional Carbon Reduction program (CRP), the SPC Transportation Alternatives Set Aside Program (TA) and the SPC Smart Transportation Program (Smart). Projects to be determined through future TIP processes.	CMAQ/CRP/TA/ Smart	TBD
N/A	Region	CMAQ/CRP/TA/Smart Regional Line Item	\$674,779,000	NA	Long-Term (2037-2052)	Reserve Line Item for: the SPC Regional Congestion Mitigation & Air Quality (CMAQ) program, the SPC Regional Carbon Reduction program (CRP), the SPC Transportation Alternatives Set Aside Program (TA) and the SPC Smart Transportation Program (Smart). Projects to be determined through future TIP processes.	CMAQ/CRP/TA/ Smart	TBD

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12	Washington	B'ville High Level Brdg*	\$20,326,730	40	Mid-Term (2029-2036)	This project is for the preservation of the structure carrying US 40 over the Monongahela River, PA 88 (Blainsburg Hill Road), State Route 4003 (Brownsville Road), State Route 4036 (Market Street) and 2 railroads in West Brownsville Borough, Fayette County and Brownsville Borough, Washington County	Bridge Preservation	98847
12	Washington	PA 18 over Chartiers Ck-1	\$5,000,000	18	Mid-Term (2029-2036)	This project is the replacement/rehabilitation of structure carrying PA 18 (Park Avenue) over Chartiers Creek in South Franklin Township, Washington County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	79365
12	Washington	US 40 over Br Buffalo Ck*	\$7,000,000	40	Mid-Term (2029-2036)	Structure replacement on US 40 over Br Buffalo Ck in Buffalo Township, Washington County	Bridge Rehab/ Reconstruction	76045
12	Washington	SR 2067, Old B'ville Bridge Rehab*	\$6,875,000	2067	Mid-Term (2029-2036)	This project is the rehabilitation of the Old Brownsville Bridge (SR 2067 over NS R/R, Mon, City St) in West Brownsville Borough, Washington County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	91135
12	Washington	Washington Road US 19/Weavertown Rd*	\$1,331,000	19	Mid-Term (2029-2036)	This project is for roadway improvements at US 19 (Washington Road) and SR 1025 (Weavertown Road) in North Strabane, Washington County.	Efficiency & Operations	119628
12	Washington	SR 3005/US 40 Interchange*	\$12,100,000	40	Mid-Term (2029-2036)	This project is for roadway/intersection improvements at State Route 3005 (Liberty Road) and US 40 interchange in Donegal Township, Washington County.	Efficiency & Operations	119635
12	Washington	Weavertown Rd SR 1025/I-79 NB Exit Ramp/Hook St*	\$7,000,000	1025	Mid-Term (2029-2036)	This project is for roadway improvements along SR 1025 (Weavertown Road) with the I-79 Northbound Exit Ramp and Hook St in North Strabane Township, Washington County	Efficiency & Operations	119627
12	Washington	I-70 Interstate Detour Improvement Plan Implementation	\$10,000,000	Various	Mid-Term (2029-2036)	This project is for the I-70 Detour Improvement Plan Implementation in Washington County.	Efficiency & Operations	119641

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12	Washington	I-79 Interstate Detour Improvement Plan Implementation	\$9,800,000	Various	Mid-Term (2029-2036)	This project is for the I-79 Interstate Detour Improvement Plan Implementation in Washington County.	Efficiency & Operations	119639
12	Washington	SR 1055: I-70 to Dual Lane Roundabout*	\$3,614,000	1055	Mid-Term (2029-2036)	This project is for the pavement preservation of SR 1055 (Brownlee Road) from Interstate 70 to the Dual Roundabout in Eighty-Four Borough, Washington County.	Roadway Preservation	119634
12	Washington	Washington County Concrete Patching Line Item	\$5,750,000	Various	Mid-Term (2029-2036)	Washington County Concrete Patching Reserve	Roadway Preservation	119658
12	Washington	PA 136 Reconstruction & Realignment*	\$12,100,000	136	Mid-Term (2029-2036)	This project is for the reconstruction and realignment of PA 136 (Dry Run Road) in Carroll Township, Washington County.	Roadway Reconstruction	119630
12	Washington	I-70 Belle Vernon Bridge (2038 Preservation)*	\$40,000,000	70	Long-Term (2037-2052)	This project is for preservation activities to the structure carrying Interstate 70 over the Monongahela River and other features in Speers Borough, Washington County. *No new capacity will be added*	Bridge Preservation	121323
12	Washington	I-70 Belle Vernon Bridge (2048 Preservation)*	\$7,000,000	70	Long-Term (2037-2052)	The project is for preservation activities to the structure carrying Interstate 70 over the Monongahela River and other features in Speers Borough, Washington County. *No new capacity will be added*	Bridge Preservation	121325
12	Washington	I-70 over SR 4051 & Alghy Val RR (Molicorp Bridge)	\$5,304,500	70	Long-Term (2037-2052)	This project is for improvements to the structures carrying Interstate 70 over SR 4051 and the Allegheny Valley Railroad in Canton Township, Washington County. *No new capacity will be added*	Bridge Preservation	119620
12	Washington	Donora-Monessen High Bridge Preservation*	\$10,078,550	1077	Long-Term (2037-2052)	This project is for preservation activities of the Donora Monessen High Level Bridge carrying PA 1077 (Vance Dei Cas Highway) over PA 837, PA 906, Railroad, and the Monongahela River in Donora Borough, Washington County. *No new capacity will be added*	Bridge Preservation	112389

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12	Washington	US 19 Corridor and Intersection Improvement (Old Oak - Waterdam)*	\$10,482,000	19	Long-Term (2037-2052)	This project is for roadway improvements on US 19 (Washington Road) from SR 1053 (Waterdam Road) to Old Oak Road in North Strabane and Peters Townships, Washington County.	Efficiency & Operations	119615
12	Washington	McMurray Rd US 19 to Morganza Rd*	\$12,553,000	1002	Long-Term (2037-2052)	This project is for roadway/intersection improvements on SR 1002 (McMurray Road), US 19 and SR 1009 (Morganza Road) in Peters Township, Washington County.	Efficiency & Operations	119614
12	Washington	Weavertown Rd Corridor from US 19 to Morganza Rd (Concept 7)*	\$17,712,000	1025	Long-Term (2037-2052)	This project is for roadway improvements along SR 1025 (Weavertown Road) from US 19 (Washington Road) to SR 1009 (Morganza Road) in North Strabane Township, Washington County.	Efficiency & Operations	119618
12	Washington	SR 1032 Southpointe Blvd from I-79 to Morganza Rd (Concept 4)*	\$16,391,000	1032	Long-Term (2037-2052)	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 & Operations	119624
12	Washington	US 19/40: I-79 to Chestnut Street*	\$3,452,000	19 & 40	Long-Term (2037-2052)	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.	Roadway Preservation	105493
12	Washington	SR 18: Within Burgettstown Borough*	\$14,205,000	18	Long-Term (2037-2052)	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	Roadway Reconstruction	119642
12	Washington	I-79 Ramp at McClelland Rd	\$6,528,000	79	Long-Term (2037-2052)	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
12	Westmoreland	SR 56, Vandergrift Bridge*	\$6,504,550	8	Mid-Term (2029-2036)	This project is for preservation activities of the Vandergrift Bridge carrying PA 56 over PA 2054, Railroad, and Kiskiminetas River in East Vandergrift Borough, Westmoreland County. *No new capacity will be added*	Bridge Preservation	112391
12	Westmoreland	US 30 over SR 3077 Preservation*	\$9,476,000	30	Mid-Term (2029-2036)	This project is for the preservation of the structure carrying US 30 (Lincoln Highway) over SR 3077 in Hempfield Township, Westmoreland County. *No new capacity will be added*	Bridge Preservation	119608

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12	Westmoreland	SR 356, Freeport Bridge Truss Preservation*	\$3,000,000	356	Mid-Term (2029-2036)	This project is for truss preservation activities to the Freeport Bridge carrying PA 356 over the Kiskiminetas River in Allegheny Township, Westmoreland County	Bridge Preservation	116790
12	Westmoreland	SR 4093, W Leechburg Bridge (Full Paint/Deck/Barrier)*	\$4,600,000	4093	Mid-Term (2029-2036)	This project is for preservation activities of the West Leechburg Bridge carrying PA 4093 over the railroad and Kiskiminetas River in West Leechburg Borough, Westmoreland County. *No new capacity will be added*	Bridge Preservation	112395
12	Westmoreland	PA 366 over PA 400/380*	\$26,049,000	366	Mid-Term (2029-2036)	Improvements to the structure carrying PA 366 over PA 400 and PA 380 in Murrysville Borough, Westmoreland County	Bridge Rehab/ Reconstruction	88617
12	Westmoreland	North Greengate Road SR 4002 RR Tunnel	\$24,000,000	4002	Mid-Term (2029-2036)	This project is for the reconfiguration of SR 4002 (North Greengate Road) in the vicinity of a railroad overpass in Hempfield Township, Westmoreland County.	Bridge Rehab/ Reconstruction	119609
12	Westmoreland	SR 4073 over PA 56*	\$4,000,000	4073	Mid-Term (2029-2036)	This project is for the rehabilitation of the structure on State Route 4073 (White Cloud Road) over PA 56 in Allegheny Township, Westmoreland County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	83686
12	Westmoreland	PA 130 Corridor Review & Improvements*	\$10,000,000	130	Mid-Term (2029-2036)	This project is for roadway improvements along the PA 130 corridor in Westmoreland County.	Efficiency & Operations	119638
12	Westmoreland	LVTIP: Norvelt to Pleasant Unity*	\$14,750,000	981	Mid-Term (2029-2036)	This project is for corridor improvements to PA 981 from the village of Norvelt to the village of Pleasant Unity in Mt Pleasant Township, Westmoreland County. SR 981, Section V20 is approximately 3.5 miles and begins north of the SR 981 and SR 2021 (Kecksburg Road)/Mt. Pleasant Road intersection (Norvelt intersection) in Mount Pleasant Township. From just north of the Norvelt intersection, the project area extends generally along SR 2023 to the intersection with SR 130 in Unity Township. Section V20 primarily follows existing SR 2023 with some offline shifts to improve the roadway.	Efficiency & Operations	108010

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
12	Westmoreland	US 119 West Tec Drive*	\$5,310,000	119	Mid-Term (2029-2036)	This project is for the highway restoration of US 119 in the West Tec Drive exit area in East Huntingdon and Hempfield Townships, Westmoreland County.	Roadway Preservation	119625
12	Westmoreland	SR 66: US 22 to County Line*	\$8,724,100	66	Mid-Term (2029-2036)	This project is for the reconstruction of PA 66 from the intersection with US 22 to the Indiana County Line, through various municipalities in Westmoreland County.	Roadway Reconstruction	119637
12	Westmoreland	SR 4032 Reconstruction: 7th Street to Turkey Ridge Road*	\$6,200,000	4032	Mid-Term (2029-2036)	This project is for the reconstruction of SR 4032 (Hunt Valley Drive and Camp Nancy Road) from Seventh Street to Turkey Ridge Road in Washington Township, Westmoreland County.	Roadway Reconstruction	119640
12	Westmoreland	US 30 Corridor Impvmts - Western Section*	\$11,000,000	30	Mid-Term (2029-2036)	This project is for safety improvements to the western section of the US 30 Corridor Safety Improvement Study Area from the intersection of US 30/PA 48 to Malts Lane in Allegheny and Westmoreland Counties.	Safety	110900
12	Westmoreland	PA 201 Ramp to PA 51 South*	\$6,000,000	201	Mid-Term (2029-2036)	This project is for intersection safety improvements at the PA 201 & Ramp SR 8011 to PA 51 South intersections in Rostraver Township, Westmoreland County.	Safety	105350
12	Westmoreland	Avonmore Bridge*	\$6,365,400	156	Long-Term (2037-2052)	This project is for the replacement/rehabilitation of the Avonmore Bridge carrying PA 156 over the Kiskiminetas River in Avonmore Borough, Westmoreland County.	Bridge Preservation	112392
12	Westmoreland	US 30 Walworth Viaduct*	\$18,827,800	30	Long-Term (2037-2052)	This project is for the replacement/rehabilitation of the Walworth Viaduct on US 30 (Lincoln Highway) in Hempfield Township, Westmoreland County.	Bridge Rehab/ Reconstruction	20192103
12	Westmoreland	PA 819 over Jacobs Creek*	\$4,000,000	819	Long-Term (2037-2052)	This project is for improvements to the structure carrying PA 819 over Jacobs Creek in South Huntingdon Township, Westmoreland County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	121327

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12	Westmoreland	PA 981 over Yough River*	\$10,000,000	981	Long-Term (2037-2052)	This project is for improvements to the structure carrying PA 981 over the Youghiogheny River and Bike Trail in Rostraver Township, Westmoreland County. *No new capacity will be added*	Bridge Rehab/ Reconstruction	121329
12	Westmoreland	Larimer Bridge*	\$5,516,700	993	Long-Term (2037-2052)	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. *No new capacity will be added*	Bridge Rehab/ Reconstruction	112394
12	Westmoreland	US 30 Operation & Safety*	\$52,451,000	30	Long-Term (2037-2052)	This project is for corridor operation and safety improvements along US 30 in various locations and municipalities in Westmoreland County.	Efficiency & Operations	119621
12	Westmoreland	Route 30 Interchange with Donohoe Road*	\$31,827,000	30	Long-Term (2037-2052)	This project is for roadway improvements at US 30 and SR 1026 (Donohoe Road) in Hempfield Township, Westmoreland County.	Efficiency & Operations	119626
12	Westmoreland	US 30 & Georges Station Intersection*	\$31,380,000	30	Long-Term (2037-2052)	This project is for improvements to the intersection of US 30 (Lincoln Highway) and State Route 1053 (Georges Station Road), located in Hempfield Township, Westmoreland County.	Efficiency & Operations	114390
12	Westmoreland	PA 366: Allegheny Co Line to PA 66*	\$7,649,000	366	Long-Term (2037-2052)	This project is for the preservation of PA 366 from the Allegheny County Line to PA 66 in multiple municipalities in Westmoreland County.	Roadway Preservation	119646
12	Westmoreland	Westmoreland County Concrete Patching Line Item	\$8,198,000	Various	Long-Term (2037-2052)	Westmoreland County Concrete Patching Reserve	Roadway Preservation	119659
12	Westmoreland	US Route 30 Reconstruction, Ledger to Lincoln*	\$49,120,000	30	Long-Term (2037-2052)	This project is for the reconstruction of US 30 (Lincoln Highway) from Ledger Road to Lincoln Way in North Huntingdon Township, Westmoreland County.	Roadway Reconstruction	119647
12	Westmoreland	US Route 30 Reconstruction, Lincoln to Irwin*	\$49,120,000	30	Long-Term (2037-2052)	This project is the reconstruction of US 30 (Lincoln Highway) from Lincoln Way to Irwin Borough limits in North Huntingdon Township, Westmoreland County.	Roadway Reconstruction	119649

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District	County	Title	Estimated Cost	Route	Stage	Narrative	Investment Category	MPMS/GIS ID
12	Westmoreland	SR 119 Sony to Youngwood*	\$118,821,000	119	Long-Term (2037-2052)	This projects for roadway improvements on US 119 from Sony to Youngwood Borough in Westmoreland County.	Roadway Reconstruction	119648
12	Westmoreland	US 119: Youngwood to US 30 Interchange*	\$26,523,000	119	Long-Term (2037-2052)	This project is for roadway improvements on US 119 from Youngwood Borough to the US 30 Interchange in South Greensburg, Westmoreland County.	Roadway Reconstruction	119645
12	Westmoreland	PA 286: Allegheny Co Line to Indiana Co Line*	\$14,205,000	286	Long-Term (2037-2052)	This project is for pavement preservation activities on PA 286 from the Allegheny County Line to the Indiana County Line in various municipalities throughout Westmoreland County.	Roadway Reconstruction	119644

\$11,729,400,000

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