

STC Resource Account Q&A Responses

The State Transportation Committee (STC) and the Pennsylvania Department of Transportation (PennDOT) held the 2025 Public Outreach Campaign for the 2027 12-Year Program (TYP) from March 3 to April 30, 2025. During the duration of the campaign a total of 26 questions were submitted to the STC Resource Account. Questions are restated as they were received with the exception of corrections to spelling and punctuation, and the removal of inappropriate language. The questions below are in a bold font, and the responses are in a standard font.

1. Hi, I travel Rt. 88 in the Bethel Park area. There is a left turning lane that allows about 3 cars in that lane to make a left hand turn on to Valley Drive. If the 3 cars are in the left lane, this will back up Rt. 88 along with backing up on Connor Road since this road leads into RT 88 This past fall, Valley Drive was closed off while the water company was working on the lines on that road. During this period of time, we did not experience any backup on Rt. 88. This is not the only way into the plan of homes that are on that side of Rt. 88. There is a light prior to Valley Drive that people can use. A simple fix to this road would be a no left turn during 4-6:00 PM. People have alternative routes to take. Another area that can be fixed is Baptist Road and Horning Road in Bethel Park. This road has an option at the light to go straight, make a left on to Horning Road, or be in the right turn only lane to make a right turn. Since there is no arrow for the people to make a left turn on to Horning, this road backs up clear to Millennium Park on this road. Simple fix is to make the right hand turn lane going straight or make a right turn and the other lane to make a left turn. No one cuts you a break on that road to make a left turn so we sit through red lights until the person can make a turn. Thank you for your time and consideration of this matter. We don't have 4 lane highways in our areas and these roads are heavily used.

The Southwest Pennsylvania Commission (SPC) will review this comment and discuss at the upcoming Transportation Improvement Program (TIP) work group meetings later this year. At these meetings, the comment will be discussed with experts in the work group and routed to the appropriate agency for response.

2. Pennsylvania has some of the worst roads in the country. Always under constant construction. Residents get taxed on everything even gasoline yet roads are terrible. State roads in local communities are the worst. My area for example. Neville Island. Potholes everywhere down Grand Avenue. Big pot hole on the bridge for years. Coraopolis and Crescent Twp. Potholes everywhere down Rt. 51. Penndot is quite embarrassing.

The Southwest Pennsylvania Commission (SPC) will review this comment and discuss at the upcoming Transportation Improvement Program (TIP) work group meetings later this Summer 2025. At these meetings, the comment will be discussed with experts in the work group, assigned a consensus status, and routed to the appropriate PennDOT District Department, County Department, City/Municipality, and/or Transit Agency for any actionable response.

3. Route 217 going thru the town of Blairsville Pa. to the bridge over the river into Westmoreland county is falling apart , exit ramp to small for all the truck traffic going to stone



quarry's as well as other businesses . Dangerous situation for motorists as well as pedestrians. Thanks for the opportunity to give suggestion!

Preservation of the bridge that carries ROUTE 217 over the Conemaugh River is a project on the candidate list that PennDOT provided to the Southwest Pennsylvania Commission (SPC) for our upcoming Transportation Improvement Program (TIP) update discussions. The project would include a deck overlay among other preservation work. It will be discussed as a potential project for possible addition to the TIP or Twelve Year Program (TYP).

4. Hello! I just took your survey, and was cut short on my comments/explanation. Currently, I'm having to take Access to appointments, since I have knee problems; my second knee replacement surgery is next month. I am retired, and live up a 4 1/2 block hill on Kaercher Street. Up until last March, when I had surgery on knee #1, I took PRT buses everywhere! Walk down my hill, catch a bus to downtown, Oakland, Squirrel Hill, East Liberty, and Lawrenceville — all starting at the stops at Greenfield Avenue and Kaercher Street. With PRT's proposed changes, the closest stop would be 5 blocks uphill at Greenfield Avenue and Winterburn. Folks on the lower part of Greenfield, as well as those on the Winterburn, Bigelow, Hazelwood to Greenfield loop would be disenfranchised. PRT is also proposing to eliminate the 56 Lincoln Place route, so those folks lose out, too. Apparently, the 57 Hazelwood Green route would still be viable, but you'd have to walk down Greenfield and cross Second Avenue and walk down Second a ways to catch that. Complicating matters, when you call PRT for some clarity on the proposed changes, they seem to know nothing, and can't connect you with anyone who does know. Are ANY buses going to come down Greenfield? Currently, (with the Charles Anderson and Panther Hollow bridges out), we have the 58 Greenfield, 65 Squirrel Hill, and 93 Lawrenceville/Hazelwood. Personally, I'd be overjoyed if the 58 continued to service its present route. I've been unable to attend any of the community meetings PRT had, because of location and time of day. The one that was closest to me was held on a street corner at Murray Avenue and Loretta Streets! I know I am not the only person in my Greenfield neighborhood with mobility challenges, who has been a loyal PAT/PRT rider for decades, finally earning my Senior Pass, who is currently having to pay Access for my transportation needs, and was looking forward to being able to hop on the bus for free post surgery rehab. I have submitted comments to PRT, with — of course — no response. I would be grateful for any information you could provide. Thank you!

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5. We live in Jefferson hills which is rapidly growing and road system is horrible!! We have Cochran mill rd which was shut down approx. 20 years ago because the railroad would not replace a bridge! We are surrounded by one way tunnels which have height and sight problems with on coming traffic! Snowden road tunnel was shut down recently where a large



home plan is being built!! This situation creates problems for emergency vehicles, fire trucks to get to homes in an emergency! Thank you!

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6. As a long-time volunteer as both Trail Steward and Trail Ambassador with the Three Rivers Heritage Trail, my highest priorities for the 2027 Transportation Improvement Plan are trail expansion in these areas:

- **Freeport Road bike lanes (O'Hara Township to East Deer Township)**
- **Route 51 bike lanes (Station Square to Neville Island)**
- **Allegheny River Boulevard protected bike lanes (Verona, Penn Hills, Oakmont)**
- **Improved trail connection between Second Avenue and Saline Street (near Eliza Furnace trailhead)**

Thank you

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7. I do not know who should receive this Email but please forward to the correct department. Section of this road needs repaired. This small section of road needed repaired before Thanksgiving 2024. I drive this road every Monday to babysit my daughter's two children who lives in Valencia. It seems to me this small section of road has been forgotten. This small road section is located just before the intersection of Babcock Blvd, Three Degrees road and Valencia road. It's actually on Babcock road right before this intersection.

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8. Ravensburg Bridge, City of Clairton, PA. Bridge Comments for TIPS Program. Bridge In Need of Repair or Replacement. Bridge Uses for Ravensburg Bridge in Clairton:

1. **Main Access for Emergency Vehicles:**



- **Ambulances and Emergency Response:** The bridge is the fastest route for ambulances and emergency vehicles to reach Jefferson and McKeesport Hospitals. Closure or damage to the bridge would add 5-10 minutes to emergency response times, potentially compromising critical care and public safety.

2. **Public Transportation**

- **Bus Routes:** The bridge is a key part of the public transportation system, serving as a primary route for city buses that transport residents to and from various parts of Clairton, including essential destinations such as schools, work, and medical facilities.

3. **Commercial Traffic and Deliveries:**

- **Essential Goods Transport:** The bridge is the main route for commercial traffic, including trucks delivering food, medical supplies, and other essential products to businesses and residents in the city. If the bridge were closed, it would disrupt these critical deliveries and impact the availability of goods within Clairton.

4. **School Bus Route:**

- **Student Transportation:** The bridge is part of the school bus route, providing safe and efficient access for students traveling to and from school.

5. **Pedestrian Access:**

- **Walking Route for Students and Residents:** The bridge serves as a key walking route for students heading to school and for residents going about their daily activities, such as running errands and accessing local services.

6. **Access to Recreational Facilities:**

- **Ball Fields and Swimming Pool:** The bridge provides crucial access to community recreational facilities such as ball fields and the swimming pool, which are used by families and local groups for sports, events, and leisure activities.

7. **Access to Shelters:**

- **Public Shelters:** The bridge provides access to shelters in the area, which are essential for residents during emergencies, weather events, or community outreach programs.

8. **Community Connectivity:**

- **Linking Key Areas:** The bridge connects Wilson to the rest of Clairton, facilitating access to grocery stores, healthcare facilities, parks, and other community hubs. It's essential for maintaining connectivity within the city.

9. **Emergency Vehicle Access (Fire and Police):**



- **Critical for Fire and Police Response:** The bridge is vital for fire trucks and police vehicles in reaching emergency situations. Any disruption would delay emergency services, potentially increasing risks to public safety.

10. Access to Grocery Stores and Daily Needs:

- **Essential Shopping Access:** The bridge is frequently used by residents traveling to grocery stores and other essential retail businesses, supporting the community's daily needs.

Justification for Bridge Repair Grant:

- **Critical Infrastructure for Public Safety and Health:** The bridge's role in emergency vehicle access, including ambulances, fire trucks, and police vehicles, is indispensable for ensuring quick responses to urgent situations. Its closure would compromise the ability to provide timely care, especially with nearby hospitals being reliant on this route.
- **Supports Daily Life and Commerce:** The bridge facilitates essential services like public transportation, commercial deliveries, and access to daily needs. If not repaired, it would severely disrupt both the local economy and the community's access to basic services.
- **Vital for Community Services:** The bridge provides access to recreational facilities, shelters, and essential services, enhancing the quality of life for residents and ensuring that emergency shelters are accessible when needed.

Bridge Design, Plan of Action, Estimated Costs and Bridge Information. Ravensburg Bridge Plans By Allegheny County 1963. Bridge Built 1963 . Average Daily Traffic 9011. Bridge recently Inspected April 9, 2025, No Propagation of Past Arrest Hole Remediations. See attached NBIS Bridge Engineers Reports. City of Clairton's Current Plan of Actions is as follows, Proposals out to Qualified Engineering Firms for Two Proposals. Proposal 1 to provide for Engineering Analysis, Design and Bid Preparation Documents for Previously Priority 1 Bridge Elements and those Bridge Members that had Previous Project repairs for Fatigue critical Crack Arrest Holes (CAH) . Proposal 2 Provide Structural Analysis, Fatigue Analysis, Foundation and Substructure Analysis, Rehabilitation and Replacement Cost Analysis. This Project is critical in Respect to Economics for City of Clairton in that they in the recent past just came out of the financially distressed status under 47 ACT. The Estimated Cost for rehabilitation cost is between 15 Million and 20 Million Dollars which would include an enhanced paint system and structural roadway topping as recommended by Penn Dot.

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9. The 12 year plan sounds like the Route 28 plan... Why is Rt. 28 under construction every single year? I noticed areas of the turnpike where the pavement is a red color. I asked Swank



construction about the red pavement on the turnpike and I was told it last longer. So why not use the red pavement on all of the state roads? Even if it costs more, it won't need repaved every other year. Speaking of the turnpike, during its inception, it was eventually supposed to be toll free. How many more years will tolls continue to increase when the turnpike was supposed to be free of charge by now? PennDOT are like politicians, they come up with these decade long plans but they don't address the issues that already exist. NO MORE tar n chip please!! I cringe every summer when I have to drive on molten tar chips from the hot sun that I have to scrape off of my vehicle. Tar n chip is a horrible idea and a cheap fix that makes every single motorist angry.

Without knowing your specific location, we cannot provide insight into the construction you are referring to. You can use this link to select your local PennDOT district and view updates about projects impacting your region. Additionally, you can use PennDOT's One Map tool to search by Route number and County to find more details about the projects recently completed, under construction, and in the planning process.

The color of a pavement is dependent on the geology of the stone used in the aggregate. The color of the aggregate used in a pavement does not equate to good or poor pavement performance. As traffic runs on a pavement over time, the asphalt or cement paste will begin to wear off the surface and expose different colors. Siltstone/sandstone aggregates used in a pavement can create a red color pavement appearance, and limestone aggregates typically create a gray color pavement appearance.

Regarding the Pennsylvania Turnpike, it's managed by a different agency called the Pennsylvania Turnpike Commission (PTC), which was created in 1937 to build and take care of the Turnpike. PennDOT does not oversee turnpike construction or operation.

Each July, the Turnpike Commission decides on toll rates for the next year. Even with the increases, Pennsylvania's tolls are about average compared to other toll roads in the U.S.

If you're interested, you can see the Turnpike's current construction and upgrade projects here: <https://www.paturnpike.com/traveling/design-construction>.

Thanks for sharing your thoughts about tar-and-chip roads. We understand it's not a favorite for many drivers, especially in the summer when the road surface can get hot and sticky.

What's often called "tar and chip" is a type of road treatment called seal coat. PennDOT and local governments use this method on lower-traffic roads to help protect the surface. Seal coating keeps water out of the pavement, which helps prevent potholes, cracking, and other damage—especially during freeze-thaw cycles in the winter.

While it may not be as smooth as regular paving, seal coat is much less expensive and helps extend the life of the road. This way, we can take care of more miles of roadway with the same amount of funding.



10. Seems like SEPTA has a lot of trains that are breaking down which includes trains with passengers aboard. Can someone please find out why? SEPTA is not becoming a reliable transportation service.

Thank you for your comment. Unfortunately, due to lack of funding for new rail vehicles, SEPTA operates one of the oldest rail fleets in the United States. Although we employ a robust vehicle maintenance program, the age and miles traveled by our vehicles still results in failures. SEPTA has awarded contracts to replace the Trolley and Market-Frankford Line fleets that will be completed over the next 8 years. Additionally, SEPTA needs to replace the Silverliner IV Regional Rail Car fleet of 230 cars that were built in the 1970's, but additional funds must be secured to do so. Replacement of these vehicles is critical to continue to provide safe, reliable, and accessible service. SEPTA is working to secure the additional Capital and Operating funds that are necessary to provide best in class service for our customers.

11. Good morning. It seems a resident of the chichester area are using electric/telephone poles to hang their political signs. There are a lot of signs on meeting house road and pennell road. It looks like trash and it's very distracting when driving. It would be great to have them removed before someone veers off the road and hits a tree. Good morning. It seems a resident of the chichester area are using electric/telephone poles to hang their political signs. There are a lot of signs on meeting house road and pennell road. It looks like trash and it's very distracting when driving. It would be great to have them removed before someone veers off the road and hits a tree.

PennDOT Guidance for Political signs prohibits the following:

Per federal and state laws, unauthorized signs cannot be placed within the PennDOT right-of-way along state roads, interstates, expressways, and other limited access highways. Any political sign or banner placed within the right-of-way is considered an illegal encroachment. Political signs also cannot be attached on light or signal posts, guide rail or other PennDOT traffic control devices. Illegal signs can be removed at any time by PennDOT without notice to the owner.

This information has been forwarded to the PennDOT District 6 Delaware County Maintenance Unit to look into concerns about distractions caused by signs on Meeting House Road and Pennell Road. In addition, individual municipalities can be contacted with the request to remove the signs.

12. I just took the PennDOT survey on transportation priorities but wanted to address an issue that has really become an irritant over the past few years and that is the traffic flow (or lack there of) due to a lack of synchronization of traffic lights here in the Bux/Mont region. If the intent of almost every light turning red as you approach it is to keep people from speeding, it's actually having the reverse effect, as it's not uncommon to see people flooring the gas pedal to beat the red lights. It's also not uncommon to sit at a light for 2 minutes with no cross traffic at an intersection. Anyone taking a drive from, say, Montgomeryville to King of Prussia will know what I'm talking about.

In Pennsylvania, traffic signals are typically owned and maintained by the local municipality with PennDOT acting as a permitting agency. PennDOT has been undergoing an effort to take over



ownership of traffic signals parallel to the I-76 corridor in Montgomery County and City of Philadelphia.

The Philadelphia region has a robust fiber network which helps facilitate traffic signal coordination. The main purpose of coordination is increasing the likelihood of a green signal on the main arterial. There are factors including difficulties of coordinating both directions and early release of side street which prevent guarantee of a green for every moving platoon of vehicles. In addition, you may wait up to 2 minutes on the side street depending on when in the cycle that you arrive due to the need to provide a green window for arterial vehicle platoons to pass through. For the particular 202 corridor referenced between Montgomeryville and King of Prussia, there are several projects widening the roadway and installing new traffic signal equipment which will improve safety and mobility between these two key centers.

13. I'm reaching out to inquire about which agency—either the City of Philadelphia or the Commonwealth of Pennsylvania—is responsible for road clean-up and debris removal along the major highways leading into Philadelphia. Over the past several weeks, I've been making more frequent trips into the city to visit Penn Medicine, and I've been struck by the significant amount of trash and debris along the roadside, beginning at the Delaware state line and continuing into Philadelphia. Frankly, the condition of these roadways is both alarming and disheartening. As a taxpayer, I'm concerned not only about the environmental impact but also the broader implications for public health, safety, and the city's image. Is there a designated budget or program for this kind of maintenance? Are private companies able to bid on this type of work if city or state resources are limited? With PA gas taxes ranking third highest in the Nation, it is unacceptable to have our roads and highways looking like a third world country. I would sincerely appreciate any information or insight you can provide about how this issue is currently being managed and what, if any, plans are in place to address it.

PennDOT coordinates some litter removal with the City of Philadelphia, and PennDOT is responsible for litter removal along interstates. PennDOT faces a constant struggle against those who chose to litter and dump materials alongside I-76 and other highways in the region. The reality is that the Department's county maintenance crews are also responsible for handling roadway, drainage, brushing and other repair operations on state roads to keep them in safe condition, in addition to performing litter and trash removal. PennDOT also has contracts for litter removal on state roads.

The Department invests time and funds to remove litter, but it is a continuous challenge. In the five counties in District 6, PennDOT spent \$6.3 million on litter removal from state roads in 2024, which continues the trend of increased combined costs compared to 2022. In Philadelphia County alone, the Department spent \$3.2 million in 2024 for litter removal, and \$1.05 million of that was for contractor costs. The frustrating part is that typically within two weeks of finishing a litter-removal operation, travelers cannot tell crews had cleaned the area.

One option for businesses to provide support is the Sponsor A Highway program that is administered by two third-party vendors, Adopt A Highway Maintenance Corporation and Adopt-A-Highway Litter Removal Service of America. These vendors solicit partners and work with PennDOT



to implement sponsor sections. All road sections are reviewed by PennDOT staff to ensure they meet programs requirements and are not already covered by an existing agreement or contract. Locations in District 6 are generally limited to our interstates and other limited access expressways.

The Department also provides anti-litter resources at the following website to encourage public assistance in preventing litter. <https://www.pa.gov/agencies/de...> sorely need a new interchange for I476: Exit #11 which would be perfectly situated for intersection at Bryn Mawr Avenue.

14. We residents of Havertown in Haverford Township need this serious favor of consideration. Our interchange for I476 (Exit 9) has become over-utilized by commuters traveling to and from the Haverford Avenue / Bryn Mawr corridor. A major hospital, several colleges and other destinations for commuters are contributing to Haverford Avenue-area drivers utilizing neighborhood roadways as "cut throughs" in the areas near to PA 3 - West Chester Pike. This has for some time been compromising the safety of residents in the nearby neighborhoods. Accidents associated with speeding commuters are already legendary on conveniently situated "residential streets" in the areas just north of PA 3 - West Chester Pike. I live on such a street: Ellis Road in Havertown.

Another speed-related accident occurred just two days ago -- taking out a mailbox, an unsightly yellow & black two-way directional sign, and a telephone pole. Again, this is solely a residential street being utilized as a "Blue Route cut-through."

My Aunt Nell bought her home on Ellis Road in 1962. She told me many times of the peaceful, residential environment that was Ellis Road for most of her first few decades there. However, after the "Blue Route" opened for this area, everything changed. Now, Ellis Road has double-yellow lines down the middle, multiple speed-related traffic signs (many unsightly) -- including some 20 mph limit versions, all to very little effect. The racing by cut-through commuters will not abate for anything less than significant changes, i.e., alternatives access pathways to I476.

*** Additionally, it would serve residents appropriately to permanently block off the State Road section of Ellis Road at the top — the point of intersection with Ardmore Avenue and non-state road section of Ellis. This move would prevent the extremely dangerous commuter cut-through activity almost entirely.**

Please consider the sorely needed construction of Exit #11 at Bryn Mawr Avenue, and the 'blocking off' of Ellis Road, Havertown at the top near Ardmore Ave.

New interchanges require extensive study to ensure that proposed point of access will not affect the integrity, safety, and operations of the Interstate highway system and other highways. Point of Access studies are often initiated by county planners and/or the regional planning partners based upon input from municipal officials. To date, we have not heard any municipal, county, or regional interest related to advancing a study as would be needed to program a project that would construct a new interchange as you have requested. Nevertheless, we are hopeful that as part of a transportation improvement project that we are developing on I-476 that we will be able to operate



the highway and increase capacity during times of recurring congestion. We believe that this additional capacity may remove some traffic from the local roadway system that is presently diverting from I-476 due to congestion. Information concerning that project can be found at <https://www.pa.gov/agencies/penndot/projects-near-you/district-6-projects/i-476-flex-lanes.html>.

15. There are so many potholes between Bradford Pennsylvania and Jamestown New York that I'm really thinking about charging the city in the state for my parts so far this year I've had to put in three separate pair of shocks three ball joints and it's all because the potholes are so bad.

Thank you for sharing your concerns. PennDOT takes customer service and satisfaction very seriously, and our team members are dedicated to providing a safe and comfortable traveling experience for the public. PennDOT District Maintenance staff has recently examined US Route 219 from Bradford to the NY Border. Repair needs identified will be addressed. Again, thank you for sharing your concerns.

16. When are you going to finish US 219 to I-68? planning for it in 2028 is unacceptable.

The US 219 to I-68 in Somerset County and Maryland utilizes a dedicated stream of federal dollars that can only be utilized for projects of this nature. The US Congress authorized, for quite a number of years, an amount of funds for highway construction in the Appalachian region. Legislation limited this money to the construction and upgrade of highway corridors for the purpose of economic development. Because this project is funding dependent and with current estimated cost over \$370 million, acquiring the necessary monies takes years to accumulate. If funding is realized the US 219 project could be under construction in 3 years.

17. Why can't you find a paint that we can see day and night. It seems like every year by the time winter arrives the paint is gone, or the salt blends with the lines so you can't see where you are going. This is causing numerous accidents, which you are blaming on other conditions. There has been times I have to drive out RT 89 by Little Hope with my door open to see the lines on the road. This is unacceptable in this day and age.

Thank you for taking the time to share your concerns regarding road line visibility, particularly along Route 89 near Little Hope. We truly understand how frustrating and potentially dangerous it can be when road markings are difficult to see, especially during winter conditions.

Your feedback highlights a very real challenge we face with paint durability and visibility, especially in regions that experience frequent snow, salt application, and freeze-thaw cycles. While we use materials designed for high visibility and endurance, the harsh winter elements can degrade these markings faster than expected.

Please know that safety is our top priority, and we evaluate alternative materials when they become available. In the meantime, we encourage you to report any especially problematic stretches of road so we can prioritize them for review or re-striping. You can use PennDOT's online reporting tool([opens in a new tab](#)) or call 1-800-FIX-ROAD.



18. I have attempted VIA several avenues the last 5 years to have a railroad overpass removed on Elgin Rd ROUTE 2018. (grants etc.) This is a non-use railroad crossing that is not being used or considered for rails to trails. Said bridge is only 11 ft in height and stuck numerous times during the year by vehicles due to height/width limitations. It is also a sight hazard for area traffic including a growing Amish population in the area. Two pieces of township equipment will not fit under the bridge and all equipment has to be special ordered for use on that road. We have a winter agreement with PennDOT for maintenance and have to traverse that area to access township roads on SW end of township. When headway is made with township official in removing the bridge, it is always stopped in Harrisburg. Erie County PennDOT supervisors indicate that they have the capabilities and plan to remove the bridge if allowed. I would be available for conversation and or assistance in plans for this hazardous traffic issue.

Thank you for making us aware of the problems you are experiencing with the low clearance bridge on ROUTE 2019/Elgin Road. While not being used, the Western New York and PA Railroad still owns the bridge and desires to maintain their rail lines for future use. That is likely where the roadblocks in Harrisburg are coming from. In addition, the Erie to Corry trail is planned along those tracks as described in the trail feasibility study from 2023. However, from the trail perspective, if the bridge were to be removed, an at-grade crossing of the road would be sufficient at that location. If you would like to discuss the trail further, feel free to reach out to Emerson Bannon, the trails coordinator for Erie County, at ebannon@eriecountypa.gov or (814) 451-7336. The Erie Metropolitan Planning Organization will consider the need to address the low clearance of the bridge in their next Long Range Transportation Plan. We may be able to coordinate a meeting with the Township, the Trails Coordinator, PennDOT Erie County Maintenance, and PennDOT District 1-0 Office.

19. When are you going to fix lower lakeview in middle smithfield. I was told by middle smithfield municipal workers that it is not for them to fix but they think the hold up is permits. It's been four years! oh, and your barrels are down again.

Thank you for your comment. Work was completed to replace a pipe along Lower Lakeview Drive in April of 2025. If the area in question has not been addressed by this work, please feel free to reach out to Bonnie Peters, District Maintenance Services Manager, at 610-871-4142 or via email at bopeters@pa.gov in order to look into this matter further.

20. Can you please update me on the proposed traffic light going in at Freemansburg Avenue and Farmersville Road in Bethlehem Township Pennsylvania. It is a very dangerous highway and apparently it's a state highway although it's a 2 lane road with residential, schools buses, and now multiple trucks speeding through this area. There are no traffic lights for miles on this road and that causes people to speed. There have been deadly accidents over the years and just two nights ago a 21-year-old woman hit a tree and died. I'm asking if this project can be moved up as this road is extremely dangerous with the influx of new construction and new proposed 1 million square ft warehouse that will be eventually built down the road. This will increase the tractor trailers by 500 per day, coming from 33. It's quite a nightmare, and we could not stop the warehouse from being proposed unfortunately in the Township. They had old zoning rules from the 50's and the Texas based company had million to spend on it and



legal counsel. It was a losing battle! Please help prevent more deaths on this very small but congested street you guys call a state highway. Thank you.

The project that will align Freemansburg Avenue and Farmersville Road into a single improved intersection is currently in the Final Design phase. The Department anticipates opening bids in late 2026 for construction. The new intersection will include a traffic signal which is scheduled to be operational by late 2027.

21. The interchange of Route 22, both east and west exits, and Route 191, both north and south bound, in my opinion, is the worst interchange of all of Route 22. The interchange is 50 years out of date. The exit from east bound 22 is a sharp, narrow turn with steep banks left and right. The ramp entrance for east bound is narrow, yet, 54' tractor trailers must negotiate the entrance, slowing all other traffic on Route 191. Traffic on 191, both north bound and south bound is heavy and always increasing due to development throughout the area. Yet, southbound traffic is one lane, northbound traffic is one lane. During a red light for traffic on 191, no traffic can move in any direction while more traffic from east and west 22 wants to enter 191. The medial strip on rt. 191 is from the 1960's. It is about 6 inches high, broken in many places. There are no shoulders on either side of rt. 191 in the general area. Along the west side of rt. 191 are numerous dilapidated buildings. A service station abandoned more than 20 years, an old barn/store unused the last 10 years, other buildings used as cheap apartments above garages used as automobile repair along the road, an entrance over a too small bridge for tractor trailers entering or exiting 191. All the while, the bucolic Monocacy Creek flows behind all this unsightliness where it should be an enhanced view. In general, the whole interchange area is sorely outdated and continually getting worse. In the past, I have written numerous letters to local, state and federal representatives on this subject. A response by any of them never received. The area is in deplorable condition.

The Department has initiated a study of the Route 22 Route 191 interchange. The study will include the intersections of 191 and Brodhead Road. The design team is currently developing alternatives which the Department anticipates soliciting for public comment in late 2025. Construction of an improved interchange is currently anticipated to begin in 2030.

22. Dear Members of the State Transportation Commission,

[Please find attached a letter which includes a list of transportation projects from FutureLV: The Regional Plan as determined by the Lehigh Valley Transportation Study for submission to the public comment period for the State Transportation Commission's Twelve Year Program update.](#)

[Thank you for the opportunity to comment and highlight the importance of these transportation projects for the Lehigh Valley and the Commonwealth of Pennsylvania.](#)

Thank you for providing input. PennDOT looks forward to continuing to work together with the Lehigh Valley Transportation Study to develop the 2027 Transportation Improvement Program and Twelve-Year Program.

23. How do we get a roads paved? I've lived in my house for over 20 years, and they have never re-paved our roads. To get home in just our neighborhood, it's bumps all the way home. I live on Argonne Road in Reading. The neighborhood of Donna Reid. All the roads between Glenside School and the Country club are awful! Thank in advance.

Thank you for your comments. Argonne Road, as well as the other roads (Darien Street, Kathryn Street, Lackawanna Street, Mercer Street, Greenview Avenue, Warren Street, Berkshire Drive, Lehigh Street, Baer Street and Howard Place) located between Glenside Elementary School and The Berkshire Country Club are all owned and maintained by the City of Reading, not PennDOT. PennDOT maintains the State and Interstate Roadway network. Requests for maintenance/repaving of these city-owned streets should be directed to the City of Reading.

24. Since the warehouse movement; are traffic noise has increased substantially. I took decibel readings ranging from 94-115 in my front yard. Can someone please do something? Sound Wall.

The PennDOT noise abatement policy is currently limited to construction of warranted noise barriers as part of a highway project on new alignment or for a major reconstruction project with additional travel lanes. There is no federal guidance requiring the construction of noise barriers on existing highways, nor are there federal funds for this type of project. Due to constrained federal and state highway dollars, PennDOT does not have a funding mechanism for noise barrier retrofit projects on existing highways at this time. PennDOT continues to use its available funding to address our most critical bridge and highway needs and to maintain our existing infrastructure.

25. How many accidents, injuries, and fatalities will it take before DOT installs a modern traffic light? The blinker light, I believe, was installed around the late 1950s. A lot has changed since then. Traffic on RT 183 North and South is now bumper to bumper. It is extremely difficult to cross over on Old 22. Another incident last night and the sirens are going again. The Upper Tulpehocken Township supervisors told us it would take a 10-12 year study. Supervisors disregard their citizens' concerns. about just about everything. Please look back at your incident reports at this location and you will find that your survey is complete. This is much needed light.

Thank you for your comments. The Department will be working with our planning partners in the upcoming months to develop the 2027 Transportation Improvement Program (TIP) and the intersection of Route 183 and Old Route 22 is one of the projects that will be discussed for funding.

26. PA DOT, I have lived the last 51 years of my life in Franklin County, PA. During that time I-81 was completed in entirety across the entire state from MD to NY. At the same time it was quickly seen that traffic on I-81 from MD line to the turnpike was multiplying. About 30 years ago a traffic survey was done on interstate traffic in the NE USA. It showed that the 2nd busiest interstate above the VA-NC line was I-81 from the MD line to the Harrisburg area. The busiest was I-95 from Richmond to Washington, DC and that route has 6 to 8 lanes total. I-81 is still almost entirely a 4 lane road. WHEN IS THAT GOING TO CHANGE? It has "been on PA DOT planning books" for 40 years but we are no closer to getting relief than back then. Meanwhile,



traffic greatly increases. The two largest rail to road terminals in the east are in Franklin County. New warehouses spring up every year at almost every exit along the corridor. Chambersburg now effectively has 5 exits (not all called Chambersburg) to accommodate traffic. Hundreds of those units are trucks. At times it is a nightmare and traffic slows almost to a stop. An average of 18 people die in I-81 Franklin County crashes annually. The need is serious and should become priority #1 in the state. It should be fast tracked. We need to add lanes at the same speed as the rapid bridge replacement method used for those needs.

Thank you for submitting your comments to the Pennsylvania Department of Transportation. We've received your comments regarding the Interstate 81 corridor from the Maryland border up to the City of Harrisburg. The Pennsylvania Department of Transportation manages Interstate highway projects through a statewide Interstate Management Program. This program must balance the implementation of competing Interstate Highway priorities from around the Commonwealth in a fiscally constrained manner. We encourage you to submit your comments to the Franklin and HATS MPOs to include this as part of their regional Long Range Transportation Plans.

