

An aerial photograph of a large dam and reservoir. The dam is a long, curved concrete structure that spans across a valley. The reservoir is filled with water and reflects the sky. The surrounding hills are covered in trees with vibrant autumn foliage in shades of yellow, orange, and red. A road with a few cars curves around the reservoir. In the background, a large body of water, likely Lake Erie, is visible under a cloudy sky. A blue horizontal bar is located in the top left corner of the image.

PENNDOT DISTRICT 9 COMMUNITY OUTREACH

**VINCENT S. GREENLAND, P.E.
DISTRICT EXECUTIVE**

AGENDA

Vince Greenland, District Executive

- Greeting and Introductions/Agenda Summary
- Transportation Update

Shawn Sherer, Assistant Construction Engineer

- Construction Project Update
- Overview for 2026 Construction Season

Jacob Decker, County Maintenance Manager

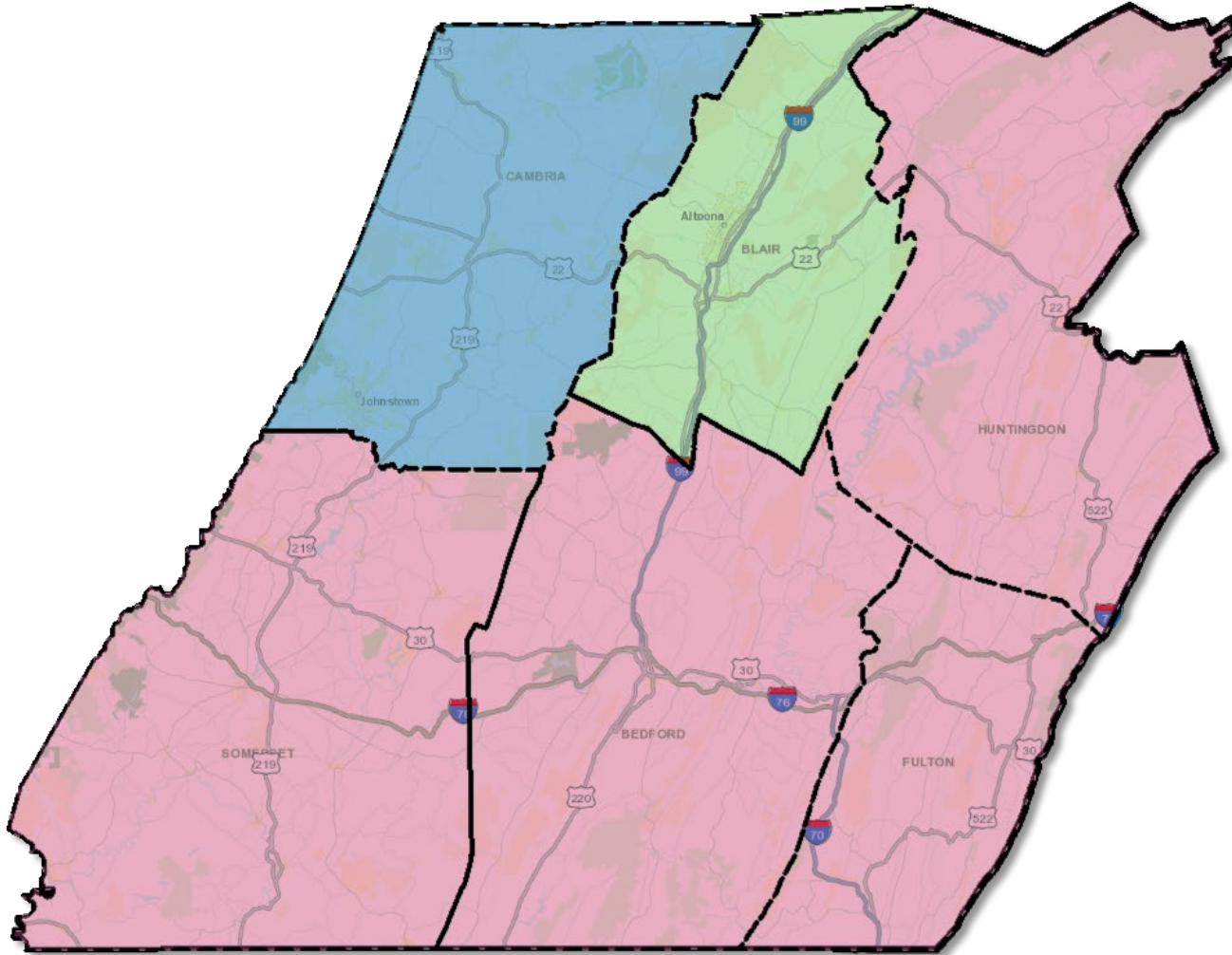
- Winter Wrap-up
- County Funded Improvements

James Pruss, Assistant District Executive, Design

- Bridge Maintenance
- Future Projects

Question and Answer Session

DISTRICT 9: OVERVIEW



6 Counties

3 Planning Partners

- Altoona MPO
- Johnstown MPO
- Southern Alleghenies RPO

883 Employees

2,565 Bridges

- 2,100 State Bridges
- 465 Local Bridges

4,004 Miles of Roadway



2027 PROGRAM OVERVIEW & CHALLENGES

ASSET CONDITION

State Route System

| | Statewide | Districtwide | Southern Alleghenies | Cambria County | Blair County |
|---------------------|---------------|--------------|----------------------|----------------|--------------|
| Poor IRI, miles (%) | 9,637 (22.0%) | 604 (15.0%) | 466 (17.3%) | 104 (14.0%) | 34 (6.0%) |
| Poor Bridge, # (%) | 2,057 (8.1%) | 107 (5.1%) | 96 (6.6%) | 6 (1.8%) | 5 (1.5%) |

Additional Statistics

Bridges Districtwide

- Total: 2,100
- Average Age: 50 years

Roadways Districtwide

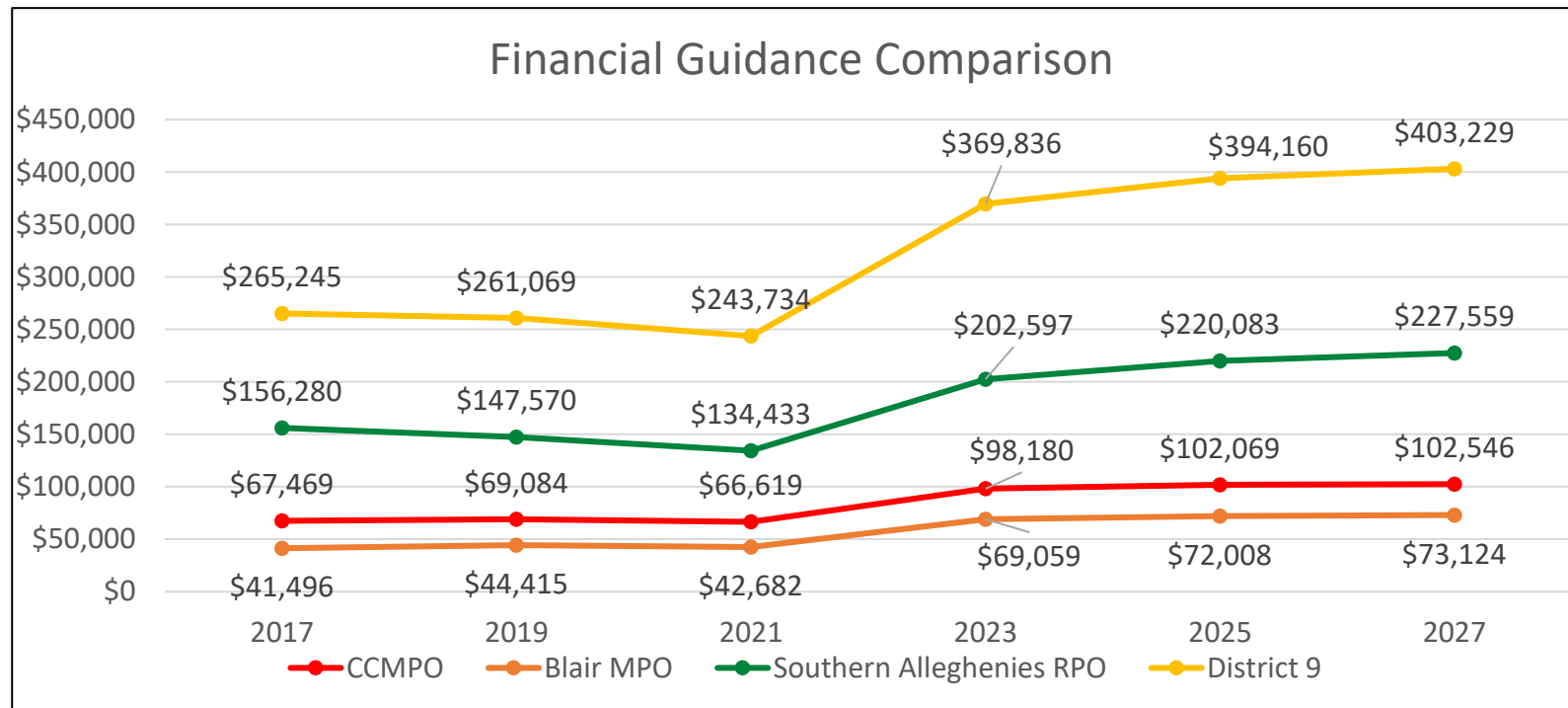
- Total Miles: 4,004
- Average Year Built: 1952
- Average Resurfacing Year: 2014

*The 2 oldest state bridges in District 9 are masonry stone arches that carry Route 53 in Cambria County. Both were built in 1832 and rehabbed in 2019 and 2020. Neither are in Poor condition.



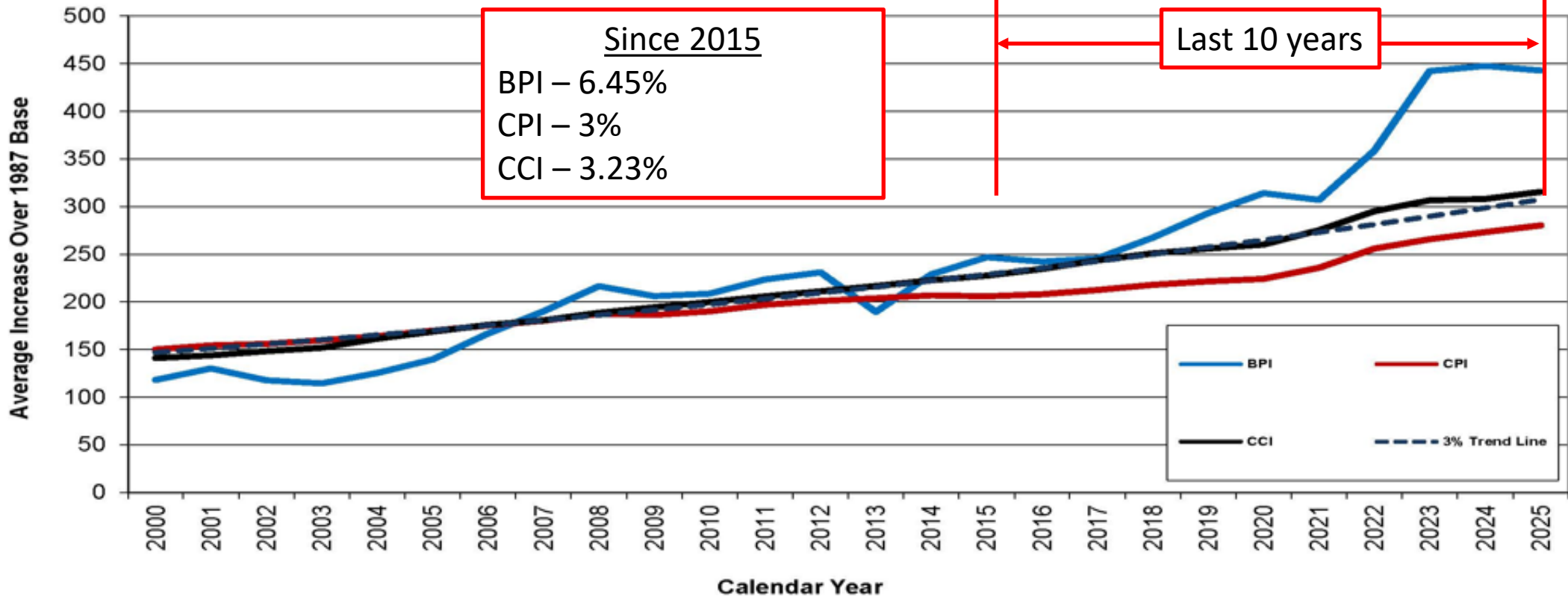
TIP FINANCIAL GUIDANCE COMPARISON

| Planning Region | 2017 TIP (000's) | 2019 TIP (000's) | 2021 TIP (000's) | BIL | | | 2025-2027 TIP Difference | |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------------|-------------|
| | | | | 2023 TIP (000's) | 2025 TIP (000's) | 2027 TIP (000's) | \$ (000's) | % |
| CCMPO | \$ 67,469 | \$ 69,084 | \$ 66,619 | \$ 98,180 | \$ 102,069 | \$ 102,546 | \$ 477 | 0.5% |
| Blair MPO | \$ 41,496 | \$ 44,415 | \$ 42,682 | \$ 69,059 | \$ 72,008 | \$ 73,124 | \$ 1,116 | 1.5% |
| S Alleghenies RPO | \$ 156,280 | \$ 147,570 | \$ 134,433 | \$ 202,597 | \$ 220,083 | \$ 227,559 | \$ 7,476 | 3.4% |
| District 9-0 | \$ 265,245 | \$ 261,069 | \$ 243,734 | \$ 369,836 | \$ 394,160 | \$ 403,229 | \$ 9,069 | 2.3% |



INFLATION INDICIES

Inflation Indices - 2000 to 2025
thru 12/31/2025



TYPICAL SMALL BRIDGE PROJECT

The Cost to make a Project Shovel Ready:

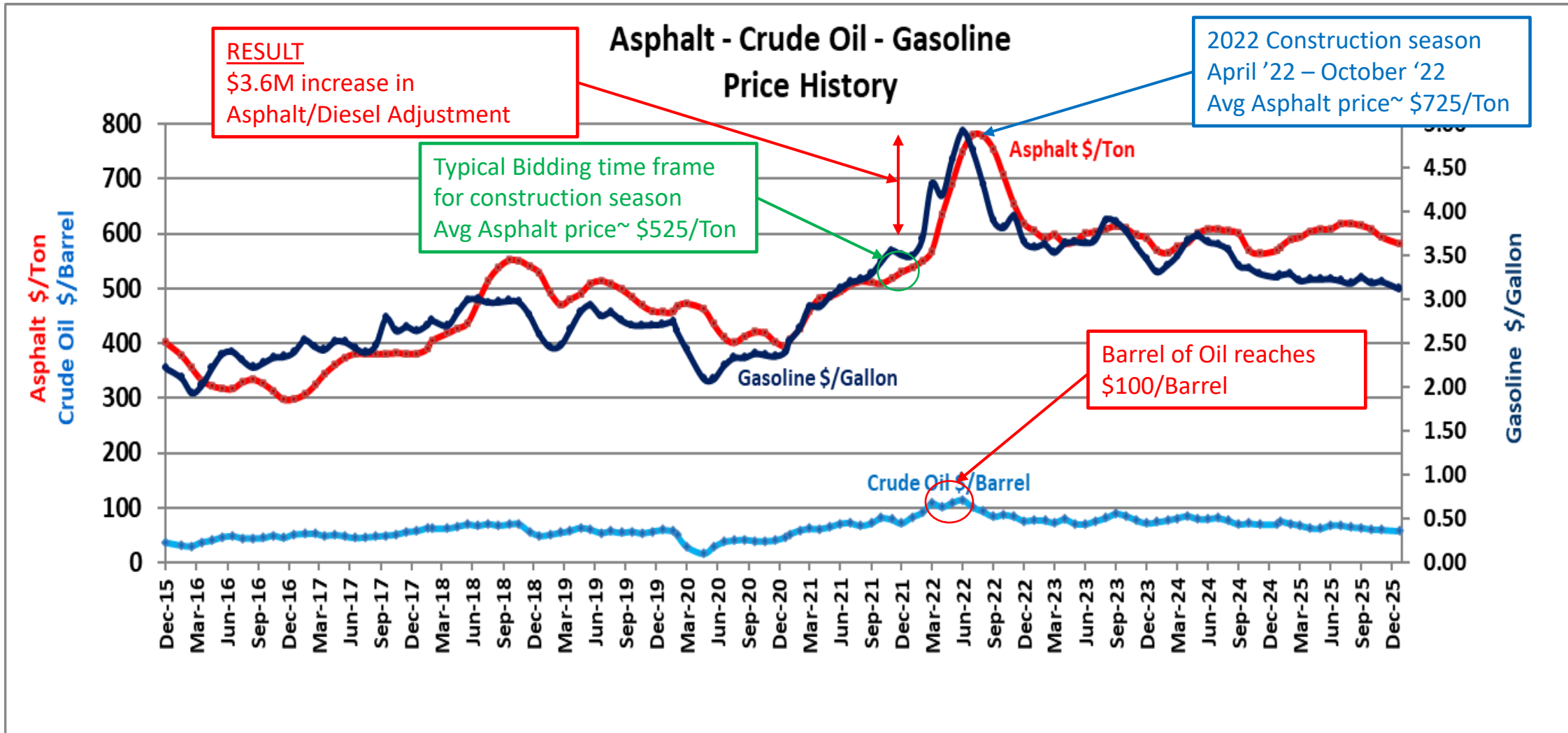
Avg Construction: \$1,000,000

Average Pre-Construction Costs:

- Preliminary Engineering: \$250k - \$300K
- Final Design: \$170k - \$200K
- Utilities/ROW Acquisition: \$20k - \$50k
- Inspection/WO/Management: \$120k - \$150k
- Average Total: 65% (\$560k - \$700k)



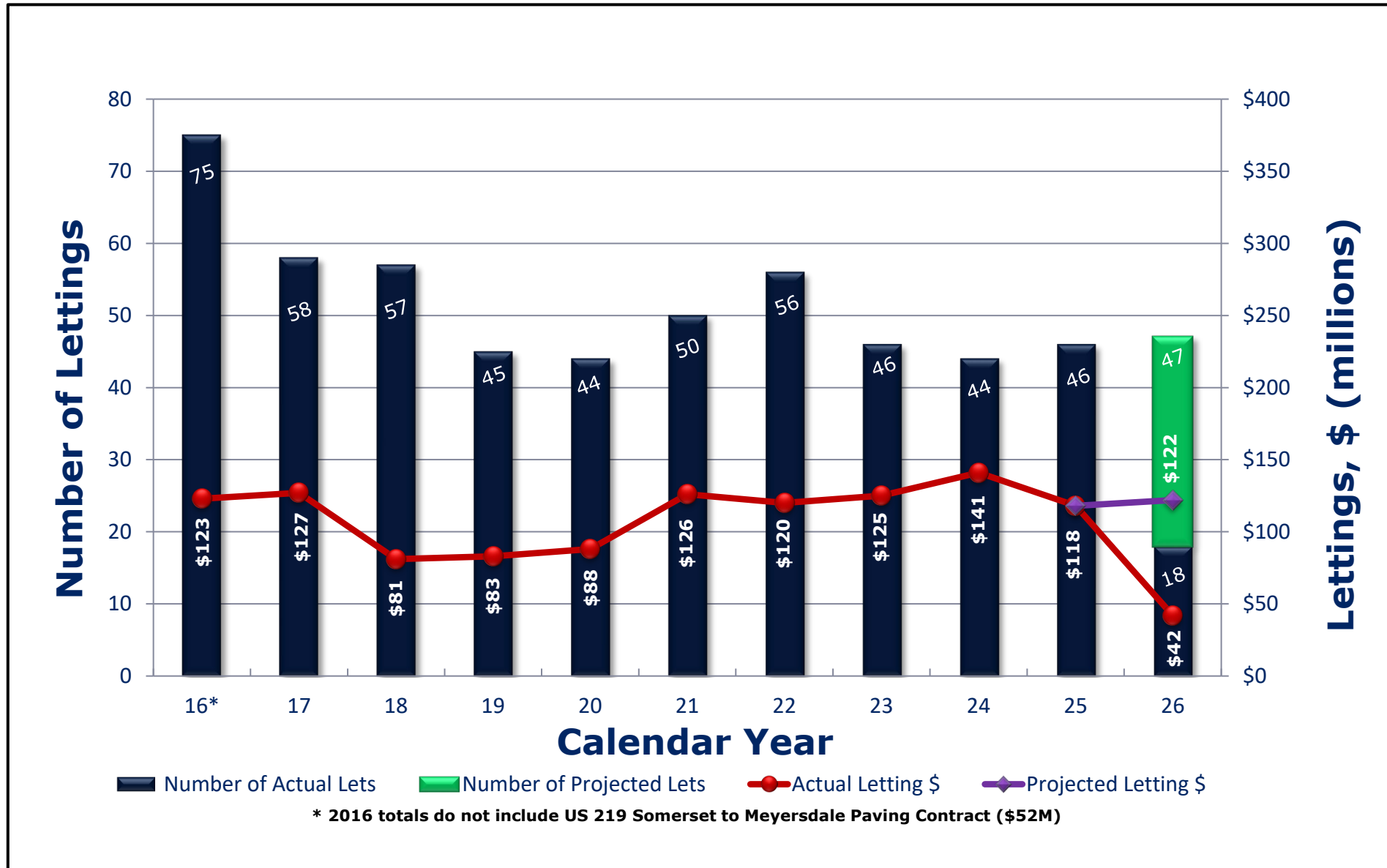
ASPHALT – CRUDE OIL – GASOLINE



2024-2026 CY BID OPENINGS

| | 2024 | 2025 | 2026 |
|-----------------------|---------------|---------------|---------------|
| Construction Estimate | \$141 million | \$118 million | \$122 million |
| Bid Count | 44 | 46 | 47 |
| Miles Resurfaced | 147 | 74 | 93 |
| Number of Bridges | 64 | 48 | 63 |
| Safety Projects | 7 | 10 | 10 |

DISTRICT 9-0 PROJECT LETTINGS



Bridge Challenges

LONG TERM PLANNING - MAJOR BRIDGES



- 56 State-owned major bridges
 - 2.67% of State-owned Bridges
 - 28% of Deck Area
- 6 bridges (10.7%) will be reaching the end of useful life within the next 10 years



Route 271 Maple Ave/RR Bridge - Cambria Co



U.S. 22 Alfarata Bridge - Huntingdon Co

8TH ST BRIDGE – BLAIR COUNTY



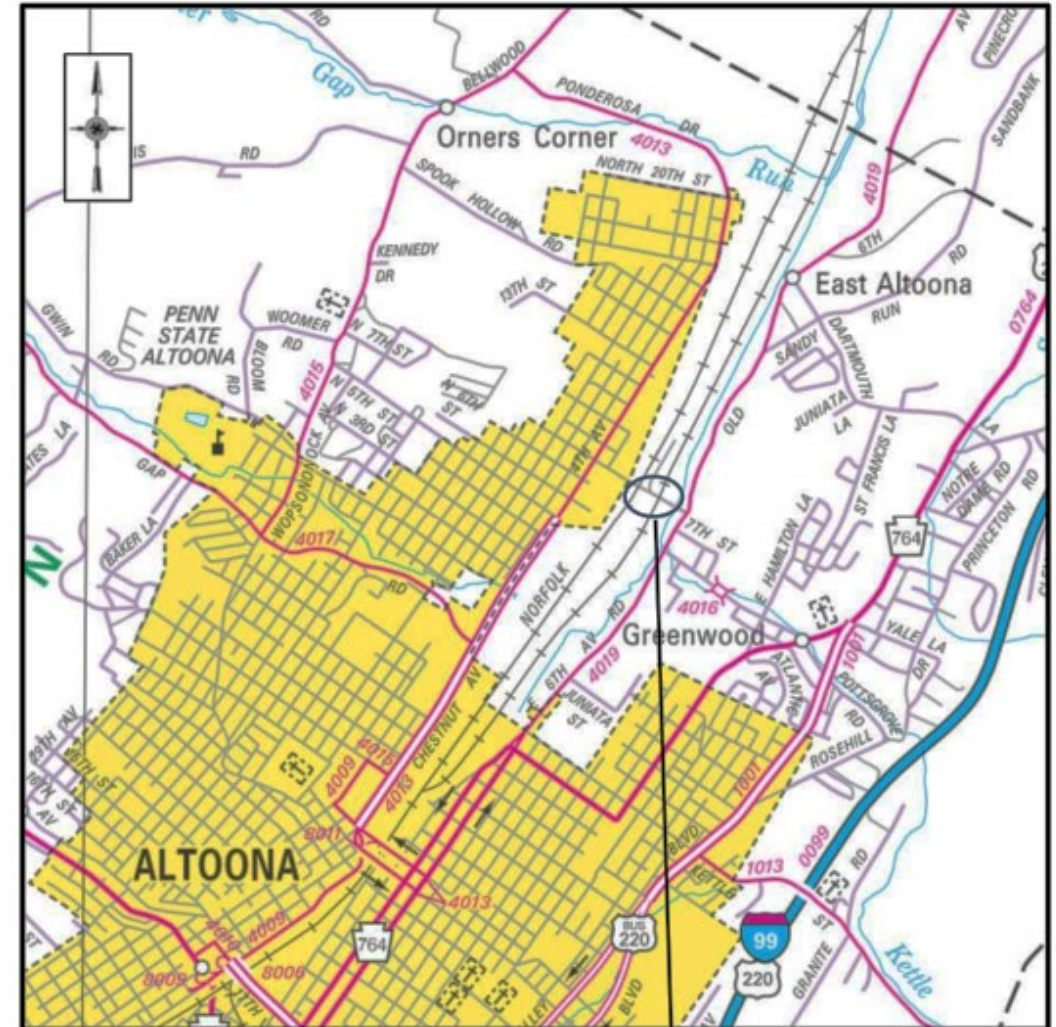
Replacement Cost Estimate: \$20M to \$25M

- **Features:**
 - Over 8th Ave/10th Ave/Norfolk Southern RR – Blair Co
 - Length: 802'
 - Spans: 9
 - Width: 32'
 - Traffic Volume: 6,973 vehicles per day

BLAIR COUNTY NORTH 8TH STREET BRIDGE



- **Location:** Carrying 8th Street Over Norfolk Southern RR in Juniata
- **Current Status:** Load Posting of 29/33 Tons with June 2024 Inspection
- Full/Superstructure Replacement
- **Study Cost :** \$600,000
- **Anticipated Study Completion:** 2026



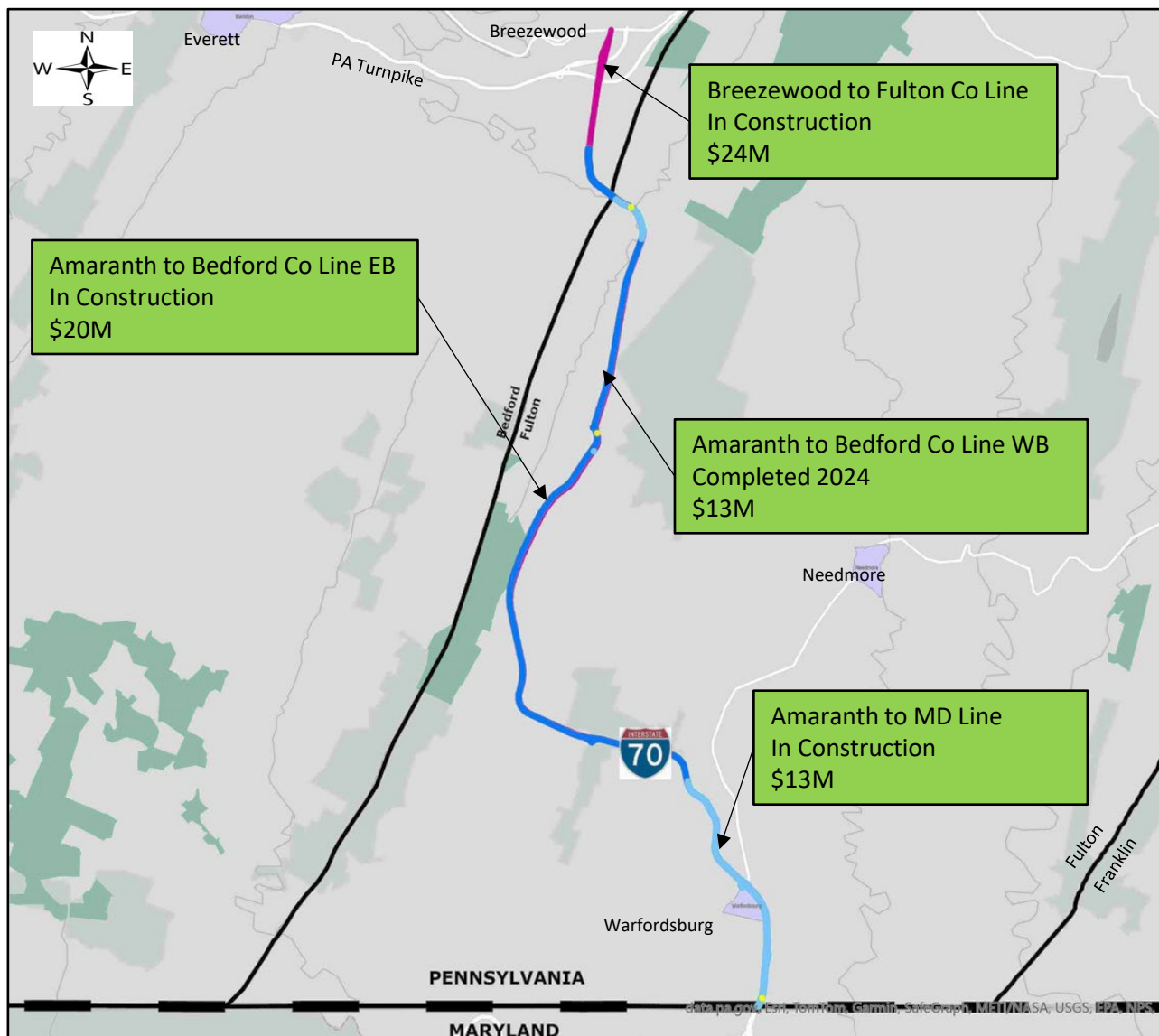
BRIDGE LOCATION

BLAIR COUNTY NORTH 8TH STREET BRIDGE



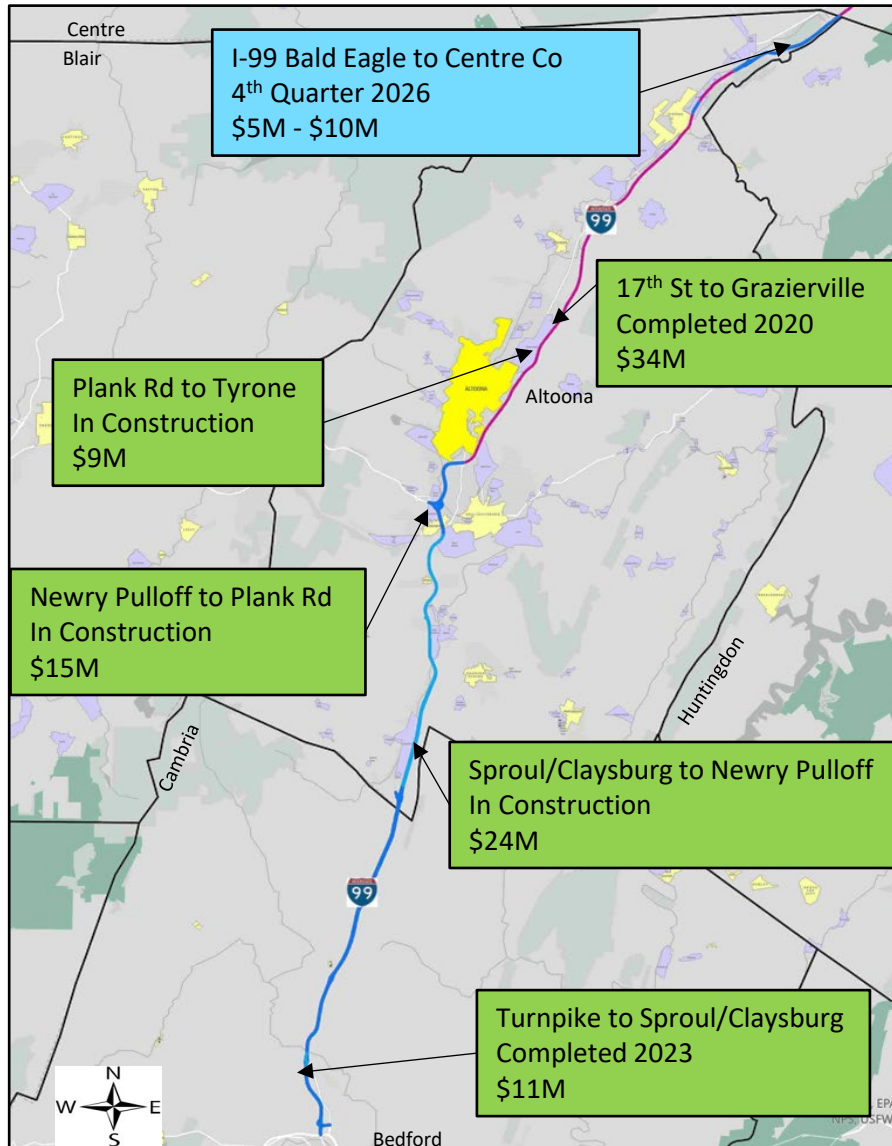
Roadway Challenges

I-70 CORRIDOR INVESTMENTS



Total Investments: \$70M

I-99 CORRIDOR INVESTMENTS

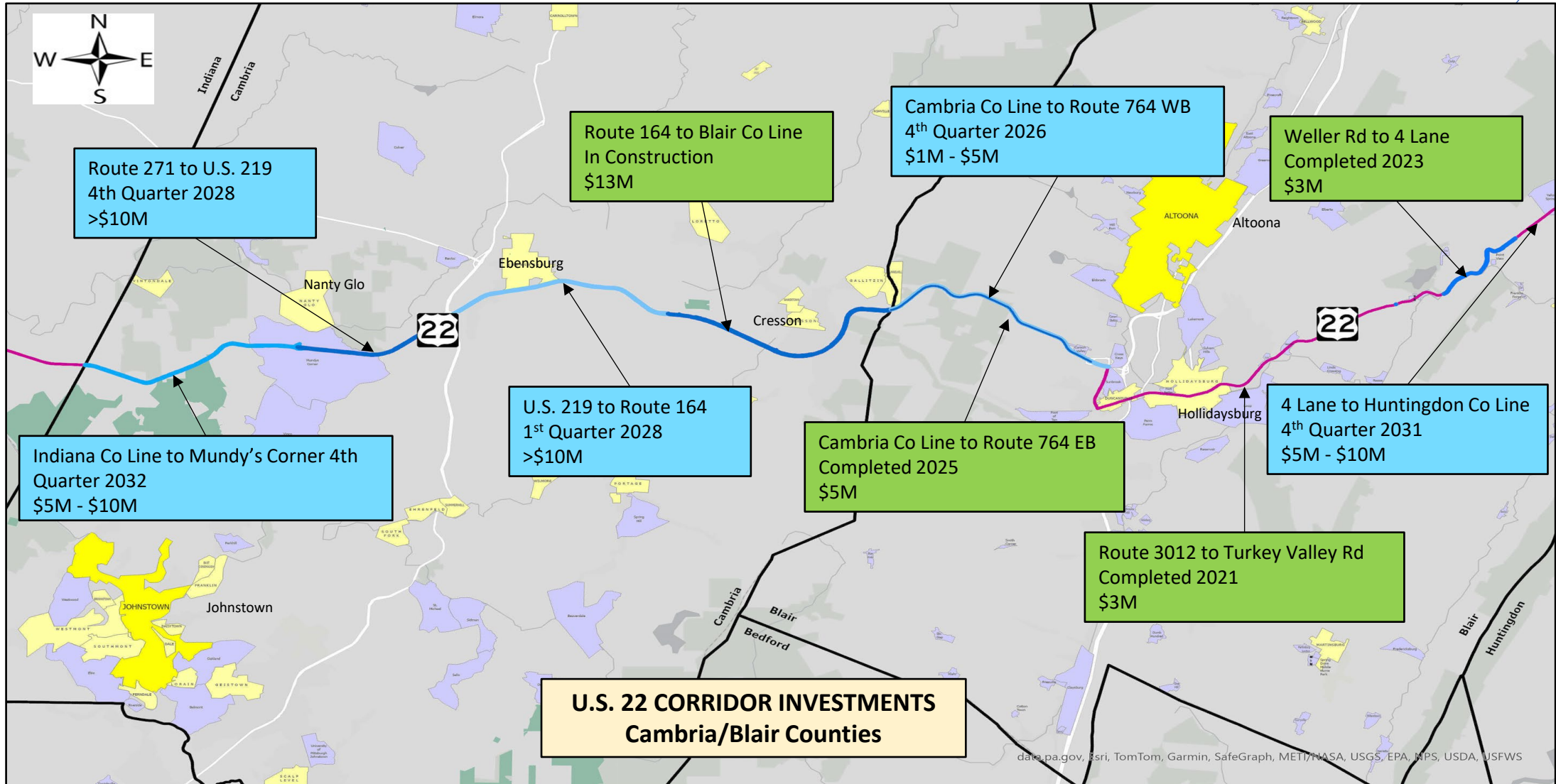


Previous Investments: \$93M

Programmed Investments: \$5M - \$10M

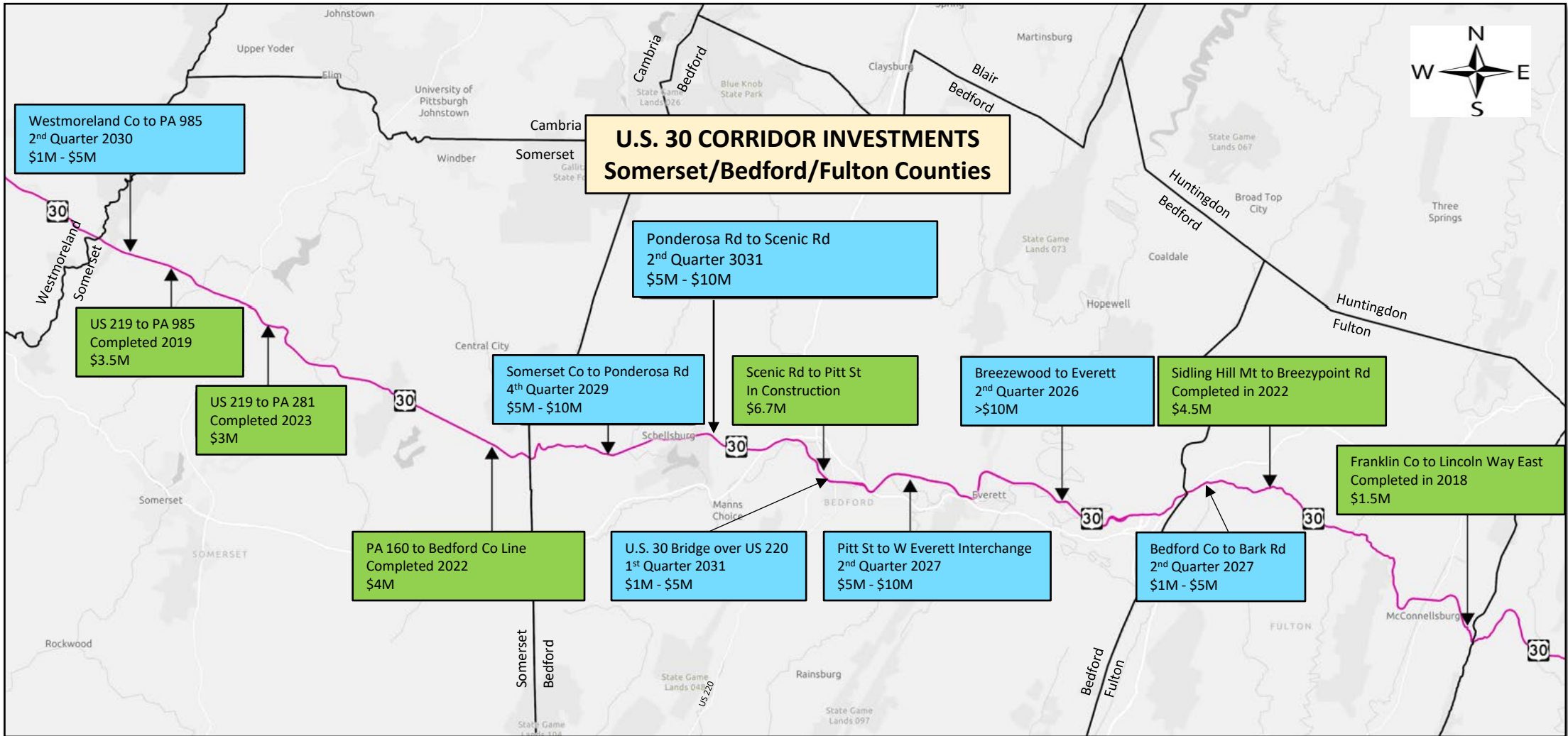
Total Investments: \$98M - \$103M

U.S. 22 CORRIDOR INVESTMENTS



Previous Investments: \$24M
Programmed Investments: \$40M - \$45M
Total Investments: \$64M - \$69M

U.S. 30 CORRIDOR INVESTMENTS

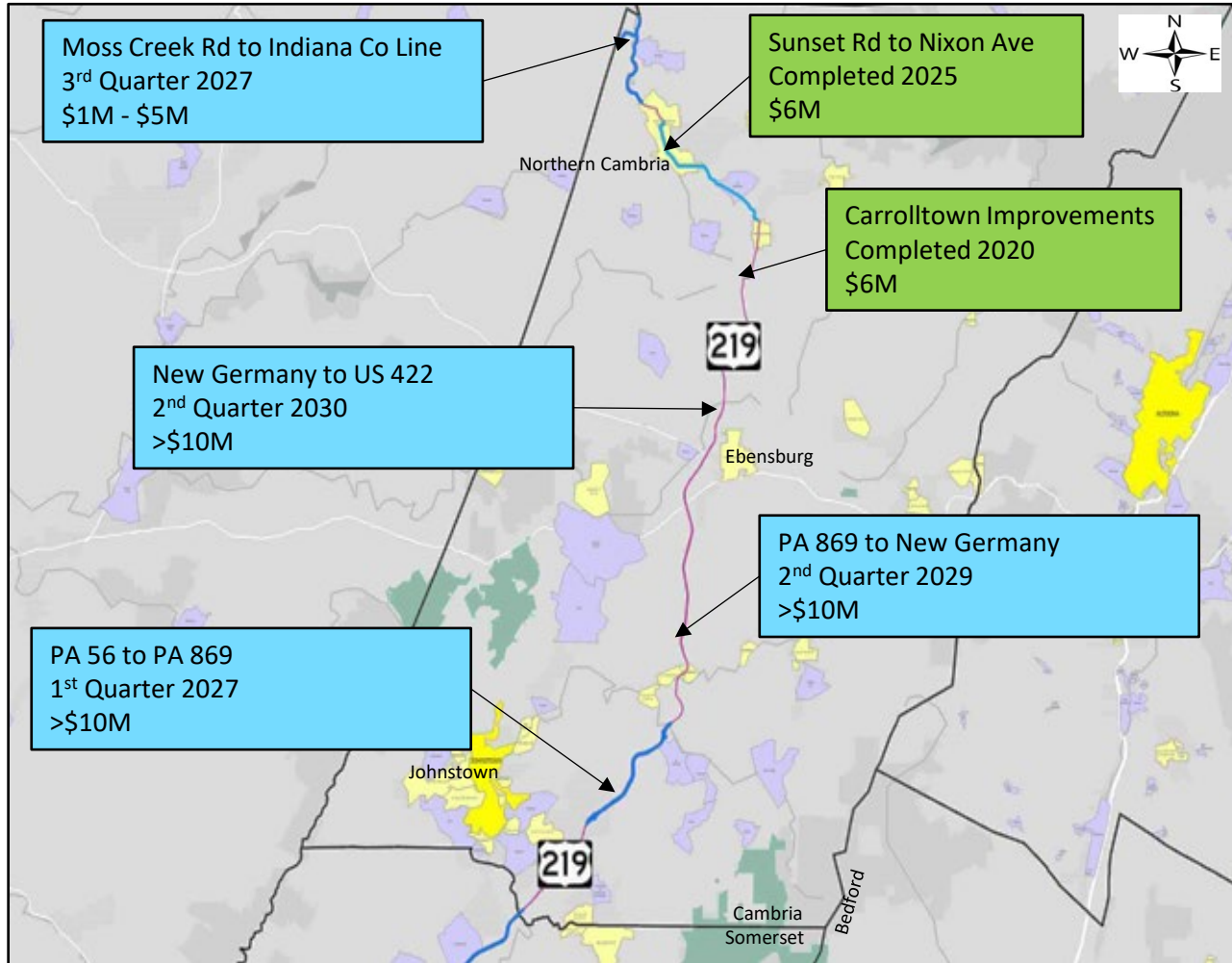


Previous Investments: \$23M

Programmed Investments: \$45M - \$50M

Total Investments: \$68M - \$73M

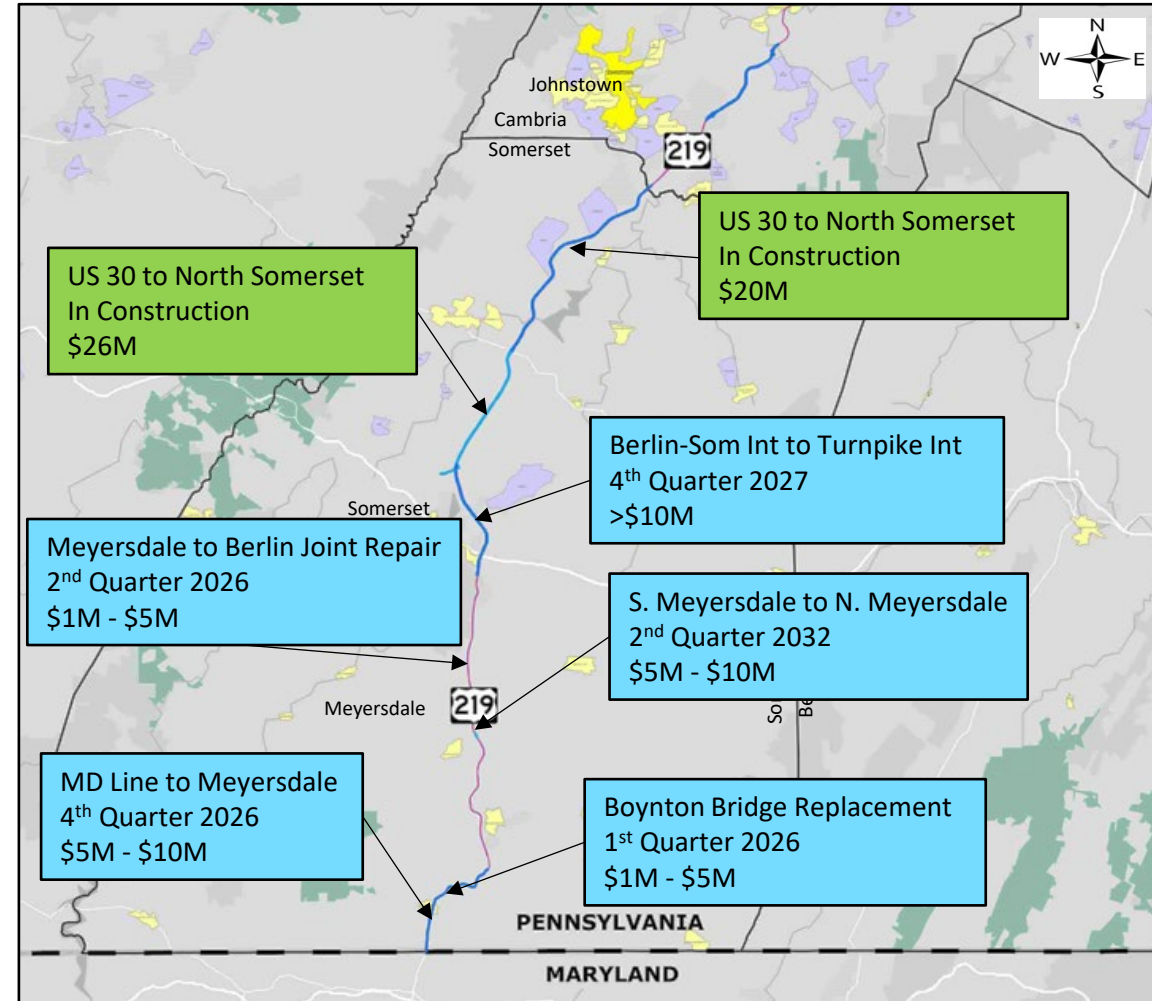
U.S. 219 CORRIDOR INVESTMENTS



CAMBRIA COUNTY

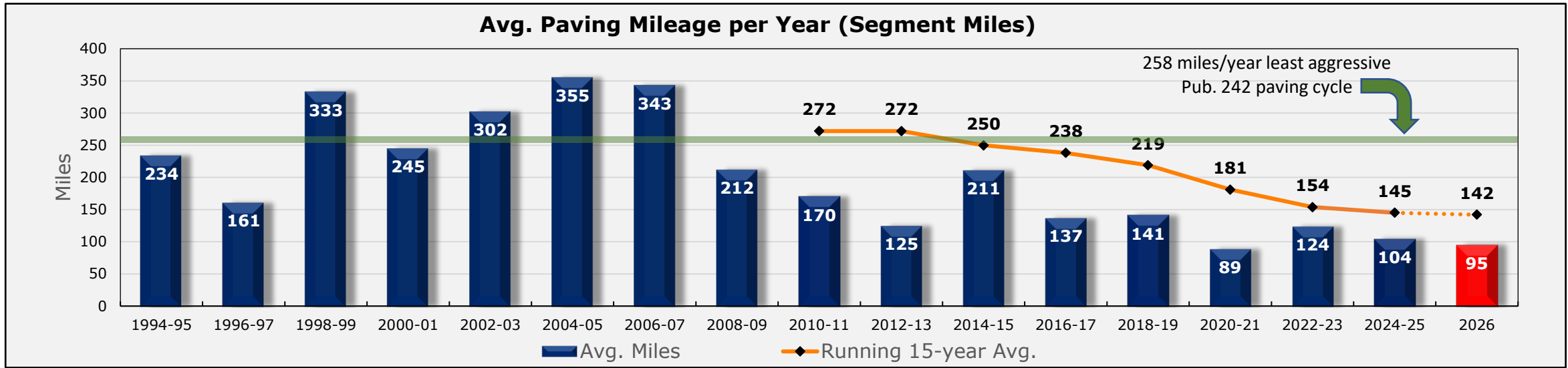
Previous Investments: \$52M

Programmed Investments: \$82M - \$92M



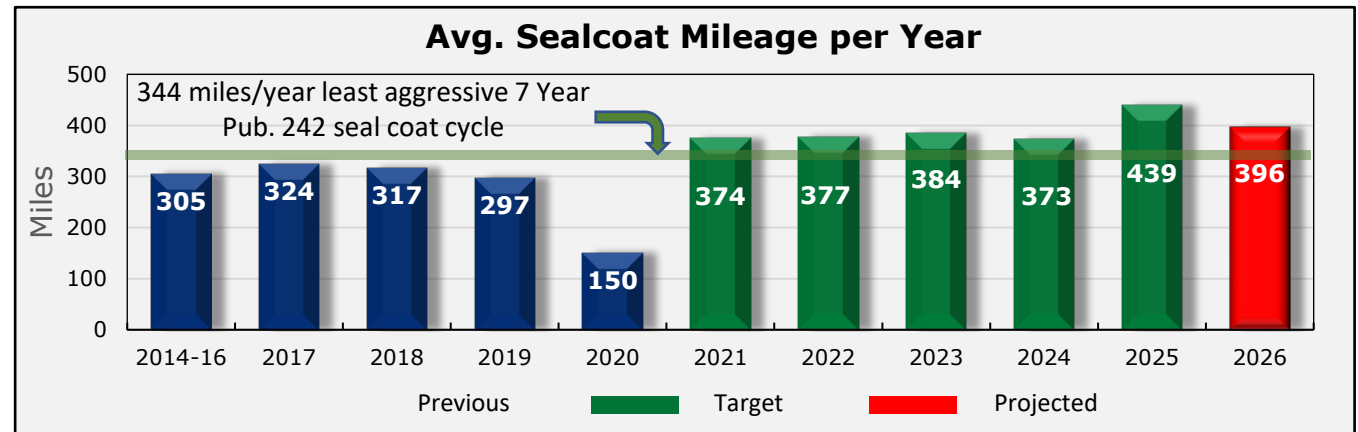
SOMERSET COUNTY

Total Investments: \$134M - \$144M



CHALLENGES

- 409 funds have traditionally funded much of our asphalt paving
- Higher costs for contracted asphalt paving
- Balancing priorities for drainage, guiderail, ADA, tree trimming, sign updates, safety, geotechnical while still paving as much mileage as practical
 - Early 2000's maintenance funded resurfacing ~ 90% of funds went directly into paving
 - Current maintenance funded resurfacing ~ 60-65% of funds going to paving (35-40% for other priority work)



FUTURE PLANS

- Continue to pursue more seal coats and other low cost treatments to stretch the dollars and maintain pavement assets
- Perform prep work with maintenance forces on BPN 3 and 4 prior to paving contracts to save costs

Safety

DISTRICT 9-0 HIGHWAY SAFETY IMPROVEMENT PROJECTS

Altoona MPO: \$1,241,750/year

Johnstown MPO: \$1,081,750/year

Southern Alleghenies: \$1,553,500/year

Statewide Reserve (Set Aside): \$35,000,000/year

Somerset SR 160 MPMS 123225 has been approved in April '26 for \$ 141,000 Southern Alleghenies Regional Funding. This will replace existing High Friction in '26 through a curve cluster area.

Blair SR 36 & SR 2004 Intersection MPMS 120468 has been approved in March '26 for \$4,432,381 of Blair Regional Funding. This is intended to construct a roundabout in '30 to counter Angle Crash Cluster Location.

Blair Business US 220 & Stadium Drive MPMS 123310 has been approved in Nov '25 for \$389,972. This will construct a traffic signal in '26 to counter Angle Crash Cluster location.

Southern Alleghenies 2025 HFST MPMS 120856 was completed in '25. \$3,353, 629 of Regional funding was used to construct this project in '25.

BLAIR COUNTY CONSTRUCTION PROJECTS

SHAWN SHERER, ASST. TO ADE-CONSTRUCTION



Pennsylvania
Department of Transportation

AWARDED CONTRACTS



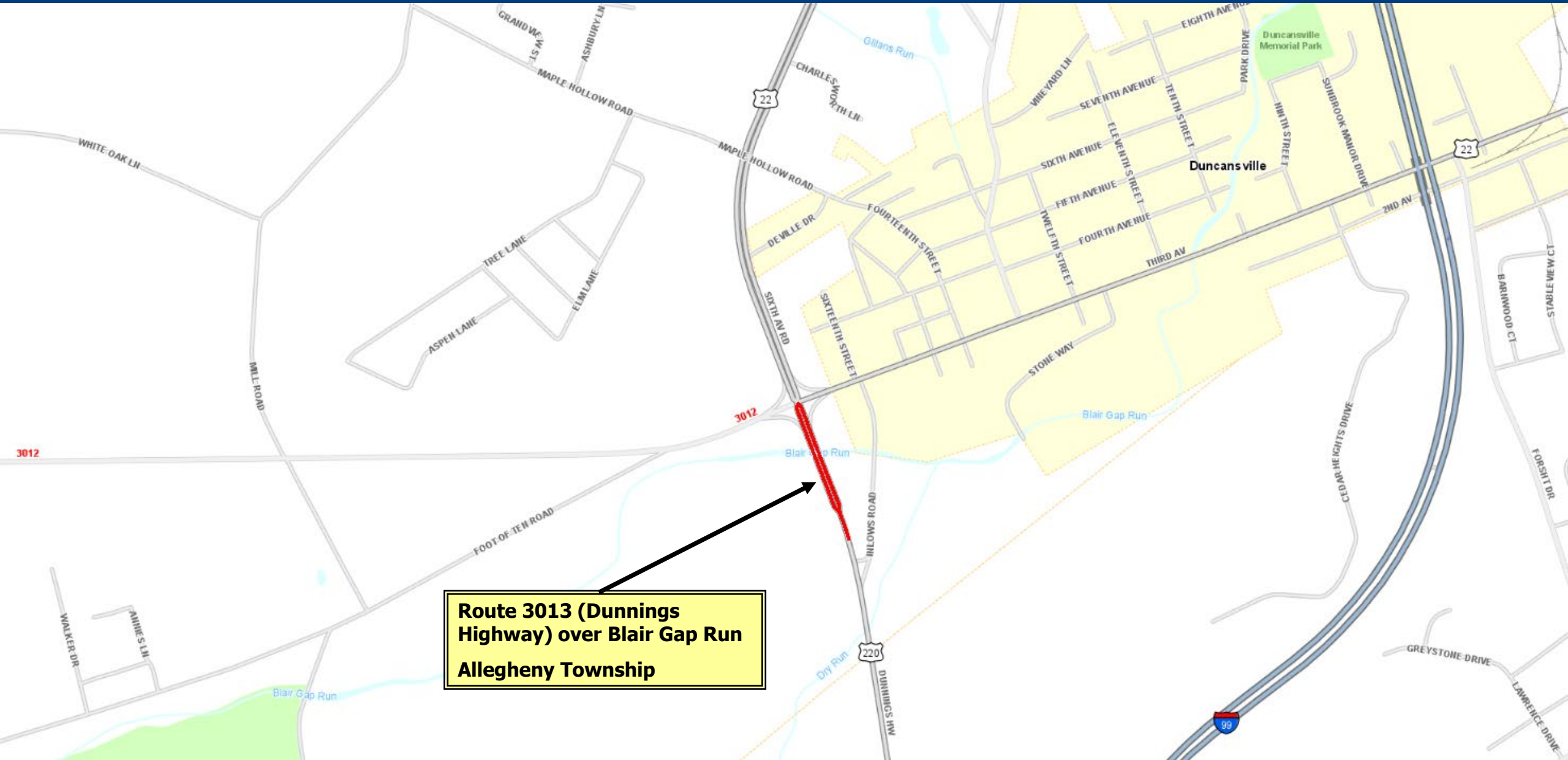
Pennsylvania
Department of Transportation

ROUTE 3013 - BLAIR GAP RUN BRIDGE



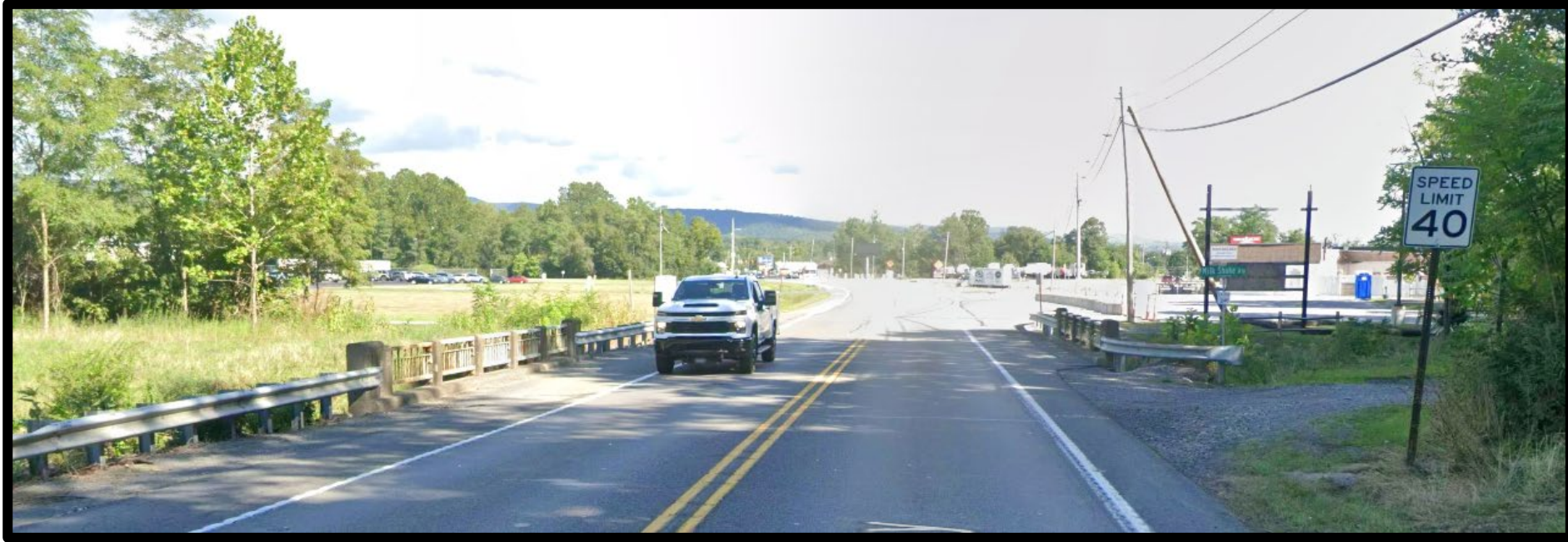
- Scope:** Bridge Replacement w/1-Span Composite Prestressed Concrete Spread Box Beam Bridge
 - Bid with Route 3013 Dry Run Bridge
- Traffic Control:** Phased
- Construction Timeframe:** April 2025 – October 2026
- Contractor:** Glenn O. Hawbaker, Inc.
- Current Contract:** \$5,136,136

ROUTE 3013 - BLAIR GAP RUN BRIDGE



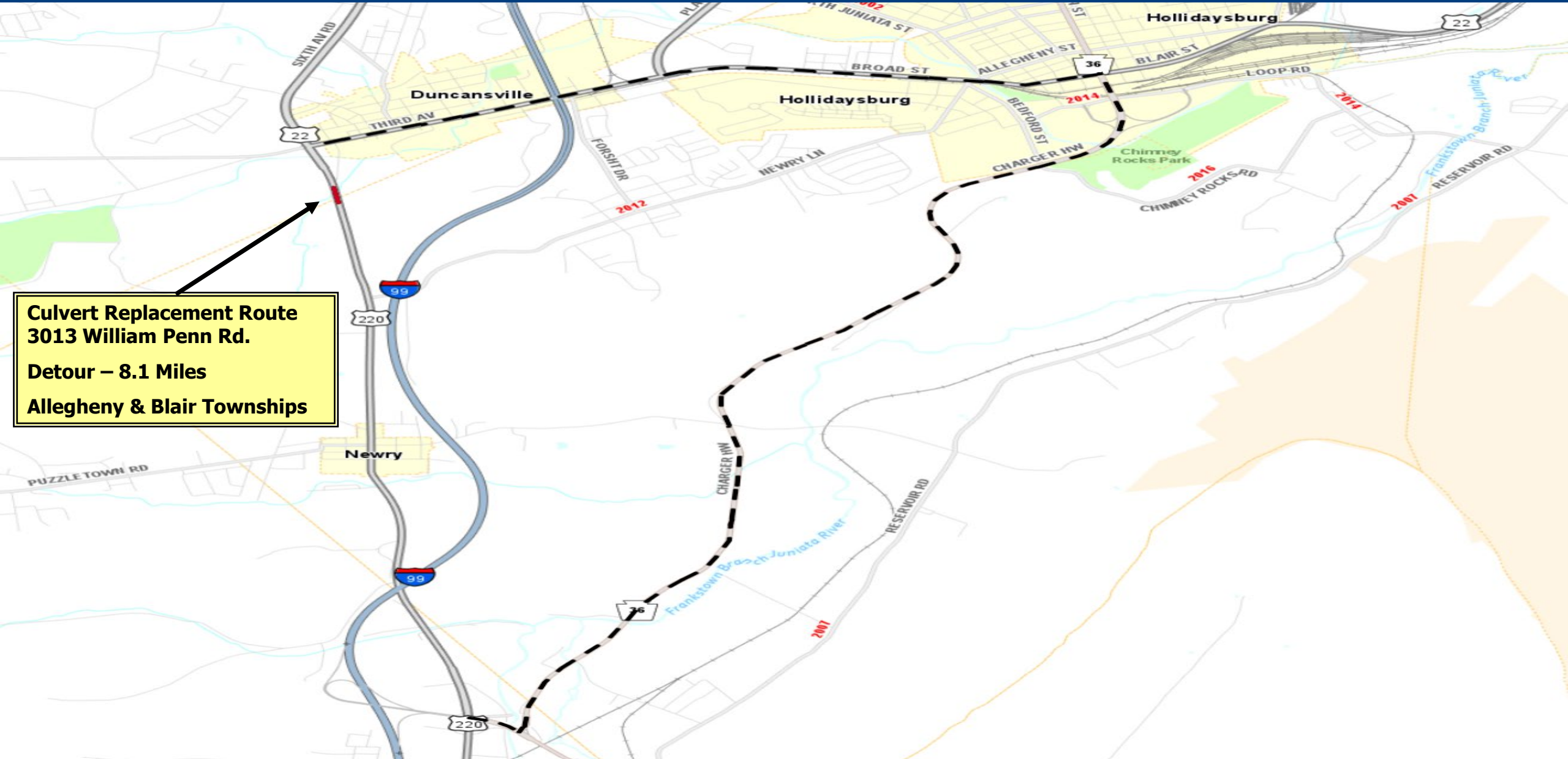
**Route 3013 (Dunning's Highway) over Blair Gap Run
Allegheny Township**

ROUTE 3013 - DRY RUN BRIDGE



- Scope:** Structure Replacement w/ Precast Concrete Box Culvert
 - Bid with Route 3013 Blair Gap Run Bridge
- Traffic Control:** Detour (8.1 miles) 28-day maximum
- Construction Timeframe:** June – July 2026
- Detour Implementation Date:** June 2, 2026
- Anticipated Date Detour to be Lifted:** July 7, 2026
- Contractor:** Glenn O. Hawbaker, Inc.
- Current Contract:** \$5,136,136

ROUTE 3013 - DRY RUN BRIDGE



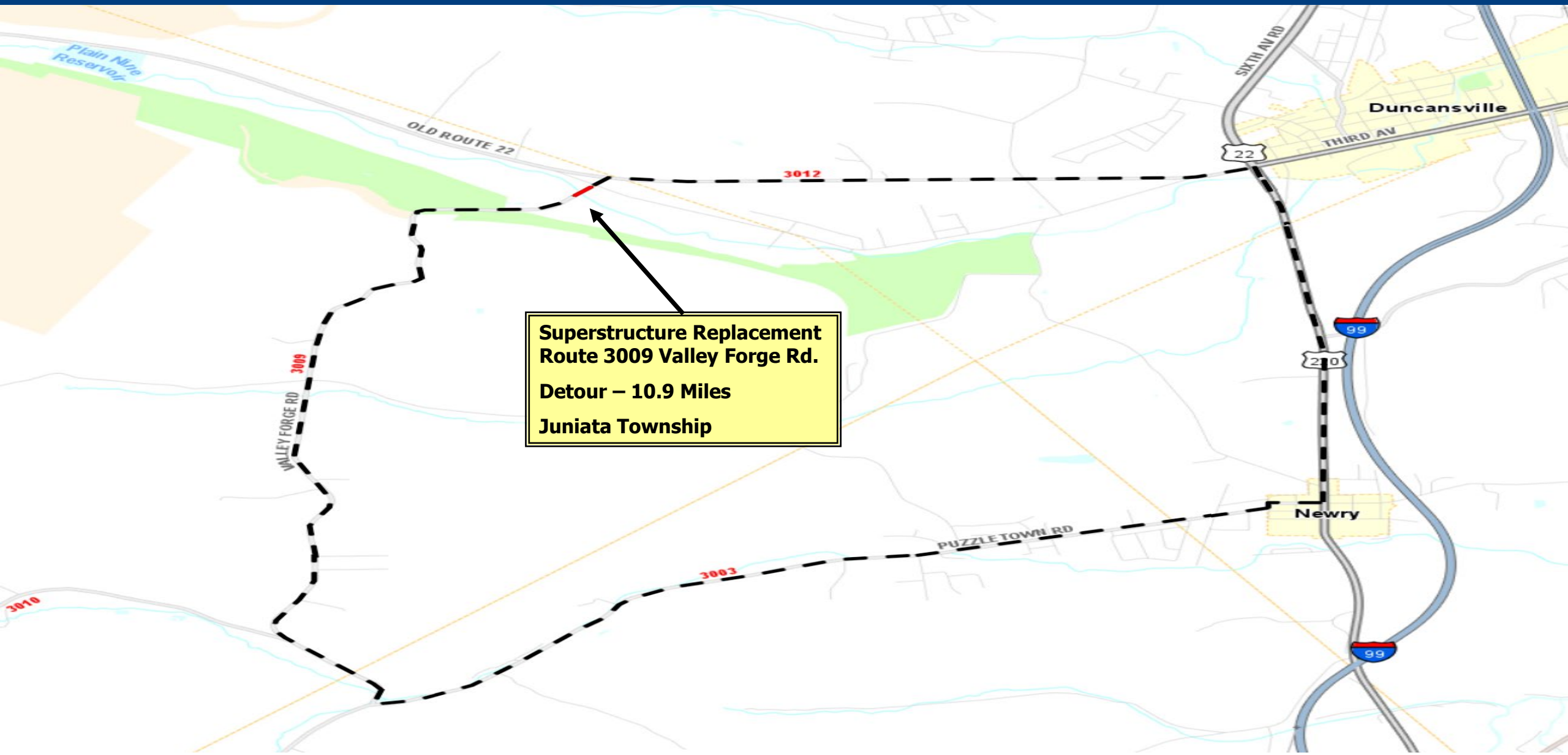
**Culvert Replacement Route
3013 William Penn Rd.
Detour - 8.1 Miles
Allegheny & Blair Townships**

ROUTE 3009 OVER BLAIR GAP RUN



- **Scope:** Superstructure Replacement w/ Rolled Bridge Beams & w/ Precast Deck Modules
- **Traffic Control:** Detour (10.9 miles) 28-day maximum
- **Construction Timeframe:** July – October 2026
- **Detour Implementation Date:** July 20, 2026
- **Anticipated Date Detour to be Lifted:** August 17, 2026
- **Contractor:** HRI, Inc.
- **Current Contract:** \$903,860

ROUTE 3009 OVER BLAIR GAP RUN



ROUTE 453 JANESVILLE PIKE



- **Scope:** Preservation of PA 453 (4.6 miles) & Route 4027 (Business 220) 0.6 miles
- **Traffic Control:** Short-term Flagging
- **Construction Timeframe:** March 2026 – July 2027
- **Contractor:** New Enterprise Stone & Lime Co., Inc.
- **Current Contract:** \$8,405,252

ROUTE 453 JANESVILLE PIKE



- Scope:** Pavement Stabilization (4,252')
- Traffic Control:** Detour (23.5 miles) & Short-term Flagging
- Construction Timeframe:** March 2026 – July 2027
- Detour Implementation Date:** March 24, 2026
- Anticipated Date Detour to be Lifted:** August 27, 2026
- Contractor:** New Enterprise Stone & Lime Co., Inc.
- Current Contract:** \$8,405,252

ROUTE 453 JANESVILLE PIKE

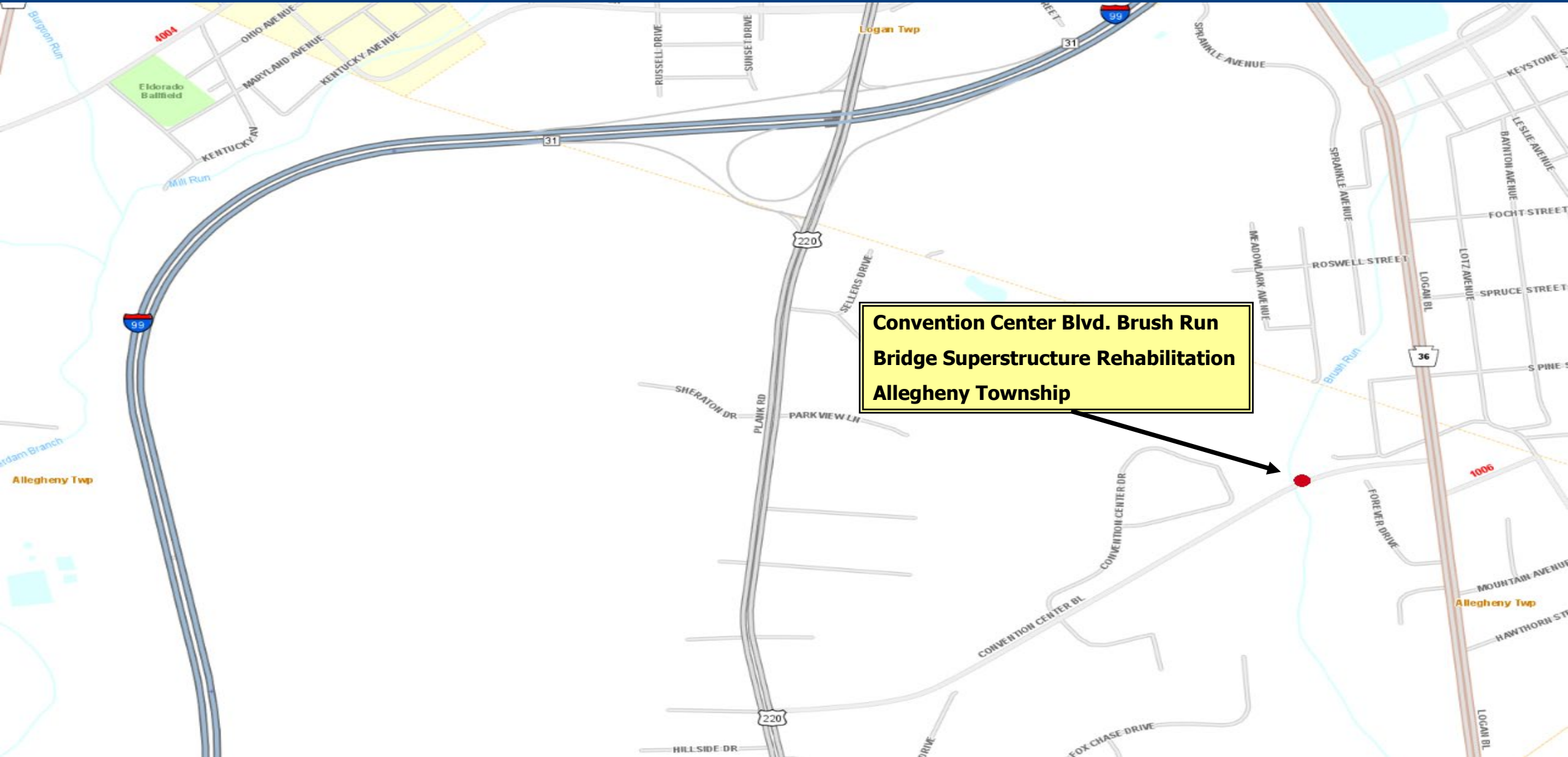


CONVENTION CENTER BLVD. BRUSH RUN



- Scope:** Bridge Superstructure Rehabilitation including Epoxy Surface Treatment
- Traffic Control:** Long-term Phased
- Construction Timeframe:** May - July 2026
- Contractor:** RAM Construction Services of Michigan, Inc.
- Current Contract:** \$134,126

CONVENTION CENTER BLVD. BRUSH RUN



**Convention Center Blvd. Brush Run
Bridge Superstructure Rehabilitation
Allegheny Township**

ROUTE 36 (LOGAN BLVD.) – U.S. 22 TO PLANK ROAD

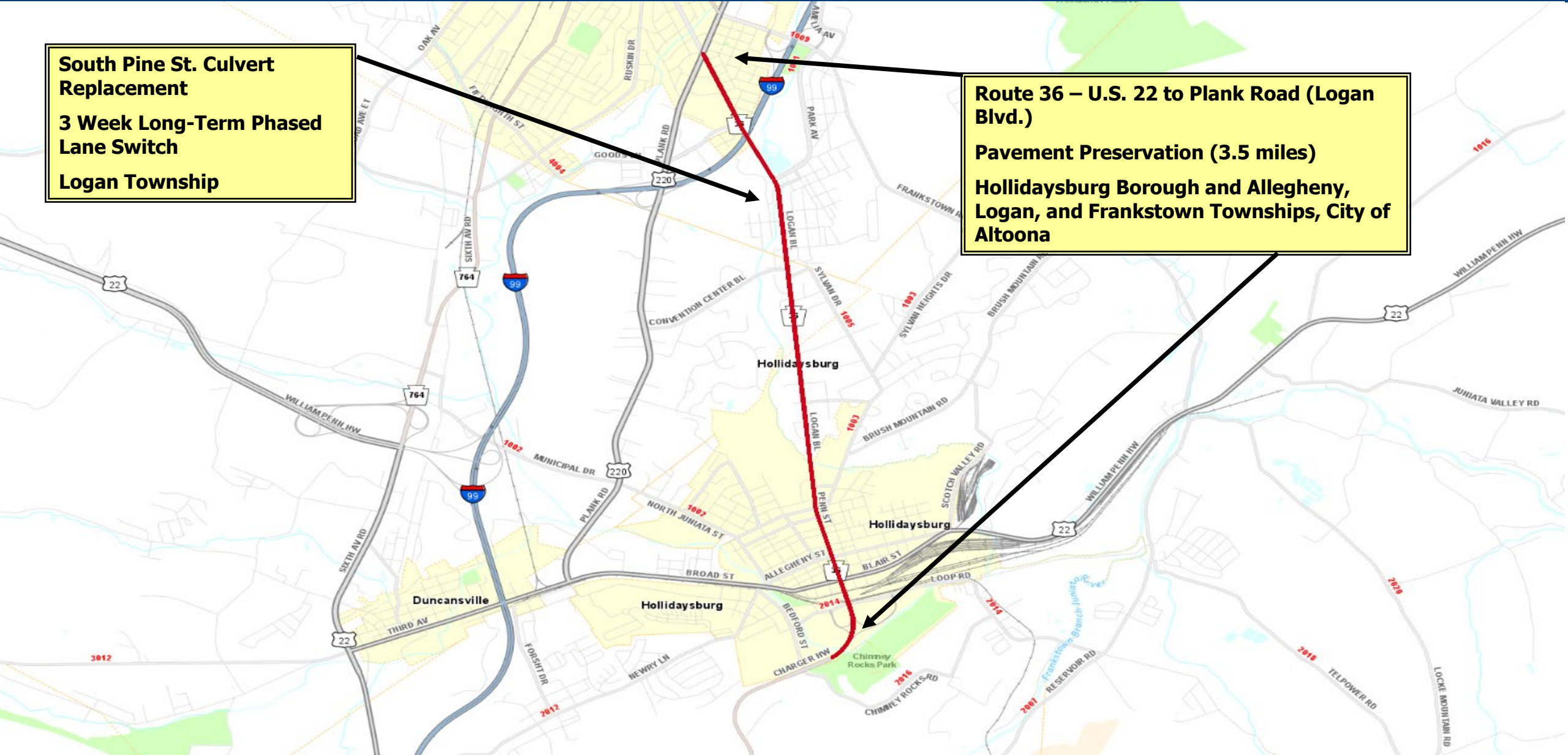


- Scope:** Pavement Preservation and Drainage Improvements (3.5 miles)
- Traffic Control:** Long-term Phased and Short-term Flagging
- Construction Timeframe:** April – October 2026
- Contractor:** New Enterprise Stone & Lime Co., Inc.
- Current Contract:** \$5,449,000

ROUTE 36 (LOGAN BLVD.) – U.S. 22 TO PLANK ROAD

South Pine St. Culvert Replacement
3 Week Long-Term Phased Lane Switch
Logan Township

Route 36 – U.S. 22 to Plank Road (Logan Blvd.)
Pavement Preservation (3.5 miles)
Hollidaysburg Borough and Allegheny, Logan, and Frankstown Townships, City of Altoona

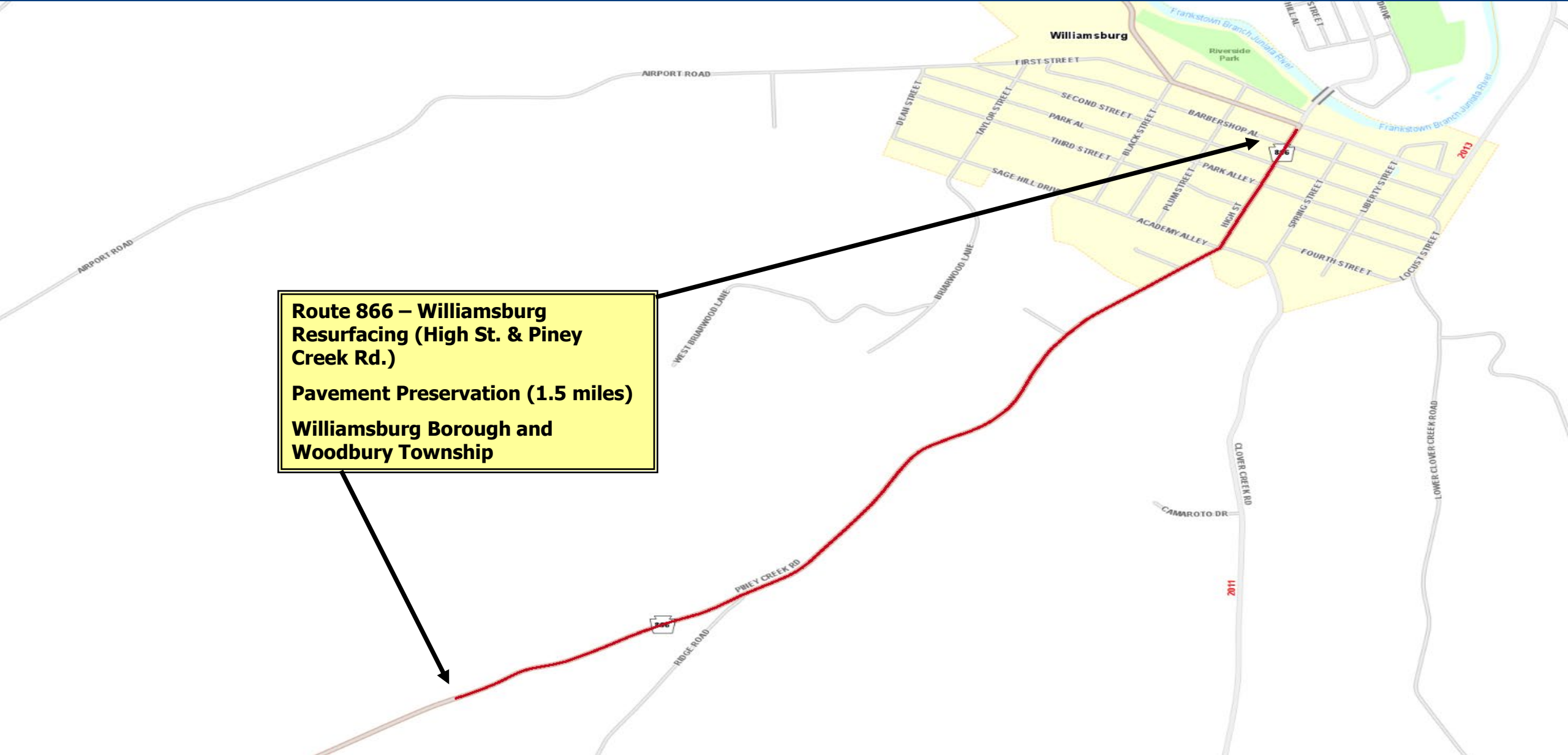


ROUTE 866 – WILLIAMSBURG RESURFACING



- Scope:** Pavement Preservation and Drainage Improvements (1.5 miles)
- Traffic Control:** Short-term Flagging
- Construction Timeframe:** April – October 2026
- Contractor:** New Enterprise Stone & Lime Co., Inc.
- Current Contract:** \$2,637,000

ROUTE 866 – WILLIAMSBURG RESURFACING



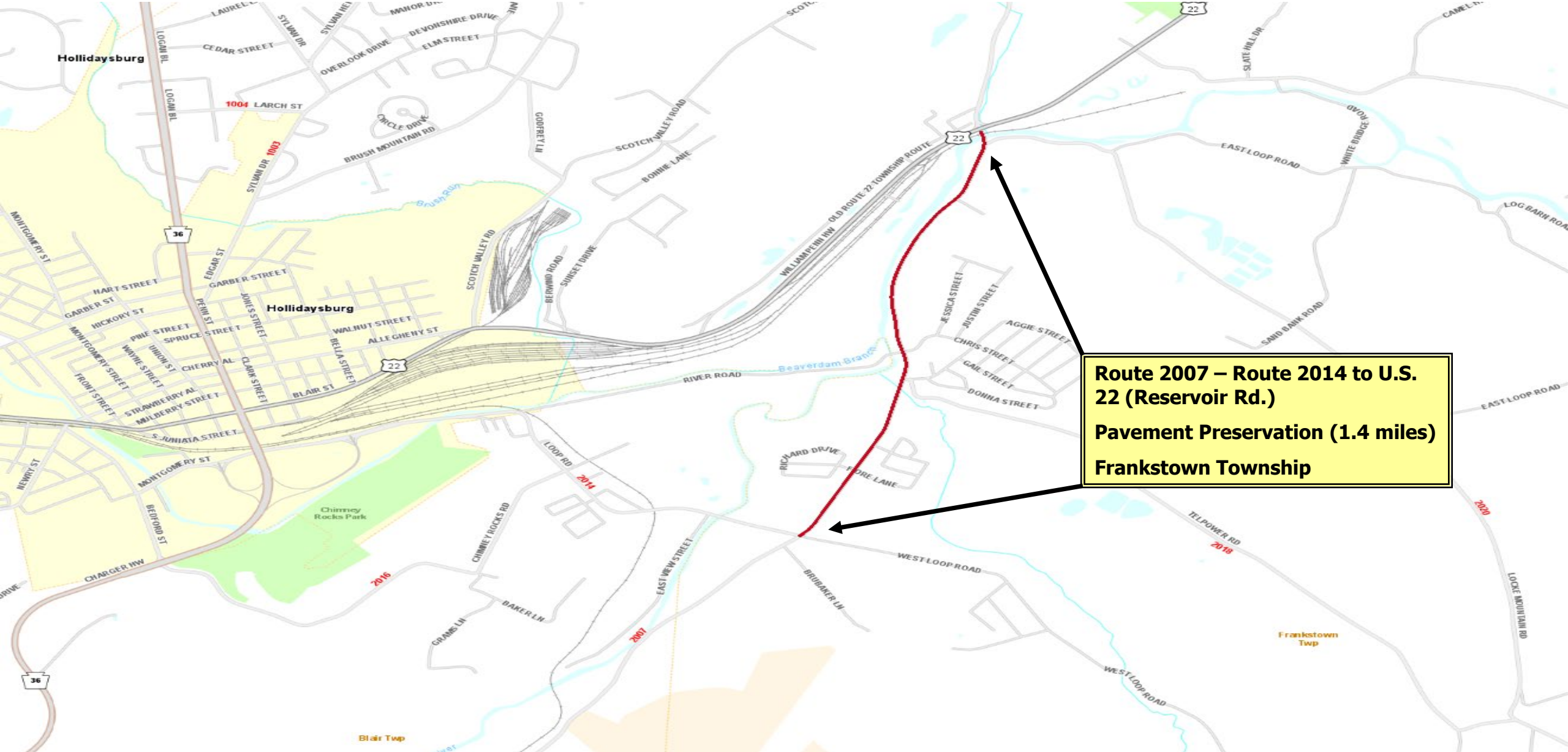
Route 866 – Williamsburg Resurfacing (High St. & Piney Creek Rd.)
Pavement Preservation (1.5 miles)
Williamsburg Borough and Woodbury Township

ROUTE 2007 (RESERVOIR RD.) – ROUTE 2014 TO U.S. 22



- Scope:** Pavement Preservation (1.4 miles)
- Traffic Control:** Short-term Flagging
- Construction Timeframe:** April – June 2026
- Contractor:** New Enterprise Stone & Lime Co., Inc.
- Current Contract:** \$529,859

ROUTE 2007 (RESERVOIR RD.) – ROUTE 2014 TO U.S. 22

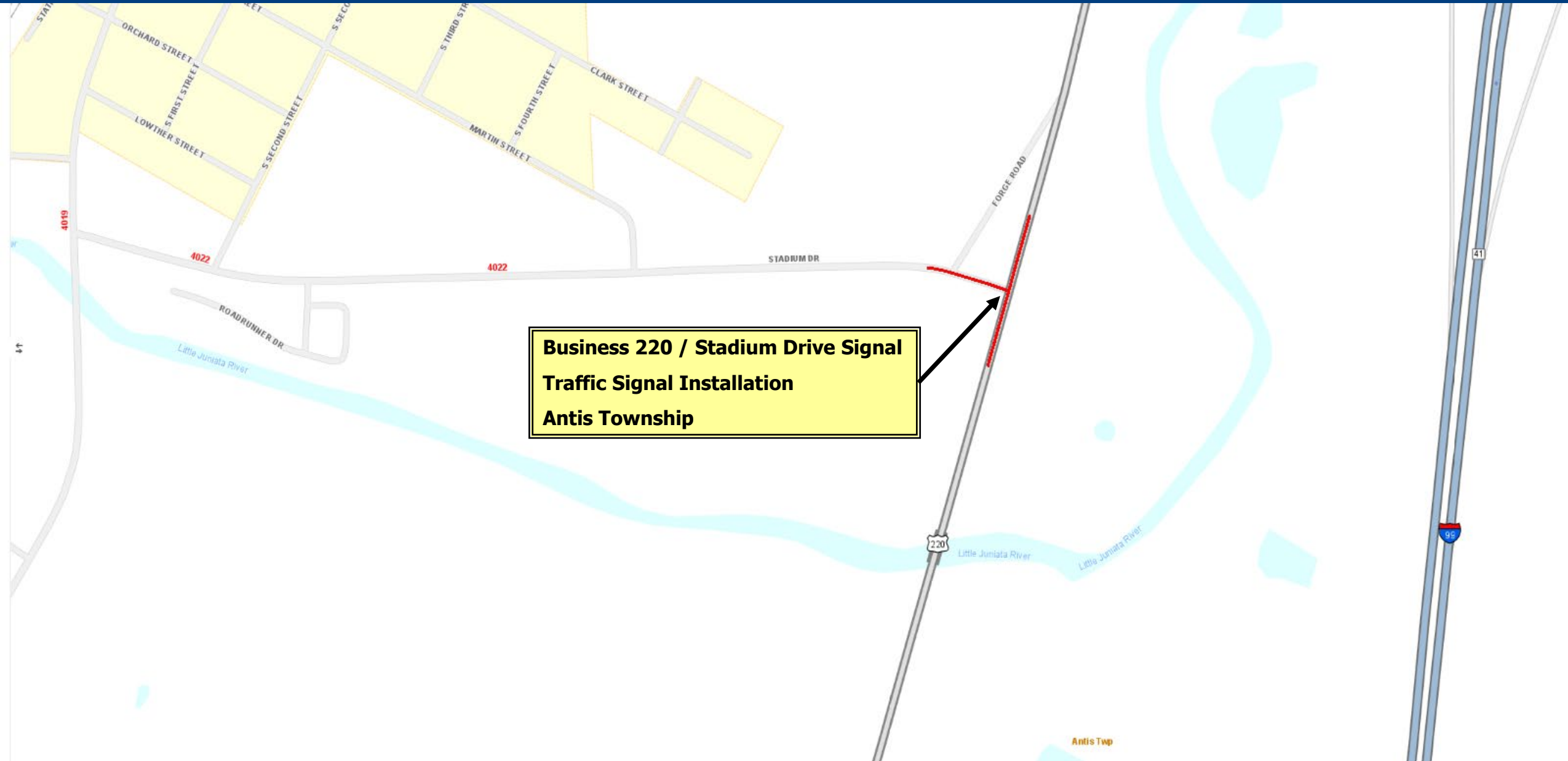


BUSINESS 220 / STADIUM DRIVE SIGNAL



- Scope:** Traffic Signal Installation
- Traffic Control:** Short-term Flagging
- Construction Timeframe:** August – November 2026
- Contractor:** M and B Services, LLC
- Current Contract:** \$329,621

BUSINESS 220 / STADIUM DRIVE SIGNAL



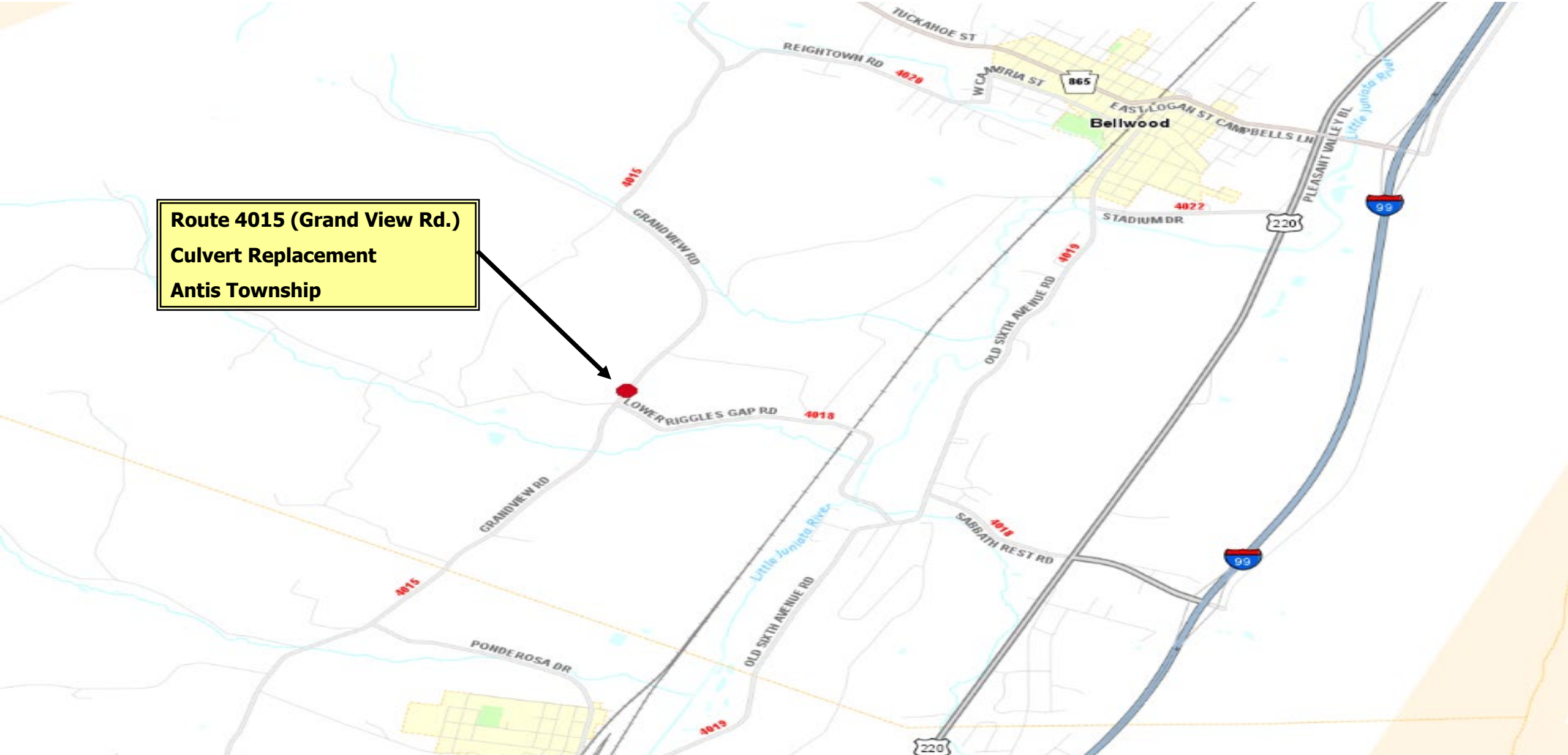
ROUTE 4015 - DESIGN/BUILD UNDER 8FT CULVERT



- Scope:** Culvert Replacement
 - Bid with 4 other culverts in Bedford, Blair, and Huntingdon Counties
- Traffic Control:** TBD
- Construction Timeframe:** TBD
- Contractor:** Cottle's Asphalt Maintenance, Inc.
- Current Contract:** \$1,531,635

ROUTE 4015 - DESIGN/BUILD UNDER 8FT CULVERT

Route 4015 (Grand View Rd.)
Culvert Replacement
Antis Township

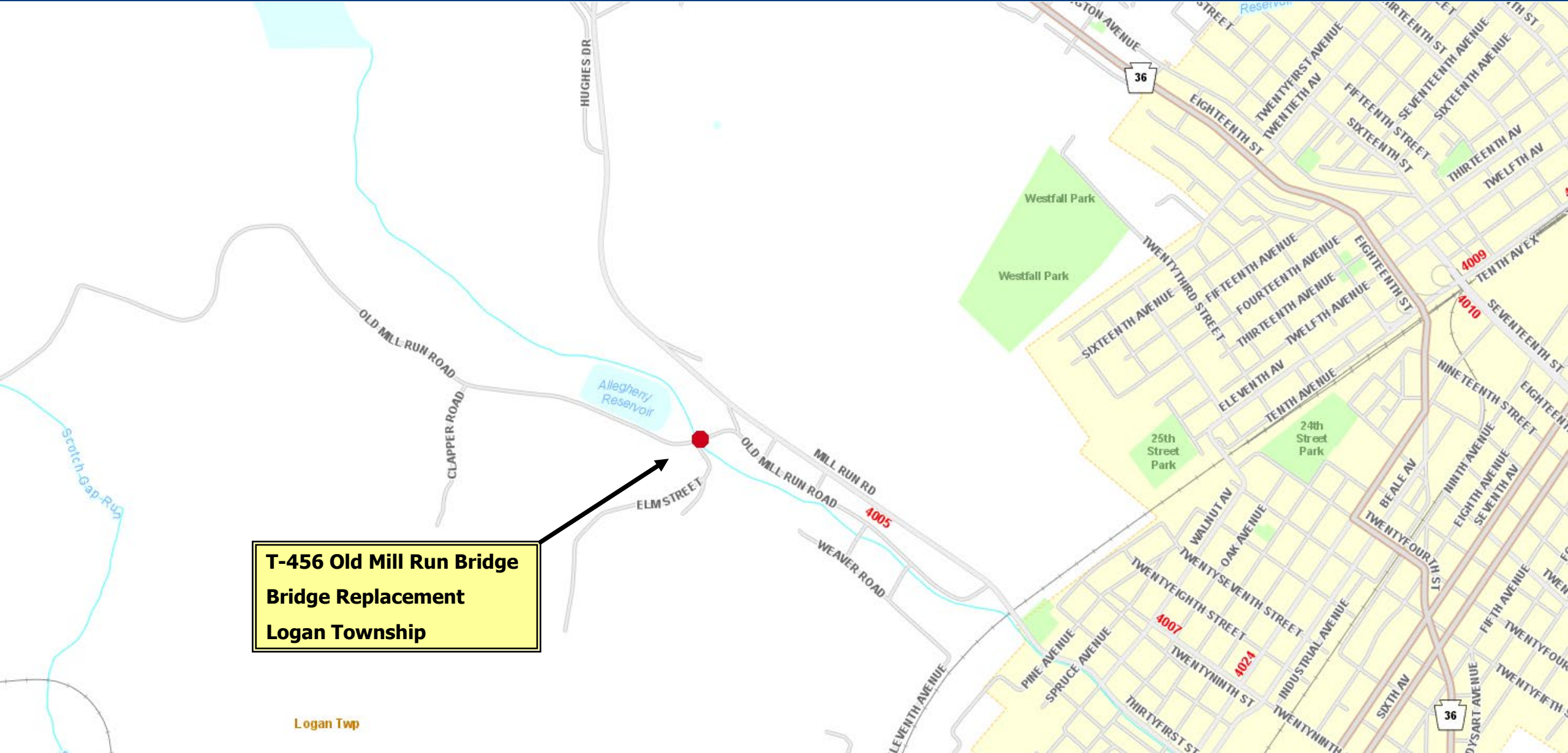


T-456 OLD MILL RUN BRIDGE



- Scope:** Bridge Replacement w/ Prestressed Adjacent Box Beam Bridge
- Traffic Control:** Temporary Road with Temporary Traffic Signal
- Construction Timeframe:** May – November 2026
- Contractor:** C.H. & D. Enterprises Inc.
- Current Contract:** \$819,259

T-456 OLD MILL RUN BRIDGE



**T-456 Old Mill Run Bridge
Bridge Replacement
Logan Township**

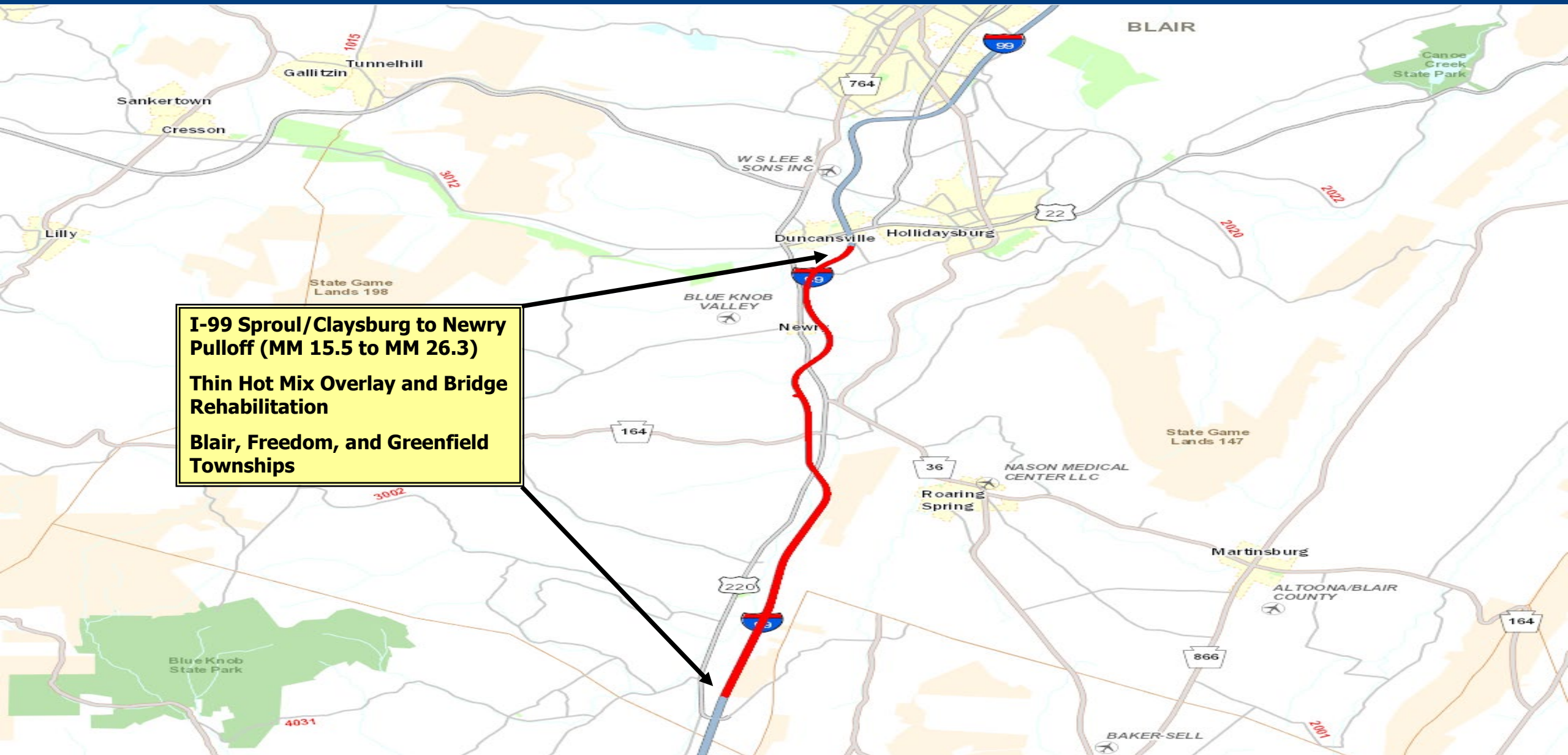
Logan Twp

I-99 SPROUL/CLAYSBURG TO NEWRY PULLOFF



- **Scope:** Thin Hot Mix Overlay and 7 Dual Bridge Rehabilitations and Exit 23 Bridge Rehabilitation over I-99, Installation of 5 Dynamic Message Boards, and Guide Rail Upgrades
- **Traffic Control:** Long-term Phased
- **Construction Timeframe:** April 2026 – June 2028
- **Contractor:** Glenn O. Hawbaker, Inc.
- **Current Contract:** \$23,936,936

I-99 SPROUL/CLAYSBURG TO NEWRY PULLOFF



I-99 DUAL-BRIDGE REHABILITATIONS (2026)

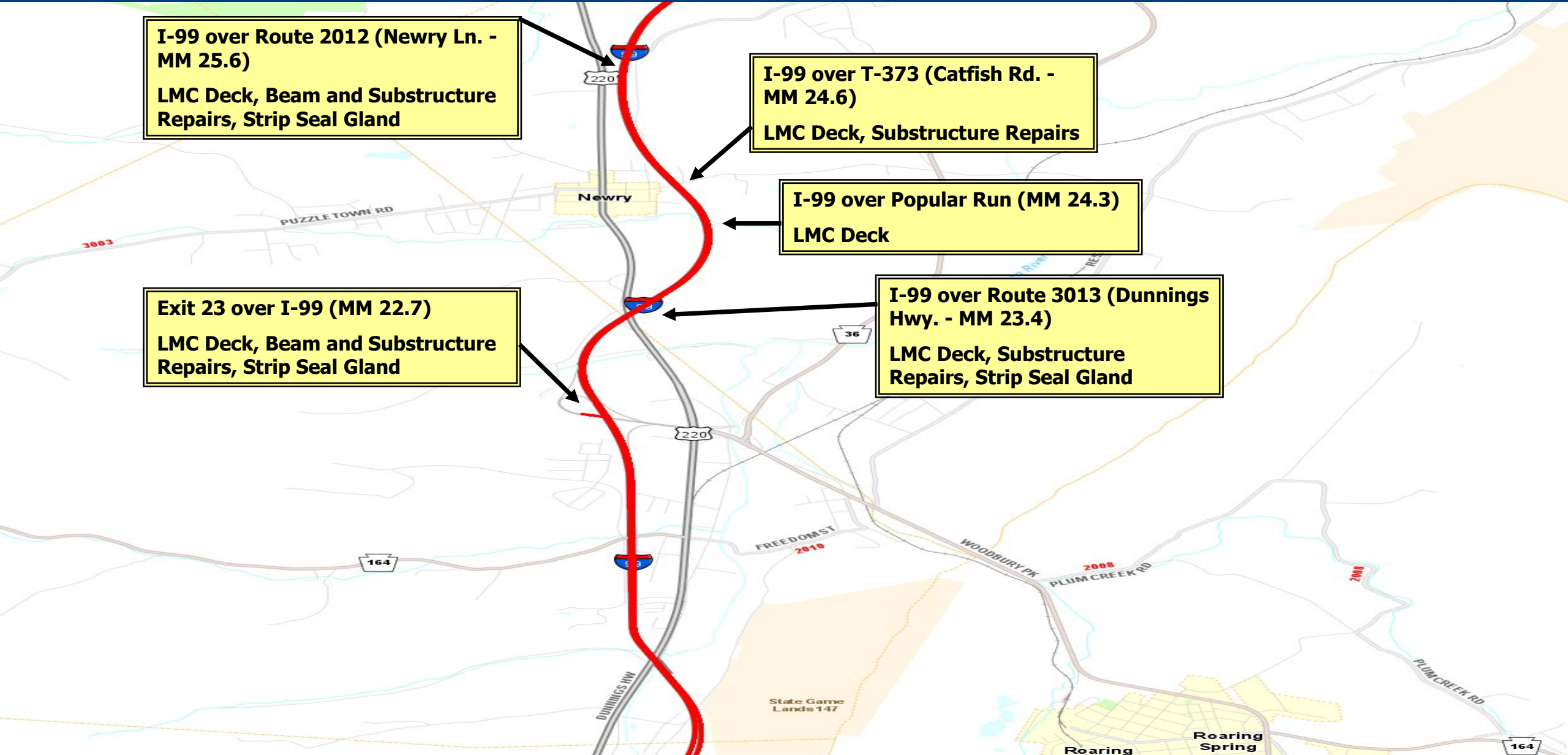
I-99 over Route 2012 (Newry Ln. - MM 25.6)
LMC Deck, Beam and Substructure Repairs, Strip Seal Gland

I-99 over T-373 (Catfish Rd. - MM 24.6)
LMC Deck, Substructure Repairs

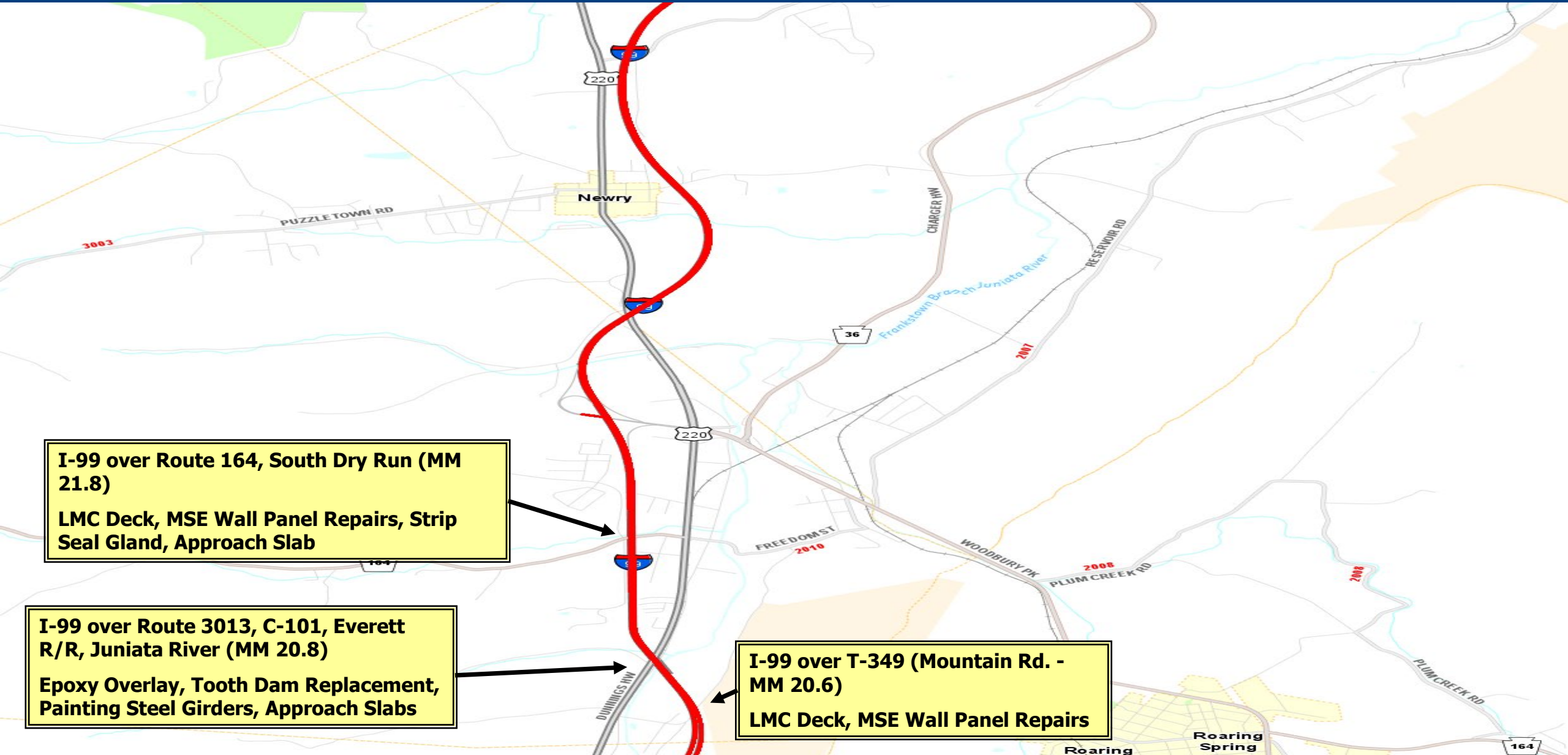
I-99 over Popular Run (MM 24.3)
LMC Deck

I-99 over Route 3013 (Dunnings Hwy. - MM 23.4)
LMC Deck, Substructure Repairs, Strip Seal Gland

Exit 23 over I-99 (MM 22.7)
LMC Deck, Beam and Substructure Repairs, Strip Seal Gland



I-99 DUAL-BRIDGE REHABILITATIONS (2027)



I-99 DUAL-BRIDGE REHABILITATIONS

I-99 over Route 2012 (Newry Ln. - MM 25.6)
LMC Deck, Beam and Substructure Repairs, Strip Seal Gland

I-99 over T-373 (Catfish Rd. - MM 24.6)
LMC Deck, Substructure Repairs

I-99 over Popular Run (MM 24.3)
LMC Deck

I-99 over Route 3013 (Dunnings Hwy. - MM 23.4)
LMC Deck, Substructure Repairs, Strip Seal Gland

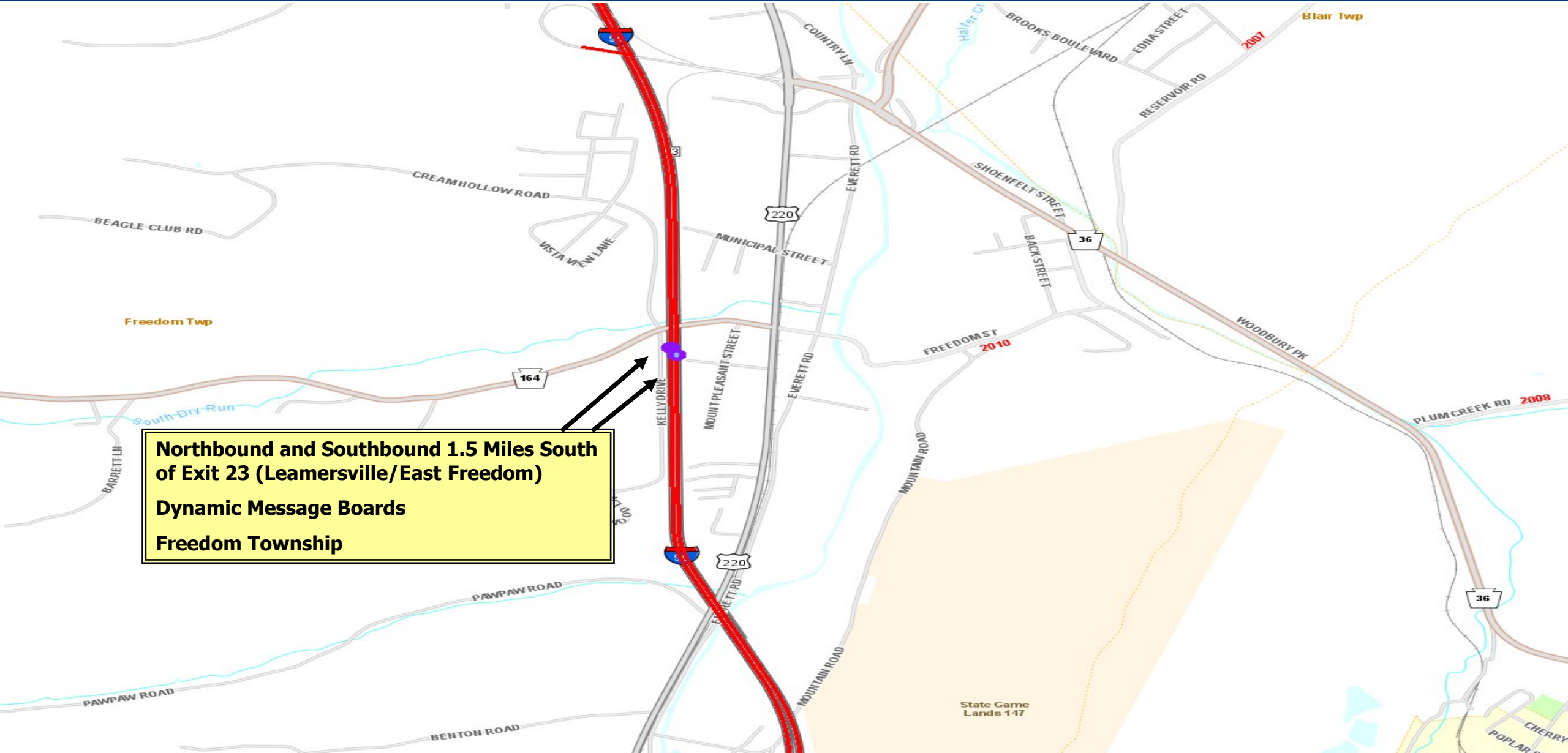
Exit 23 over I-99 (MM 22.7)
LMC Deck, Beam and Substructure Repairs, Strip Seal Gland

I-99 over Route 164, South Dry Run (MM 21.8)
LMC Deck, MSE Wall Panel Repairs, Strip Seal Gland

I-99 over Route 3013, C-101, Everett R/R, Juniata River (MM 20.8)
Epoxy Overlay, Tooth Dam Replacement, Painting Steel Girders

I-99 over T-349 (Mountain Rd. - MM 20.6)
LMC Deck, MSE Wall Panel Repairs

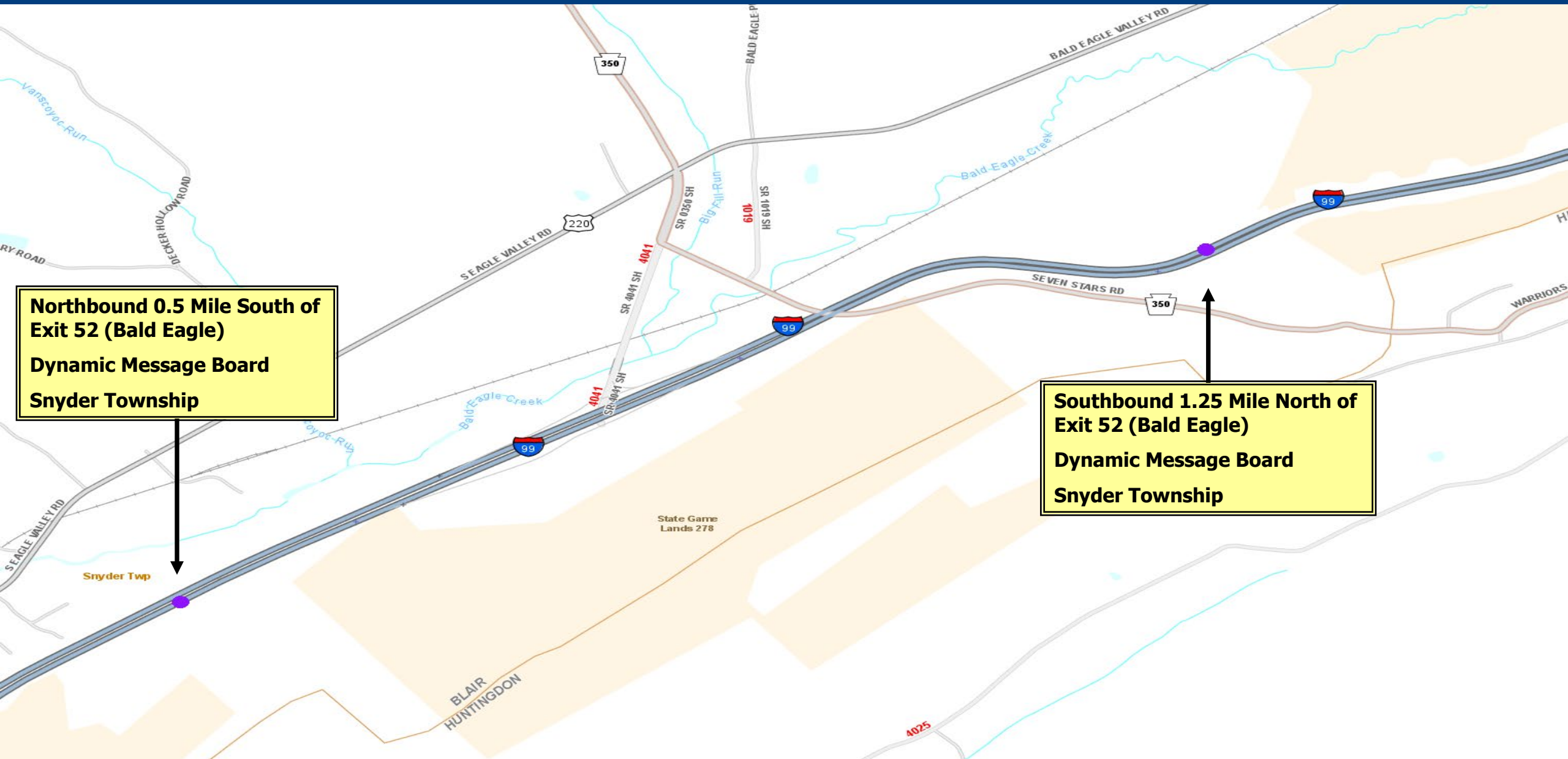
I-99 DYNAMIC MESSAGE BOARDS



I-99 DYNAMIC MESSAGE BOARD



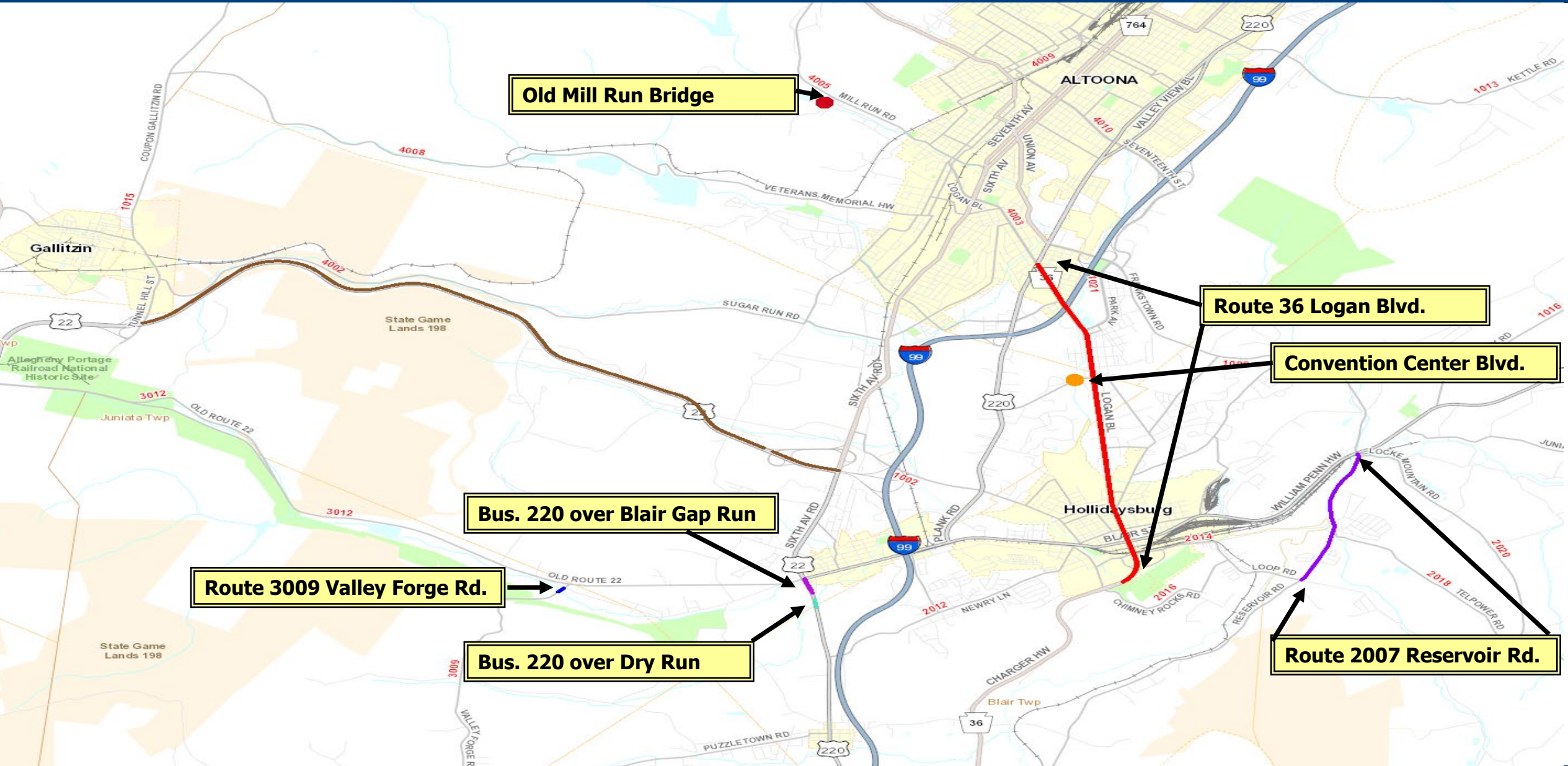
I-99 DYNAMIC MESSAGE BOARDS



**Northbound 0.5 Mile South of
Exit 52 (Bald Eagle)
Dynamic Message Board
Snyder Township**

**Southbound 1.25 Mile North of
Exit 52 (Bald Eagle)
Dynamic Message Board
Snyder Township**

ALTOONA / HOLLIDAYSBURG SUMMARY



CONTRACTS TO BE BID



Pennsylvania
Department of Transportation

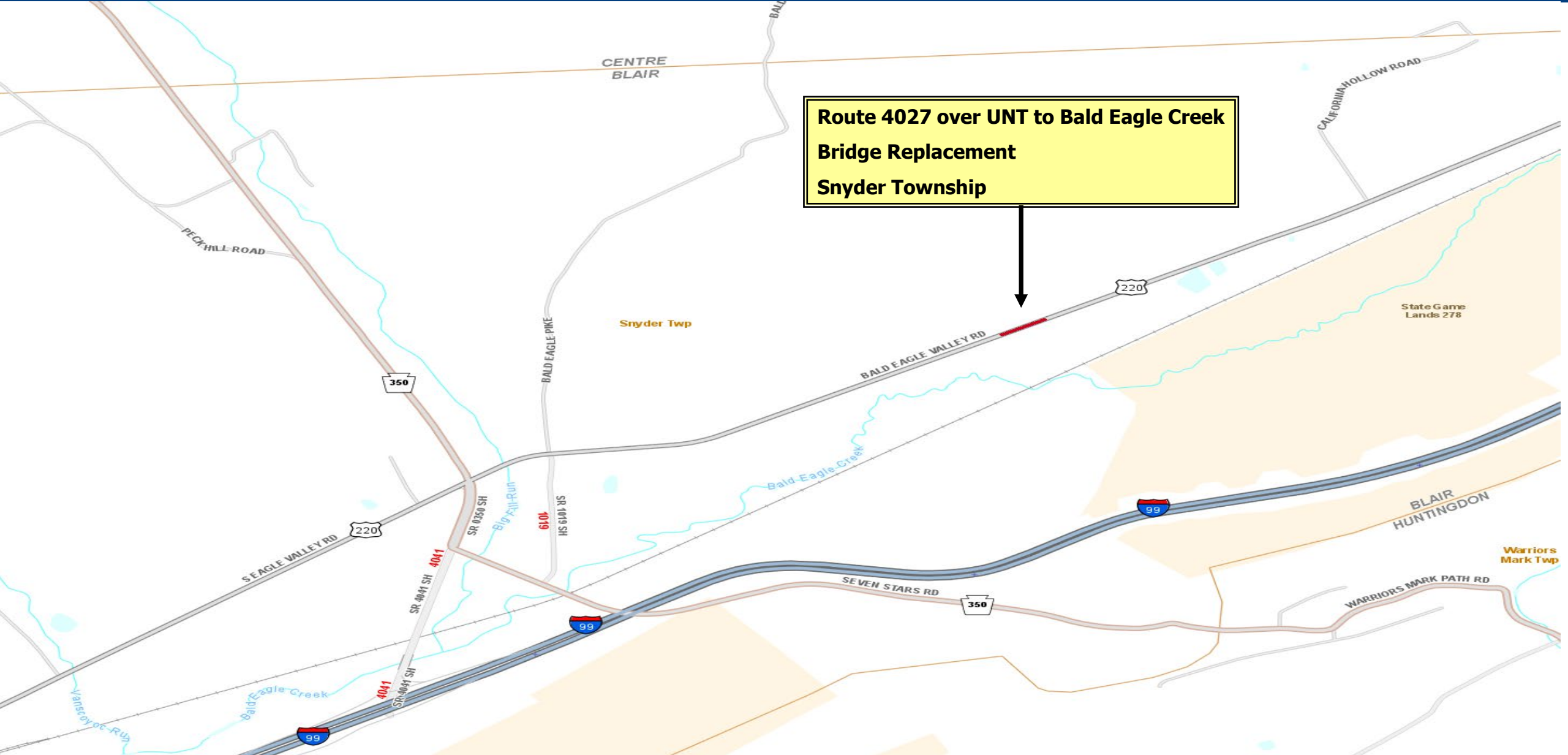
ROUTE 4027 OVER UNT TO BALD EAGLE CREEK



- Scope:** Bridge Replacement w/ Precast Concrete Box Culvert
- Traffic Control:** Detour – 11.0 miles
- Construction Estimate:** \$1,000,000 to \$5,000,000
- Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 4027 OVER UNT TO BALD EAGLE CREEK

Route 4027 over UNT to Bald Eagle Creek
Bridge Replacement
Snyder Township

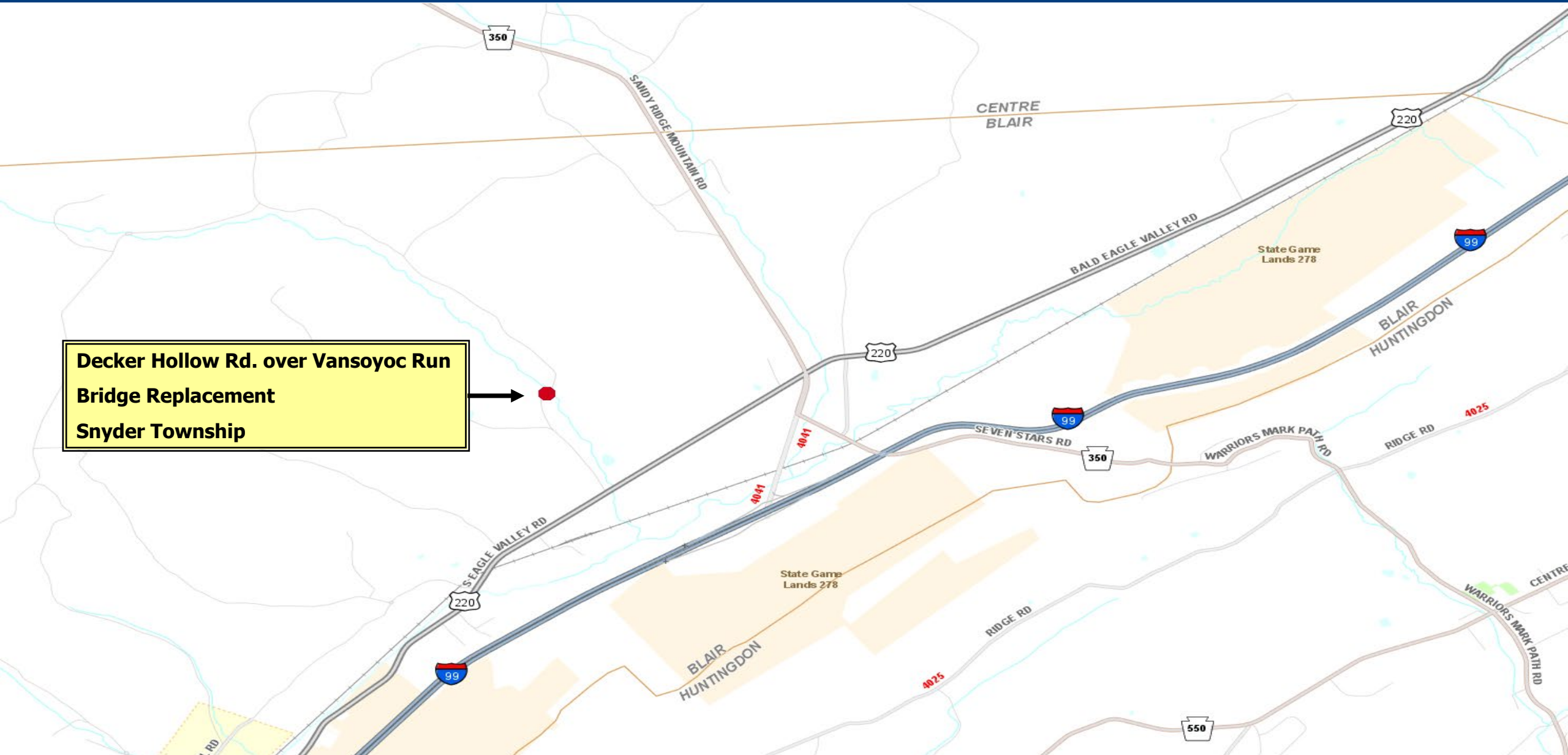


ROUTE 4033-DECKER HOLLOW RD. OVER VANSOYOC RUN



- Scope:** Bridge Replacement w/ Single Span Composite Prestressed Spread Box Beam Bridge
- Traffic Control:** Detour – 3.8 miles
- Construction Estimate:** \$1,000,000 to \$5,000,000
- Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 4033-DECKER HOLLOW RD. OVER VANSOYOC RUN



**Decker Hollow Rd. over Vansoyoc Run
Bridge Replacement
Snyder Township**

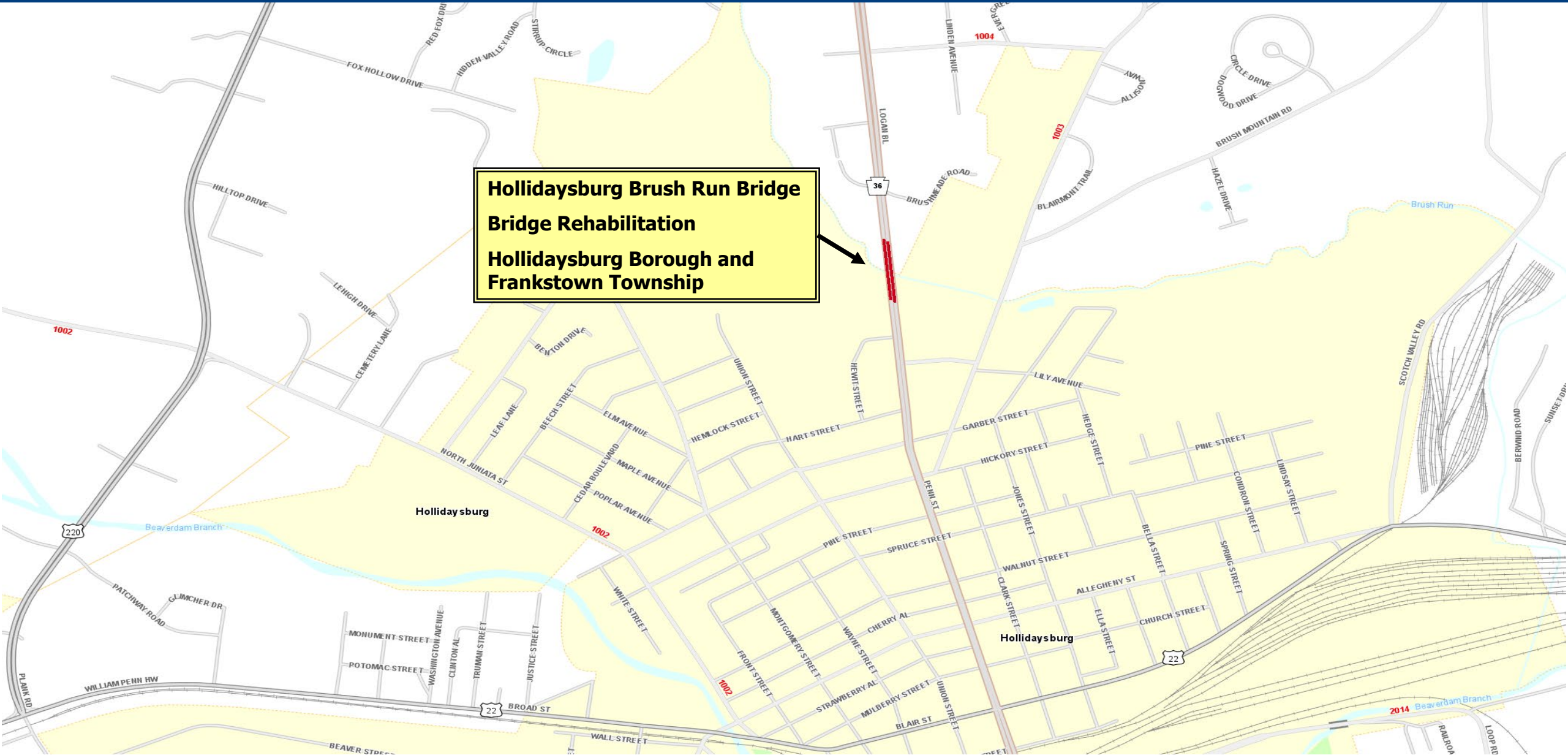
ROUTE 36 - HOLLIDAYSBURG BRUSH RUN BRIDGE



- Scope:** Bridge Rehabilitation w/ Concrete Deck & Latex Modified Concrete Overlay
 - Bid with Route 4003 over NSRR & Route 4003 over Mill Run
- Traffic Control:** Long-term Phased
- Construction Estimate:** \$1,000,000 to \$5,000,000
- Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 36 - HOLLIDAYSBURG BRUSH RUN BRIDGE

**Hollidaysburg Brush Run Bridge
Bridge Rehabilitation
Hollidaysburg Borough and
Frankstown Township**

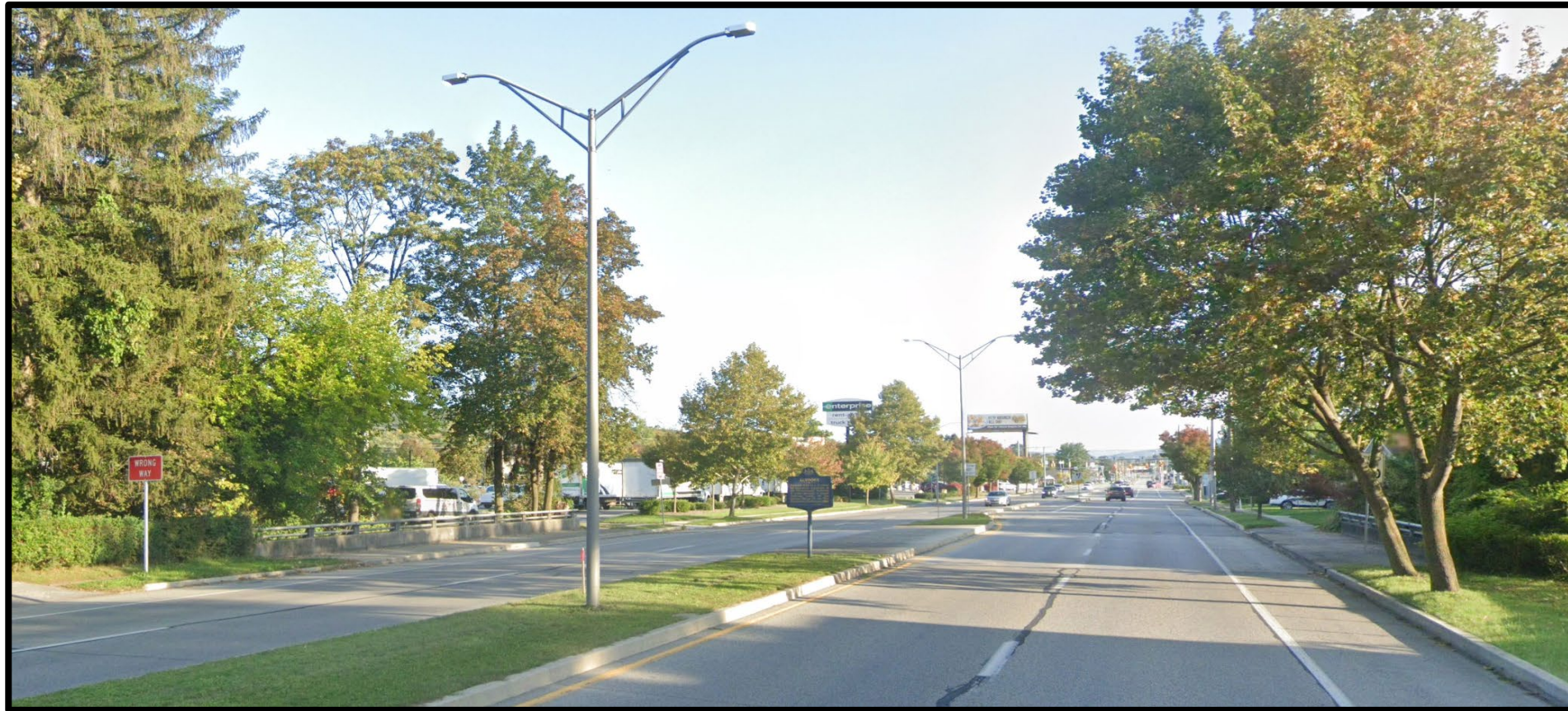


ROUTE 4003 - LOGAN BLVD. OVER NSRR



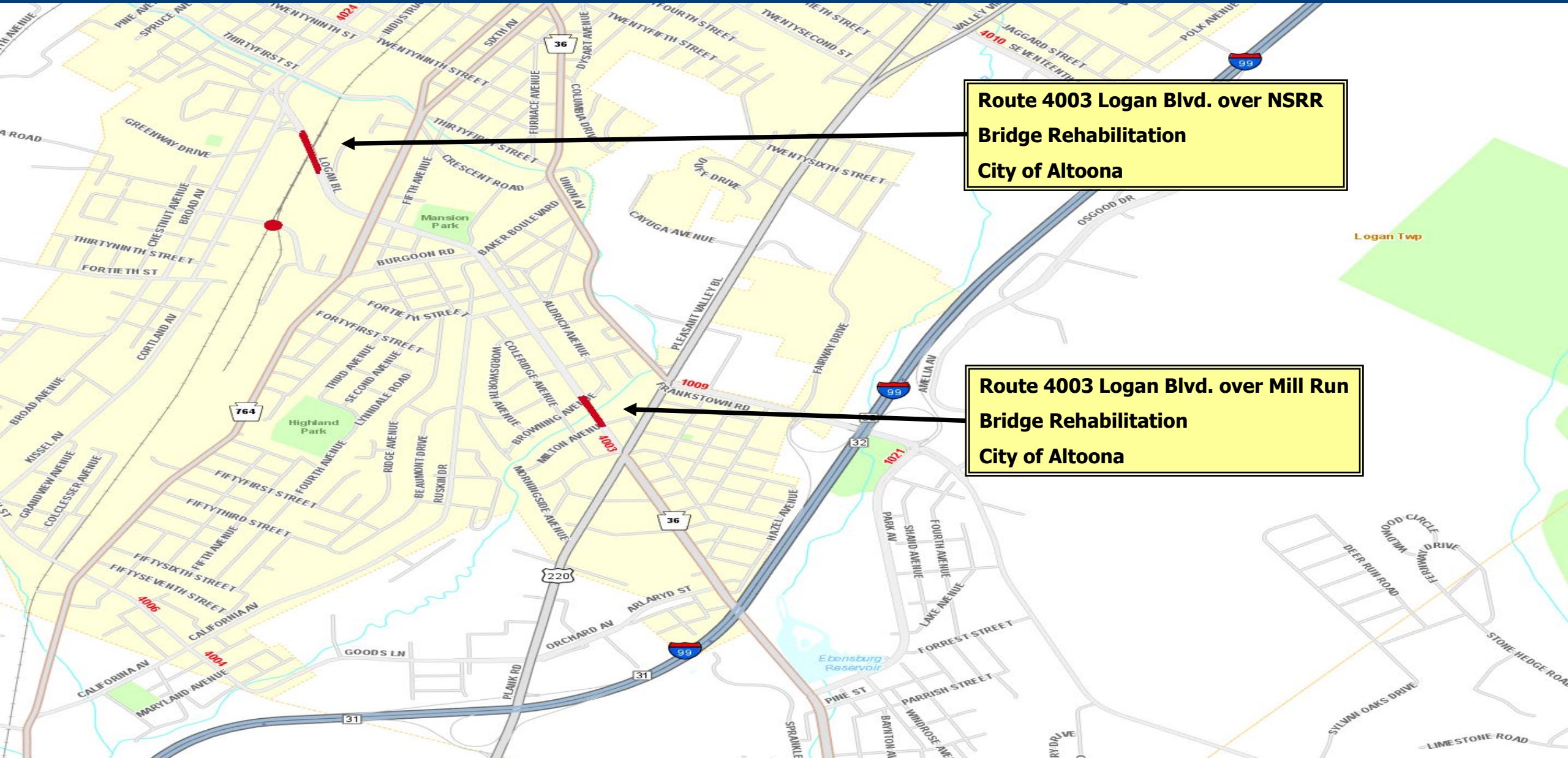
- Scope:** Bridge Rehabilitation including Substructure, Beam Spall, Deck, and Hand Railing Repairs
 - Bid with Route 4003 over Mill Run & Hollidaysburg Mill Run
- Traffic Control:** Long-term Phased
- Construction Estimate:** \$1,000,000 to \$5,000,000
- Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 4003 - LOGAN BLVD. OVER MILL RUN



- **Scope:** Bridge Rehabilitation including Repairs Spalled and Delaminated Concrete on Abutments and Piers
 - Bid with Route 4003 over NSRR & Hollidaysburg Brush Run
- **Traffic Control:** Long-term Phased
- **Construction Estimate:** \$1,000,000 to \$5,000,000
- **Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 4003 - LOGAN BLVD. OVER NSRR & MILL RUN



**Route 4003 Logan Blvd. over NSRR
Bridge Rehabilitation
City of Altoona**

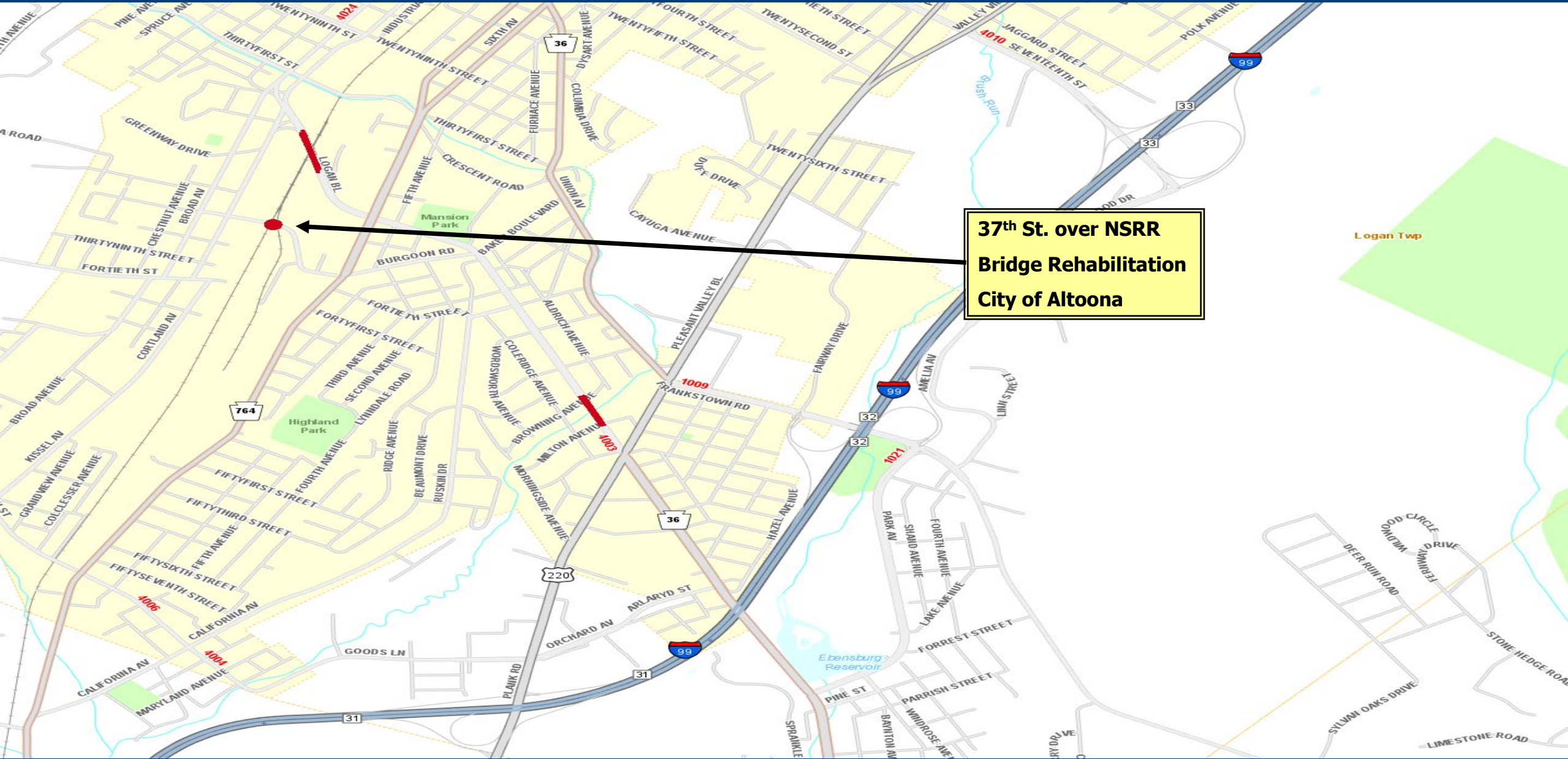
**Route 4003 Logan Blvd. over Mill Run
Bridge Rehabilitation
City of Altoona**

37TH ST. OVER NORFOLK SOUTHERN RR



- Scope:** Bridge Rehabilitation including New Strip Seals and Epoxy Surface Treatment
- Traffic Control:** Long-term Phased
- Construction Estimate:** \$500,000 to \$1,000,000
- Anticipated Bid Opening:** 3rd Quarter 2026

37TH ST. OVER NORFOLK SOUTHERN RR



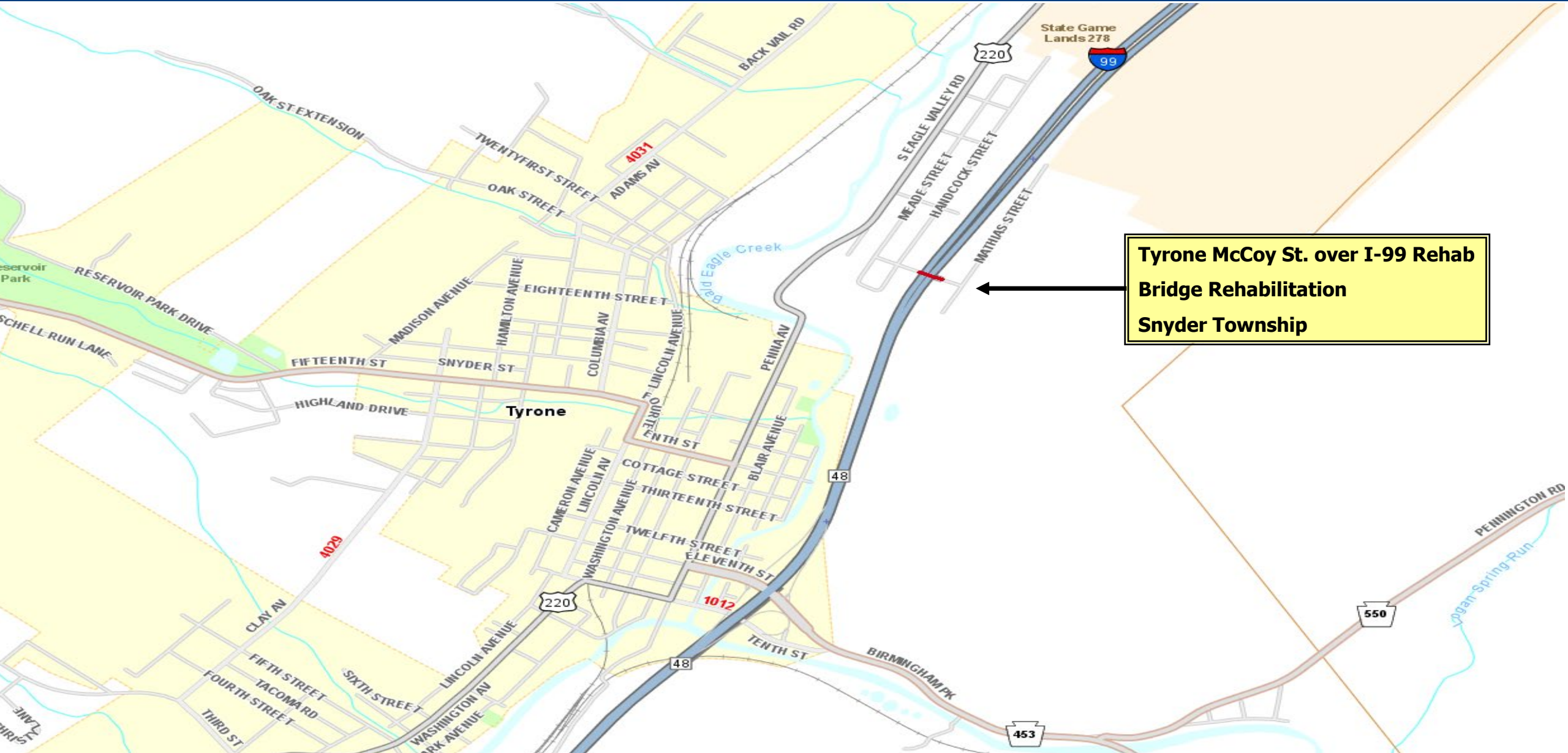
**37th St. over NSRR
Bridge Rehabilitation
City of Altoona**

TYRONE MCCOY ST. OVER I-99 REHAB



- Scope:** Bridge Rehabilitation including Latex Modified Concrete Overlay and Beam Spall Repairs
- Traffic Control:** Long-term Phased
- Construction Estimate:** \$500,000 to \$1,000,000
- Anticipated Bid Opening:** 4th Quarter 2026

TYRONE MCCOY ST. OVER I-99 REHAB



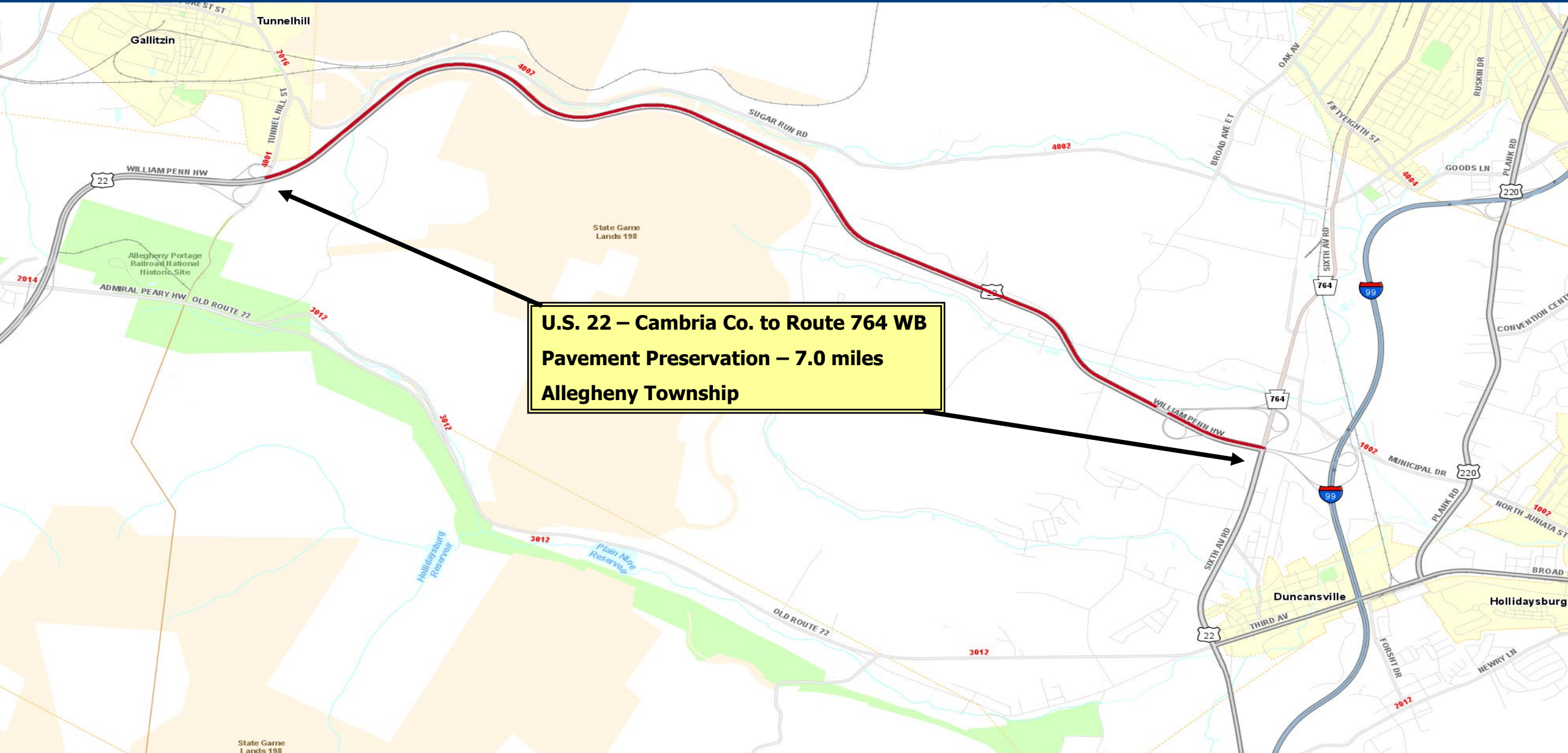
Tyrone McCoy St. over I-99 Rehab
Bridge Rehabilitation
Snyder Township

U.S. 22 – CAMBRIA CO. TO ROUTE 764 WB



- Scope:** Pavement Preservation – 7.0 miles
- Traffic Control:** Long-term Phased
- Construction Estimate:** \$1,000,000 to \$5,000,000
- Anticipated Bid Opening:** 4th Quarter 2026

U.S. 22 – CAMBRIA CO. TO ROUTE 764 WB



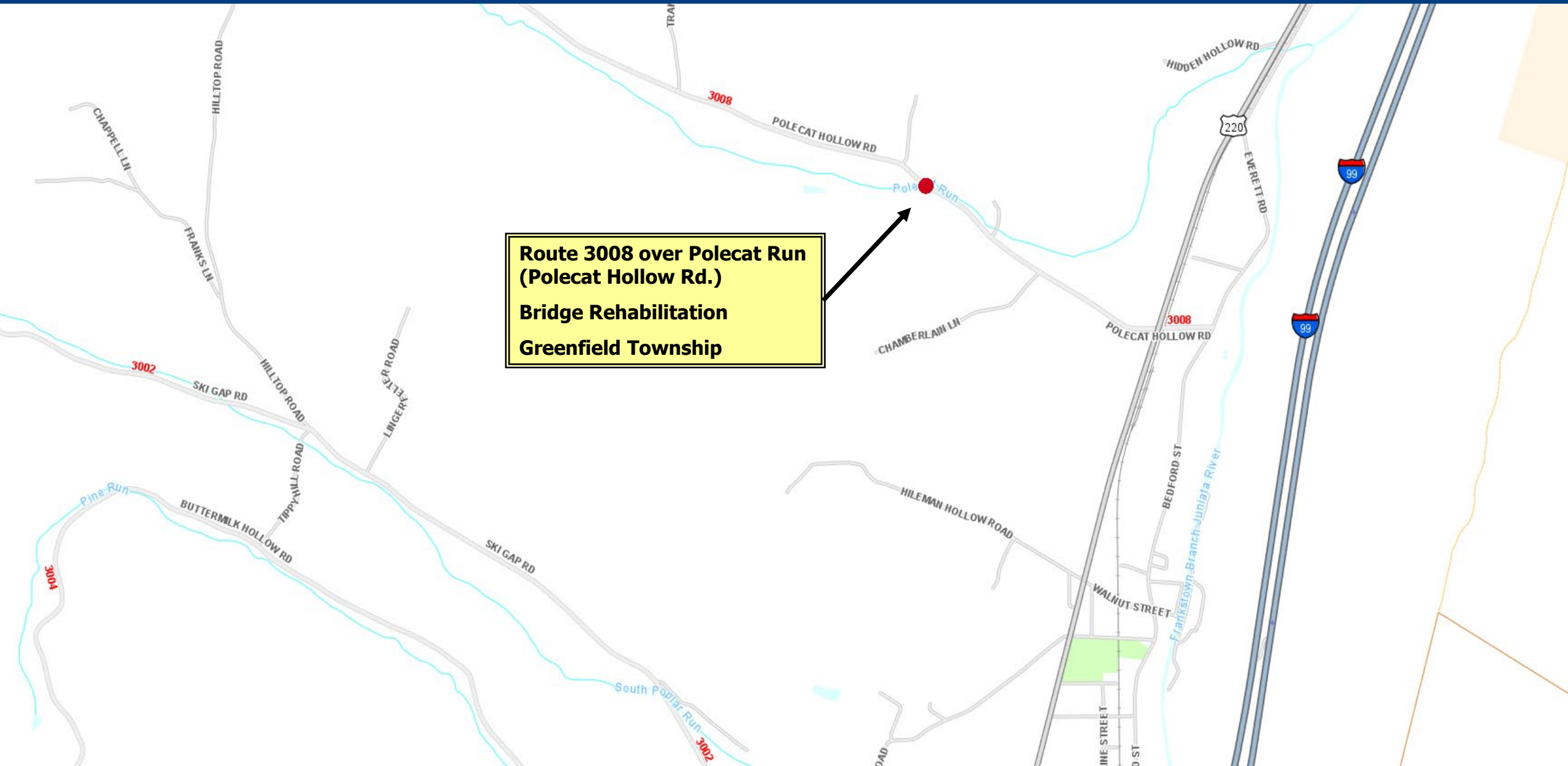
U.S. 22 – Cambria Co. to Route 764 WB
Pavement Preservation – 7.0 miles
Allegheny Township

ROUTE 3008 OVER POLECAT RUN



- Scope:** Bridge Rehabilitation including New Composite Concrete Deck
 - Bid with Meadow Street over Brush Run, 13th St. over Brush Run, & T-484 over Sinking Run
- Traffic Control:** Detour - 12.6 miles
- Construction Estimate:** \$100,000 to \$500,000
- Anticipated Bid Opening:** 4th Quarter 2026

ROUTE 3008 OVER POLECAT RUN



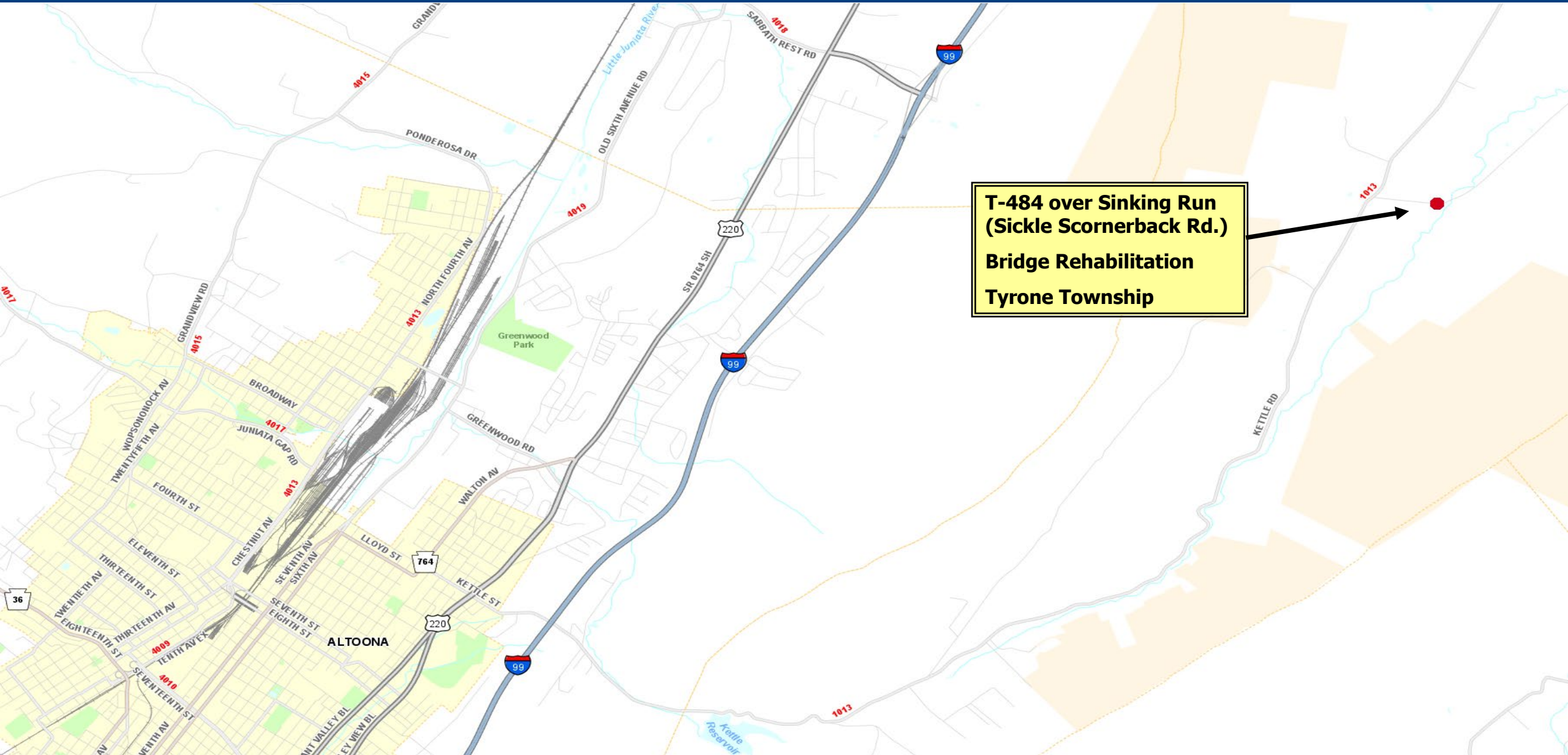
**Route 3008 over Polecat Run
(Polecat Hollow Rd.)
Bridge Rehabilitation
Greenfield Township**

T-484 OVER SINKING RUN



- Scope:** Bridge Rehabilitation including New Composite Concrete Deck
 - Bid with Meadow Street over Brush Run, 13th St over Brush Run, & Route 3008 Polecat Run
- Traffic Control:** Detour - 3.5 miles
- Construction Estimate:** \$100,000 to \$500,000
- Anticipated Bid Opening:** 4th Quarter 2026

T-484 OVER SINKING RUN



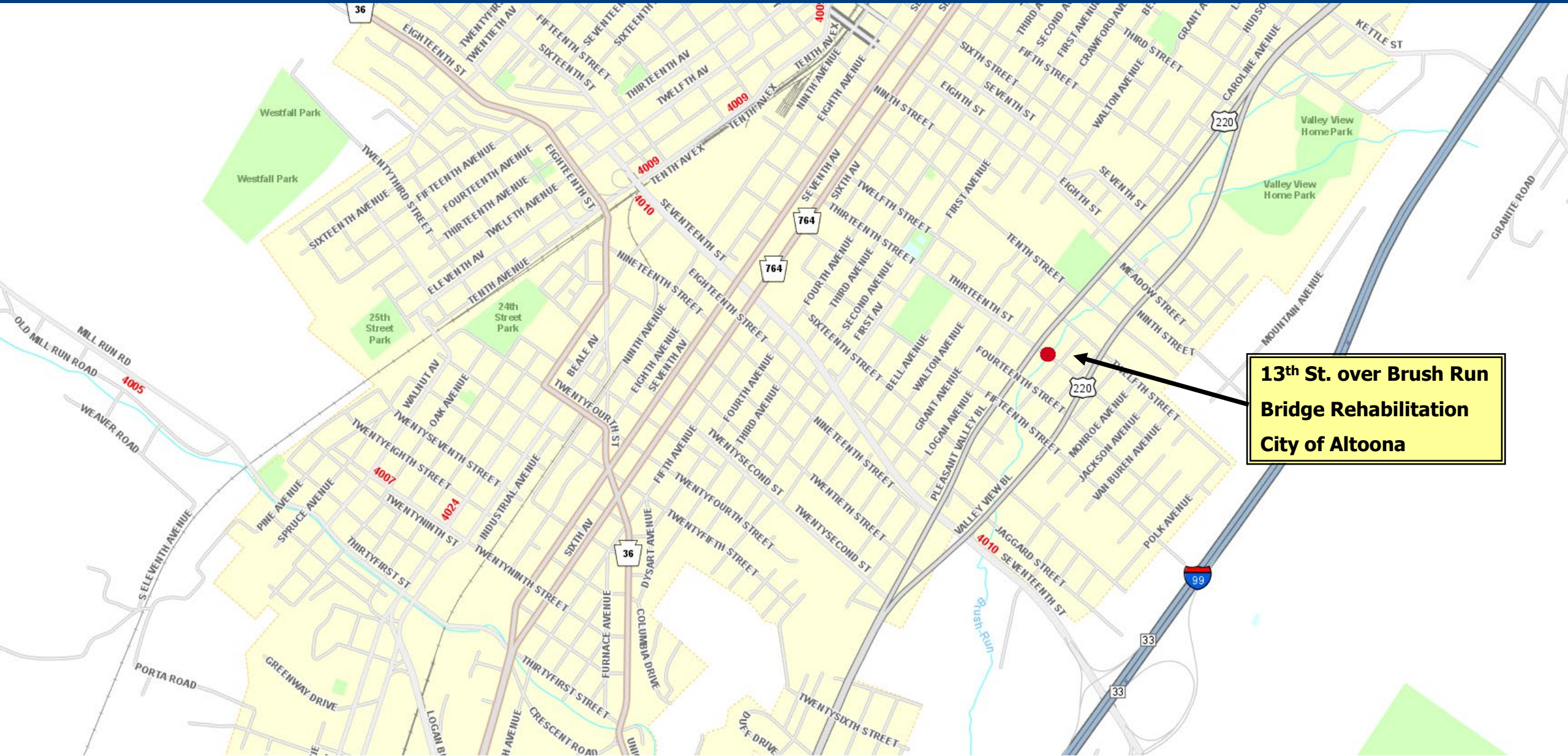
**T-484 over Sinking Run
(Sickle Scorerback Rd.)
Bridge Rehabilitation
Tyrone Township**

13TH STREET OVER BRUSH RUN



- Scope:** Bridge Rehabilitation including New Composite Concrete Deck
 - Bid with Meadow Street over Brush Run, T-484 over Sinking Run, & Route 3008 Polecat Run
- Traffic Control:** Detour - 0.3 mile
- Construction Estimate:** \$100,000 to \$500,000
- Anticipated Bid Opening:** 4th Quarter 2026

13TH STREET OVER BRUSH RUN



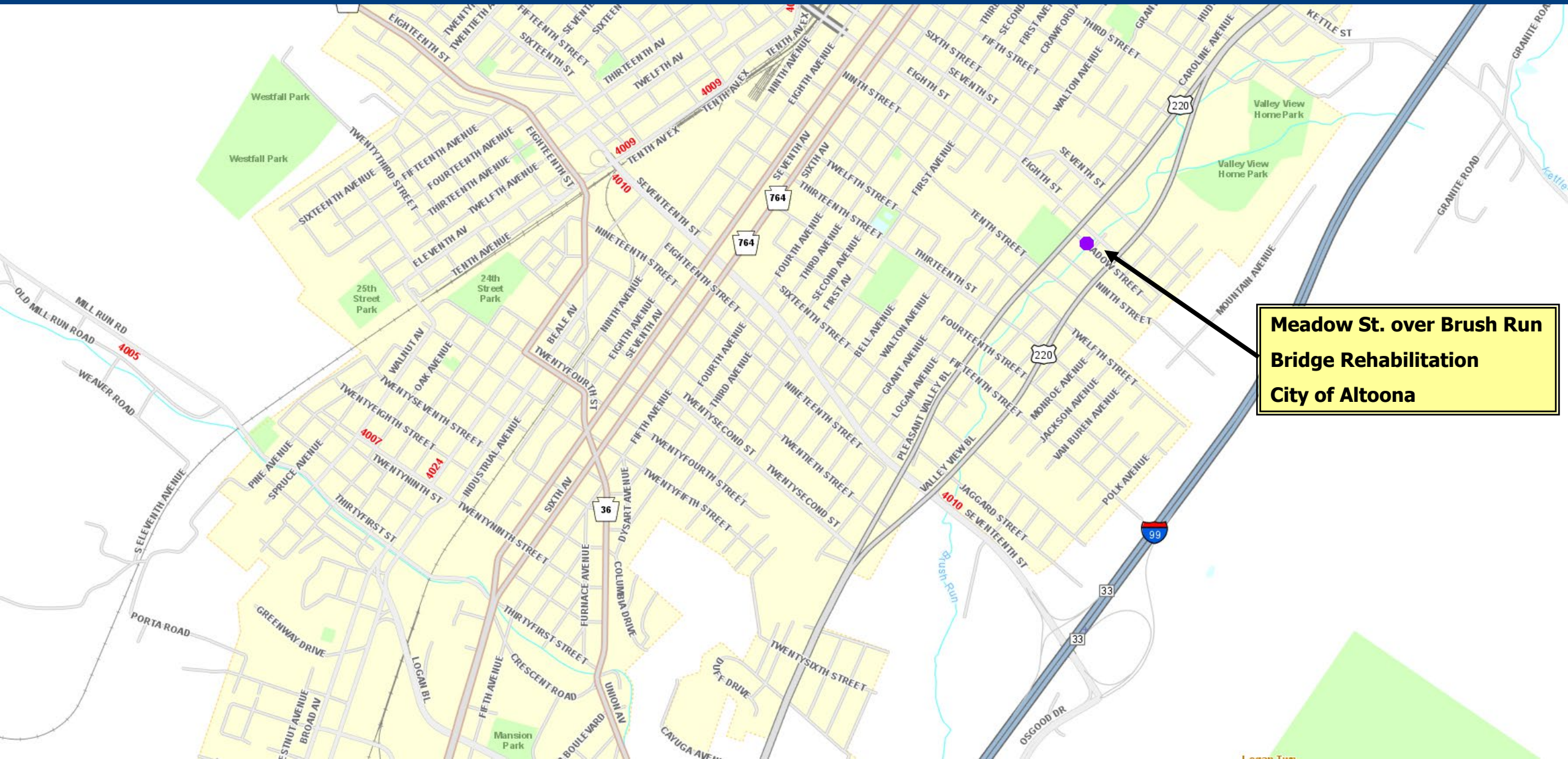
**13th St. over Brush Run
Bridge Rehabilitation
City of Altoona**

MEADOW STREET OVER BRUSH RUN



- Scope:** Bridge Rehabilitation including New Composite Concrete Deck & Beam Spall Repairs
 - Bid with 13th Street over Brush Run, T-484 over Sinking Run, & Route 3008 Polecat Run
- Traffic Control:** Detour - 0.5 miles
- Construction Estimate:** \$100,000 to \$500,000
- Anticipated Bid Opening:** 4th Quarter 2026

MEADOW STREET OVER BRUSH RUN



**Meadow St. over Brush Run
Bridge Rehabilitation
City of Altoona**

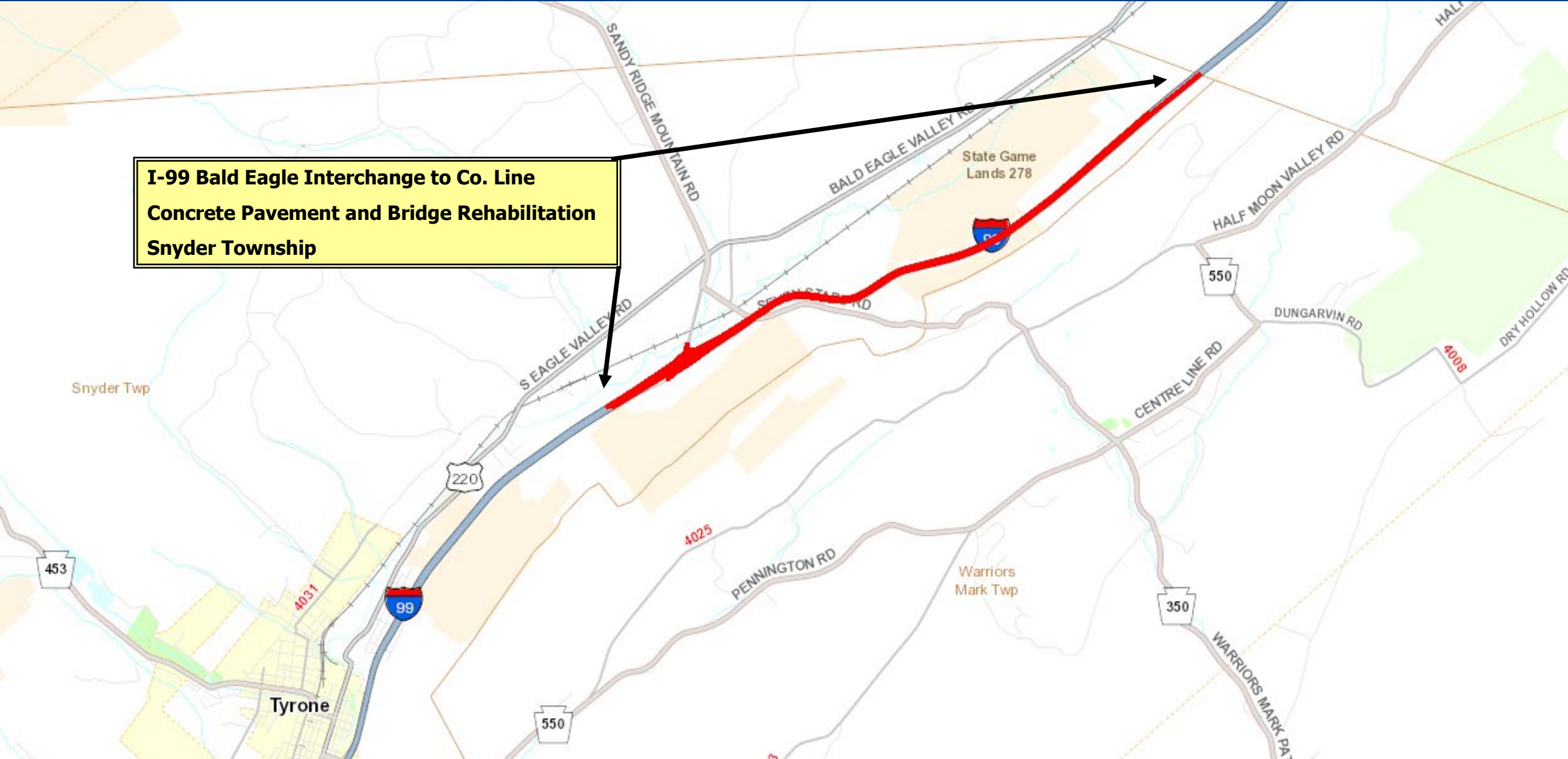
I-99 BALD EAGLE INTERCHANGE TO CO. LINE



- Scope:** Concrete Pavement Next Generation Surface Restoration & Bridge Preservation – 10.7 miles
- Traffic Control:** Long-term Phased
- Construction Estimate:** \$10,000,000 to \$20,000,000
- Anticipated Bid Opening:** 4th Quarter 2026

I-99 BALD EAGLE INTERCHANGE TO CO. LINE

I-99 Bald Eagle Interchange to Co. Line
Concrete Pavement and Bridge Rehabilitation
Snyder Township



QUESTIONS?



Pennsylvania
Department of Transportation

THANK YOU



Pennsylvania
Department of Transportation



BLAIR COUNTY MAINTENANCE ACTIVITIES

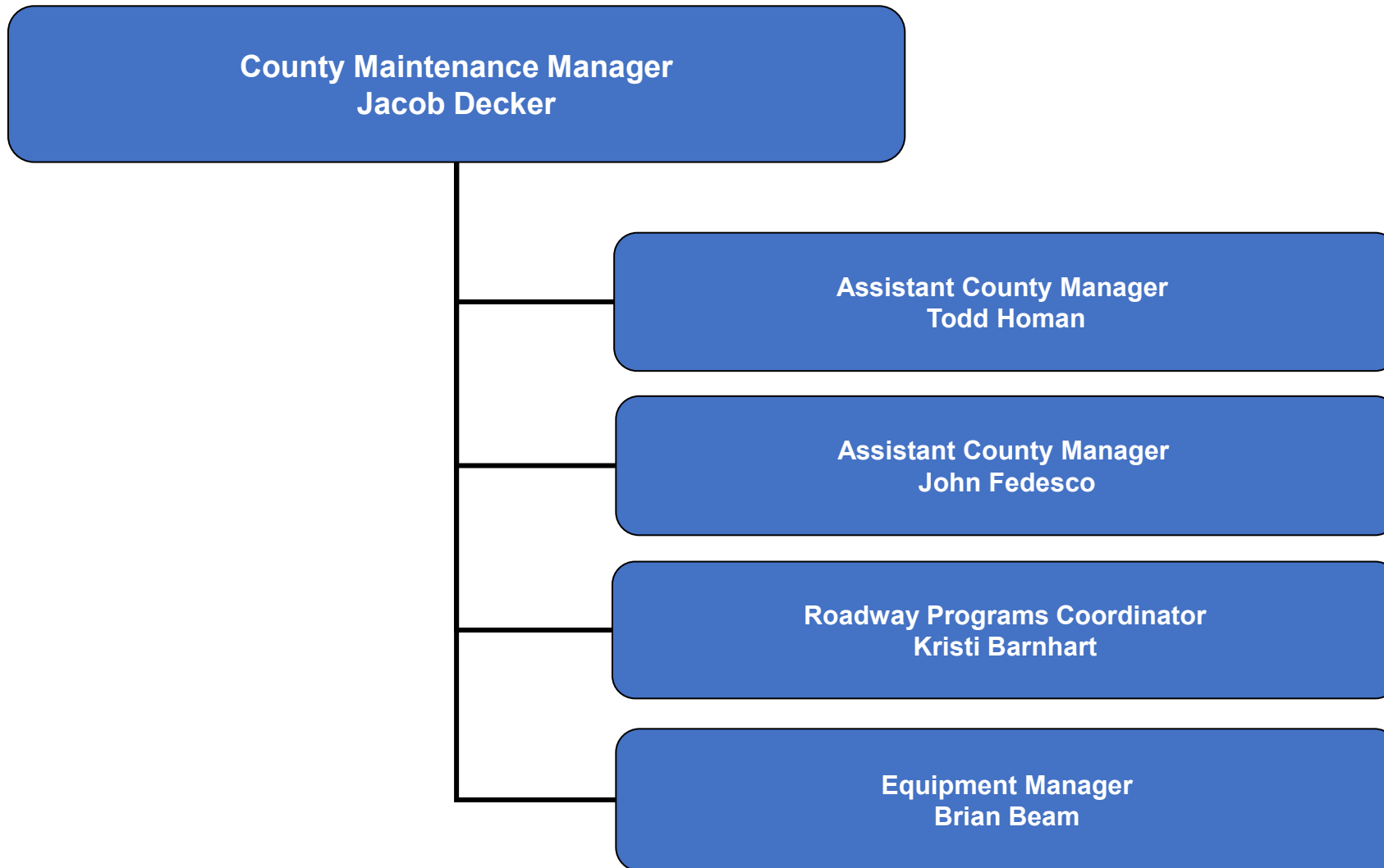
DAVID KAMMERER, P.E., ADE – MAINTENANCE

JACOB DECKER, COUNTY MANAGER



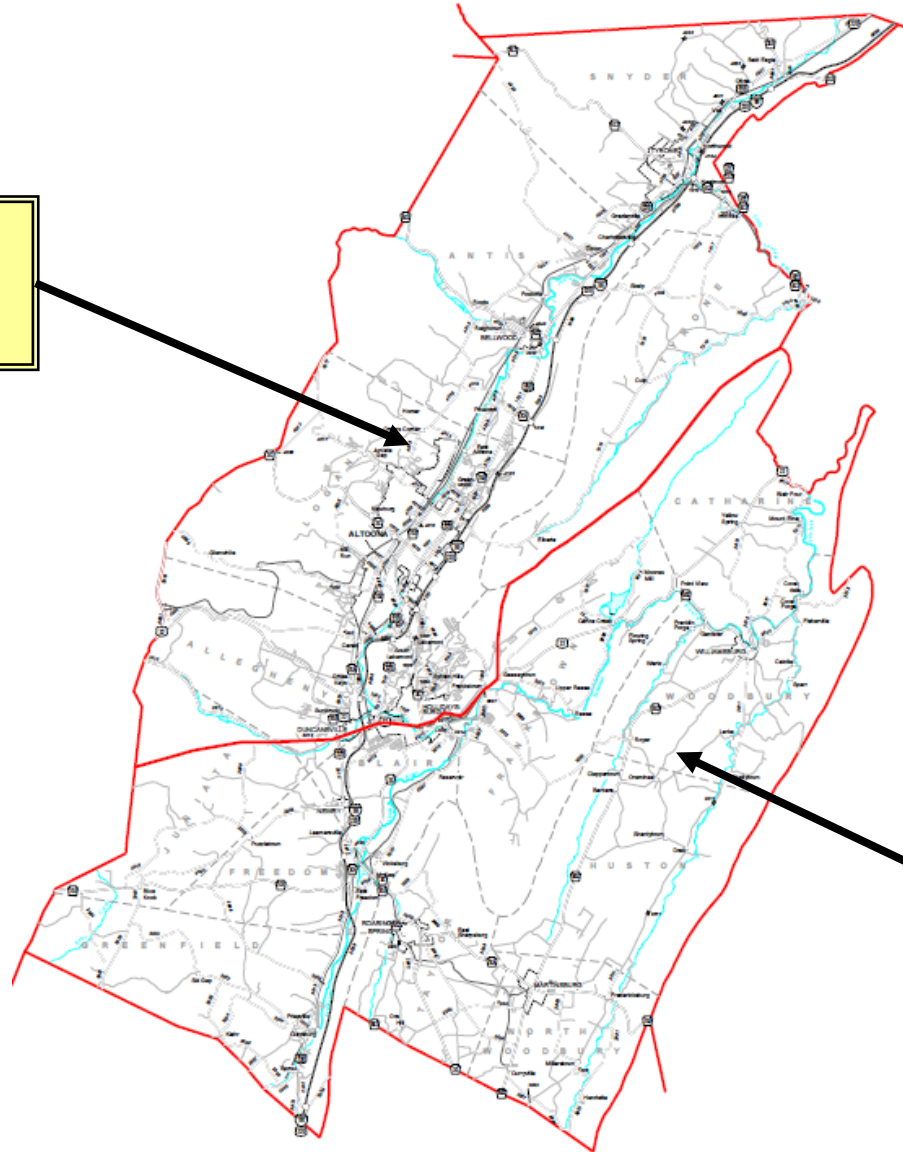
Pennsylvania
Department of Transportation

BLAIR COUNTY STAFF



WHO TO CONTACT IN YOUR AREA

Todd Homan
814-696-7274
thoman@pa.gov



John Fedesco
814-696-7289
jfedesco@pa.gov

WINTER TRAFFIC SERVICES AGREEMENTS

- Municipality enters into an agreement with PENNDOT to be responsible for complete snow and ice control operations on a section of state highway.
- WTSA are for five years in length; however, the municipality retains the right to terminate the agreement prior to each winter.
- A municipality must have the necessary equipment, materials and personnel to satisfactorily perform the required snow and ice control operations.
- Basis of payment is based on MFC (Maintenance Functional Classification) rates per snow lane mile.
- MFC B – high volume arterials/major collector roads
- MFC C – minor collector roads
- MFC D/E – local roads and streets

WINTER TRAFFIC SERVICES AGREEMENTS

ATTACHMENT "A"

Municipal Winter Services Agreement Rate Schedule For Use During the 2026 - 27 Winter Season

| District | County | MFC RATES Per Snow Lane Mile | | |
|----------|------------|------------------------------|------------|------------|
| | | B | C | D/E |
| 9 | Bedford | | \$1,349.93 | \$1,128.62 |
| | Blair | | \$1,349.93 | \$1,128.62 |
| | Cambria | | \$2,217.67 | \$2,012.47 |
| | Fulton | | \$1,219.50 | \$1,034.83 |
| | Huntingdon | | \$1,349.93 | \$1,127.16 |
| | Somerset | | \$2,217.67 | \$2,012.47 |

Severe Weather Adjustments

- During a severe winter, if the Department spends over our 5-year average for winter costs, the municipality will receive a winter adjustment.
- The winter adjustment is based on percentages and can be significant.
- For example:
 - Blair County 2024-2025 Severe Winter Adjustment was 55%.
 - A municipality with an existing winter services agreement for \$14,000 would have received an additional \$7,700.

2025 WINTER AGREEMENTS & 5 YEAR DEPARTMENT HISTORY

9 Winter Municipal Service Agreement Routes
 Between
**Altoona, Bellwood & Roaring Spring Boroughs,
 and Blair, Catharine, Huston, N. Woodbury,
 Snyder, & Woodbury Townships**

Totaling 53.61 Miles

Avg. Rate - \$ 1,125 / mile



5 Year Department Winter Material Usage & Cost*

| | 2021 | 2022 | 2023 | 2024 | 2025 |
|---------------------|---------|---------|---------|---------|---------|
| SALT (tons) | 7,173 | 5,200 | 5,034 | 11,807 | 7,743 |
| SKID (tons) | 4,757 | 4,261 | 4,162 | 10,019 | 6,973 |
| BRINE (gals) | 83,925 | 51,290 | 49,282 | 146,491 | 131,508 |
| COST (000's) | \$2,923 | \$2,748 | \$2,540 | \$4,692 | \$4,325 |

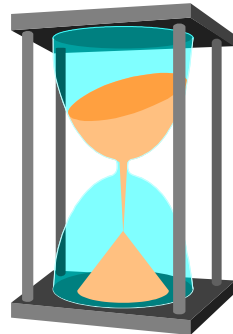
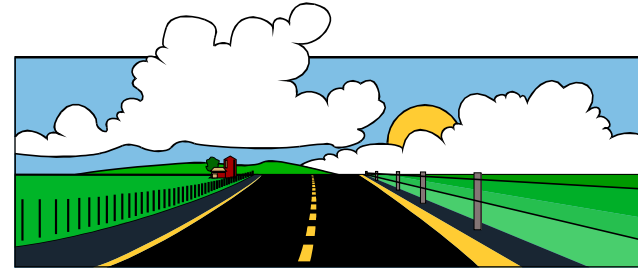
*as of 3/25/2026

PHILOSOPHY OF PREVENTIVE MAINTENANCE



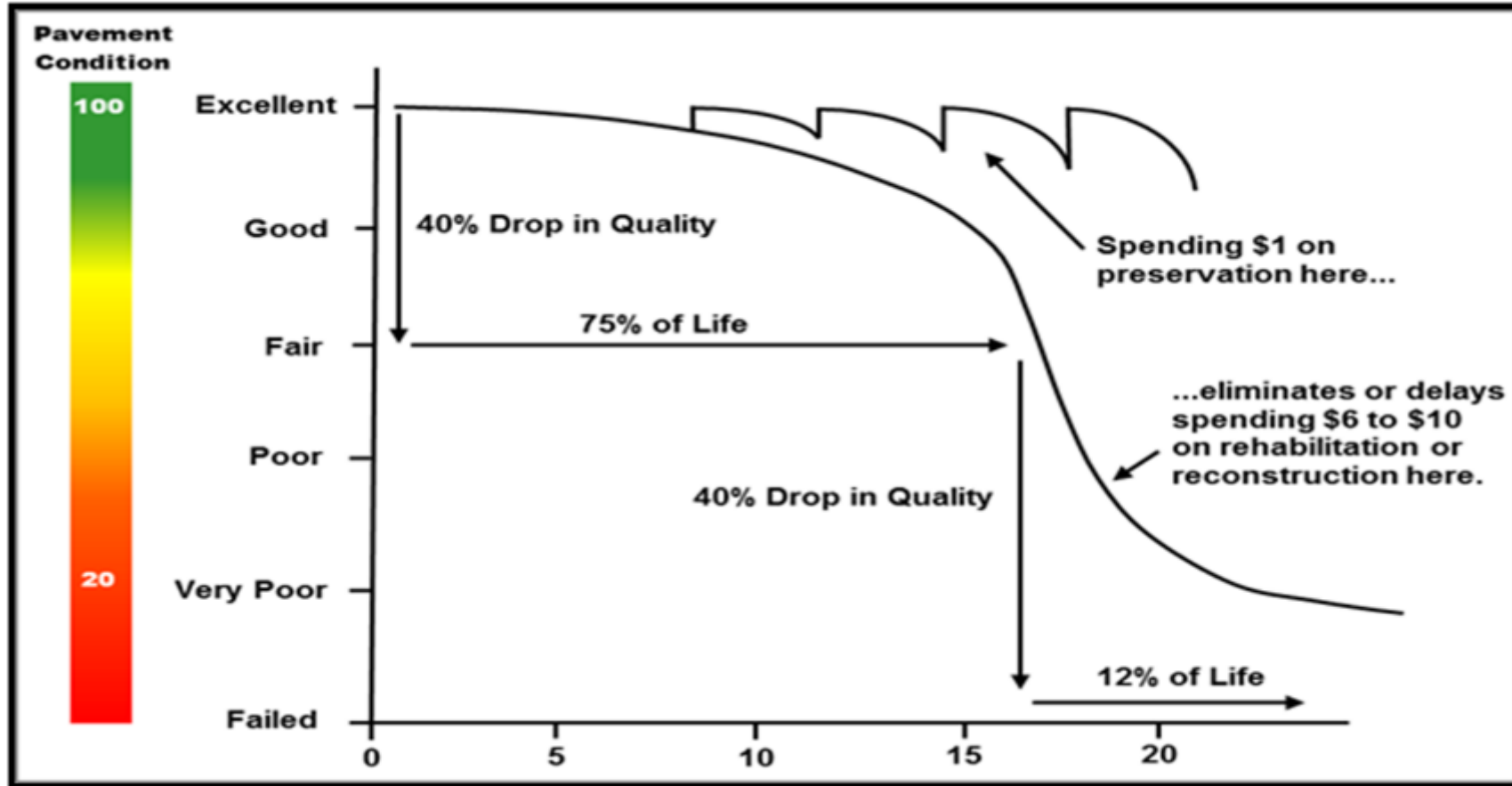
Apply the right treatment

. . . to the right pavement



. . . at the right time.

PHILOSOPHY OF PREVENTIVE MAINTENANCE



Bituminous Surface Treatment

- Economical approach to preserve and extend pavement life
- Enrich the asphalt content of dry/worn pavements
- Seals the roadway surface to prevent the intrusion of moisture into underlying courses
- Restore pavement skid resistance level
- Create a more uniform appearance

Stretching Maintenance Dollars

- Seal coat cost is about \$20,000/mile and lasts between 5 and 7 years.
- Seal coating is an extremely cost-effective way to preserve paved roadways and is critical to PennDOT's roadway preservation program.
- In comparison, a 1.5" resurfacing project on a similar low volume road costs approximately \$175,000/mile.

SEAL COAT OPERATION

Prep Work

- Test Aggregate
- Review Existing Pavement Condition
- Prepare Seal Coat Design
- Calibrate Equipment

Day of Operation

- Weather
- Pre-Sweep
- Apply Emulsion
- Place Aggregate
- Make Adjustments
- Roll Aggregate
- Cure
- Sweep

SEAL COAT OPERATION

- Oil Distributor
- Chip spreader
- Pneumatic (Rubber) tire roller
- Power broom

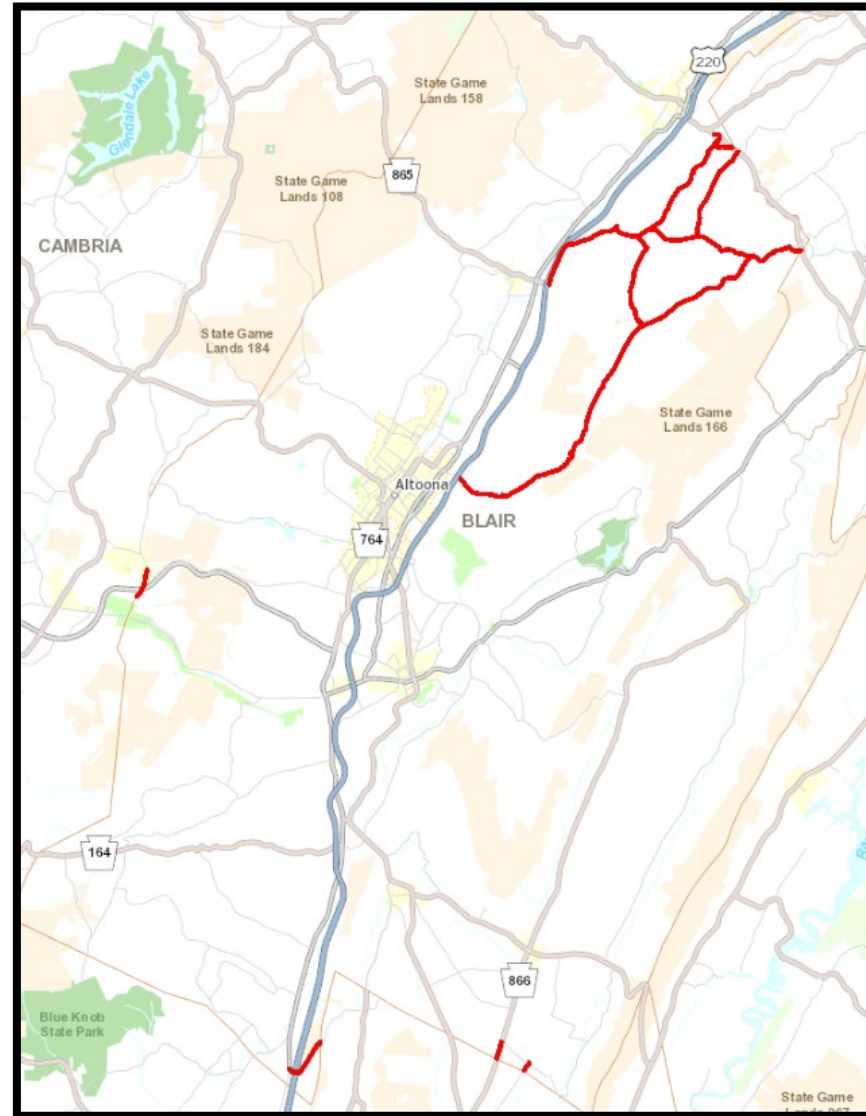


2026 Department Force Work Summary

Seal Coating

- 35.39 miles on 9 routes
- 157,247 Gallons
- Estimated Cost = \$592,821

2026 DEPARTMENT FORCE SEAL COATING

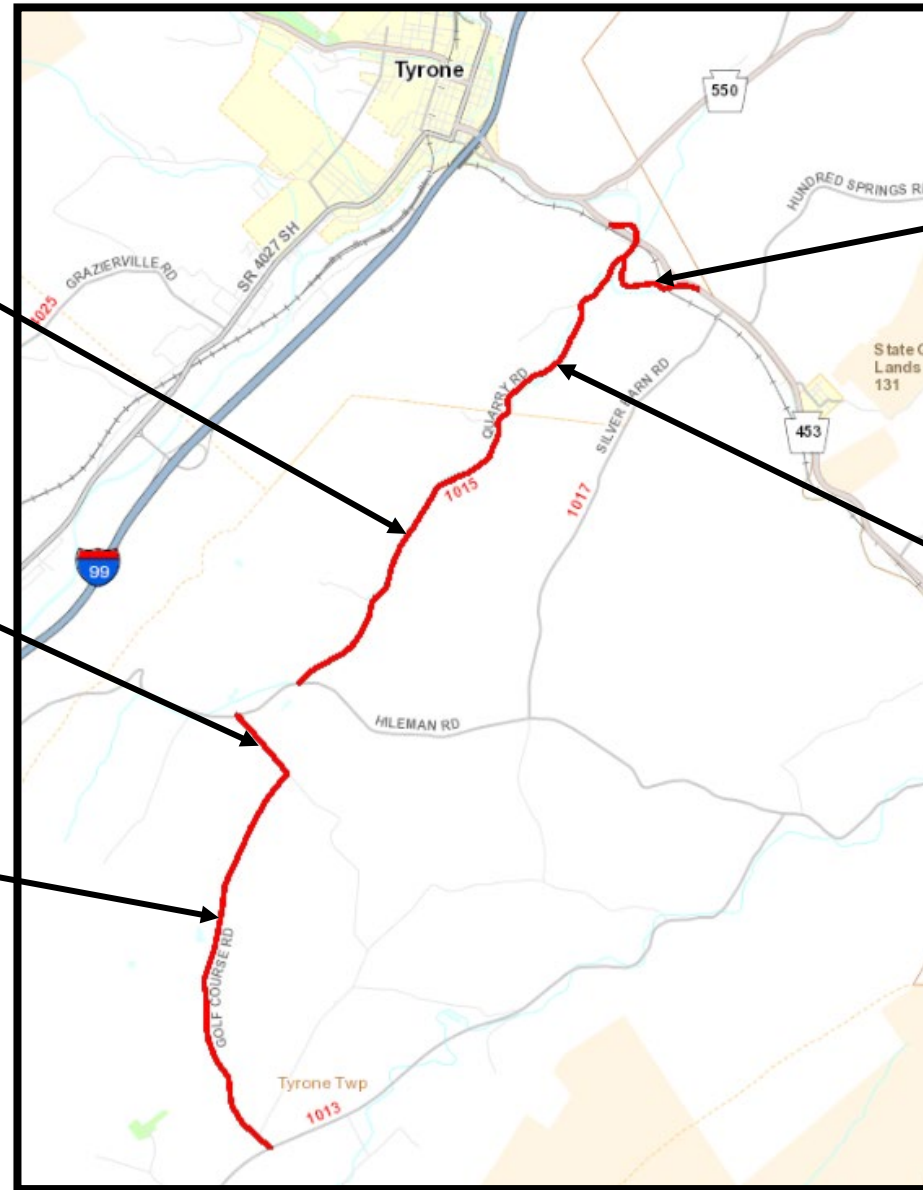


2026 DEPARTMENT FORCE SEAL COATING

Tyrone Twp
Route 1015
Quarry Road
2.09 miles

Tyrone Twp
Route 1015
Crawford Road
0.5 miles

Tyrone Twp
Route 1015
Golf Course Road
2.57 miles

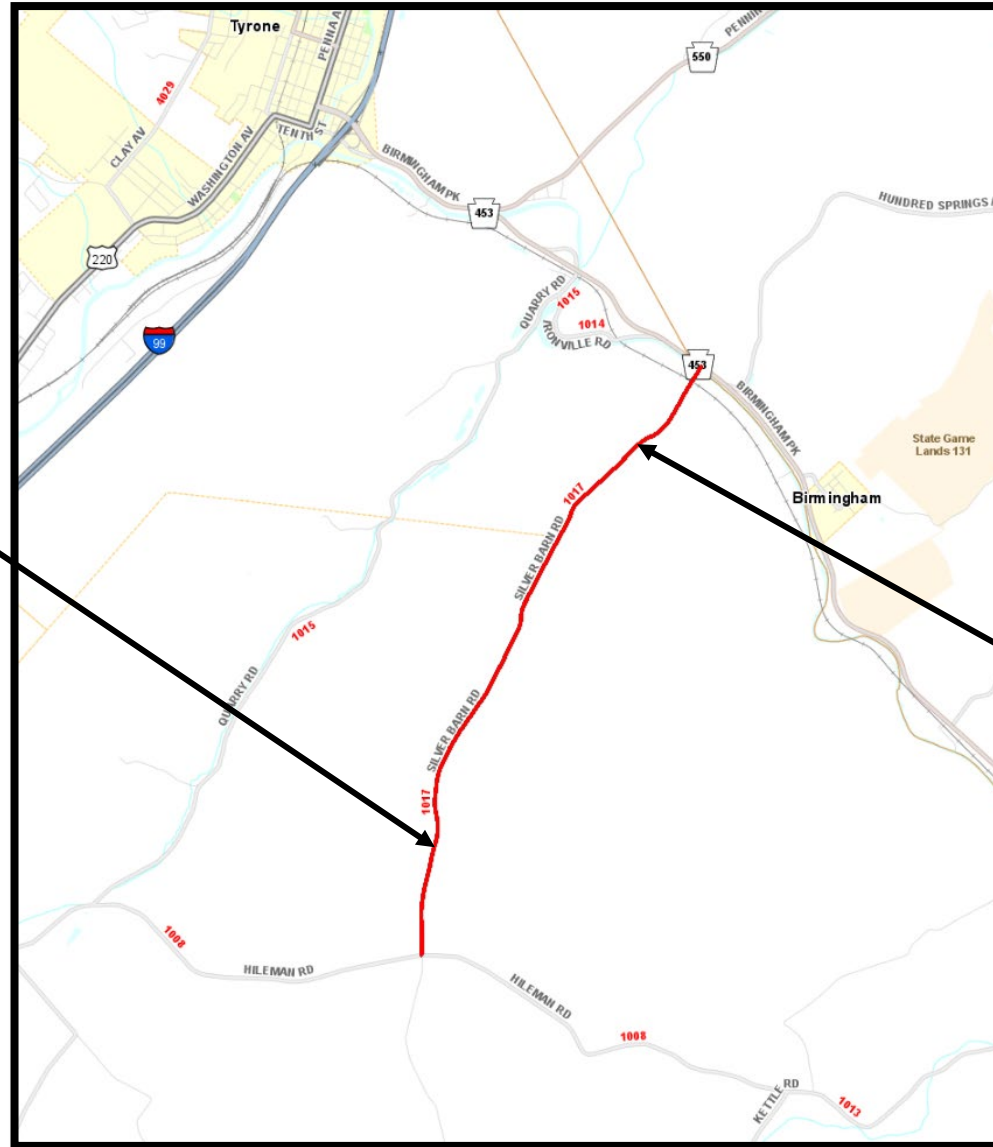


Snyder Twp
Route 1014
Ironville Road
0.66 miles

Snyder Twp
Route 1015
Quarry Road
1.72 miles

2026 DEPARTMENT FORCE SEAL COATING

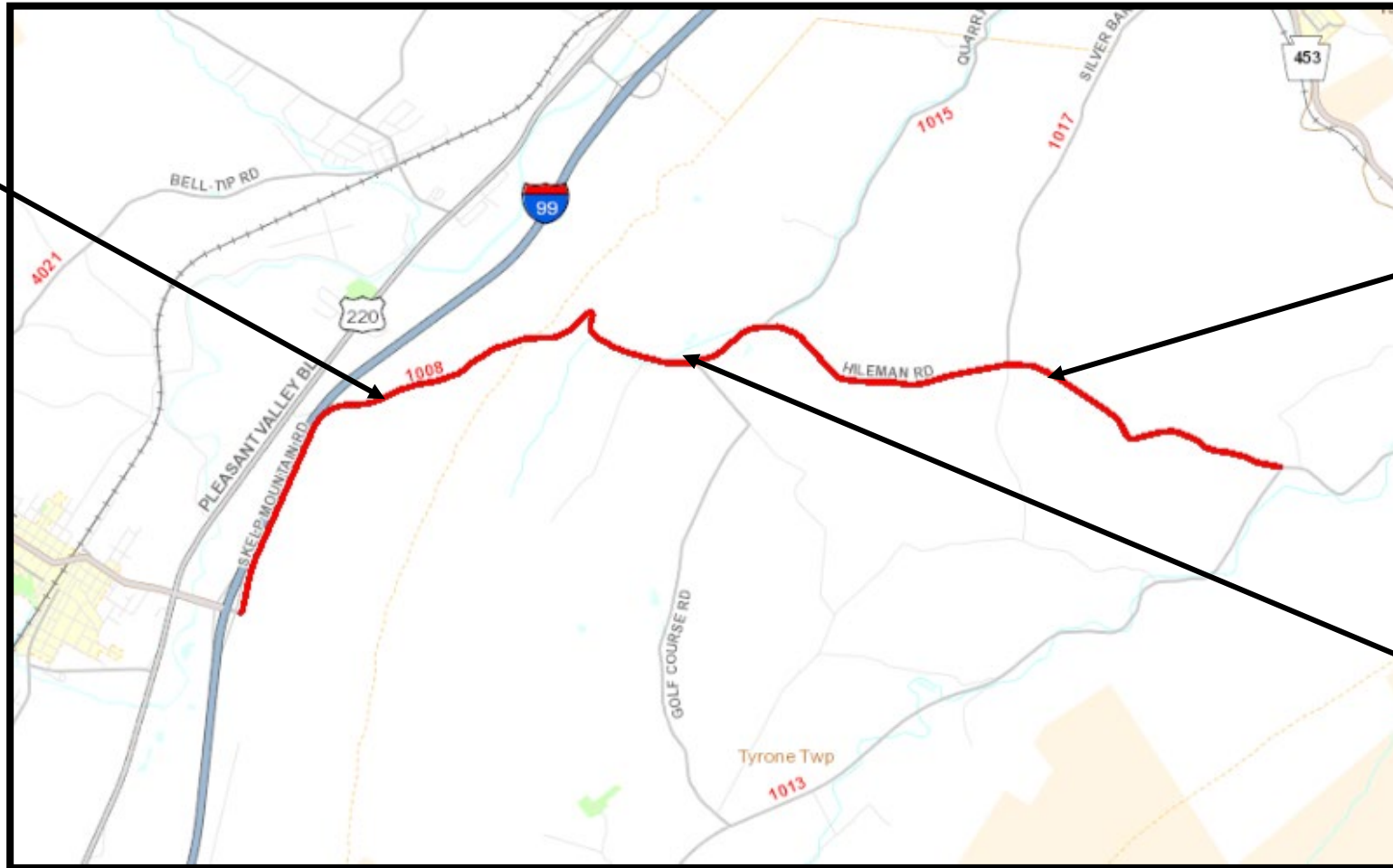
Tyrone Twp
Route 1017
Silver Barn Road
1.75 miles



Snyder Twp
Route 1017
Silver Barn Road
1.16 miles

2026 DEPARTMENT FORCE SEAL COATING

Antis Twp
Route 1008
Skelp Mountain Road
2.58 miles

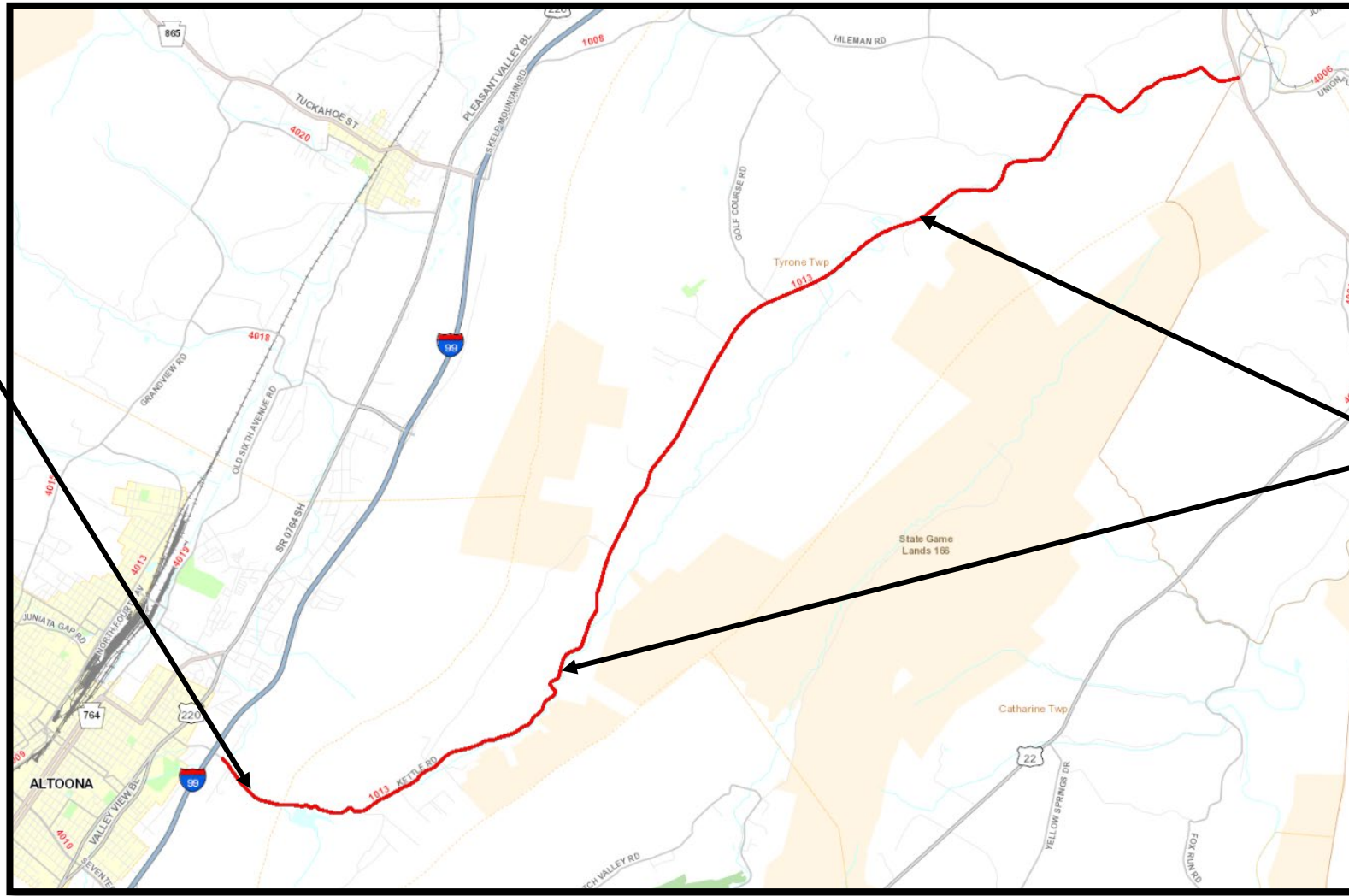


Tyrone Twp
Route 1008
Hileman Road
1.53 miles

Tyrone Twp
Route 1008
Hileman Road
3.35 miles

2026 DEPARTMENT FORCE SEAL COATING

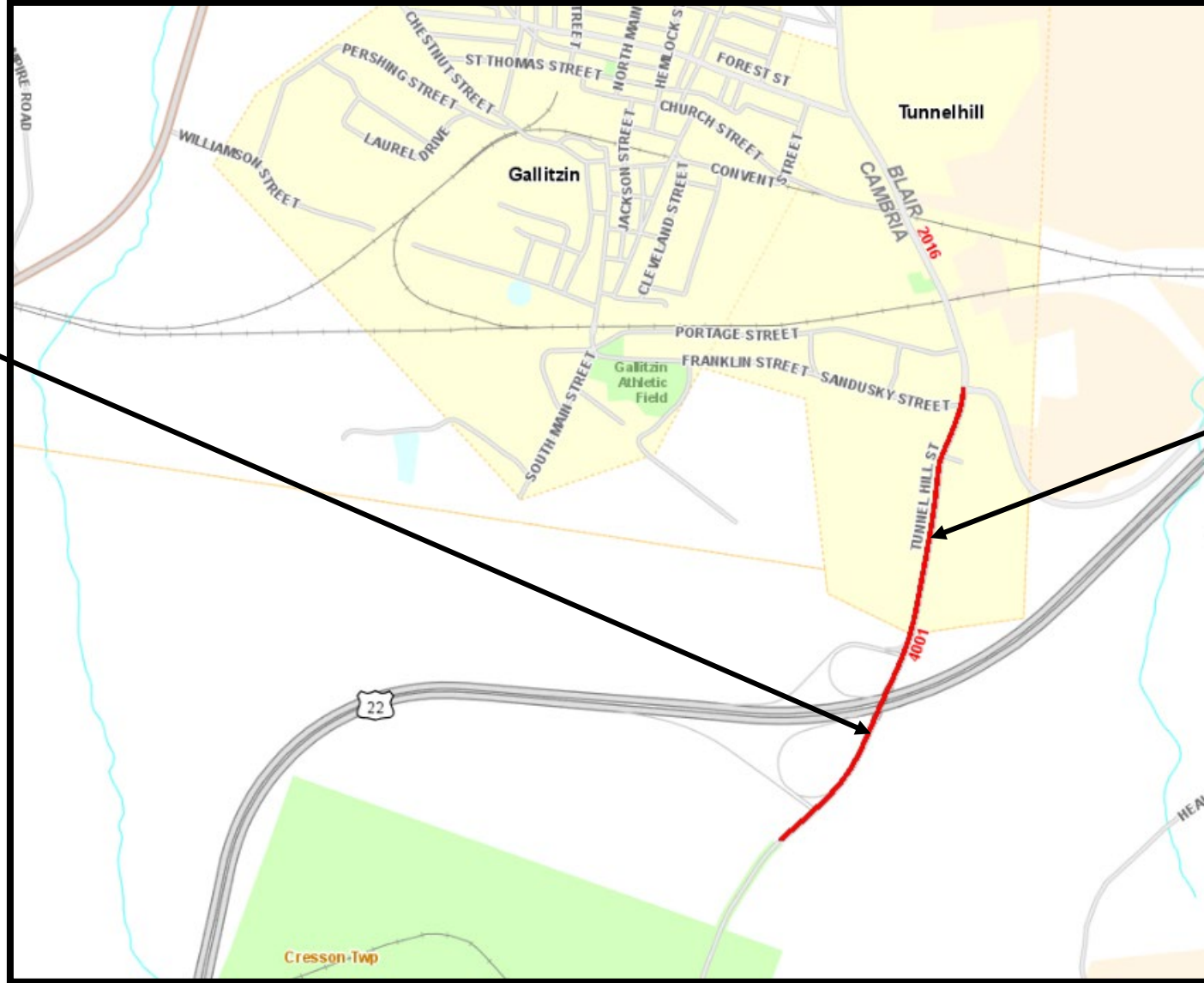
Logan Twp
Route 1013
Kettle Road
0.81 miles



Tyrone Twp
Route 1013
Kettle Road
13.55 miles

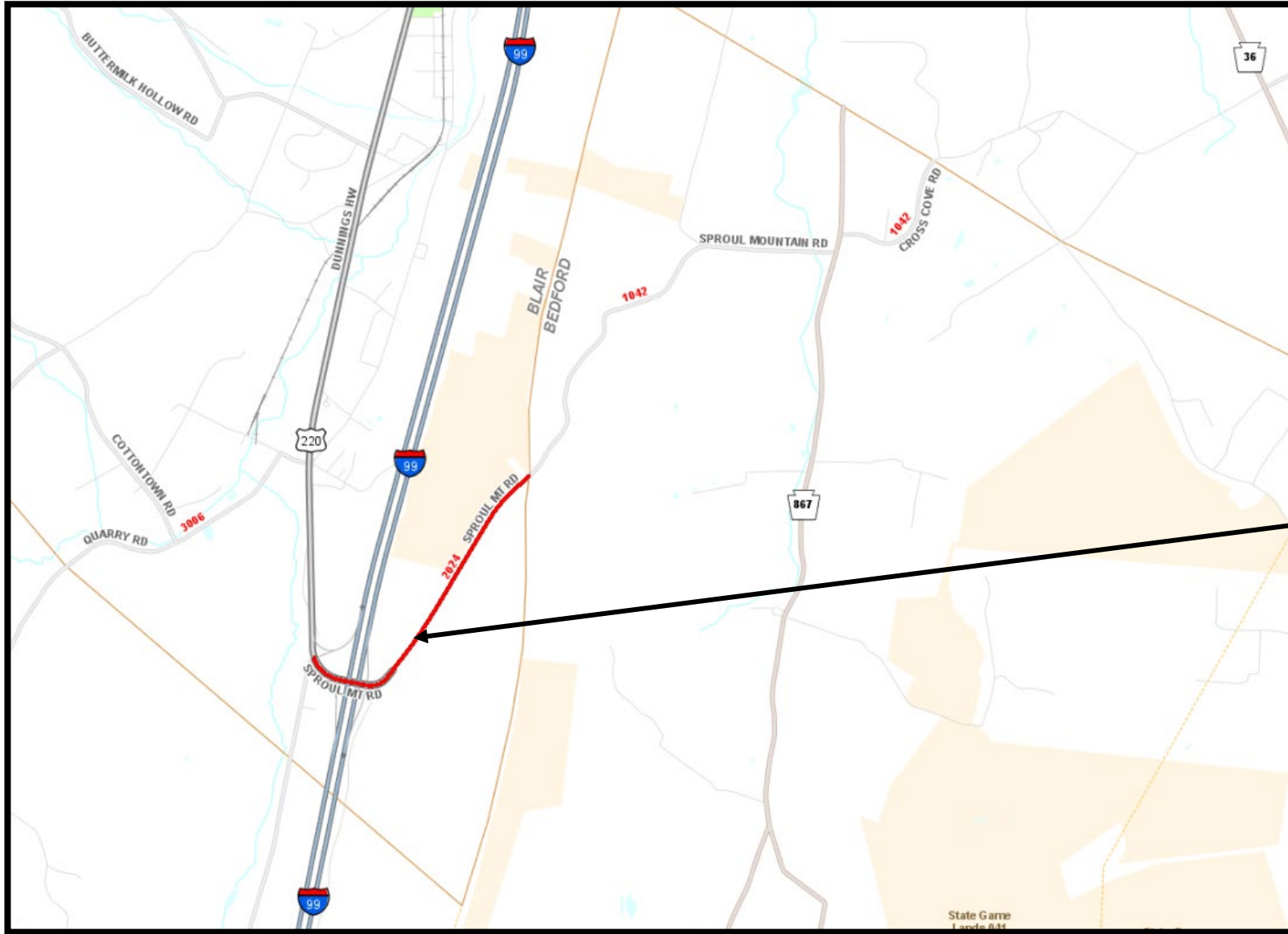
2026 DEPARTMENT FORCE SEAL COATING

Allegheny Twp
Route 4001
Tunnelhill Street
0.42 miles



Tunnelhill Boro
Route 4001
Tunnelhill Street
0.45 miles

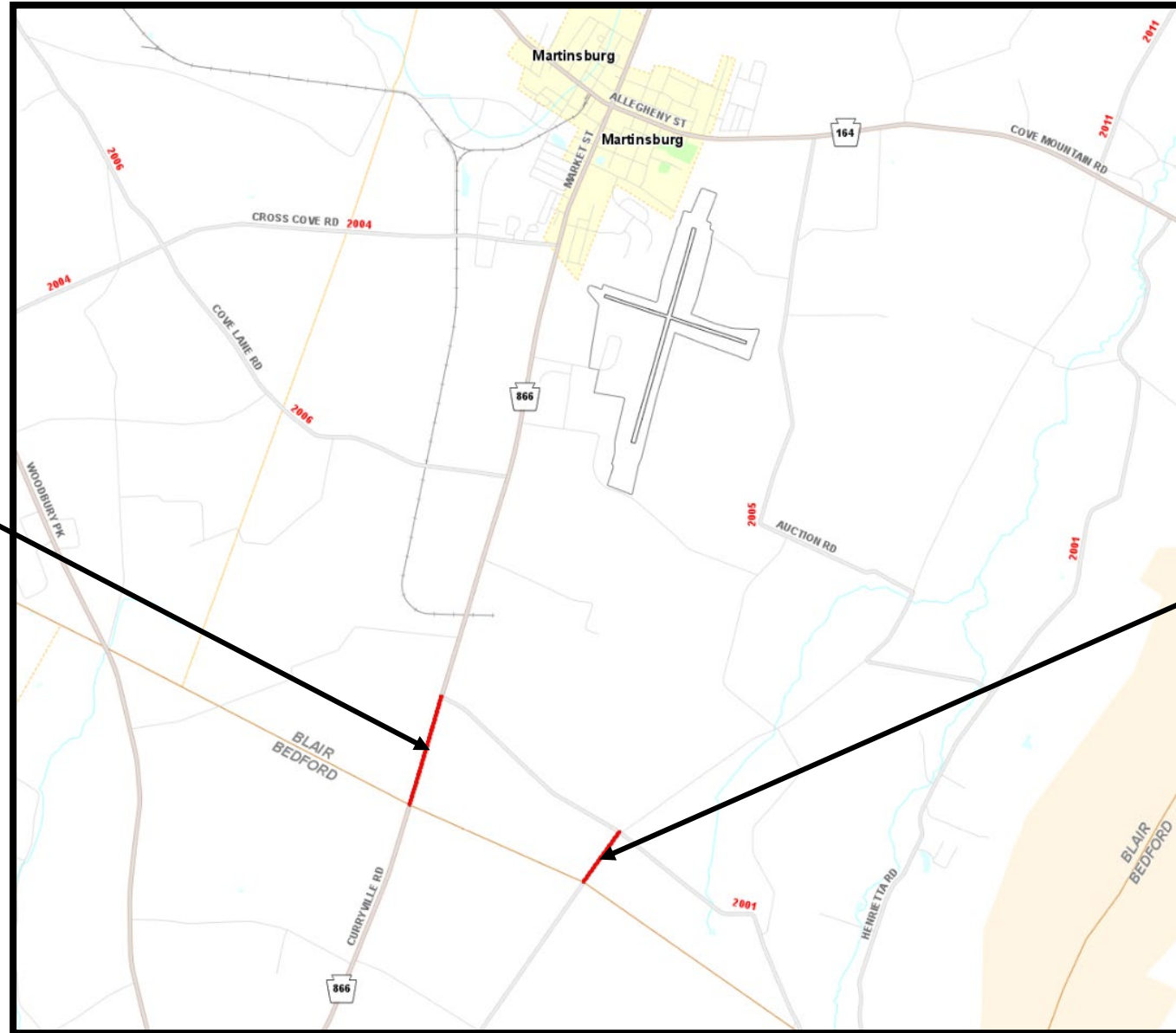
2026 DEPARTMENT FORCE SEAL COATING



Greenfield Twp
Route 2024
Sproul Mountain Road
1.45 miles

2026 DEPARTMENT FORCE SEAL COATING

North Woodbury Twp
Route 866
Curryville Road
0.52 miles



North Woodbury Twp
Route 2003
Hickory Bottom Road
0.28 miles

AGILITY AGREEMENTS

9 Agreements with
**City of Altoona and Antis, Catharine,
Huston, N. Woodbury, Logan, Taylor and
Woodbury Townships**

Mowing, Vacuuming and Sweeping
For

Line Painting, Pipe Flushing, Spray Patching,
Crack Sealing and Salt Brine



Other Possible Activities

- Sign Replacements
- Pipe Replacement

ADDITIONAL COUNTY ACTIVITIES

Patching

Guiderail Repairs and Upgrades

Sign Replacements

Crack Sealing

Shoulder Cutting

Bridge Maintenance

Pipe Replacement & Flushing

Mowing

QUESTIONS?

**THANK YOU
FOR YOUR ATTENTION!**

BLAIR COUNTY DESIGN OVERVIEW

JAMES T. PRUSS, JR., P.E.
ASSISTANT DISTRICT EXECUTIVE - DESIGN



Pennsylvania
Department of Transportation

Bridge Maintenance: A Strategic Approach for Municipalities

Using PennDOT Pub 55 to Extend Structure Life



JAMES T. PRUSS, JR., P.E.
ASSISTANT DISTRICT EXECUTIVE - DESIGN



Pennsylvania
Department of Transportation

DIFFERENT CHALLENGES: LOCAL VS STATE BRIDGES

- Local bridges are, on average, in **poorer** condition than state-owned bridges
- Limited funding + fewer resources = **more reactive maintenance**
- Small issues are being **missed or delayed**
- Result: **faster deterioration and higher long-term costs**



WHY THIS MATTERS TO YOU

- Budgets are tight – **they're not getting better**
- Replacement projects are expensive and limited
- The only lever you control is:
 - **Maintenance**
- Goal:
 - Stretch every dollar
 - Avoid emergency repairs
 - Delay replacement as long as possible



"Maintenance is the cheapest project you will ever do."

YOUR PLAYBOOK: PENNDOT PUB 55

- PennDOT's guide for bridge maintenance
 - **Easy Access:** You do not need a login to access this
 - **Action:** Go to Google
 - **Search:** "PennDOT Pub 55"
 - **Result:** The first result is the PDF of the manual
- **Why Use It:** Built for real-world use
 - Preventative maintenance
 - Repairs
 - Planning



Bridge Maintenance Manual

THE PHILOSOPHY: PREVENTIVE VS. CORRECTIVE

- The Goal: **"Keep good bridges good"**
- **Preventive Maintenance:** Planned, cost-effective treatments (like cleaning and sealing) to resist future deterioration
- **Corrective Maintenance:** Fixing deficiencies after they occur (structural repairs). This is often significantly more expensive
- **Key Takeaway:** A small investment in a schedule now prevents a large investment in replacement later.




STRATEGIC PLANNING: THE “CYCLE OF CYCLES”

- **Concept:** Successful maintenance isn't just one-off repairs; it is a "cycle of cycles"
- **Two Types of Plans:**
 - **Annual Plan:** Immediate needs (cleaning, minor repairs)
 - **Strategic Plan:** Looking forward 3–10 years for larger preservation items (overlays, painting, joint replacement)
- **Recommendation:** Prioritize your bridges based on traffic and condition. Focus on the "trunk of the tree" (busiest routes) first

THE FOUNDATION: ANNUAL MAINTENANCE (1-YR CYCLE)

- **Frequency:** Annually (Best performed in Spring after winter operations)

 **Task 1: Cleaning Decks & Splash Zones:** Remove salt, antiskid, and debris that trap moisture and chlorides

 **Task 2: Drainage Systems:** Clean scuppers and downspouts. Clogged drains force water onto steel and concrete, accelerating rot and rust

 **Task 3: Bearings:** Clean and lubricate expansion bearings to ensure they can move freely

MEDIUM-TERM CYCLE: SEALING & JOINTS (3-10 YRS)

- **Why:** Leaking joints are a primary cause of beam end and substructure deterioration
- **Deck Joint Resealing:**
 - **Silicone/Maintenance Schedule:** Every 3–5 years
 - **Strip Seals:** Every 10+ years
- **Scour Countermeasures:** Inspect and repair stream beds and rock protection every 10 years (or as required by inspection)



Most deterioration starts here.



LONG-TERM CYCLE: PRESERVATION (10-25 YRS)

- **Deck Protection:**

- **Epoxy Overlays:** Every 10 years
- **Latex Modified Concrete Overlays:** Every 20 years

- **Steel Protection:**

- **Spot Painting:** Every 10 years (cleaning surfaces with power tools and spot priming)
- **Full Painting:** As needed based on spot deterioration



FROM INSPECTION TO MAINTENANCE

- Bridge inspections identify conditions and deficiencies
- Inspection reports include maintenance recommendations
- Use inspection results to plan and prioritize work

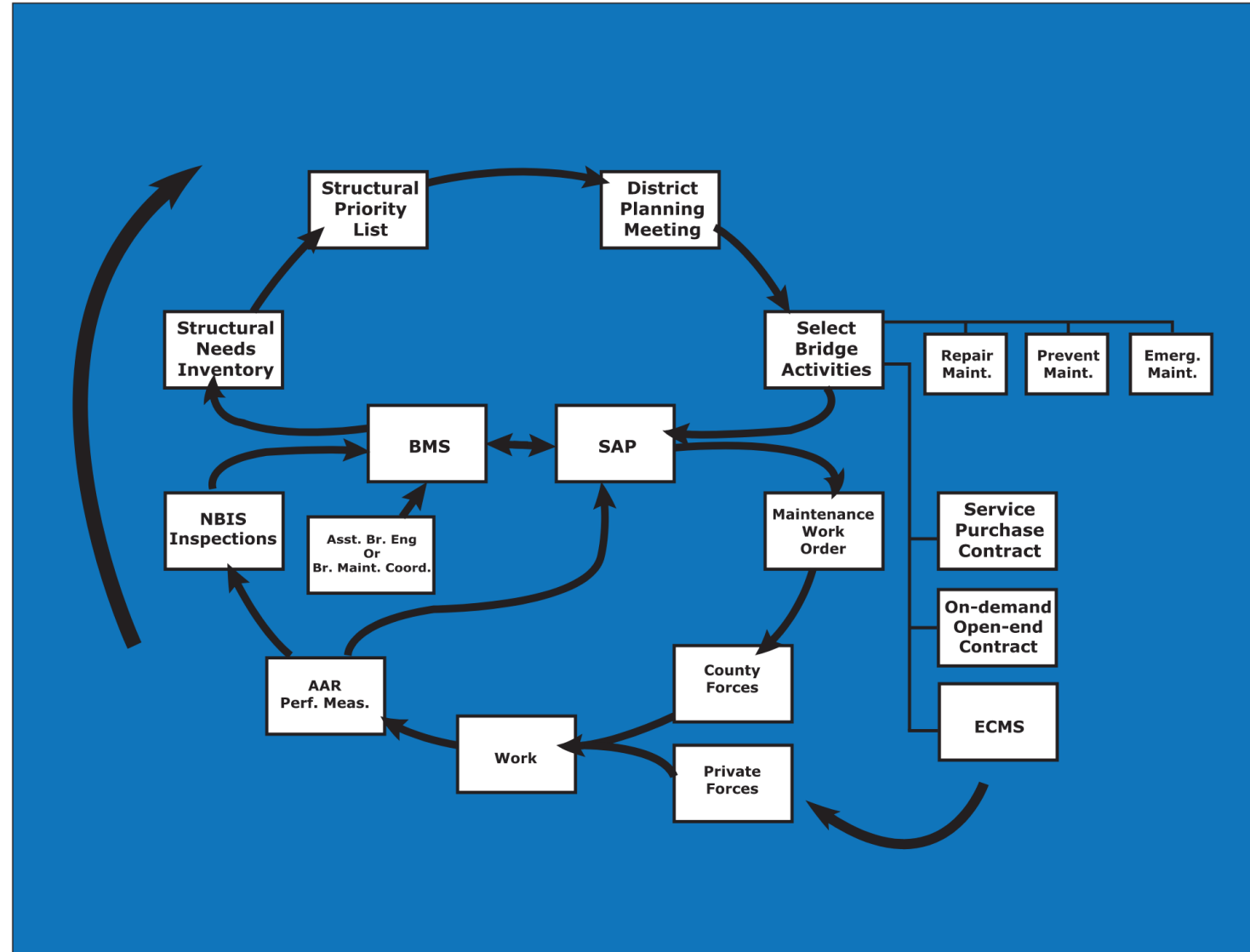


Figure 1-1 - Process Map

WHAT THE PRIORITY CODES ACTUALLY MEAN

- Pub 100A (Coding Manual) – IM05 – Maintenance Priority
 - PR 0 – CRITICAL: Immediate response required, within 7 days
 - PR 1 – HIGH PRIORITY: As soon as work can be scheduled, within 6 months
 - PR 2 – PRIORITY: Review work plan and re-prioritize schedule, within 2 years
 - PR 3 – SCHEDULE: Add to scheduled work
 - PR 4 – PROGRAM: Add to programmed work
 - PR 5 – ROUTINE: Non-structural
- PR 0 and PR 1 Maintenance Items
 - Reserved for activities that threaten the structural integrity of the bridge or public safety
 - Require a Plan of Action (POA) to document actions to repair and/or mitigate deficiencies

Fix now (Safety)

Plan it

Don't ignore it

REVIEW INSPECTION REPORT FINDINGS

- **Proposed Candidates:** Included in every inspection report

| Proposed Candidates | | | | | |
|--------------------------------|--|----------------|-----|---------------|---------------------------|
| 3A02 Candidate ID | IM03 Action | IM04 Est Qty | UOM | IM05 Priority | IM06 Initial Recom'd Date |
| A-PADOT-17997-9 | 17 - RLGSTRM-RPR/RPL.STR.MTD.G.R. | 46 | LF | 2 | 03/11/2001 |
| IM07 Status: | 0 - Work not planned | IM09 Location: | | | |
| IM08 Target Year: | 0 | 1 | | | |
| IM11 Work Assign: | IM15a Work Candidate Notes: Install current standard structure mounted guide rail. | | | | |
| A-PADOT-17997-7 | 27 - RDGDERL-CONNECT GDERAIL TO BR | 4 | EA | 2 | 03/11/2001 |
| IM07 Status: | 0 - Work not planned | IM09 Location: | | | |
| IM08 Target Year: | 0 | LNRLFR | | | |
| IM11 Work Assign: | IM15a Work Candidate Notes: Install current standard approach guide rail. | | | | |
| IFORMS-2008-16-GMRC-OJ-WM-1133 | 51 - RDCLSGN-RPL.CLEARANCE SIGN | 6 | EA | 2 | 11/11/2008 |
| IM07 Status: | 0 - Work not planned | IM09 Location: | | | |
| IM08 Target Year: | 0 | LNRLFR | | | |
| IM11 Work Assign: | IM15a Work Candidate Notes: #1- 2022 Changed from PC3 to PC2 in 2022 based on the damaged ONE LANE BRIDGE signs. #2 - Replace the damaged ONE LANE BRIDGE signs. Replace the damaged/substandard hazard clearance markers. Markers should be placed on a separate post and located at the most restrictive point at each corner of the bridge. | | | | |
| IFORMS-2015-1-9MYU-HZ-EP-25523 | 70 - RDLDGSGN-RPL.LOAD LIMIT SIGN | 3 | EA | 2 | 11/18/2015 |
| IM07 Status: | 0 - Work not planned | IM09 Location: | | | |
| IM08 Target Year: | 0 | NF | | | |
| IM11 Work Assign: | IM15a Work Candidate Notes: 1. N/A 2. Install Bridge Load Postings for Bridge Weight Limit 25 Tons at all required locations. 3. Replace the damaged near approach, far approach, and far advance BRIDGE signs and the far approach weight limit sign. 4. Also remove graffiti from the near approach weight limit sign. 5. Relocate near advance and far advance weight limit signing posts to within 25' of the intersections. | | | | |

Current Recommendations:

Immediate Improvements: (Requires Prompt Action)

There are no immediate improvements required at this time.

Short Term Improvements: (Within the Next 2 Years)

Priority Code 2 (PRIORITY – RE-PRIORITIZE SCHEDULE)

1. Install Bridge Load Postings for Bridge Weight Limit 25 Tons at all required locations.
2. Install current standard structure mounted guide rail.
3. Repair the section loss to the web of Beams 2 and 3.
4. Install current standard approach guide rail.
5. Replace the damaged One Lane Bridge signs. Replace the damaged Hazard Clearance Markers. Relocate the Hazard Clearance Markers to a separate post and locate them at the most restrictive point at each corner of the bridge.
6. Replace the damaged near approach, far approach, and far advance Bridge signs and the far approach Weight Limit sign. Also remove graffiti from the near approach Weight Limit sign. Relocate near advance and far advance Weight Limit signing posts to within 25' of the intersections.
7. Install designed rock protection along the and far abutments to protect the exposed footing from additional scour. Also repair the areas of lateral scour at the near left and far right with rock protection.

Priority Code 3 (SCHEDULE – ADD TO SCHEDULED WORK)

1. Clean and paint the entire superstructure.

Priority Code 4 (PROGRAM – ROUTINE STRUCTURAL)

1. Repair the spall on the underside in Bay 7 at the near end of the deck. Also, remove the timber forms and braces along the underside of the deck in order to facilitate proper inspection

Priority Code 5 (ROUTINE – ROUTINE NON-STRUCTURAL)

1. Flush the dirt and gravel from the edges of the deck.

BUDGETING & RESOURCES

- **Review Inspection Recommendations:** Use priorities to assist with importance
- **Identify Capabilities:** Determine what your municipal crew can do vs. what requires a contractor
 - **Crew:** Cleaning, flushing, vegetation removal, minor asphalt patching, missing or damaged signs
 - **Contractor:** Joint replacement, large concrete repairs, overlays
- **Funding:** Use your "Strategic Plan" to apply for County/State aid

SUMMARY & RECOMMENDATIONS

- **Download Pub 55:** It is your free specialized guide
- **Start with Cleaning:** If you do nothing else, flush decks and clean drains annually
- **Plan the Cycle:** Map your bridges into a 5-year joint sealing cycle
- **Inspect to Plan:** Use your bi-annual inspections to feed your work



ADDITIONAL RESOURCES

Transportation Improvement Program (TIP)

Overview

Fiscally constrained program of transportation improvements

- Partners include Metropolitan & Rural Planning Organizations
- 1st four years of the Twelve-Year Program (TYP)
- Updated every other year
- Multimodal – includes all modes – highways, bridges, public transit, aviation, rail & bike/ped

More Info: www.talkpatransportation.com

Transportation Infrastructure & Investment Fund (TIIF)

A reserve of \$25 million per year in state funds set aside for transportation improvements aimed at improving Pennsylvania's transportation system related to economic development opportunities. Decisions on how to utilize this funding are at the discretion of the Governor and/or the Secretary of Transportation.

Marcellus Legacy Fund-Act 13

- Impact fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund
- Used to fund replacement or repair of locally owned (county; municipal), at-risk deteriorated infrastructure
- Fund distributed based on county population (minimum \$40,000)

More Info: [Google Penndot Act 13](#)
Contact: ra-Act13@pa.gov

FUNDING OPPORTUNITIES

Multimodal Transportation Fund (MTF)

- \$40 million to PennDOT annually, with \$35 million allocated to highway and bridge-related projects and \$5 million available for projects that propose improvements to any mode.
- Awards must be matched by eligible local funding of at least 30% of the amount awarded
- Awards are time limited. Sponsors have one year after accepting award to execute reimbursement agreement, which expires three years after execution
- Applicants should coordinate project scope, purpose, & need with local authorities, planning region, and PennDOT Engineering District prior to application development and submission
- Grants are available for projects with total cost of \$100,000 not to exceed \$3,000,000

Eligibility

- Municipality
- Council of Governments
- Business/Non-profit
- Economic Development Organization
- Public Transportation Agency
- Ports or Rail/Freight Entity

Qualifying Activities

Funds may be used for the development, rehabilitation & enhancement of transportation assets including:

- Streetscapes lighting
- Sidewalk enhancement
- Pedestrian safety
- Connectivity of transportation assets
- Transit oriented development

Please note that PennDOT's multimodal program is separate from the Multimodal Transportation Fund administered by the Commonwealth Financing Authority.

More Info: [Google Penndot MTF Success Manual](#)
Contact: RA-PDMultimodalFund@pa.gov

Transportation Alternatives Set-Aside (TASA)

Categories of Eligibility

- Bicycle & Pedestrian Facilities
- Bicycle & Pedestrian Education
- Rails to Trails
- Construction of Turnouts, Overlooks and Viewing Areas
- Outdoor Advertising
- Preservation & Rehab of Historic Transportation Facilities
- Vegetation Management
- Archaeological Activities
- Storm Water Management
- Wildlife Mortality Mitigation
- Vulnerable Road User Assessment Activity

Sponsor Eligibility

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal Governments
- MPOs with <200,000 population
- Non-profit entities

Funding

- Federal cost share program, not a grant program
- Projects funded at 100% of the construction cost
- Minimum of \$50,000, maximum of \$1,500,000
- Project sponsor is responsible for pre-construction costs

More Info: [Google Penndot TASA](#)
Contact: RA-pdTASA@pa.gov



Pennsylvania
Department of Transportation

Green Light Go Program (GLG)

Pennsylvania's Municipal Signal Partnership Program

Eligible Projects

- LED Replacement
- Traffic Signal Retiming
- Study & Removal of Unwarranted signals
- Monitoring
- Innovative Technologies
- Communications
- Connections to TMC
- Detection & Controller Upgrades
- Modernization Upgrades
- Intelligent Transportation System (ITS)

Eligible Use of Funds

Grants may be used for planning, pre-construction and construction activities

Match Requirements

Municipal application & 20% match

Application

Applications accepted annually between March 1 & March 31

Funding

Total amount of funding available in 2026 is approximately \$40 million

More Info: [Google Penndot Green Light-Go](#)

Contact: RA-PDSignalFunding@pa.gov

PA Infrastructure Bank (PIB)

Overview

The Pennsylvania Infrastructure Bank (PIB) is a PennDOT program that provides low-interest loans to help fund transportation projects within the Commonwealth.

More Info: [Google PA Infrastructure Bank](#)

Contact: ra-Act13@pa.gov

Automatic Red-Light Enforcement (ARLE)

Overview

Transportation enhancement grants to local, regional & Commonwealth agencies for projects that improve highway safety, mobility & reduce congestion

Eligibility

- Local Governments
- Metropolitan Planning Organization
- Rural Planning Organization
- County Planning Organization
- Commonwealth Agencies

Categories

- Roadway Safety, Mobility and Capacity
- Bicycle and Pedestrian Improvements
- LTAP Projects
- Traffic Signal Improvements

Match Requirements

ARLE funds do not require a match. Cost Sharing is encouraged.

Application

Applications are accepted annually.

Anticipated Funding

Between \$3 – \$18 million available each year.

More Info: [Google Penndot ARLE](#)

Contact: ARLE@pa.gov

Municipal Service Payments to County & Local Governments

Municipal Liquid Fuels Program

- Funds a range of projects to support municipalities in construction & maintenance of public roads
- Allocation based on population & miles of road on the approved Liquid Fuels Inventory

County Liquid Fuels Program

- Funds a range of projects to support construction & maintenance of county roads & bridges
- Allocation based on historical gas consumption rates
- Annual Report submission required

County Fee for Local Use Fund

- Established under Act 89
- \$5 fee for local use on nonexempt vehicles registered to an address in the county
- Used for transportation purposes

All Subject to Eligibility Requirements

More Info: [Google Penndot Local Government](#)

Redevelopment Assistance Capital Program (RACP)

The RACP is a Commonwealth grant program administered by the Office of the Budget for the design, acquisition and construction of regional economic, cultural, civic, recreational, and historical improvement projects. Projects should have a regional or multi-jurisdictional impact and generate substantial increases or maintain current levels of employment, tax revenues, or other measures of economic activity. RACP projects are state-funded projects that cannot obtain primary funding under other state programs.

More Info: [Google PA RACP](#)



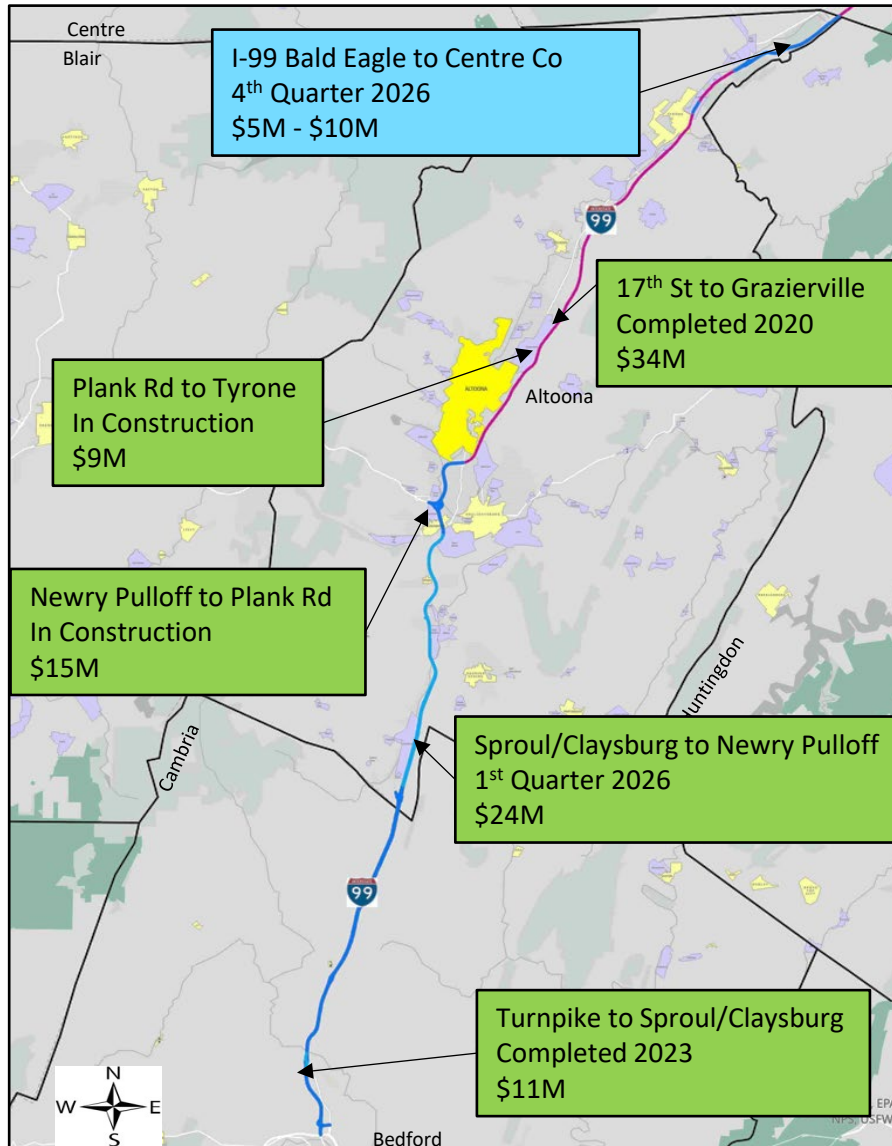
Pennsylvania
Department of Transportation



Current Design Projects



I-99 CORRIDOR INVESTMENTS



Previous Investments: \$93M

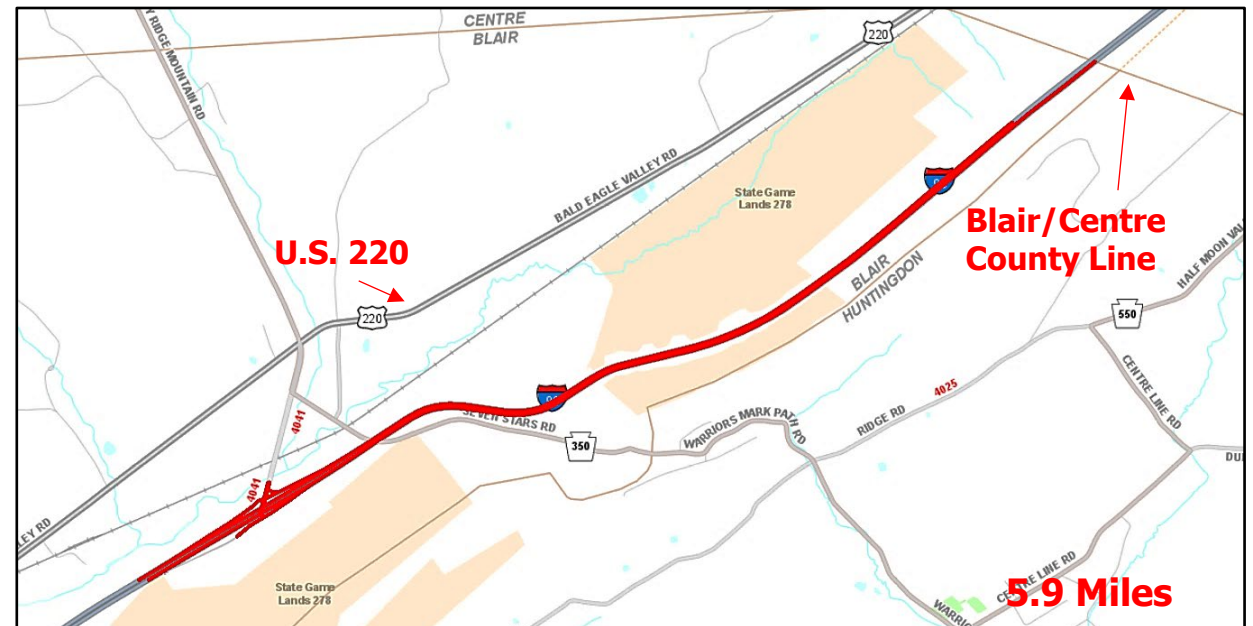
Programmed Investments: \$5M - \$10M

Total Investments: \$98M - \$103M

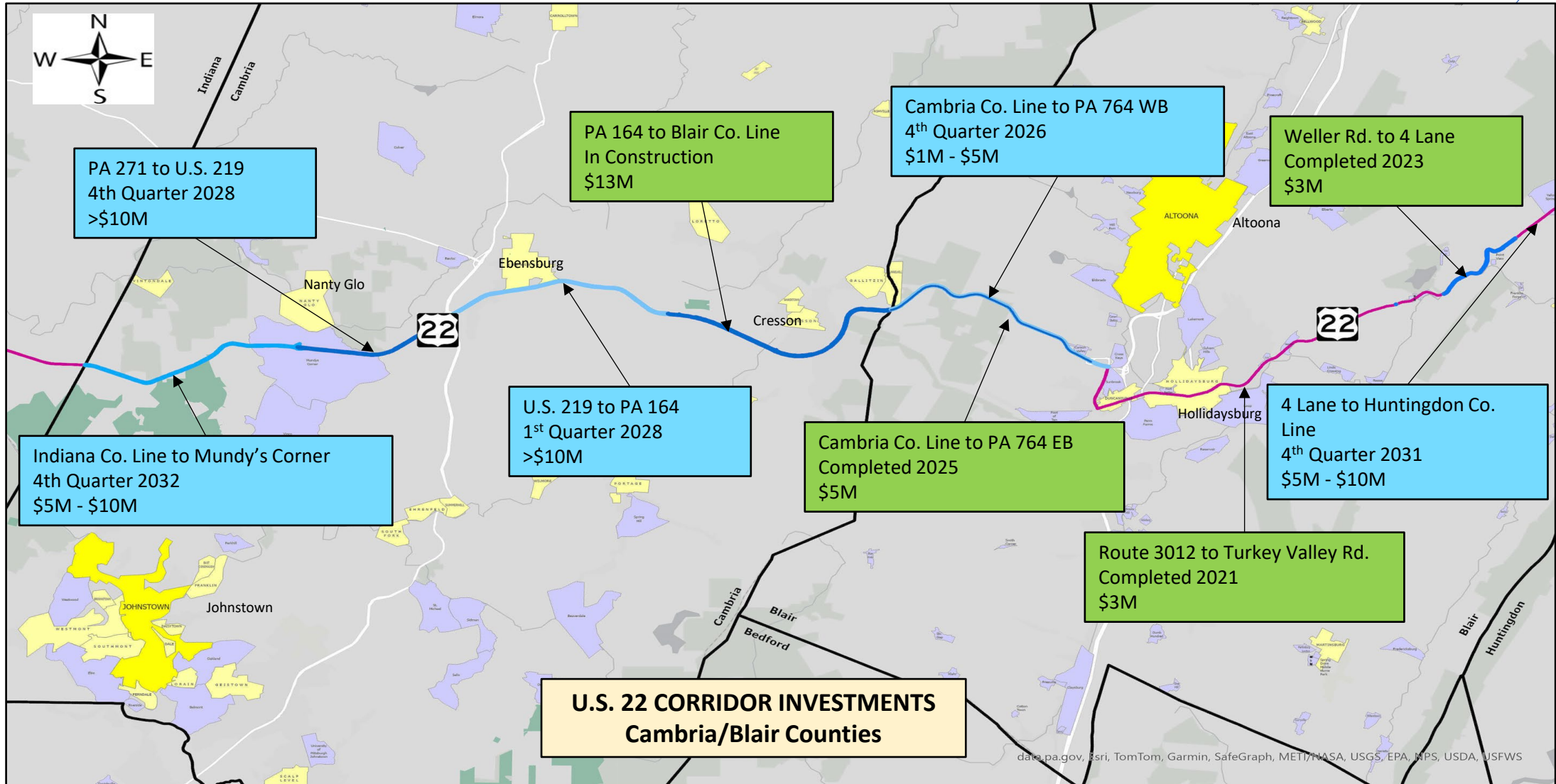
I-99 - BALD EAGLE INTERCHANGE TO COUNTY LINE



- **Project Type:** Concrete Pavement Rehab
- **Location:** On State Route 6220 (Bud Shuster Highway) from the Bald Eagle Interchange to the Blair County Line in Snyder Township
- **Construction Estimate:** \$5.0M - \$10.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2026

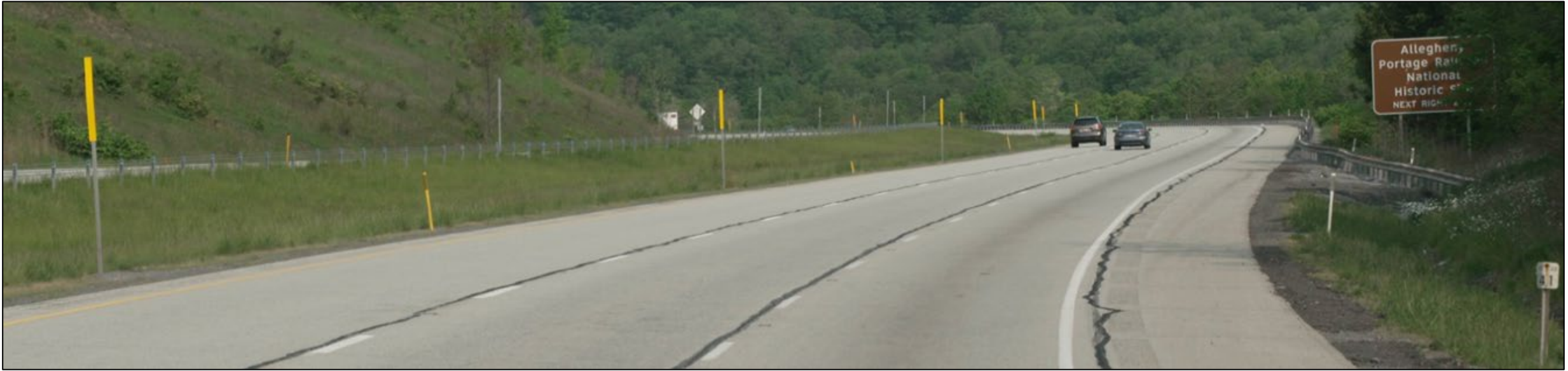


U.S. 22 CORRIDOR INVESTMENTS



Previous Investments: \$24M **Programmed Investments: \$40M - \$45M** **Total Investments: \$64M - \$69M**

U.S. 22 WEST BOUND - PA 764 TO CAMBRIA COUNTY



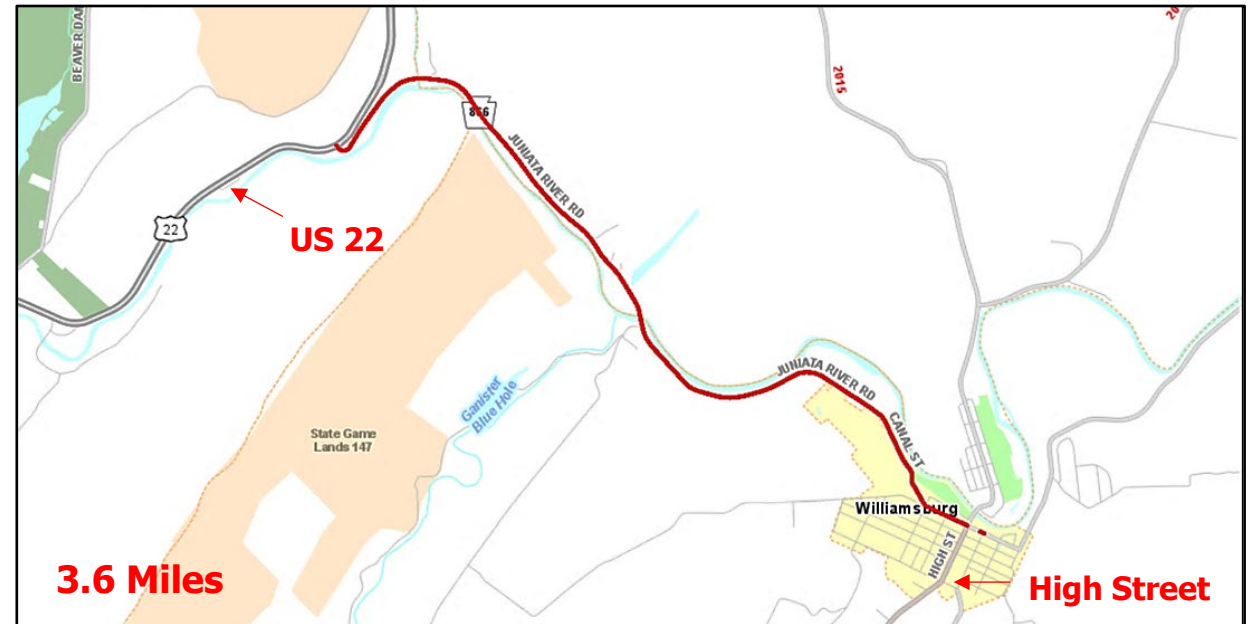
- **Scope:** Resurfacing
- **Location:** On U.S. 22 West bound (William Penn Highway) from PA 764 to the Cambria County line in Allegheny Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2026



PA 866 – U.S. 22 TO HIGH STREET



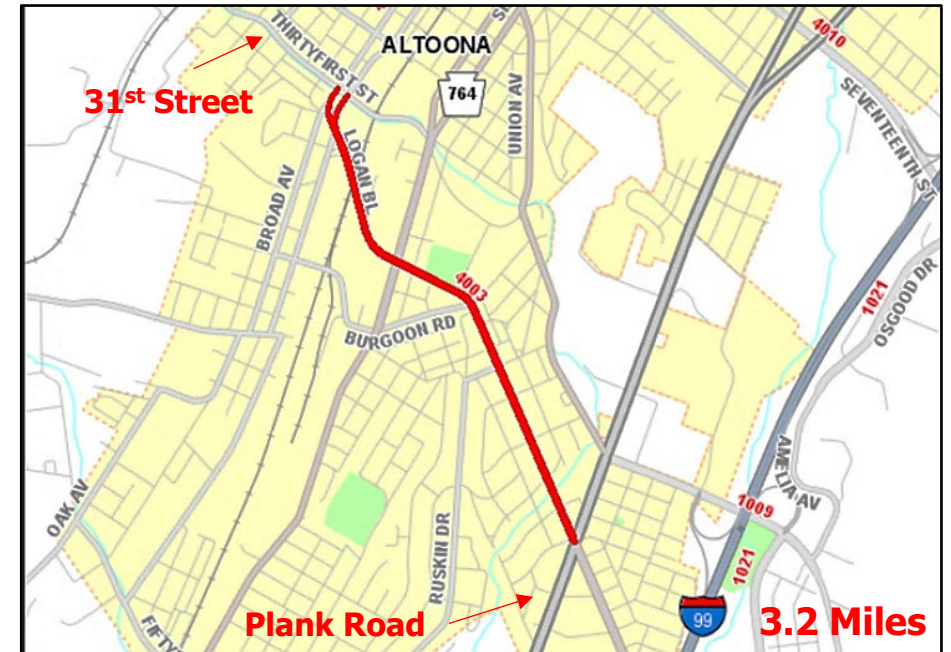
- **Project Type:** Resurfacing
- **Location:** On PA 866 from State Route 2015 (Yellow Springs Drive) to US 22 (William Penn Highway) in Williamsburg Borough, and Catharine, Frankstown, and Woodbury Townships
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 2nd Quarter 2027



LOGAN BLVD (RT 4003) - PA 36 TO BROAD AVE (RT 4024)



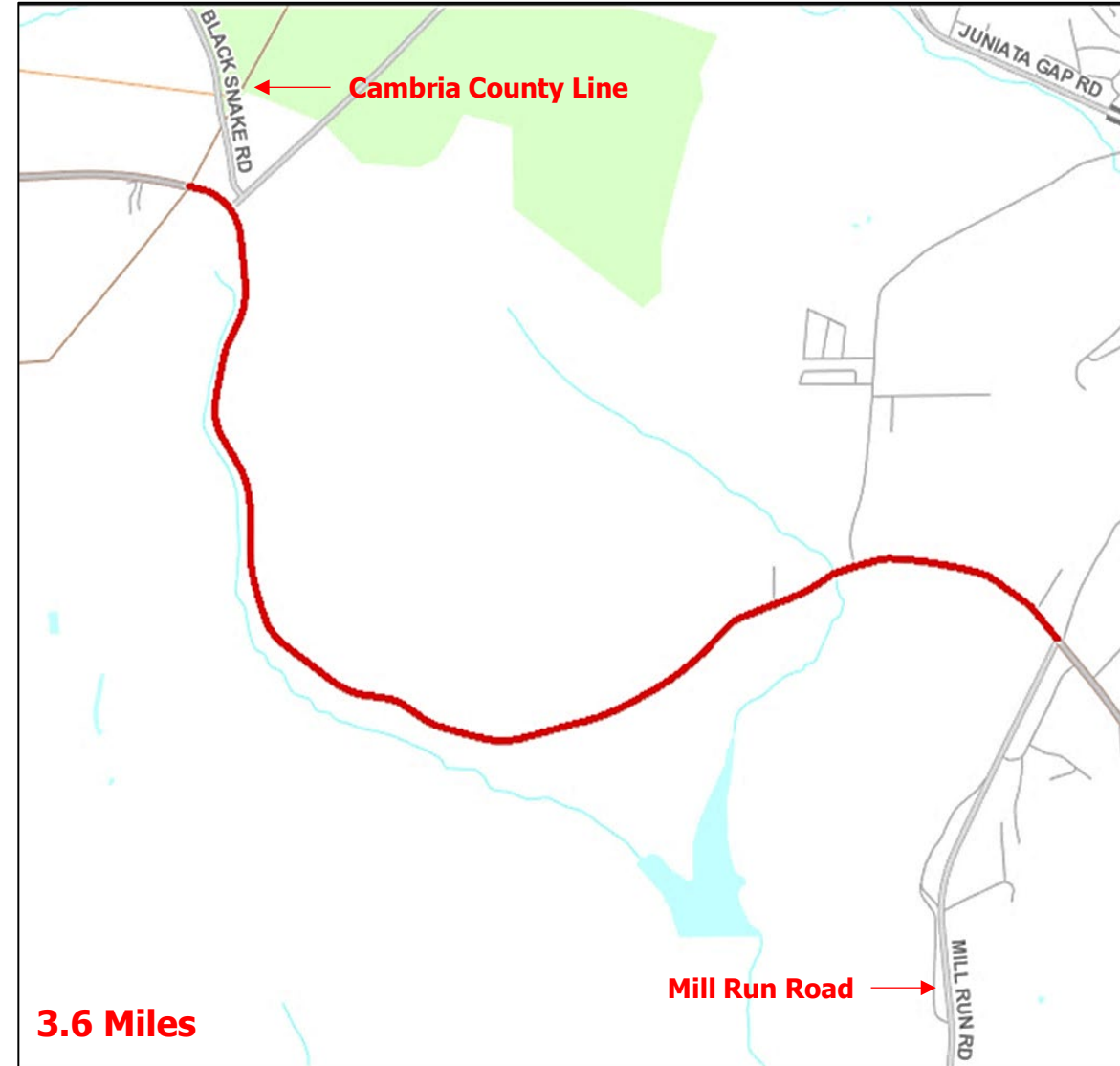
- **Project Type:** Resurfacing
- **Location:** On State Route 4003 (Logan Boulevard) from PA 36 to State Route 4024 (Broad Avenue) in the City of Altoona
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2027



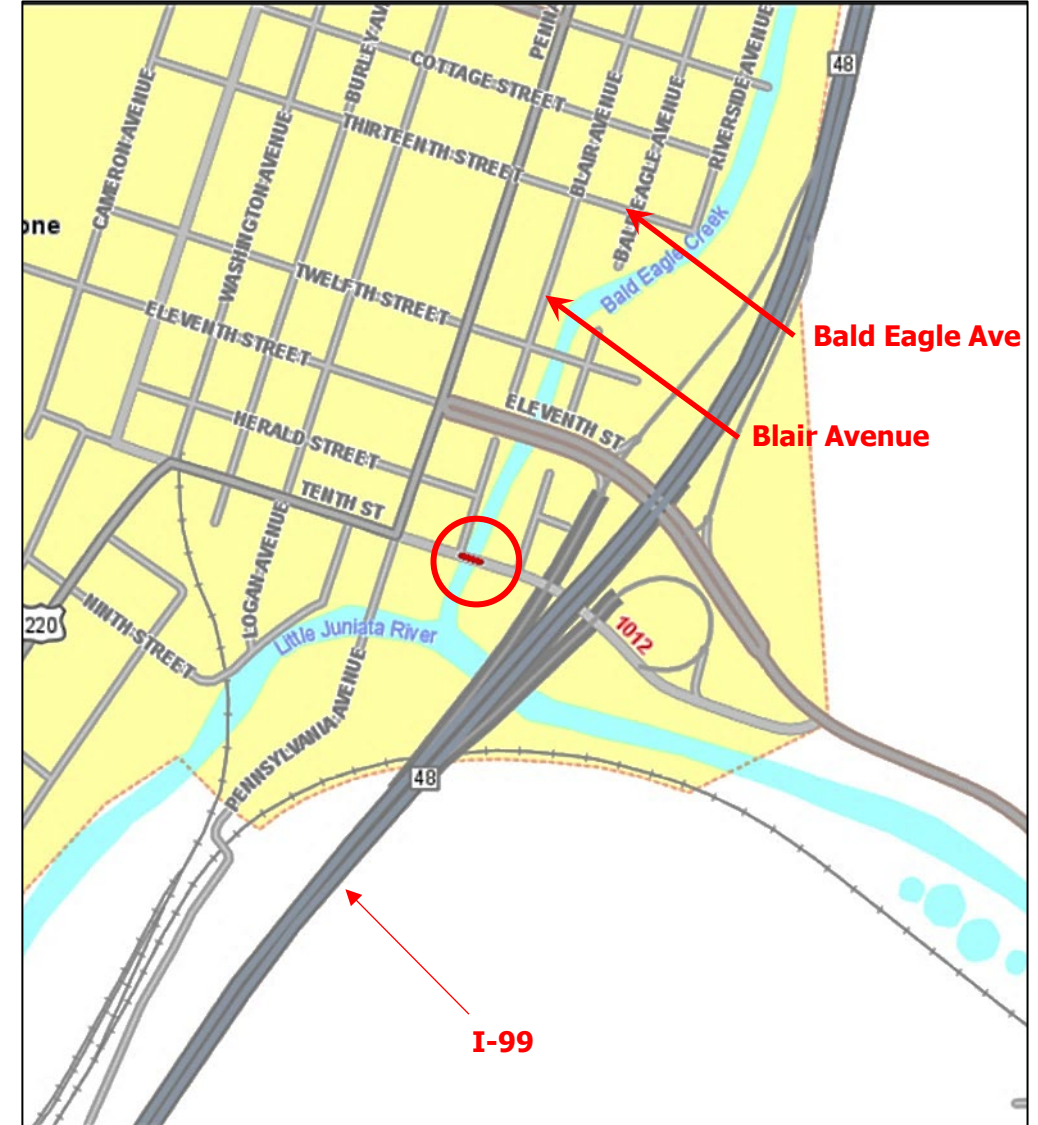
PA 36 – MILL RUN RD (RT 4005) TO CAMBRIA COUNTY LINE



- **Project Type:** Resurfacing
- **Location:** On PA 36 (Colonel Drake Highway) from State Route 4005 (Mill Run Road) to Cambria County Line in Logan Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2027



10TH STREET (RT 1012) OVER BALD EAGLE CREEK

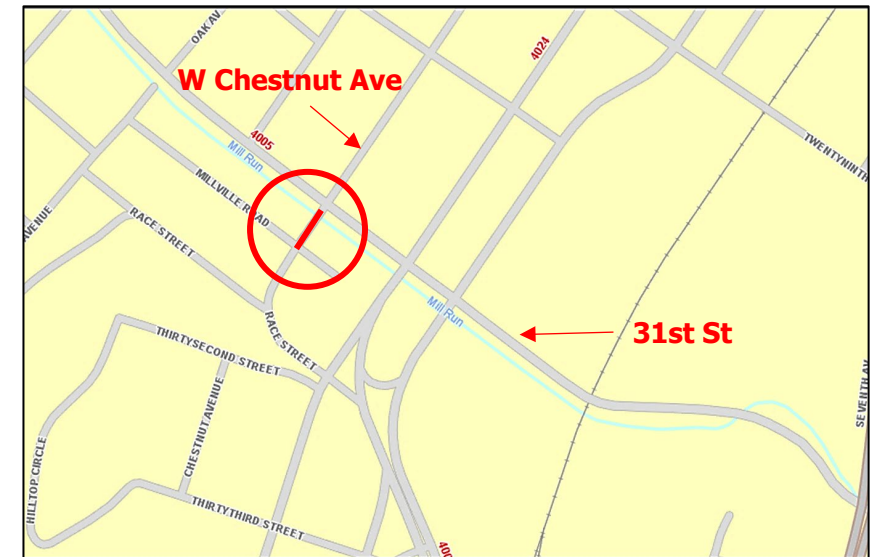


- **Project Type:** Bridge Rehabilitation
- **Location:** On State Route 1012 (10th Street) over Bald Eagle Creek in Tyrone Borough
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2028

WEST CHESTNUT AVE OVER MILL RUN



- **Project Type:** Bridge Replacement
- **Location:** West Chestnut Avenue over Mill Run in the City of Altoona
- **Construction Estimate:** \$1.0 Million - \$5.0 Million
- **Anticipated Bid Date:** 1st Quarter 2028



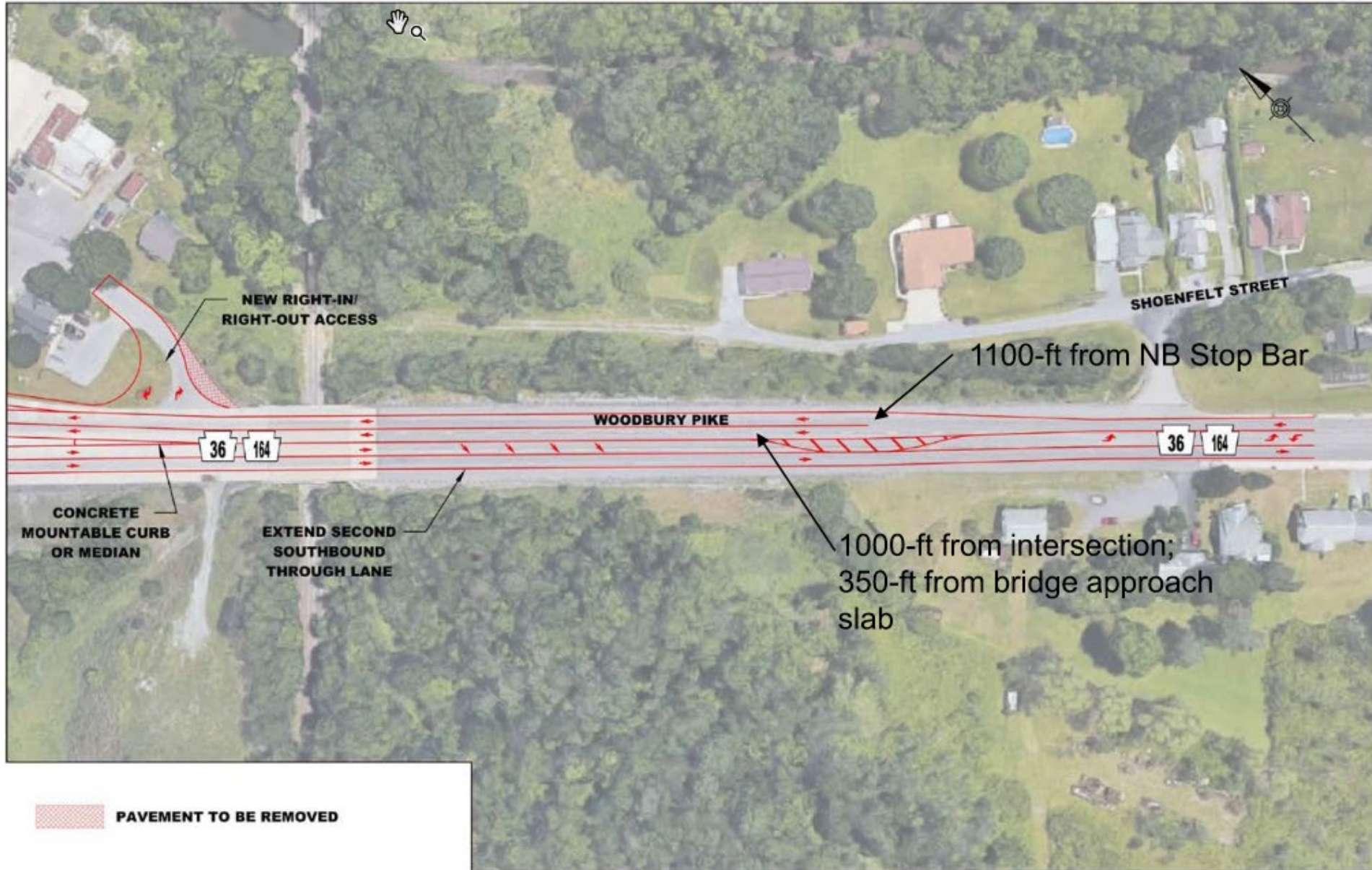
PA 36/PA 164 WOODBURY PIKE SAFETY IMPROVEMENTS



- **Project Type:** Safety Improvement
- **Location:** On PA 36 from the I-99 overpass to State Route 2010 (Freedom Street) in Freedom Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 3rd Quarter 2029



PA 36/PA 164 WOODBURY PIKE SAFETY IMPROVEMENTS



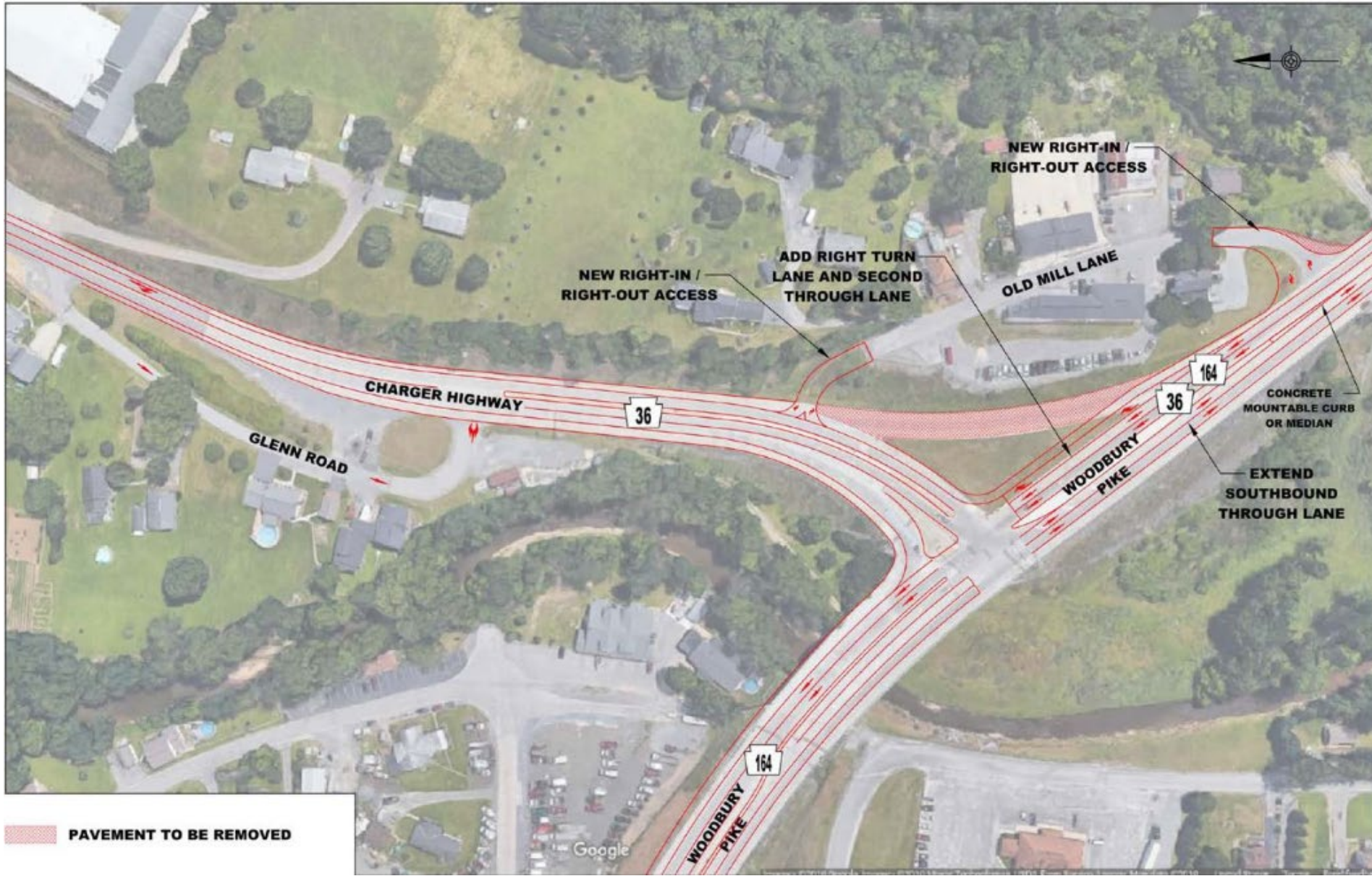
**Current: Thru /
TWLTL / Thru**

Modify Old Mill Ln

Extend SB Merge

Add NB Thru

PA 36/PA 164 WOODBURY PIKE SAFETY IMPROVEMENTS

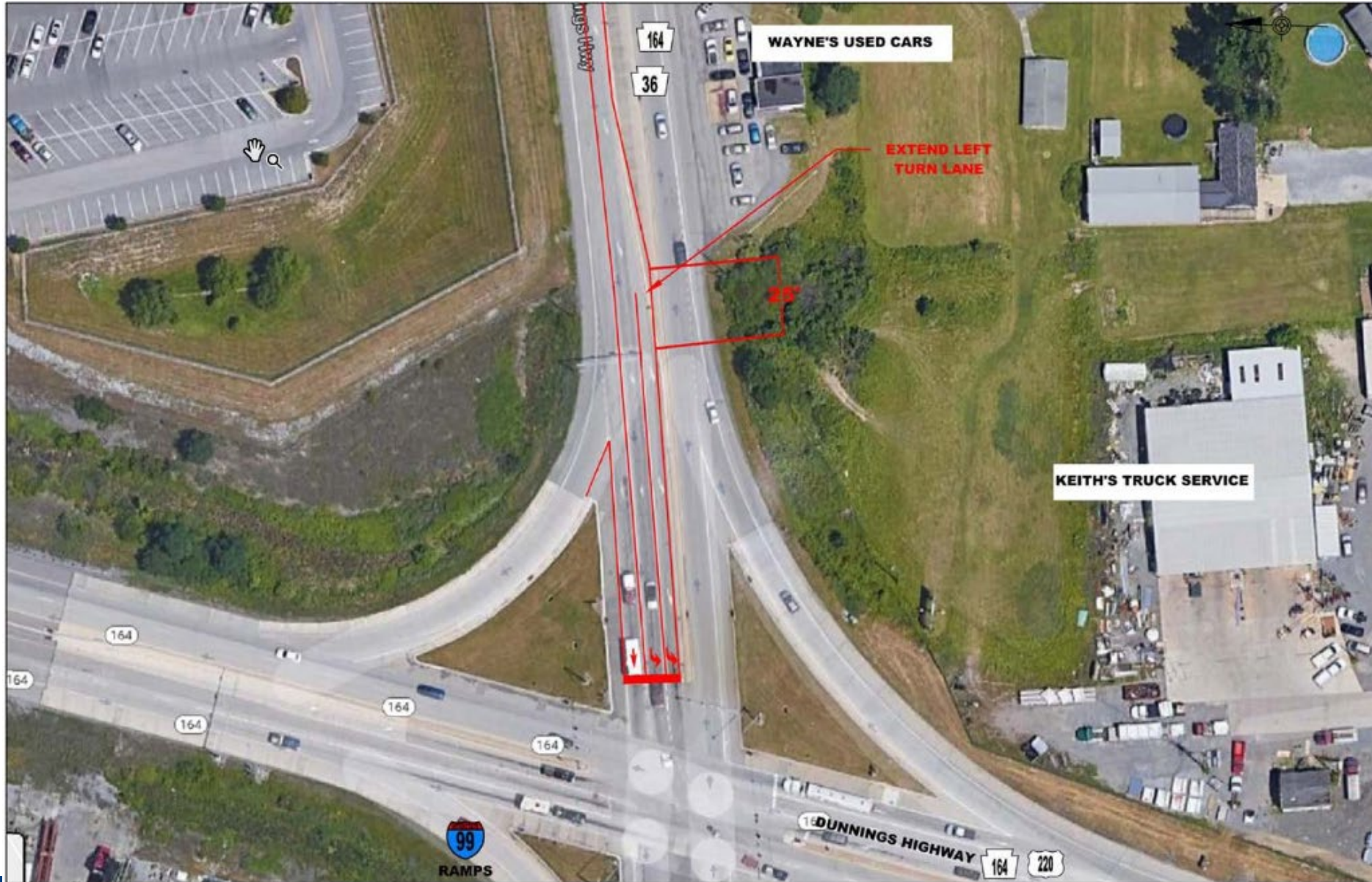


Add Old Mill Lane Connection

Remove Ramp / Add Right Turn Lane

Add NB Lane Thru Intersection

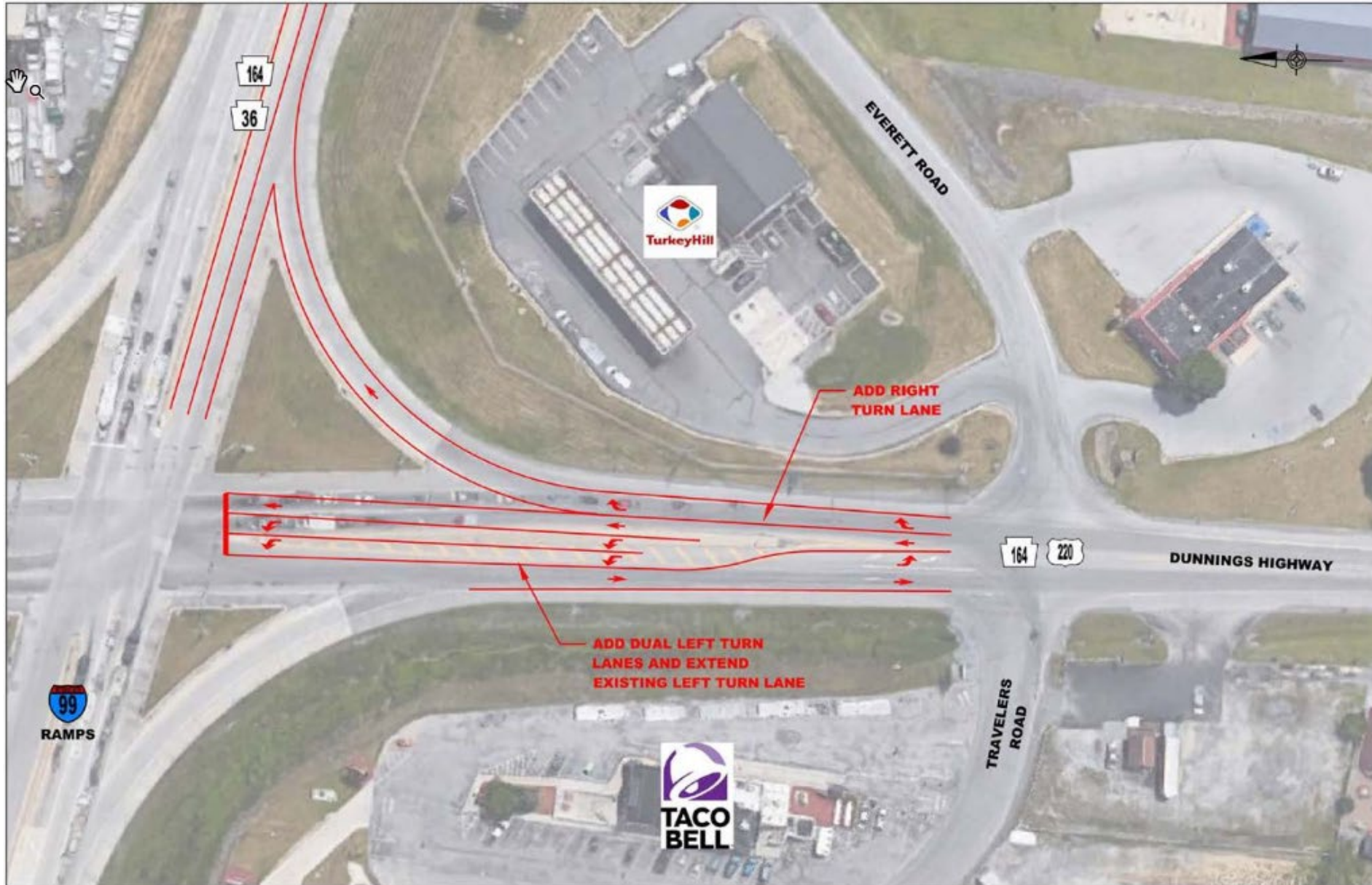
PA 36/PA 164 WOODBURY PIKE SAFETY IMPROVEMENTS



Convert Thru to LTL

Extend existing LTL

PA 36/PA 164 WOODBURY PIKE SAFETY IMPROVEMENTS



Add Right Turn Lane

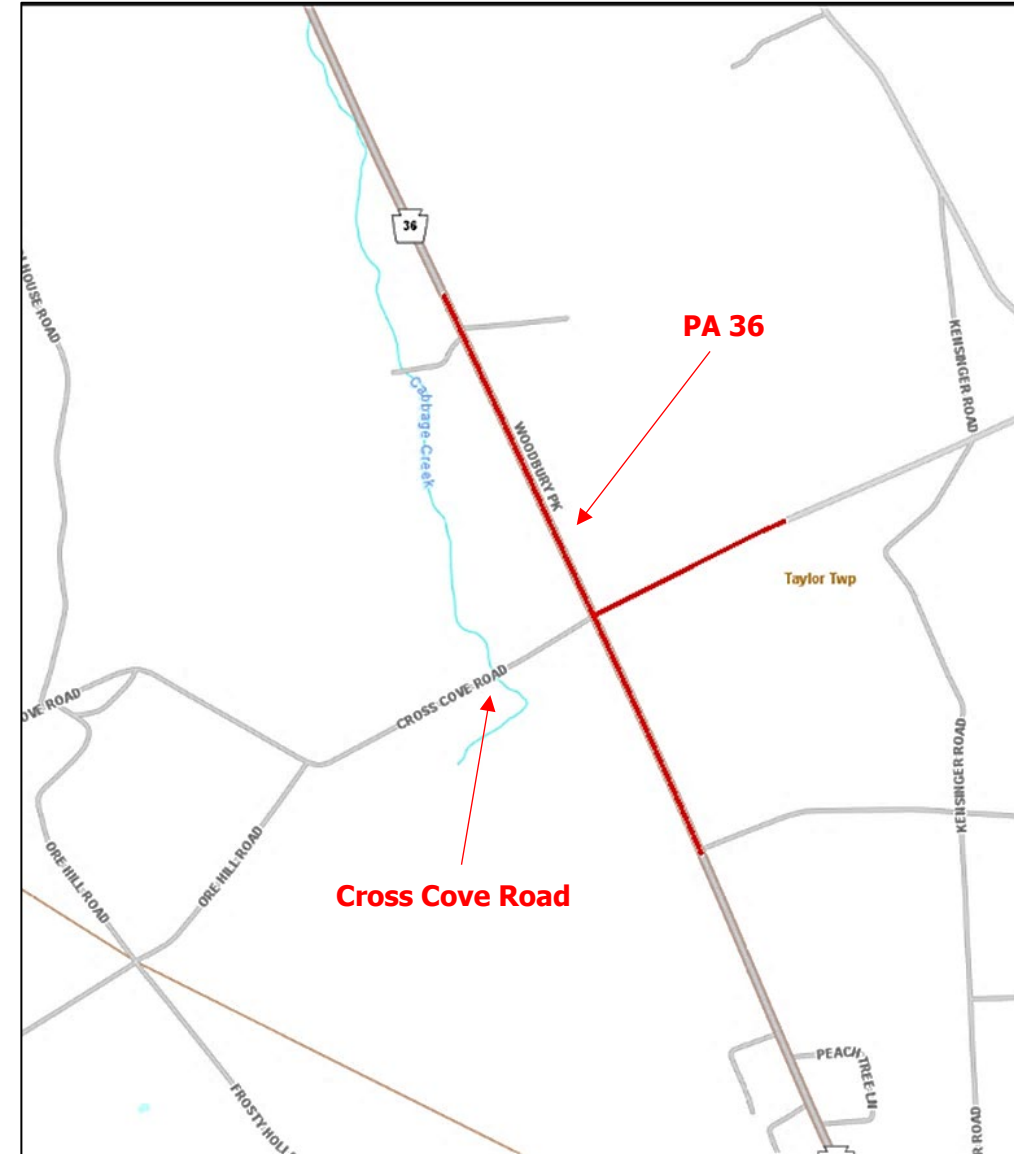
Extend Left Turn Lane

Add Left Turn Lane

PA 36 / CROSS COVE RD (RT 2004) INTERSECTION IMPROVEMENT



- **Project Type:** Safety Improvement
- **Location:** Intersection of PA 36 and State Route 2004 (Cross Cove Road) in Taylor Township
- **Construction Estimate:** \$5.0 - \$10.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2030



Questions

