



State Transportation Commission

2015 TWELVE YEAR PROGRAM

August 2014



Message from the Chairman

“The STC serves as a board of directors to PennDOT and is charged with providing a high-level evaluation of the condition and performance of our transportation system; the resources needed; and provides policy-driven direction with respect to the Twelve Year Program of transportation investments.”



On behalf of our Pennsylvania State Transportation Commission (STC), it is my pleasure to present the 2015 Twelve Year Transportation Program. It is a comprehensive program developed in partnership with our Metropolitan and Rural Planning Organizations. The program also reflects public input collected from local citizens throughout the Commonwealth.

With the passage of Act 89, the 2015 Transportation Program depicts a balance of focusing on preserving our current infrastructure and stabilizing transit services while also allowing for limited growth in areas of safety and congestion where it is needed the most. Act 89 also created a multimodal fund which directs funding to aviation, freight and passenger rail, ports, and bicycle/pedestrian activities.

The Department of Transportation is also committed to its continuation of implementing cost-saving measures and modernization of business practices that make sense and help us stretch transportation dollars and services.

Pennsylvania's transportation system impacts every resident, business, and visitor of the Commonwealth. We need to focus our efforts on providing a reliable and adequately-funded transportation system that improves safety, relieves traffic congestion, and allows for economic competitiveness in the future.

On behalf of the STC and the Department of Transportation, I personally want to thank our citizens, for their participation in producing this 2015 Transportation Program. Your input is a vital part of the investment process of our Commonwealth's transportation system—one that will impact current and future generations of Pennsylvanians.

Sincerely,

A handwritten signature in dark ink that reads "Barry J. Schoch". The signature is fluid and cursive, written over a light gray rectangular background.

Barry J. Schoch, P.E.

Chairman, State Transportation Commission
Secretary, PA Department of Transportation

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Pictured on the cover is the US 202 Parkway and shared-use path in Warrington Township, Bucks County.

Introduction

The Commonwealth's Twelve Year Transportation Program (TYP) is Pennsylvania's official transportation program.

What is the Twelve Year Program?

The **TYP** is a multimodal, fiscally constrained program of transportation improvements spanning a **12-year period**. Multimodal means that the **TYP** includes all travel modes, including highways, bridges, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

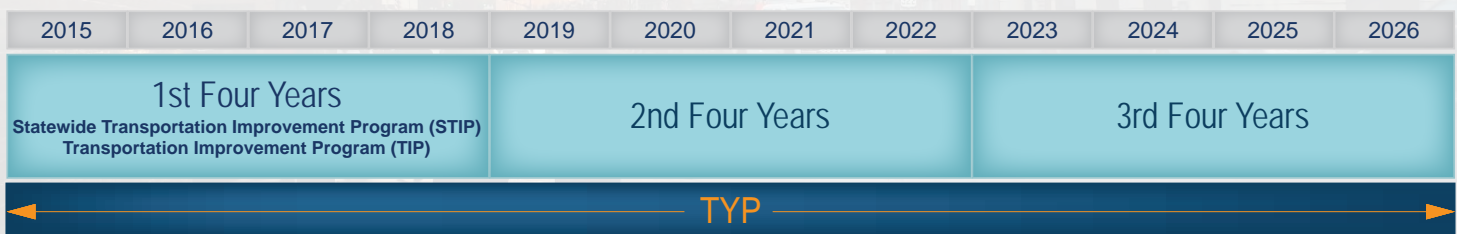


Act 120 of 1970, as amended, requires the Pennsylvania Department of Transportation (PennDOT) to prepare and submit to the State Transportation Commission (STC), every two years, a program of transportation improvements which it recommends be undertaken during the next 12 years. This program must address all transportation modes and be fiscally constrained thereby, including only those projects for which there are sufficient funds available in the program.

The Twelve Year Transportation Program is separated into three four-year program periods. The first four years coincide with the federally-required Statewide Transportation Improvement Program (STIP) and regional Transportation Improvement Programs (TIPs). The TYP is a dynamic schedule of agreed-upon priority projects that PennDOT, with its various partners, will work to accomplish over a 12-year period.

Transportation Program Development Process

2015 - 2026



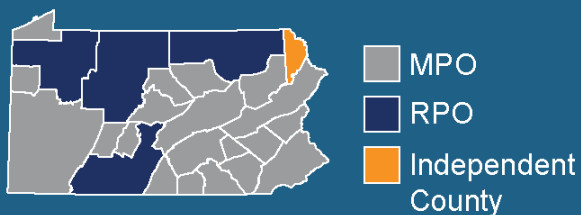
Twelve Year Program Cycle

The Twelve Year Program Process

Planning and Prioritizing Projects

The Transportation Program reflects multimodal transportation priorities for the next twelve-year period. In Pennsylvania and elsewhere, the demand for transportation improvements far exceeds available resources. The programming process is designed to help Pennsylvania prioritize its many transportation projects within the available funding. It is a collaboration among PennDOT, the STC, our regional Planning Partners that include Metropolitan and Rural Planning Organizations (MPO and RPO), Federal Transportation Agencies, owners and operators of transportation services and, most importantly, the public.

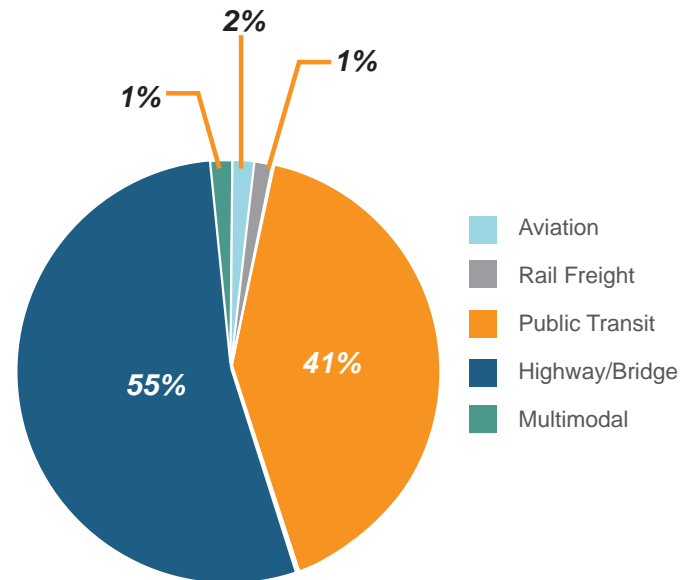
Our Planning Partners



The program not only lists specific projects to be undertaken during the first four-year period, it also details the anticipated schedule and costs for each project phase. Projects also may be detailed in the second or third four-year period—generally, if pre-construction phases are listed within the first four-year period. Otherwise, statewide line items by program category are identified in the second and third program periods. As new projects are later

2015 Twelve Year Program Funding

The 2015 TYP includes funding for all transportation modes.



identified, these line items are adjusted to reflect the detailed phases and costs associated to advance a new project, all within fiscal constraints.

The 2015-2026 Twelve Year Program (TYP) listing contains funding reserve amounts for the Highway and Bridge, Aviation, Rail Freight, Transit, and Multimodal Programs as pictured above. Specific projects for these funding reserve amounts will be identified in subsequent program modifications and updates. Projects in the program listing are identified by the Planning Partner in which they are located and further delineated by transportation mode and county. Project identification takes into account both public comments received and the amount of funding associated with the TYP.

The Statewide Transportation Improvement Program

The first four years of the program is referenced as the federally-required Statewide Transportation Improvement Program (STIP). The STIP includes 24 individual, regional Transportation Improvement Programs (TIPs) representing each Planning Partner and one independent county. The STIP lists highway, bridge, transit, rail freight, and aviation projects that intend to use federal and/or state funds excluding specified maintenance funds. Each MPO and RPO is responsible for developing a TIP, which is required to be updated every four years. In Pennsylvania, MPOs and RPOs update their TIPs every two years during the TYP update process. Public involvement is required when developing these plans and public involvement activities are specified in each MPO/RPO's adopted Public Participation Plan (PPP).

This plan provides the public with an active role in the development of transportation plans, programs, and projects beginning in the early stages of plan development and continuing throughout the planning process. As needs and priorities change, the TIP may be modified or amended.



First Four Years The STIP

The Planning Partners each develop a **Transportation Improvement Program (TIP)** which reflects the first four years of the **TYP**. The **Statewide Transportation Improvement Program (STIP)** covers **TIPs** for the entire state. In PA our **TIPs** are updated every two years to coincide with the **TYP** update.

In recognition and support of the guiding principles of Pennsylvania's planning and programming process, the STC began the formulation of the 2015 TYP by introducing the modernized public participation initiative at the May 2013 quarterly meeting. The goal of this initiative was to increase the amount of public participation in the TYP planning process. Further details of this extensive effort can be found under the Connecting with Customers section.

The STC reviews and approves the TYP every two years. The STIP (the first four years of the TYP) is sent to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) for their review and approval prior to the start of the federal fiscal year which is October 1 of each year.



From Plans to Projects

The Twelve Year Program Process

www.talkPAtransportation.com

What is the Twelve Year Program?

The *TYP* is a multimodal, fiscally constrained program of transportation improvements spanning a *12-year period*. Multimodal means that the *TYP* includes all travel modes, including highways, bridges, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.



1

Listen

The *State Transportation Commission (STC)* solicits public input on local and statewide transportation priorities through several innovative online and in-person approaches. The results of these combined public outreach efforts helped guide the development of the *Twelve Year Program (TYP)*.



2

Identify

PA *Planning Partners*, which include Metropolitan and Rural Planning Organizations (MPO/RPOs) request input from local stakeholders and the public on transportation needs to identify projects that reflect community and regional goals.

Input

3

Share

The *STC* shares the information gathered with *Planning Partners* to help guide the update of their regional *TIP* or *Transportation Improvement Program* for the first four years of the *TYP*.



4

Plan & Prioritize

Planning Partners compare the transportation needs identified by local stakeholders with the available funding and conduct an initial analysis of potential impacts of proposed projects.



Limited  means
Planning & Prioritizing

5

Submit

Planning Partners submit their individual draft *TIPs* to *PennDOT*.



Our Planning Partners



■ MPO
■ RPO
■ Independent County

6

Review

PennDOT reviews the projects included on the individual *TIPs* to ensure that they meet the statewide transportation priorities, are fiscally constrained to fit within budget projections, and conform to air quality standards.



7

Endorse & Incorporate

The *Planning Partners* individually endorse their respective draft *TIP*. The projects included in the draft *TIPs* are added to the *Statewide Transportation Improvement Program (STIP)*.



First Four Years The STIP

The Planning Partners each develop a *Transportation Improvement Program (TIP)* which reflects the first four years of the *TYP*. The *Statewide Transportation Improvement Program (STIP)* covers *TIPs* for the entire state. In PA our *TIPs* are updated every two years to coincide with the *TYP* update.



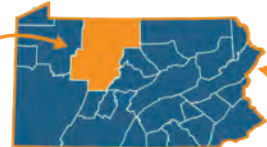
8

Present

PennDOT presents the updated draft *TYP* (which includes the *STIP*) to the *STC* for review and approval.

TYP

Hint:



- TIPs* are regional
- STIP* is Statewide

9

Federal Review

The *STIP* is submitted to the *Federal Highway Administration* and the *Federal Transit Administration* for review and approval.



10

Projects

Items programmed on the *STIP* are implemented. The *TYP* is a long-range plan and is reviewed and updated every two years.



Transportation Funding in Pennsylvania

Transportation projects on the Twelve Year Program are funded through a combination of federal, state, and local funds. To ensure that the TYP is fiscally constrained, PennDOT estimates the level of funding that should be available to support the program. Federal funds are distributed to states through the periodic enactment of authorization legislation such as the Moving Ahead for Progress in the 21st Century (MAP-21) Act that determines funding categories and levels. State funds are provided through revenues received from sources such as the Gas Tax and registration and titling of vehicles. Funds may also be provided by local municipalities, private entities, toll authorities, and transit operators. Once available funds are estimated, project needs are determined through a data driven analysis and public outreach; and, a partnership between PennDOT, regional stakeholders, Planning Partners and federal agencies. Projects are then listed on the program based upon delivery schedules, regional and statewide priorities, and expected funding availability.

Federal Funding: MAP-21

Moving Ahead for Progress in the 21st Century (MAP-21) nationally allocated a total of \$105 billion dollars in funding over a two-year period. In addition to the funding package, the law consolidated and streamlined highway and transit programs and

established a performance-based program. MAP-21 is expiring and specific action on re-authorization of federal highway and transit programs is uncertain due to Highway Trust Fund levels that are unable to support current spending levels. Re-authorization legislation is expected to continue and build upon the advances made in MAP-21.

State Funding: Act 89

On November 25, 2013, Governor Tom Corbett signed Act 89 which provides an unprecedented, comprehensive investment in Pennsylvania's transportation system. This investment will provide for significant safety and congestion improvements. Investing now also ensures the Commonwealth's economic competitiveness for the future.

When fully implemented,
Act 89 invests **\$2.3-2.4 billion**
in **additional funding** for
transportation projects =

- \$1.3 billion in additional funds per year for state road and bridge improvements
- \$480 million for public transportation investments
- \$76 million for a multimodal fund administered by PennDOT
- \$68 million for a multimodal fund administered by the Commonwealth Financing Authority
- \$237 million for local roads and bridges
- \$86 million for PA Turnpike expansion projects
- \$30 million for dirt/gravel/low-volume roads



Funding

With the passage of Act 89, PennDOT, in coordination with its partners and stakeholders, developed a list of transportation projects that are expected to begin within the next decade. This list of projects has been given the name, “Decade of Investment”. Projects included on the Decade of Investment are also included on the 2015 TYP.

When fully implemented, over \$2.3 billion in additional funding will be invested in transportation projects, specifically \$1.3 billion in additional funds per year for state road and bridge improvements and over \$480 million for public transportation investments.

Act 89 also created a multimodal fund which directs grants, totaling \$144 million upon full implementation, to aviation, freight and passenger rail, ports, and bicycle/pedestrian activities. The legislation also provides additional funds to improve locally-owned transportation infrastructure while modernizing and providing other efficiencies throughout PennDOT in order to leverage additional moneys through savings.

2015 Funding Levels

Development of the 2015 TYP placed emphasis on transparency and collaboration. All parties involved in the development of the 2015 program were made aware of the amount of federal, state, and local funds the Commonwealth expected to receive for transportation improvement purposes, and all partners were key players involved in structuring the process under which the TYP was developed.

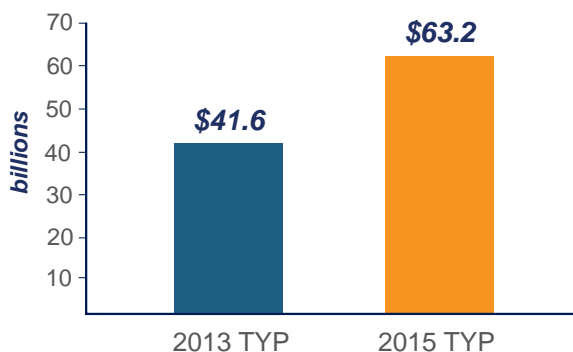
Development of the 2015 TYP placed emphasis on transparency and collaboration.

PennDOT and its partners reached consensus on general, procedural, and financial guidance for program development. The Planning Partners, with input from PennDOT and the STC, produced draft Transportation Improvement Programs (TIPs) for their regions and submitted them to PennDOT for review and response. From this point, issues were identified, differences were resolved, and consensus was achieved.

The 2015 Twelve Year Program is a financially-responsible and fiscally-constrained program centered on PennDOT’s “maintenance-first” philosophy. The 2015-2026 TYP contains over \$63 billion worth of projects involving all modes of transportation and intermodal connections. Of this total, over \$21 billion is associated with the first four-year period of the 2015 program. Funding levels allocated by mode and timeframe are pictured on the next page.

The 2013 and 2015 TYPs:

A New Investment in Pennsylvania’s Future



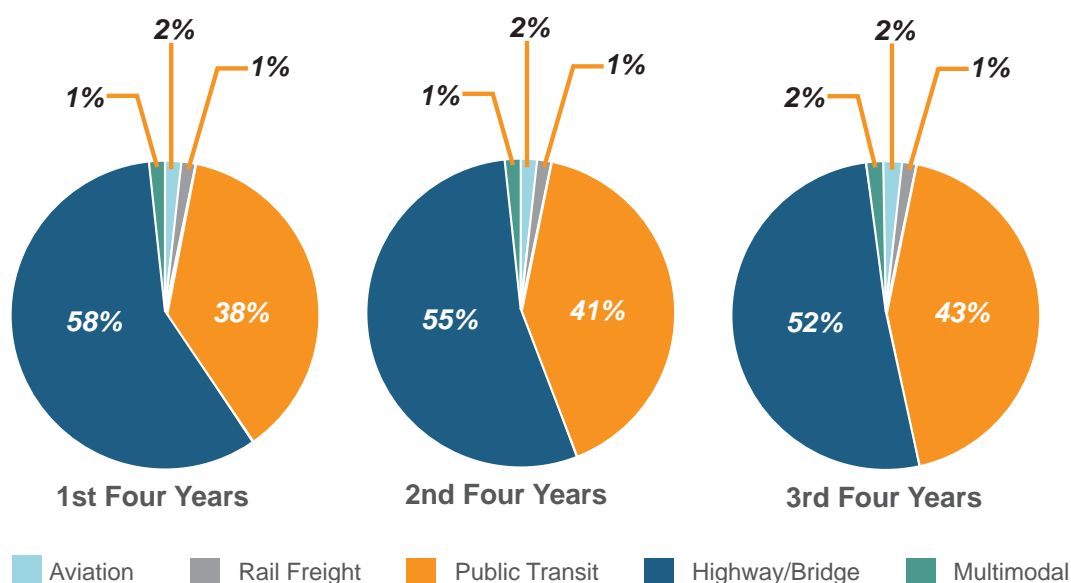
2015 Twelve Year Transportation Program:

Funding Level Summary

The table below shows the distribution of funding in millions of dollars for the first four years, the second four years, and the third four years, and the total Twelve Year Program.

2015-2026 Funding Level Summary (in millions)*				
Program	1st Four Years	2nd Four Years	3rd Four Years	Total
Aviation	370	370	370	1,110
Rail Freight	228	229	229	686
Public Transit	7,917	8,453	9,282	25,652
Highway/Bridge	12,252	11,448	11,221	34,920
Multimodal	284	304	304	892
Total	21,051	20,804	21,406	63,260

2015-2026 Twelve Year Program Funding by Program*



*Various projects and details including funding type and level, specifically discretionary and local matching funds, are unknown at this time and contribute to minor anomalies in funding levels throughout the overall program. This contributes to the slight decrease in Highway/Bridge levels through each four year period of the program.

Connecting with Customers

The STC places tremendous value on the public's role in the transportation planning process. It is through public participation that all stakeholders gain a better understanding of the transportation needs and priorities of the state. With this knowledge, better decisions can be made on the expenditure of available transportation funds to support proposed rail, highway, bridge, transit, aviation, bicycle and pedestrian projects. Due to a continually evolving transportation planning process, the STC saw a decrease in public feedback with the public hearing method of outreach.

In 2013, the STC undertook a new initiative as a pilot program to modernize the public outreach process to:

- Extend the range of public involvement opportunities to increase public input;
- Offer modernized tools and techniques for participation;
- Educate the public on the STC's role and how public input is used; and,
- Strengthen the tie with our Planning Partners.

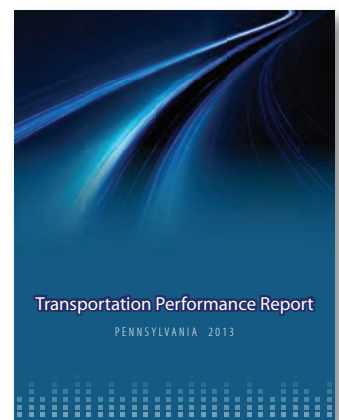
Note

The feedback collected was a valuable resource to the STC in understanding the priorities of their customers.

To achieve these goals, the STC tested a new public outreach process as a pilot initiative which included:

- A new STC website to exchange information;
- A public survey focused on transportation priorities;
- Detailed *Project Feedback Forms*;
- A statewide, online webcast public meeting;
- STC representative attendance at MPO/RPO public meetings; and,
- The opportunity for public comment added to each STC Meeting.

Just as the Public Outreach Modernization initiative was beginning, the STC accepted Pennsylvania's first-ever *Transportation Performance Report* which focuses on safety, mobility, preservation and renewal, accountability, and funding. It provides a snapshot of the transportation system's performance within current resources, and the potential for progress moving forward. This report provided the basis for the public outreach effort by asking the public to share their priorities in terms of safety, mobility and preservation.



**Visit the STC website
to download the Report**

New Public Outreach Process Launched

The new process was launched with the opening of the TYP Public Comment Period which ran from late August 2013 through early October 2013. The opportunity to provide input was promoted through a statewide press announcement and email marketing campaign to a wide range of stakeholders. In all, more than 2,200 customers participated which was viewed as a tremendous success and far exceeded feedback received during the last two updates. More details on the innovative techniques may be found below.

Public Survey

In an effort to ensure equal access for all, a public survey on transportation priorities was offered in three different formats: online using the MetroQuest survey platform; through a reverse-automated telephone hotline; and in print form, by request or through the website. **Over 2,000 customers participated and provided more than 7,000 individual transportation priorities.**

The survey and details on how to complete it were offered through the STC website on the “Tell Us What You Think” page.

Project Feedback Forms

For customers with suggestions for specific transportation projects, a form was provided to share more details on the location, potential impacts and

needs. More than 120 detailed *Project Feedback Forms* from across the state were received. The majority of the project needs that were submitted related to bridges. Other project suggestions included pedestrian, bicycle, highway, and transit projects.

Online Webcast

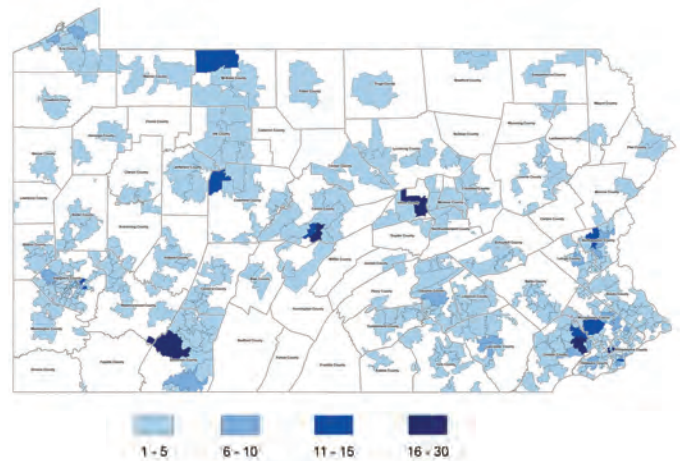
The cornerstone of the outreach effort was the STC’s first-ever Webcast Public Meeting which



offered customers the convenience of participating from any location with internet access. The event was held in late

Participation Across Pennsylvania

The public survey was completed by customers across the state. The map depicts the level of participation with the darker colors representing the highest levels of participation.



September 2013 with more than 100 people participating. It was hosted by STC Chairman and Pennsylvania Department of Transportation Secretary, Barry Schoch. The presentation included a brief overview of the STC, the *Transportation Performance Report* findings, and the 2015 Twelve Year Program update. Input from the audience was encouraged. More than 30 questions were answered during the meeting. Following the webcast, all questions and answers were posted online at the STC website.

Planning Partner Meetings

The STC partnered with Planning Partners during their regularly scheduled public meetings to identify the state's planned transportation priorities and collect input on Pennsylvania's 2015 TYP. The STC used this opportunity to hear public feedback first hand.

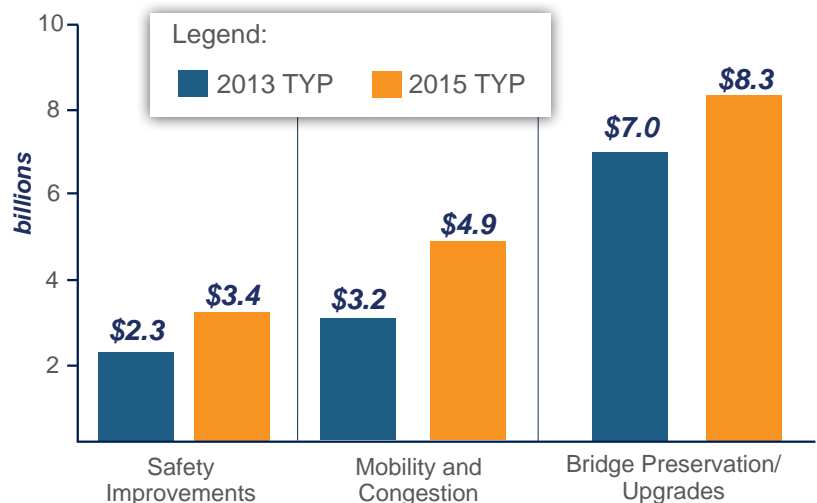
A more detailed summary of the feedback collected was made available to the public through the STC website. Of note is an online, interactive web viewer which shows where the 7,000 transportation priorities are located and how they are dispersed by mode. The public feedback identified top transportation priorities that were incorporated into the 2015 TYP.

Your Transportation Priorities and the TYP

The feedback collected was a valuable resource to the STC in understanding the priorities of the customers. As part of the development of the 2015 TYP, PennDOT incorporated a high-level analysis of the public feedback. In response to the concern expressed over the condition of bridges, including about 550 individual needs identified through the online survey, over **\$8 billion** is targeted toward bridge improvements over the next twelve years. This represents more than \$1 billion in additional investment and twice as many bridges in comparison to the 2013 program.

The 2013 and 2015 TYPs: A Comparison

Investment levels based on customer priorities



View the web viewer at

<http://talkpatransportation.com/stcmap.html>

Online survey participants also identified safety and congestion improvements as priorities. Significant investment is being allocated to these types of projects that will reduce congestion, provide for a smoother flow of traffic and improve the overall safety of roadways such as the **Potters Mills Gap Project** on Route 322 in Centre County and the **Central Susquehanna Valley Thruway** that will bypass a heavily congested area



The Potters Mills Gap Project in Centre County is a key regional project made possible by the 2015 TYP
(Preliminary Rendering, May 2014)



Central Susquehanna Valley Thruway in Union and Northumberland County will reduce congestion, a top priority of the 2015 TYP (Preliminary Rendering, July 2014)

around Shamokin Dam. Also improving safety, reducing congestion, and enhancing pavement quality are **\$11 billion in roadway investments** which include the **reconstruction of Interstate 70** in Washington and Westmoreland counties. This project incorporates the upgrade of several interchanges to provide a better flow of traffic. Furthermore, major portions of **I-95 in and around Philadelphia** are also funded in the TYP. Significant needs were also identified along **Route 219** which are reflected in the TYP by a substantial investment along the corridor in Somerset County.

Pedestrian and Bicycle projects are planned for over **\$360 million** including additional investment realized through the new Multimodal fund that was included as part of Act 89. The new transportation law has also provided funding to help sustain public transit systems, another priority identified through the STC's public outreach efforts.

Our Regional Planning Partners play a key role in planning and prioritizing transportation projects. Pennsylvania has 19 Metropolitan Planning Organizations (MPOs), four Rural Planning Organizations (RPOs), and one independent, non-affiliated county.

Regional Planning Partner Profiles

This report highlights key projects in the 2015 TYP from each Planning Partner. The 2015 Program is an estimate of federal, state, and local funds available over the next 12 years. This update spans the years 2015-2026.

Metropolitan Planning Organizations

During the development of the 2015 Twelve Year Program there were 19 MPOs in Pennsylvania. MPOs are required by federal law for urbanized areas of 50,000 or more people in population.

MPO members include:

- Local elected officials
- Representatives of the major modes of transportation
- PennDOT
- Other transportation stakeholders

MPOs are required to develop and maintain a Long Range Transportation Plan of at least 20 years and a TIP that covers four years. MPOs are supported by Federal and State Planning Funds.

Rural Planning Organizations

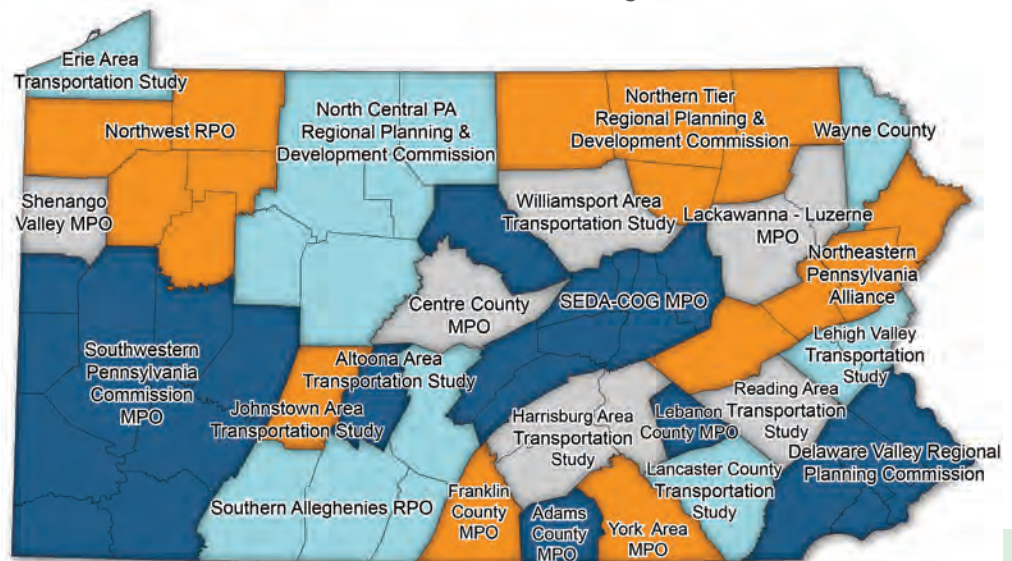
There are four RPOs in Pennsylvania. Federal law does not currently require a rural transportation planning and programming process, but in

Pennsylvania RPOs serve a similar function as MPOs for the rural areas of the state. Federal law requires states to consult and coordinate with local officials in rural areas of the state and may soon require a formal rural transportation planning and programming process as a result of MAP-21.

RPO members include:

- County officials
- Representatives of the major modes of transportation
- PennDOT
- Other transportation stakeholders

RPOs also develop and maintain a Long Range Transportation Plan of at least 20 years and a TIP that covers four years. RPOs are supported by Federal and State Planning Funds.



This map depicts Pennsylvania's 23 Planning Partners and one independent county

Northwest Commission RPO

For More Information Contact:

Jill Foys - Executive Director

Phone | (814) 677-4800 Ext. 116 Email | jillf@northwestpa.org

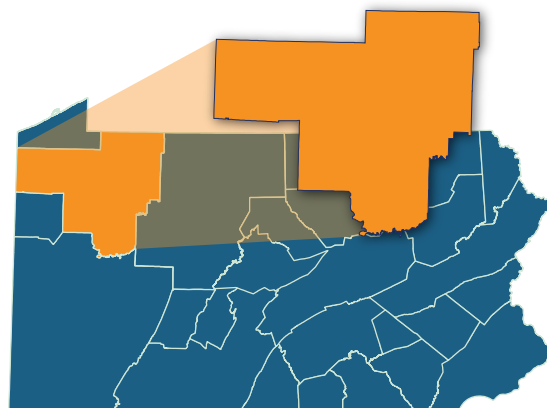
Sue Smith - Manager of Regional Planning

Phone | (814) 677-4800 Ext. 131 Email | susans@northwestpa.org

Northwest Commission

395 Seneca Street | Oil City, PA 16301

Website | <http://northwestpa.org>



Northwest Commission Rural Planning Organization

The Northwest Commission Rural Planning Organization (NWRPO) consists of all municipalities within Clarion, Crawford, Forest, Venango, and Warren counties.



Major Corridors within the region include:

- Major East-West Corridor
 - ▶ I-80 and US 6, connecting to Erie and points in Ohio
- Major North-South Corridor
 - ▶ I-79 and PA 8, connecting to Pittsburgh



Natural resources abound in the Northwest Commission RPO area

Transportation Program

First Four Years (2015-2018)

To maintain and improve the existing transportation system in northwest PA, several key transportation projects are included in the first four years of the 2015-2026 Twelve Year Transportation Program.

Some of these key projects include:

- US 6/Smock Bridge – Bridge Rehabilitation project located in West Mead and Vernon Townships, City of Meadville, Crawford County.
- PA 173 Cochran Truss Bridge – Bridge Replacement project located in Fairfield Township and the Borough of Cochran, Crawford County.
- PA 198 Realignments – Safety Improvement project located in the Borough of Blooming Valley and Woodcock Township, Crawford County.
- Hunter Station Bridge – Bridge Replacement project located in Tionesta Township, Forest County.

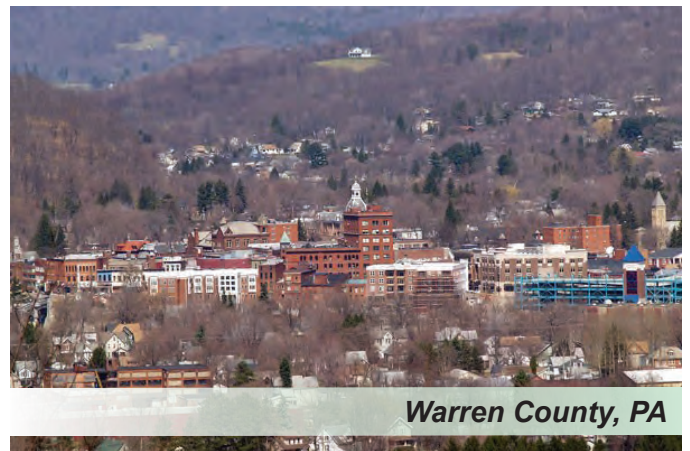


The Kinzua Dam located in Allegheny National Forest in Warren County

- Callensburg Bridge #1 – Bridge Replacement project located in Licking Township just north of Callensburg Borough, Clarion County.
- US 6 Bridge over French Creek – Bridge Replacement project located in the Borough of Cambridge Springs, Crawford County.
- PA 198 Bridge/French Creek Bridge Replacement and Intersection Improvement project located in the Borough of Saegertown, Crawford County.
- SR 4010 over Sugarcreek Project – Bridge Preservation Project located in the Borough of Sugarcreek, Venango County.

Some of these key projects include:

- US 6 Bridge over French Creek – Bridge Replacement project located in the Borough of Cambridge Springs, Crawford County.
- PA 36 Leaper North Resurface – Preventative Maintenance Project to PA 36 from the Jefferson County line to a point 0.28 miles south of Shelter Road in Farmington Township, Clarion County.
- SR 1005 Preventative Maintenance Project along SR 1005 (Fifth Avenue) from the bridge 0.15 miles north of Fireman's Road to the intersection with PA 36 in Highland Township, Clarion County.
- SR 3003 to SR 3013 – Highway Restoration Project on State Route 8 (Richard C. Frame Highway) from State Route 3003 to State Route 3013 in Irwin, Sandy Creek and Victory Townships, Venango County.



Warren County, PA

Second Four Years (2019-2022)

Due to the cost and timing of projects in the first four years of the 2015-2026 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the program.



***The Venango County Courthouse
in Franklin, PA***



***Pedestrian facilities in Oil City,
Venango County, PA***

Interstate Transportation Projects First Four Years (2015-2018)

To maintain and improve the existing transportation system in the Statewide Interstate Program, several key transportation projects are included in the first four years of the 2015-2026 Twelve Year Transportation Program.

A key regional project included is:

- Interstate 79 from Milepost 140.5 to Milepost 153.5, Crawford County.



Transit

Three transit companies service the region. These are the Crawford Area Transit Authority, the Venango County Transportation Program, and the Transit Authority of Warren County. These transit operators provide regional community services within each respective county. Greyhound Lines, Inc. and Fullington Auto Bus Company, Inc provide intercity bus services.

Aviation

Clarion County is served by the Clarion County Airport, Crawford County is served by the Port Meadville Airport, Warren County is served by the Brokenstraw Airport, and Venango County is served by the Venango Regional Airport and Titusville Airport.

Rail Freight

The railroad infrastructure consists of a mix of Class 1, Regional, and Short Line railroads. Although service is provided by seven railroads, the level of

service is local/regional in nature and dependent on local industry demands. Norfolk Southern Corporation provides rail service to Crawford County. The Bessemer and Lake Erie Railroad serves Crawford County. The Oil Creek and Titusville Lines operates in eastern Crawford and Venango Counties. The Western New York and Pennsylvania Railroad serves Venango and Crawford Counties.



The Oil Creek and Titusville Railroad operates in the Northwest Commission RPO region



State Transportation Commission

2015 TWELVE YEAR PROGRAM LIST OF PROJECTS

ADOPTED

Adopted by the
State Transportation Commission on August 14, 2014

A Key to the Twelve Year Program

The following is an explanation of the codes used in the single-line computerized printout of the Twelve Year Transportation Program. The items in the heading are explained below. The column definitions proceed from left to right, top to bottom.

KEYS TO THE TYP	
SECTION HEADING	This groups the projects by location under the regional metropolitan planning organizations or rural planning areas. Statewide and interstate projects are grouped separately.
COUNTY	Groups the projects by county.
MODE	Identifies the project mode in the following order: Highways, Bridges, Airport, Transit, Rail
MPMS NUMBER (#)	A unique project identification number used in the database of projects.
SR	The State Route (SR) shows the route on which the project is located. Local roads are coded 9900 or 9911.
TITLE/SPONSOR	A brief name given to the project, often referred to as the project's "short title" or the Transit Entity sponsoring the project. The municipality where the project is located may be included.
PERIOD	Denotes the time period in which the project is to be implemented: 1 - First Four Years – October 2014 – September 2018 2 - Second Four Years – October 2018 – September 2022 3 - Third Four Years – October 2022 – September 2026
COSTS	Depicts the costs in thousands of dollars associated with the following phases/items:
	Study - projects that are studies or research projects.
	PE - preliminary engineering of the project development.
	FD - final design of the project development.
	UTL - utility changes (electric, telecommunications, mechanical).
	ROW - right-of-way phase of the project.
	CON - construction phase of the project.
	PRA - planning and research or administrative projects.
	TOTAL - total project cost.

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							Total
					Study	PE	FD	UTL	ROW	CON	PRA	
Planning Partner:	Northern Tier		Mode: Bridge	County: Wyoming								
10162	3003	SR 3003 ov Sugar Hollow	Bridge Replacement	Third						1,800		1,800
83059	3007	SR 3007 Ov. RBMN RR	Bridge Restoration	First						600		600
96757	4002	4002 ov Lil Mehoopany Ck	Bridge Replacement	Third		250				1,250		1,500
100469	4002	SR 4002 ov Little Meh Cr	Bridge Restoration	Second		300						300
100469	4002	SR 4002 ov Little Meh Cr	Bridge Restoration	Third						1,500		1,500
96747	4006	4006 ov Lil Tuscarora Cr	Bridge Replacement	Second		250						250
96747	4006	4006 ov Lil Tuscarora Cr	Bridge Replacement	Third						1,250		1,250
56761	7207	Church Rd T-404, Eaton	Bridge Replacement	First						650		650
64091	7210	T-337 Leonard Ck Brg #3	Bridge Replacement	Second		350						350
10150	9900	E Lemon Rd/T-416 Br	Bridge Removal	First						225		225
Planning Partner:	Northwest		Mode: Highway	County: Clarion								
101683		2017 Clarion DFB Line	Reserve Line Item	First			52	32	11	383		477
101686		2018 Clarion DFB Line	Reserve Line Item	First			53	33	11	394		491
88748		Clarion Br. PreCon Line	Reserve Line Item	First		788						788
101581		Clarion Hwy.Resurf.Line#1	Reserve Line Item	First						2,120		2,120
101586		Clarion Hwy.Resurf.Line#2	Reserve Line Item	First						8,058		8,058
102561		D10/Clarion Safety Line	Reserve Line Item	Second						3,408		3,408
102561		D10/Clarion Safety Line	Reserve Line Item	Third						3,408		3,408
100156	36	PA 36 Frills Corner North	Preventive Maintenance	Third						1,567		1,567
100144	36	PA 36 Leaper North Resurf	Preventive Maintenance	Second						4,362		4,362
91309	36	PA 36 Resurfacing	Preventive Maintenance	Second						1,700		1,700
100140	58	PA 58 St. Petersburg West	Preventive Maintenance	Third						1,590		1,590
99839	58	PA58 Callensburg to Sligo	Preventive Maintenance	Third						1,550		1,550
99843	58	PA58 Foxburg to Alum Rock	Preventive Maintenance	Third						1,576		1,576
100147	58	PA58 SligoEastResurfacing	Preventive Maintenance	Third						1,581		1,581
99837	58	PA58AlumRocktoCallensburg	Preventive Maintenance	Third						1,900		1,900
99585	66	Limestone North PM	Preventive Maintenance	Second						1,912		1,912
99593	66	New Bethlehem North PM	Preventive Maintenance	Second						1,352		1,352
100175	66	PA66-Snyderburg North	Preventive Maintenance	Third						1,397		1,397
99592	66	SR 66 PM	Preventive Maintenance	Second						1,363		1,363

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							Total
					Study	PE	FD	UTL	ROW	CON	PRA	
Planning Partner:		Northwest	Mode: Highway	County: Clarion								
100125	68	PA 68 - Sligo Resurfacing	Preventive Maintenance	Third						1,500		1,500
100127	68	PA 68 Resurfacing-Madison	Preventive Maintenance	Third						2,030		2,030
24890	68	PA 68/Dolby Street Inters	Safety Improvement	First		258	265	410	601	1,688		3,222
100126	68	PA68 Rimersburg Resurface	Preventive Maintenance	Third						1,000		1,000
99285	68	PA68RimersburgBoroSignal	Safety Improvement	First						319		319
75962	68	Reidsburg Bridge Curve	Safety Improvement	First				67	400	2,652		3,119
99661	68	Sligo to Reidsburg Resurf	Preventive Maintenance	Second						1,500		1,500
99276	208	PA208 Knox Borough Signal	Safety Improvement	First						319		319
99845	208	PA208Strobleton to Frills	Preventive Maintenance	Third						1,495		1,495
95588	208	Shippenville - Fryburg PM	Highway Restoration	First						937		937
99659	322	US 322 Clarion Resurface	Preventive Maintenance	Third						1,200		1,200
100183	322	US322Shippenville-Clarion	Preventive Maintenance	First						2,151		2,151
99588	338	Knox North PM	Preventive Maintenance	Second						1,414		1,414
91307	338	Knox South Resurfacing	Highway Restoration	Third						1,469		1,469
99591	338	Kossuth South PM	Preventive Maintenance	Second						1,461		1,461
100158	338	PA338-NW Knox Resurfacing	Preventive Maintenance	Third						1,285		1,285
99582	368	Perryville PM	Preventive Maintenance	Second						1,610		1,610
99596	861	Leatherwood East PM	Preventive Maintenance	Second						1,481		1,481
99595	861	Leatherwood West PM	Preventive Maintenance	Second						1,802		1,802
99597	861	New Bethlehem West PM	Preventive Maintenance	Second						1,260		1,260
99594	861	Rimersburg East PM	Preventive Maintenance	Second						1,803		1,803
99577	1005	Miola Road PM	Preventive Maintenance	Second						1,161		1,161
100154	1005	SR1005 HelenFurnace North	Preventive Maintenance	Second						3,634		3,634
91864	1007	SR1007ClarionCenterResurf	Preventive Maintenance	Third						1,130		1,130
99840	1009	SR 1009 Stoney Lonesome	Preventive Maintenance	Third						1,678		1,678
91859	1015	SR 1015 Forest Road	Highway Restoration	Third						1,500		1,500
99847	2003	SR 2003 S.Reidsburg Ph-1	Preventive Maintenance	Third						1,500		1,500
99850	2003	SR 2003 S.Reidsburg Ph-2	Preventive Maintenance	Third						1,500		1,500
99856	2007	SR 2007 Curllsville Road	Preventive Maintenance	Third						1,124		1,124
99855	2007	SR2007 HuckleberyRidgePh2	Preventive Maintenance	Third						1,124		1,124

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							Total
					Study	PE	FD	UTL	ROW	CON	PRA	
Planning Partner:	Northwest		Mode: Highway	County: Clarion								
99854	2007	SR2007HuckleberryRidgePh1	Preventive Maintenance	Third						1,000		1,000
99838	2019	SR 2019 Oak Ridge Road	Preventive Maintenance	Third						1,100		1,100
99842	4004	SR4004Arnold Av to Chapel	Preventive Maintenance	Third						1,065		1,065
99583	8008	Exit 62 Ramp PM	Preventive Maintenance	Second						225		225
99583	8008	Exit 62 Ramp PM	Preventive Maintenance	Third						1,176		1,176
Planning Partner:	Northwest		Mode: Bridge	County: Clarion								
70209		Clarion Hwy/Bridge Line	Bridge Replacement	First						148		148
24914	58	Callensburg Bridge #1	Bridge Replacement	First						6,010		6,010
99325	66	Greenville Pike Bridge #1	Bridge Preservation - Federal	Second						1,900		1,900
99461	66	Greenville Pike Bridge #2	Bridge Preservation - Federal	Second						1,900		1,900
25170	68	Llitle Licking Creek Br#1	Bridge Replacement	Second						2,180		2,180
25170	68	Llitle Licking Creek Br#1	Bridge Replacement	Third						495		495
25172	68	Reidsburg Bridge #1	Bridge Restoration	Third						2,663		2,663
25214	322	Day Bridge	Bridge Restoration	First						2,833		2,833
99710	322	Elmo Bridge	Bridge Replacement	Second						1,463		1,463
83229	322	Shippenville Station Br.	Bridge Replacement	Third						2,663		2,663
83234	861	Diamond #1 Bridge	Bridge Replacement	Second						1,956		1,956
83234	861	Diamond #1 Bridge	Bridge Replacement	Third						981		981
83232	861	Wildcat Bridge #2	Bridge Replacement	Third						2,522		2,522
83236	1007	Stone House Bridge #1	Bridge Replacement	First			232			844		1,076
25227	2001	SR 2001 Piney Creek Br.	Bridge Replacement	First				52	26	1,698		1,775
91811	2003	Reids Run Bridge	Bridge Replacement	First			52	31	11	387		481
92622	2005	Fenstermaker RR Br Rem	Bridge Removal	First				37	52	1,910		1,998
97016	2007	Clarion Bridges over I-80	Bridge Restoration	First			515			3,670		4,185
97016	2007	Clarion Bridges over I-80	Bridge Restoration	Second						975		975
99462	2007	Piney Bridge #3	Bridge Replacement	Second						2,230		2,230
99462	2007	Piney Bridge #3	Bridge Replacement	Third						1,025		1,025
83241	2009	Elder Road Bridge	Bridge Replacement	Second						2,260		2,260
83246	3004	Kissinger Mills Bridge #1	Bridge Replacement	First			312					312
83246	3004	Kissinger Mills Bridge #1	Bridge Replacement	Second						1,739		1,739

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							
					Study	PE	FD	UTL	ROW	CON	PRA	Total
Planning Partner:	Northwest		Mode: Bridge	County: Clarion								
25224	3020	Alum Rock Bridge #3	Bridge Replacement	First			309	53	77	1,592		2,032
25224	3020	Alum Rock Bridge #3	Bridge Replacement	Second						47		47
83250	4004	Lickingville Bridge #2	Bridge Replacement	Second						1,805		1,805
25248	4005	SR 4005 Canoe Furnace Br.	Bridge Replacement	First						1,700		1,700
83256	4015	Huefner Bridge No. 3	Bridge Replacement	Third						2,704		2,704
83265	4035	Eisenman Bridge	Bridge Replacement	First						288		288
25023	7211	T-442 Wildcat Run Bridge	Bridge Replacement	First						721		721
25014	9900	T-345 over Beaver Ck. Br.	Bridge Replacement	Second						1,594		1,594
Planning Partner:	Northwest		Mode: Highway	County: Crawford								
99645	8	SR 8: SR 1024-Erie County	Highway Restoration	Second						1,500		1,500
99641	27	SR 27: Townline Rd-Brkdal	Highway Restoration	First						950		950
75050	198	PA 198 Realignments	Safety Improvement	First						3,000		3,000
90277	285	PA 285: Steele's Corridor	Highway Restoration	First						4,500		4,500
97865	408	Crawford DOI 2 Group	Highway Restoration	First						2,100		2,100
98996	699	PA 699: McClellan St-Erie	Highway Restoration	Second						1,500		1,500
97877	886	SR 886: SR 27 to Oak St	General Maintenance	First						1,000		1,000
32161	1001	SR 1001: Park Avenue	Highway Restoration	First						1,000		1,000
99644	1024	SR 1024: Lake Road	Highway Restoration	First						650		650
32158	1025	SR 1025: Grant Street	Highway Restoration	First						125		125
99643	1026	SR 1026: Danner Drive	Highway Restoration	First						100		100
99639	1035	SR 1035: Mackey Hill Rd	Highway Restoration	First						900		900
99650	1037	SR 1037: Little Cooley Rd	Highway Restoration	First						1,100		1,100
32165	2007	SR 2007:Thurston Road	Highway Restoration	First						225		225
99605	2012	SR 2012: Porter St-Barton	Highway Restoration	First						620		620
99635	2024	SR 2024:Drake St-Drake Wl	Highway Restoration	First						250		250
99649	3013	SR 3013: Lake Road	Highway Restoration	Second						1,250		1,250
Planning Partner:	Northwest		Mode: Bridge	County: Crawford								
170		Mead Avenue Bridge	Bridge Replacement	First						1,000		1,000
57942	6	SR 6 - Smock Bridge	Bridge Restoration	First						7,000		7,000
57940	6	SR 6 Br over French Ck	Bridge Replacement	First			500	100	400	4,000		5,000

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							
					Study	PE	FD	UTL	ROW	CON	PRA	Total
Planning Partner:	Northwest		Mode: Bridge	County: Crawford								
57945	6	SR 6 French Ck Br #3	Bridge Replacement	Third		500	200		100	3,000		3,800
573	6	SR 6 French Creek Br #1	Bridge Replacement	First		250						250
573	6	SR 6 French Creek Br #1	Bridge Replacement	Second			200		100	3,200		3,500
78580	6	SR 6/Trib #4 French Ck	Bridge Replacement	First			250		50	800		1,100
89105	27	SR 27 over Lake Ck Trib	Bridge Replacement	First		200	100	25	25	700		1,050
74605	27	SR 27 over Oil Creek Trib	Bridge Replacement	First		200	100	25	25	700		1,050
576	98	SR 98 Brdg/Van Horne Run	Bridge Replacement	Third			140		10	700		850
579	173	PA 173 Cochranon Tr Brdg	Bridge Replacement	First						6,000		6,000
404	198	SR 198/Coneaut Ck Trib	Bridge Restoration	First						700		700
483	198	SR198 Brdg/French Creek	Bridge Restoration	First						4,000		4,000
90045	285	SR 285 over Conneaut Ck	Bridge Replacement	First		200	100	25	25	700		1,050
505	1007	SR 1007: Bidley Crns Brdg	Bridge Replacement	First		200	150	25	25	600		1,000
585	1024	SR 1024 Brdg/Britton Run	Bridge Replacement	Third			140		10	850		1,000
57972	1033	SR 1033: Muddy Ck Brdg	Bridge Restoration	Third			50		10	190		250
57974	1037	SR 1037: Federal Run Brdg	Bridge Replacement	First		200	150	25	25	500		900
74664	2007	SR 2007 over Mud Run	Bridge Replacement	Third			80		10	150		240
413	2034	SR 2034: Spring St Viadct	Bridge Restoration	First			150					150
413	2034	SR 2034: Spring St Viadct	Bridge Restoration	Second					50	3,000		3,050
516	2039	SR 2039: Dunham Rd Br	Bridge Restoration	First			90					90
516	2039	SR 2039: Dunham Rd Br	Bridge Restoration	Second					10	750		760
497	3009	SR 3009 Brdg/Bennett Run	Bridge Restoration	Third			100		10	400		510
589	3016	SR 3016 Brdg/B&LE RR	Bridge Restoration	Third			90		10	600		700
74683	3023	SR 3023-Watson Run Br #2	Bridge Replacement	Third			150		50	800		1,000
Planning Partner:	Northwest		Mode: Transit	County: Crawford								
102241			Bus Shelter and Stp Imp	First						100		100
102253			IT Infrastructure	First						40		40
102248			Vehicle Purchase	First						2,140		2,140
84350		Crawford Area Transportation Authority	CATA Storage Facility	First						6,203		6,203
94830		Crawford Area Transportation Authority	Vehicle Purchase	First						1,420		1,420

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							Total
					Study	PE	FD	UTL	ROW	CON	PRA	
Planning Partner:	Northwest		Mode: Highway	County: Forest								
97891	36	SR 36: Col Drake Hwy 1	Highway Restoration	First						2,500		2,500
97900	62	SR 62:Tionesta-W. Hickory	Highway Restoration	First						3,000		3,000
99074	66	PA 66: Birch St-Blue Jay	Highway Restoration	First						2,200		2,200
97040	666	SR 666 Retaining Wall #1	Safety Improvement	First						1,000		1,000
97041	666	SR 666 Retaining Wall #2	Safety Improvement	First						1,500		1,500
97895	899	SR 899: Jfsn/Frst-SR 66	Highway Restoration	First						5,000		5,000
97893	948	SR 948: Elk Co-Warren Co	Highway Restoration	First						1,500		1,500
102543	2002	SR 2002: River Road	Highway Restoration	Second						1,200		1,200
99834	2005	SR 2005: Loleta Road	Highway Restoration	Second						1,000		1,000
99849	3003	SR 3003: Waltonbaugh Rd	Highway Restoration	First						300		300
99851	3004	SR 3004: Lil Hickory Road	Highway Restoration	First						850		850
99853	3005	SR 3005: Clarion-Golinza	Highway Restoration	First						525		525
99823	4002	SR 4002: Dawson Road	Highway Restoration	First						625		625
99825	4008	SR 4008: Grange Hall Road	Highway Restoration	First						310		310
Planning Partner:	Northwest		Mode: Bridge	County: Forest								
97259	36	SR 36 Brdg/Hunter Run #3	Bridge Restoration	Second			10					10
97259	36	SR 36 Brdg/Hunter Run #3	Bridge Restoration	Third						100		100
74693	36	SR 36 over Tionesta Creek	Bridge Restoration	Second			150		50	2,000		2,200
1343	62	Hunter Station Br - US 62	Bridge Replacement	First			1,100	60	2,000	25,000		28,160
1414	1003	Blue Jay Ck Br #2	Bridge Replacement	First		200	150	25	25	700		1,100
Planning Partner:	Northwest		Mode: Highway	County: Venango								
98808		2017 Betterment Line Item	Reserve Line Item	First						7,300		7,300
98809		2018 Betterment Line Item	Reserve Line Item	First						8,500		8,500
102325		Northwest RBR Initiative	Reserve Line Item	First						6,000		6,000
98262		NW Local Brdg Line Item	Reserve Line Item	First						8,000		8,000
98265		NWRPO 2015 TIP Line Item	Reserve Line Item	First						13,499		13,499
98265		NWRPO 2015 TIP Line Item	Reserve Line Item	Second						123,094		123,094
98265		NWRPO 2015 TIP Line Item	Reserve Line Item	Third						172,332		172,332
61354	8	SR 3003 to SR 3013	Highway Restoration	Second						6,000		6,000
76890	8	SR 8/62: Polk Ctoff-Bell	Highway Restoration	Second						3,000		3,000

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							Total
					Study	PE	FD	UTL	ROW	CON	PRA	
Planning Partner:	Northwest		Mode: Highway	County: Venango								
100148	8	SR 8: Cross Ck-Sopher Rd	Highway Restoration	First						1,000		1,000
100162	36	SR 36: Forest Co-SR 27	Highway Restoration	Second						2,200		2,200
100089	38	SR 308: Emlnton-Bell Rd	Highway Restoration	First						400		400
89186	38	SR 38: Bell Rd - SR 322	Highway Restoration	First						1,700		1,700
100199	38	SR 38: Kerr Ave-Bell Road	Highway Restoration	Second						2,000		2,000
97048	62	SR 62 Retaining Wall	Safety Improvement	Second						500		500
97915	62	SR 62:Henrys Bend-Forest	Highway Restoration	First						3,000		3,000
100152	157	SR 157: SR 62-Co Line Rd	Highway Restoration	First						2,500		2,500
100155	257	SR 257: SR 322-Innis St	Highway Restoration	First						2,200		2,200
100082	268	SR 268: Butler to SR 38	Highway Restoration	First						250		250
100171	322	SR 322: Whprwill-Clarion	Highway Restoration	Second						2,000		2,000
100166	427	SR 427: Wytville-Titan Ln	Highway Restoration	Second						2,000		2,000
100213	428	SR 428 Resurfacing	Highway Restoration	Second						4,000		4,000
100178	965	SR 965: Mercer Co-SR 62	Highway Restoration	Second						2,000		2,000
100141	3021	SR 3021: SR 8-Liberty St	Highway Restoration	First						900		900
100160	4006	SR 4006: SR 322-Rocky Grv	Highway Restoration	Second						1,800		1,800
100067	6008	SR 6008: Center Street	Highway Restoration	First						400		400
Planning Partner:	Northwest		Mode: Bridge	County: Venango								
97375	8	SR 8 Brdg/State Route 308	Bridge Restoration	Second			50					50
97375	8	SR 8 Brdg/State Route 308	Bridge Restoration	Third					10	500		510
90028	38	SR 38 over Richey Run	Bridge Replacement	First		200	100	25	25	700		1,050
97396	62	SR 62 Brdg/Sage Run #4	Bridge Restoration	Third			50		10	200		260
84946	62	SR 62 over Lil Sandy Ck	Bridge Replacement	Second			150		10	800		960
89112	157	SR 157 ov Wolf Ck Trib	Bridge Replacement	First		200	100	25	25	800		1,150
97401	208	SR 208 Bridge over I-80	Bridge Restoration	Third			140		10	1,500		1,650
93161	208	SR 208 over McKees Run	Bridge Replacement	First		200	100	25	25	700		1,050
58255	322	SR 322 Sugar Ck Bridge	Bridge Restoration	First					50	3,500		3,550
97402	427	SR 427 Brdg/Sugar Ck #2	Bridge Restoration	Third			140		10	700		850
97403	427	SR 427 Brdg/Sugar Ck #3	Bridge Restoration	Third			100		50	1,150		1,300
78872	2004	SR 2004 over Tarklin Run	Bridge Restoration	Second			50		10	200		260

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							
					Study	PE	FD	UTL	ROW	CON	PRA	Total
Planning Partner:	Northwest		Mode: Bridge	County: Venango								
97364	3003	SR 3003 Brdg/I-80 EB	Bridge Restoration	Second			50					50
97364	3003	SR 3003 Brdg/I-80 EB	Bridge Restoration	Third					10	300		310
98177	3003	SR 3003 Brdg/I-80 WB	Bridge Restoration	Second			50					50
98177	3003	SR 3003 Brdg/I-80 WB	Bridge Restoration	Third					10	300		310
97395	3007	SR 3007 Bridge/I-80	Bridge Restoration	Third			100		50	600		750
97398	3009	SR 3009 Bridge over I-80	Bridge Restoration	Third			90		10	500		600
97340	3101	SR 3101 Bridge over I-80	Bridge Restoration	Second			100		10	600		710
97405	4003	SR 4003 Bridge/Wolf Run	Bridge Restoration	Third			50			100		150
58275	4006	SR 4006: Patchell Run Br	Bridge Replacement	First			100			350		450
2298	4010	SR 4010 over Sugar Creek	Bridge Restoration	First			200		100	2,000		2,300
84949	6008	SR 6008 over Oil Creek	Bridge Restoration	First						1,640		1,640
Planning Partner:	Northwest		Mode: Transit	County: Venango								
102537			Stations and Facility	First						1,020		1,020
		CRATA	Venango LISTED WITH Crawford	First								
94840		Venango County Transportation Office	Maintenance Facility	First						350		350
94839		Venango County Transportation Office	Passenger Shelters	First						50		50
94836		Venango County Transportation Office	Revenue Fleet Purchase	First						1,380		1,380
94837		Venango County Transportation Office	Software Tech. Updates	First						80		80
Planning Partner:	Northwest		Mode: Highway	County: Warren								
95580	6	SR 6: Con Pch & Nova Chp	Highway Restoration	First						850		850
95579	6	SR 6: Resurfacing	Highway Restoration	First						700		700
100006	6	SR 6: SR 59-Claredon Hgts	Highway Restoration	First						1,500		1,500
95581	6	SR 6: SR 62 Intchg to PSP	Highway Restoration	First						2,000		2,000
102546	62	SR 62 Slide	Safety Improvement	Second						1,500		1,500
89108	62	SR 62 Slide Repair	Highway Restoration	Second						1,500		1,500
100524	346	SR 346: NY - McKean Co	Highway Restoration	Second						500		500
100525	426	SR 426: Old Rt. 77-Erie	Highway Restoration	Second						1,500		1,500
100442	1007	SR 1007: Dutch Hill Road	Highway Restoration	First						525		525
97871	1009	Warren DOI Group 2	Highway Restoration	First						2,100		2,100
100526	1021	SR 1021: Cnwgo Ave-Scndia	Highway Restoration	First						675		675

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							Total
					Study	PE	FD	UTL	ROW	CON	PRA	
Planning Partner:		Northwest	Mode: Highway	County: Warren								
100498	1021	SR 1021: Jackson Avenue	Highway Restoration	First						310		310
100453	1025	SR 1025: Page Hollow Rd	Highway Restoration	First						600		600
100501	2003	SR 2003: Mohawk Avenue	Highway Restoration	First						775		775
100472	3002	SR 3002: Enterprise Road	Highway Restoration	First						610		610
100478	3004	SR 3004: Selkirk Road	Highway Restoration	First						1,350		1,350
97050	3007	SR 3007 Wall	Safety Improvement	Second						600		600
100505	3007	SR 3007: Andrws Run-SR 6	Highway Restoration	Second						610		610
100504	3007	SR 3007: Davey Hill Road	Highway Restoration	Second						1,800		1,800
100507	3007	SR 3007: Main St-Seg. 140	Highway Restoration	Second						1,800		1,800
100485	3008	SR 3008: Sundback Road	Highway Restoration	First						625		625
100520	3009	SR 3009: Tidioute Ck Rd	Highway Restoration	Second						1,805		1,805
100509	3010	SR 3010: Old Route 77	Highway Restoration	Second						1,575		1,575
100512	3011	SR 3011: McGuire Street	Highway Restoration	Second						2,100		2,100
100515	3014	SR 3014: Old Garland Rd	Highway Restoration	Second						1,200		1,200
100519	3015	SR 3015: Sanford Road	Highway Restoration	Second						910		910
100490	3016	SR 3016: Couvers Xing Rd	Highway Restoration	First						620		620
97049	3017	SR 3017 Wall	Safety Improvement	Second						600		600
100521	3022	SR 3022: National Frge Rd	Highway Restoration	Second						850		850
100494	4025	SR 4025: Old Pine Vly Rd	Highway Restoration	First						280		280
Planning Partner:		Northwest	Mode: Bridge	County: Warren								
57178	6	SR 6 Brdg/Dtchman Run #1	Bridge Restoration	Third			50		10	250		310
90023	6	SR 6/Swamp Run Branch	Bridge Replacement	First		200	100	25	25	700		1,050
57184	27	SR 27 Brdg over Telic Run	Bridge Replacement	Third			150		50	400		600
57185	27	SR 27 Bridge/B&P Railroad	Bridge Restoration	Second			100		10	700		810
2477	27	SR 27: Grand Street Brdg	Bridge Replacement	Third			150		50	500		700
97459	59	SR 59 Brdg/Kinzua Creek	Bridge Restoration	Second			90		10	1,000		1,100
58301	59	SR 59: Morrison Run Brdg	Bridge Replacement	Third			150		50	800		1,000
97419	127	SR 127 Brdg/Allegheny Riv	Bridge Preservation - State Funded	Second			200		50	3,000		3,250
2523	426	SR 426 Br/Brokenstraw Ck.	Bridge Restoration	First			50					50
2523	426	SR 426 Br/Brokenstraw Ck.	Bridge Restoration	Second					10	1,000		1,010

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Project	Route	Title/Sponsor	Improvement	Period	Cost (\$000)							
					Study	PE	FD	UTL	ROW	CON	PRA	Total
Planning Partner:	Northwest		Mode: Bridge	County: Warren								
2474	426	SR 426: Corry Road Bridge	Bridge Replacement	Third			80		10	150		240
90149	666	SR 666/Dodge Run	Bridge Replacement	First		200	150	25	25	700		1,100
58306	957	SR 957: Kanetone Ck Brdg	Bridge Replacement	Third			150		50	400		600
2479	1012	SR 1012: Priest Hlw Rd Br	Bridge Replacement	First					100	4,250		4,350
93158	1021	SR 1021 over Macks Run	Bridge Replacement	First		200	100	25	25	550		900
2545	2010	Browns Run Road Bridge	Bridge Replacement	First		200	150		50	600		1,000
2530	3002	SR 3002: McGraw Rd Brdg	Bridge Replacement	Third			80		10	150		240
2343	3012	SR 3012: Cemetery Rd Brdg	Bridge Removal	Third			100		10	390		500
2542	3022	Old Rt 6/Irvine Run Br	Bridge Replacement	First					50	800		850
2480	6006	SR 6006: Penn Ave Bridge	Bridge Replacement	First						500		500
Planning Partner:	Northwest		Mode: Transit	County: Warren								
102256			Bus Wash Rehab.	First						72		72
94725		Warren County Transit Authority	Shared Ride Bus Procure.	First						580		580
Planning Partner:	Reading		Mode: Highway	County: Berks								
102190		RBR Initiative Line Item	Reserve Line Item	First						5,300		5,300
86420		Berks Commuter Services	Air Quality	First						1,061		1,061
82791		CMAQ Reserve Line Item	Reserve Line Item	First						11		11
82791		CMAQ Reserve Line Item	Reserve Line Item	Second						12,438		12,438
82791		CMAQ Reserve Line Item	Reserve Line Item	Third						12,436		12,436
97838		Construction Assistance	Preventive Maintenance	First						850		850
97838		Construction Assistance	Preventive Maintenance	Second						850		850
97838		Construction Assistance	Preventive Maintenance	Third						850		850
97417		Construction Assistance	Reserve Line Item	First						700		700
97417		Construction Assistance	Reserve Line Item	Second						700		700
97417		Construction Assistance	Reserve Line Item	Third						800		800
83081		Delivery_Consumt Assist	Preventive Maintenance	First		1,500						1,500
83081		Delivery_Consumt Assist	Preventive Maintenance	Second		1,500						1,500
83081		Delivery_Consumt Assist	Preventive Maintenance	Third		1,500						1,500
95368		Local BR Initiative L I	Reserve Line Item	First						10,061		10,061
69335		RATS BARTA Flex	Public Transit	First						3,468		3,468



State Transportation Commission

2015 TWELVE YEAR PROGRAM

August 2014

Tom Corbett
Governor

Barry J. Schoch, P.E.
Secretary of Transportation

James Ritzman, P.E.
Deputy Secretary of Planning

(717) 787-2931
RA-PennDOTSTC@pa.gov
www.talkPAtransportation.com