

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 long train of freight cars is visible on a track that runs parallel to the dam. The sky is overcast with grey clouds.

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

Michael Peachey, County Maintenance Manager

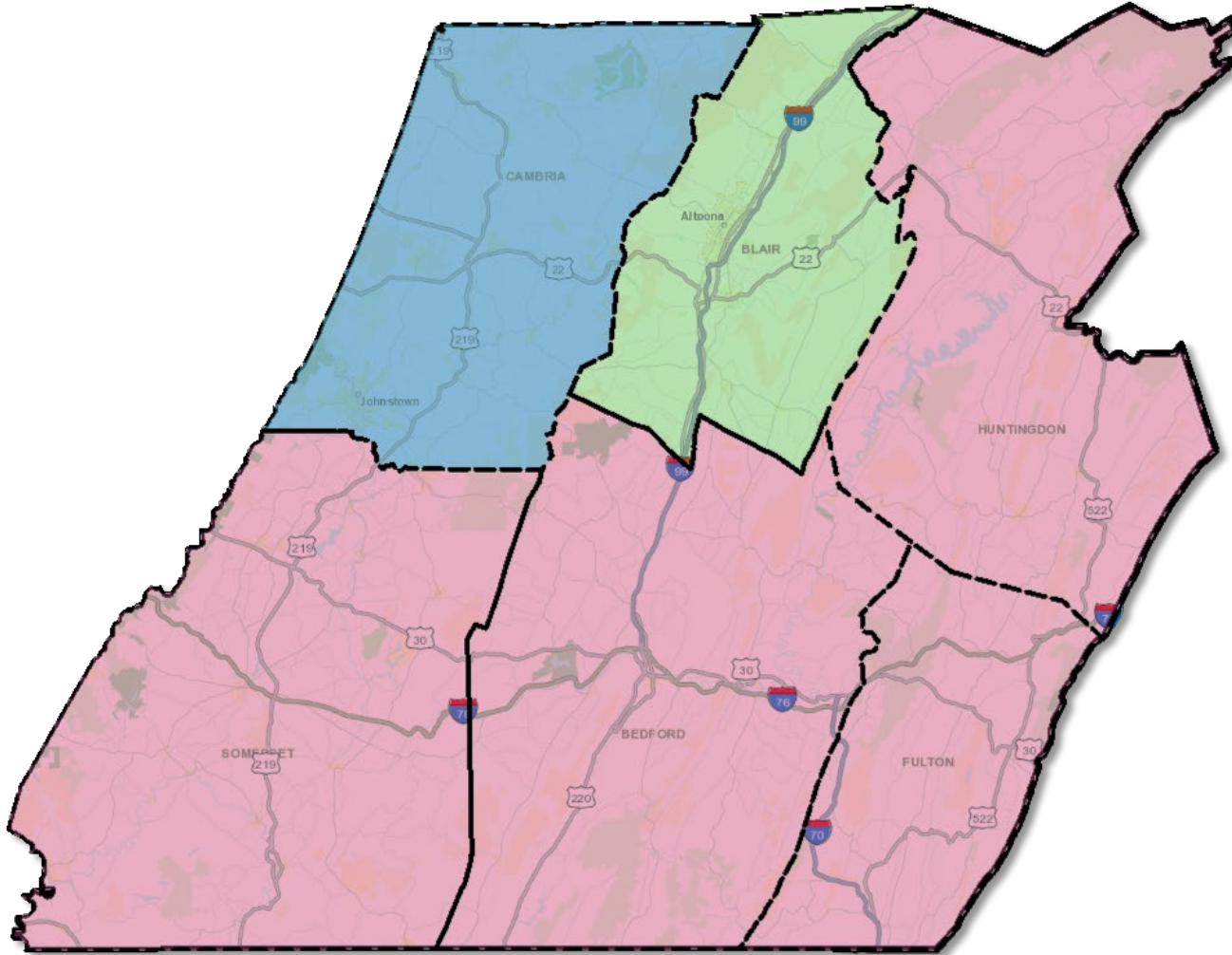
- Winter Wrap-up
- County Funded Improvements

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

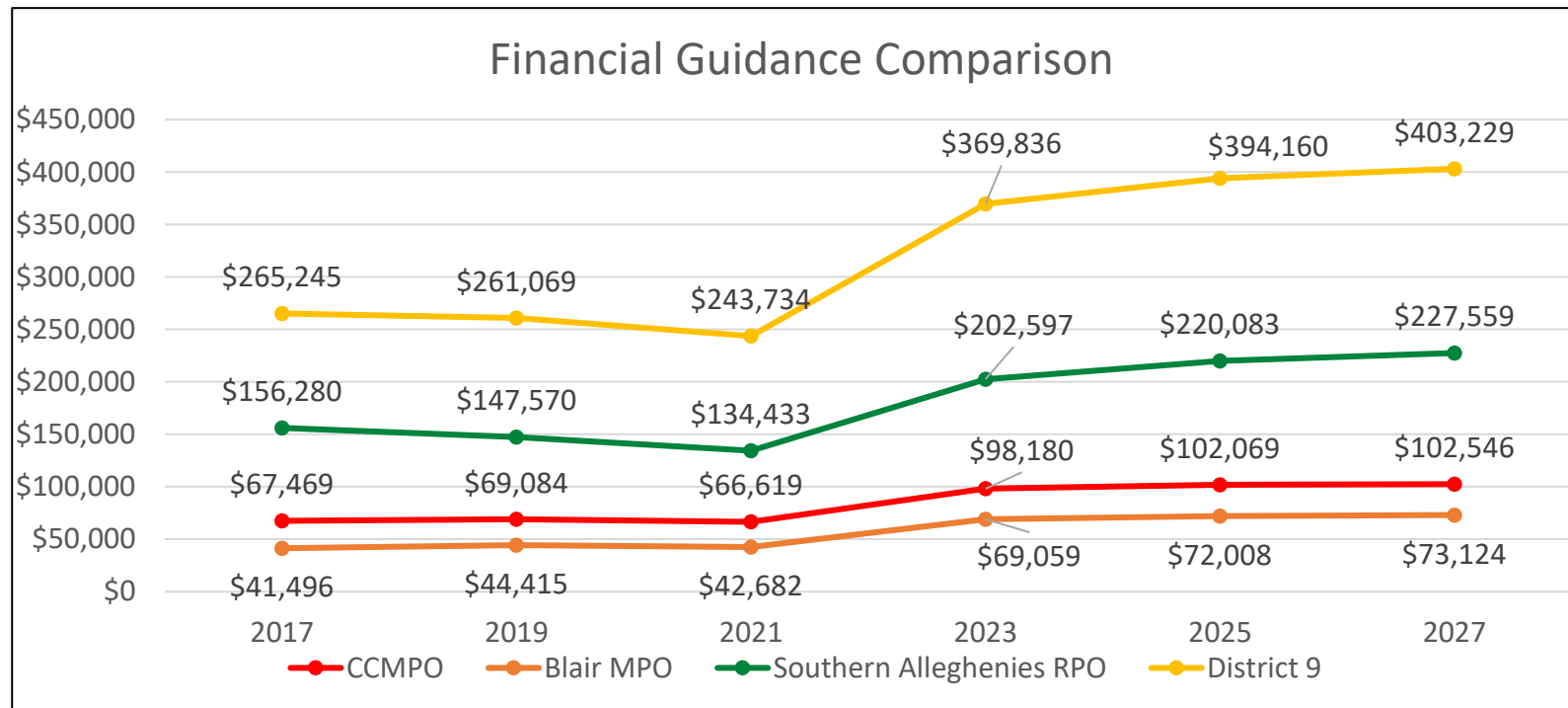
- Total Miles: 4,004
- Average Year Built: 1952
- Average Resurfacing Year: 2014

*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.



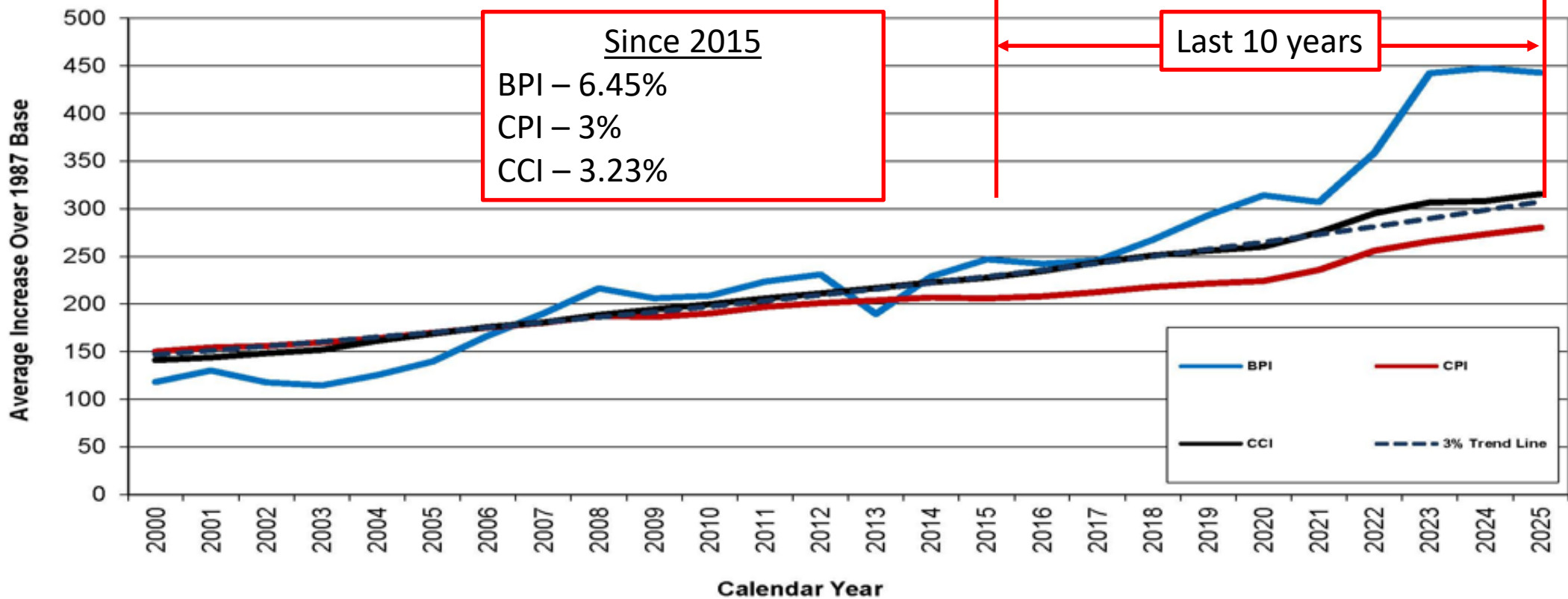
TIP FINANCIAL GUIDANCE COMPARISON

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:

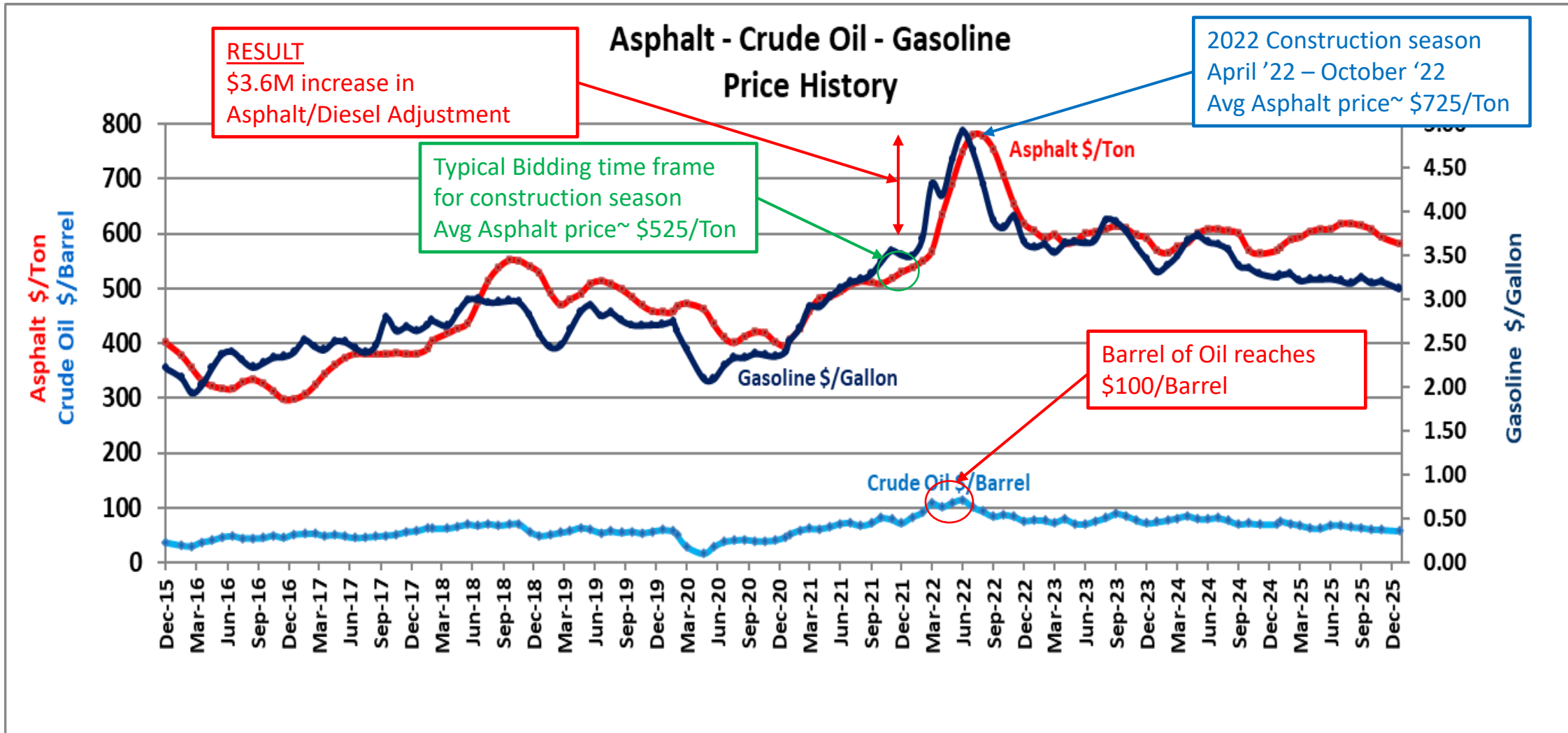
Avg Construction: \$1,000,000

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)



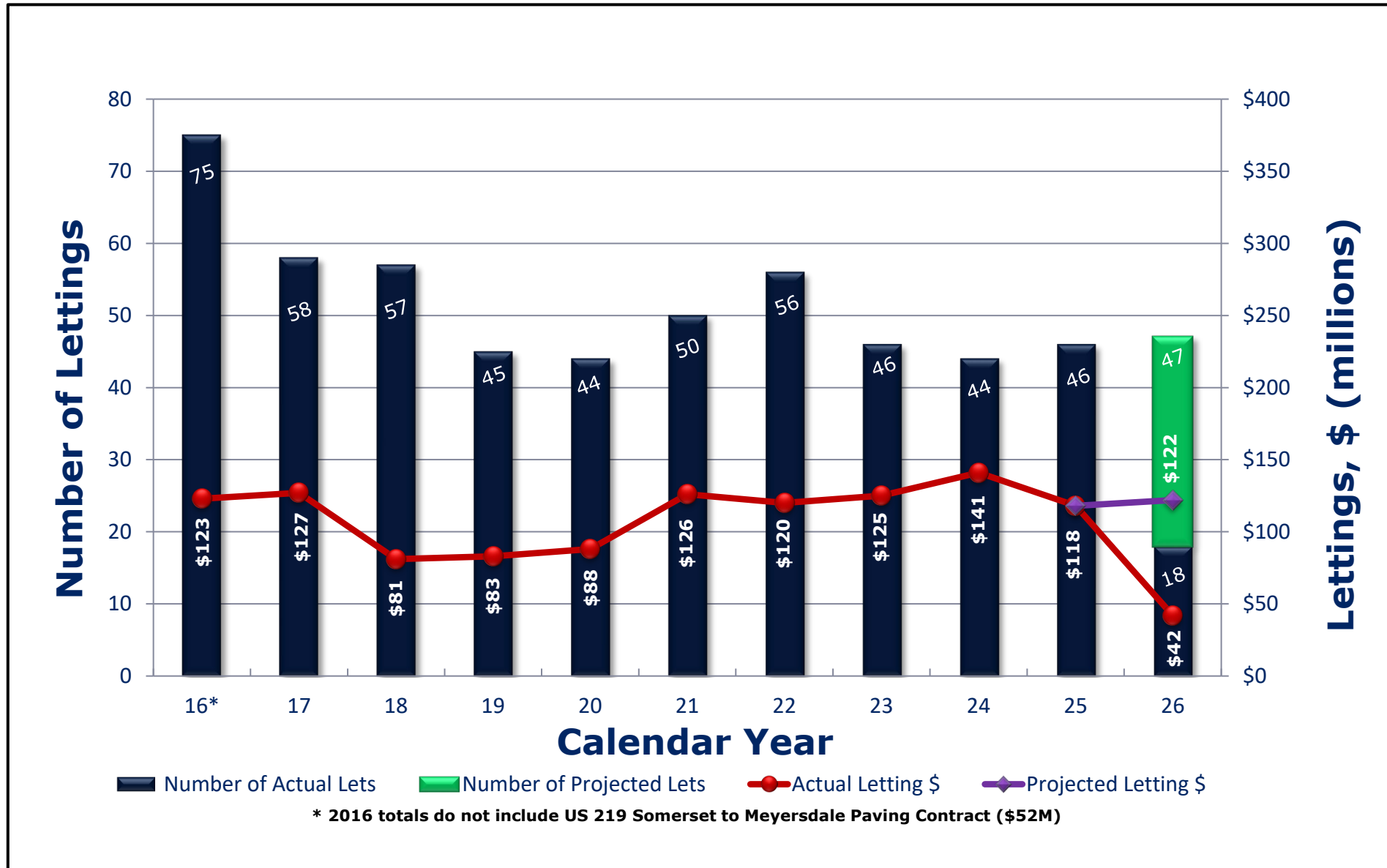
ASPHALT – CRUDE OIL – GASOLINE



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



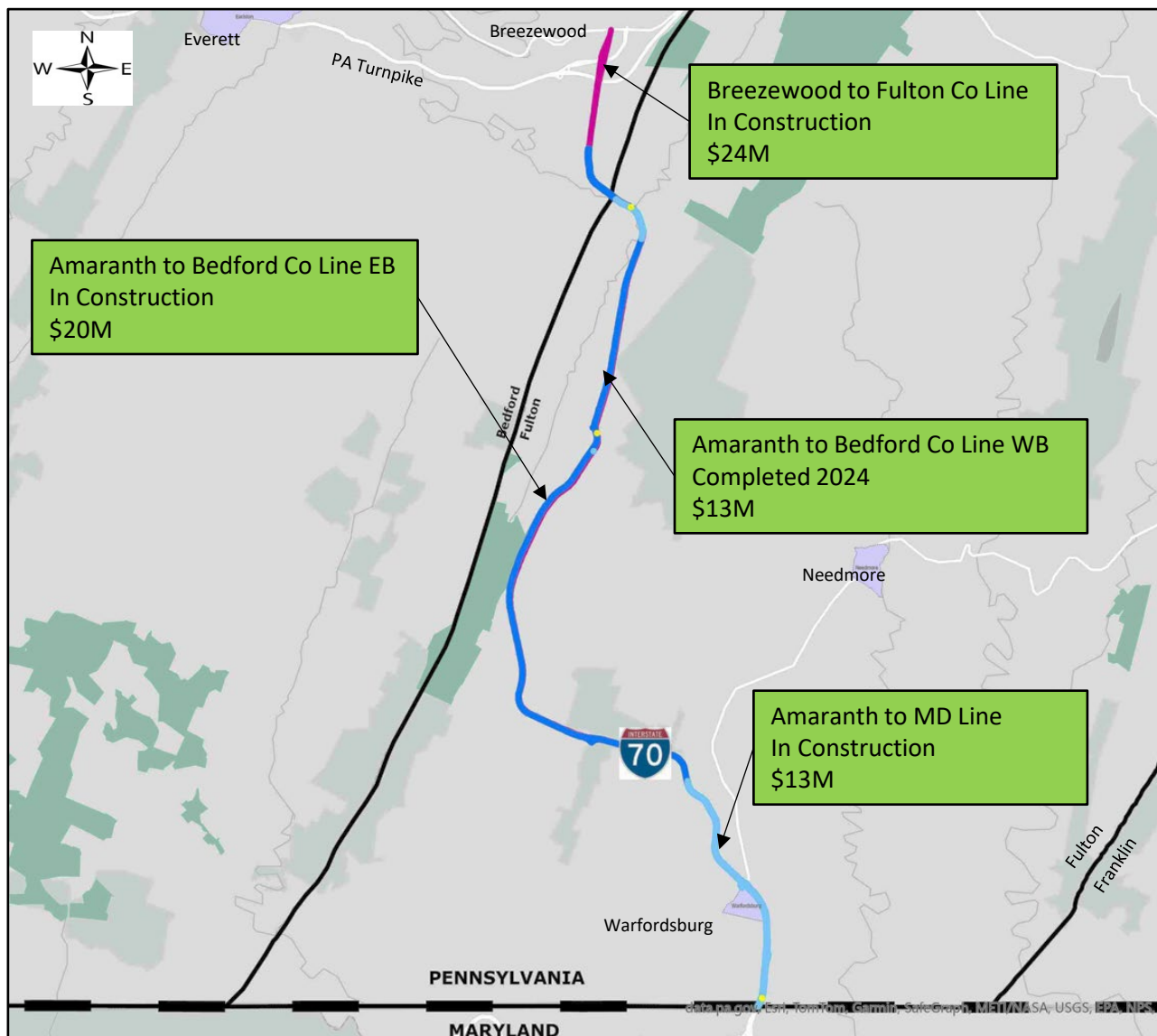
Route 271 Maple Ave/RR Bridge - Cambria Co



U.S. 22 Alfarata Bridge - Huntingdon Co

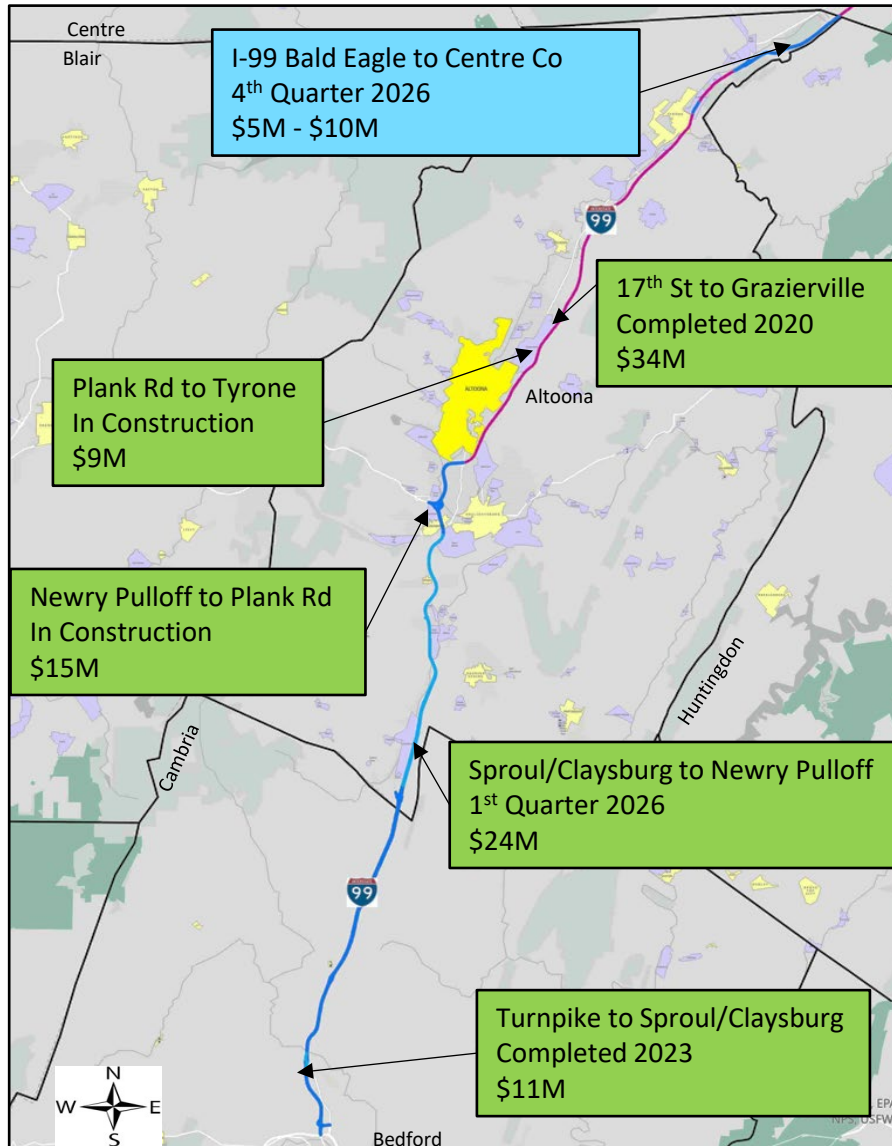
Roadway Challenges

I-70 CORRIDOR INVESTMENTS



Total Investments: \$70M

I-99 CORRIDOR INVESTMENTS

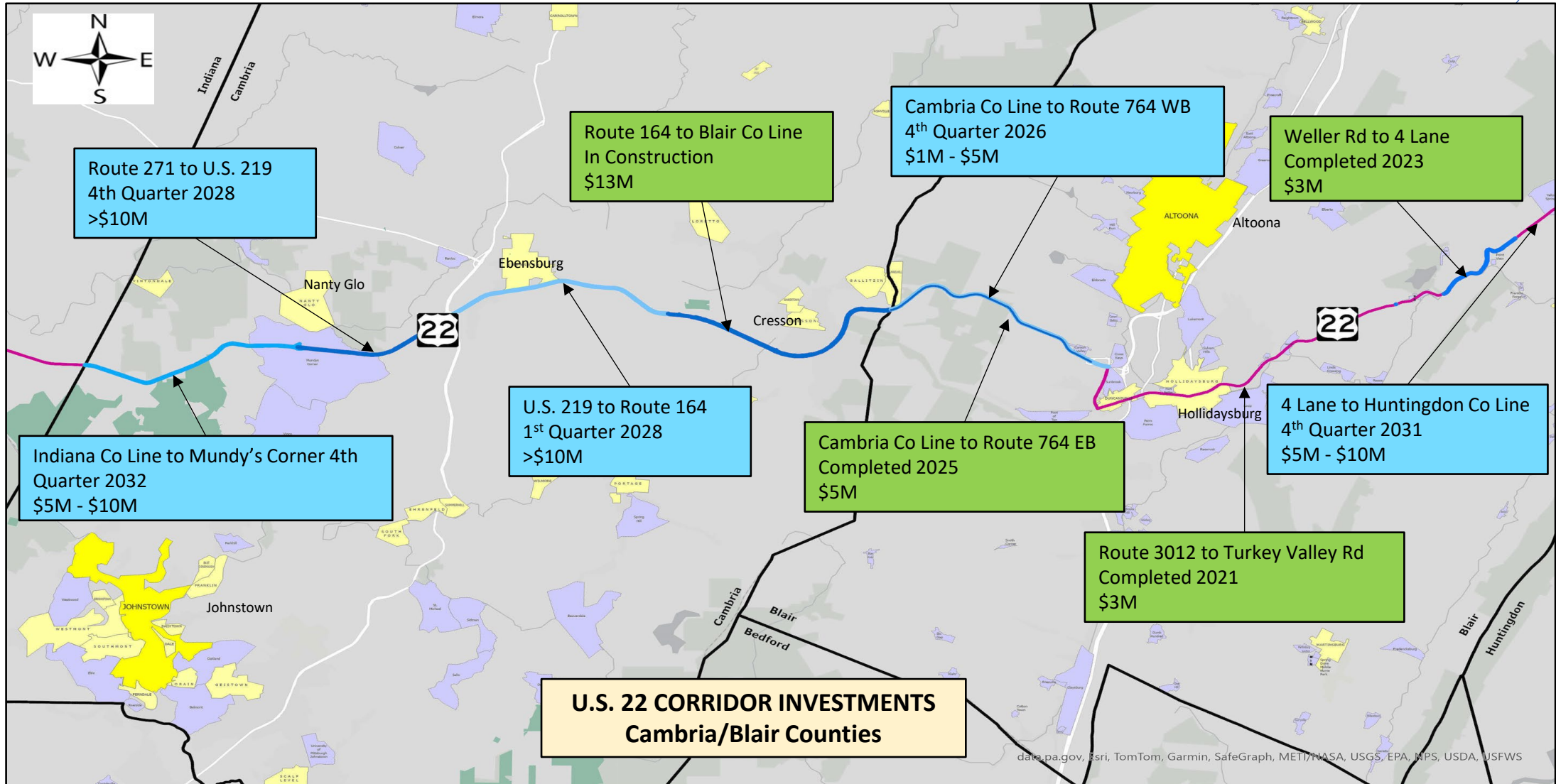


Previous Investments: \$93M

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

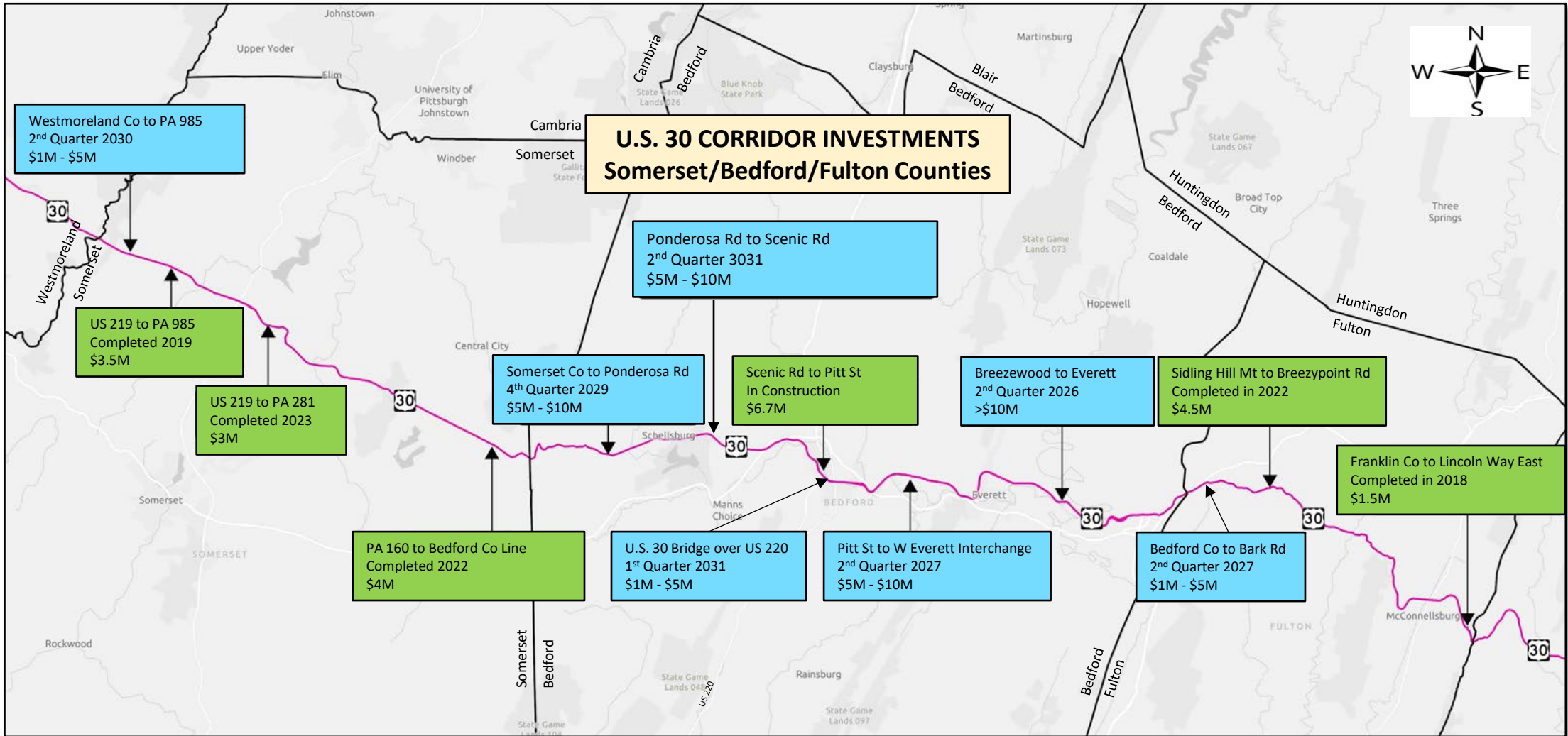
Total Investments: \$98M - \$103M

U.S. 22 CORRIDOR INVESTMENTS



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

U.S. 30 CORRIDOR INVESTMENTS

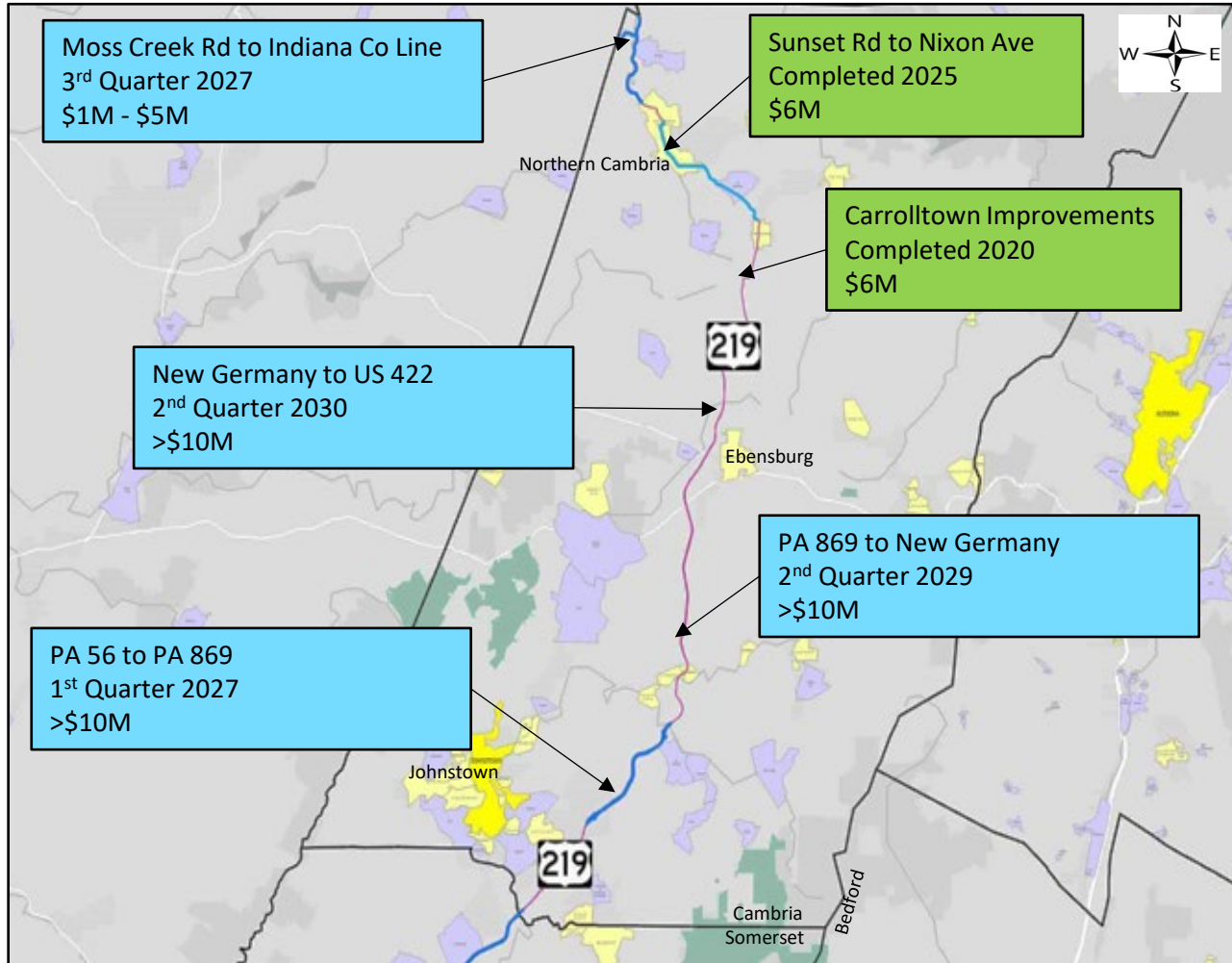


Previous Investments: \$23M

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

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

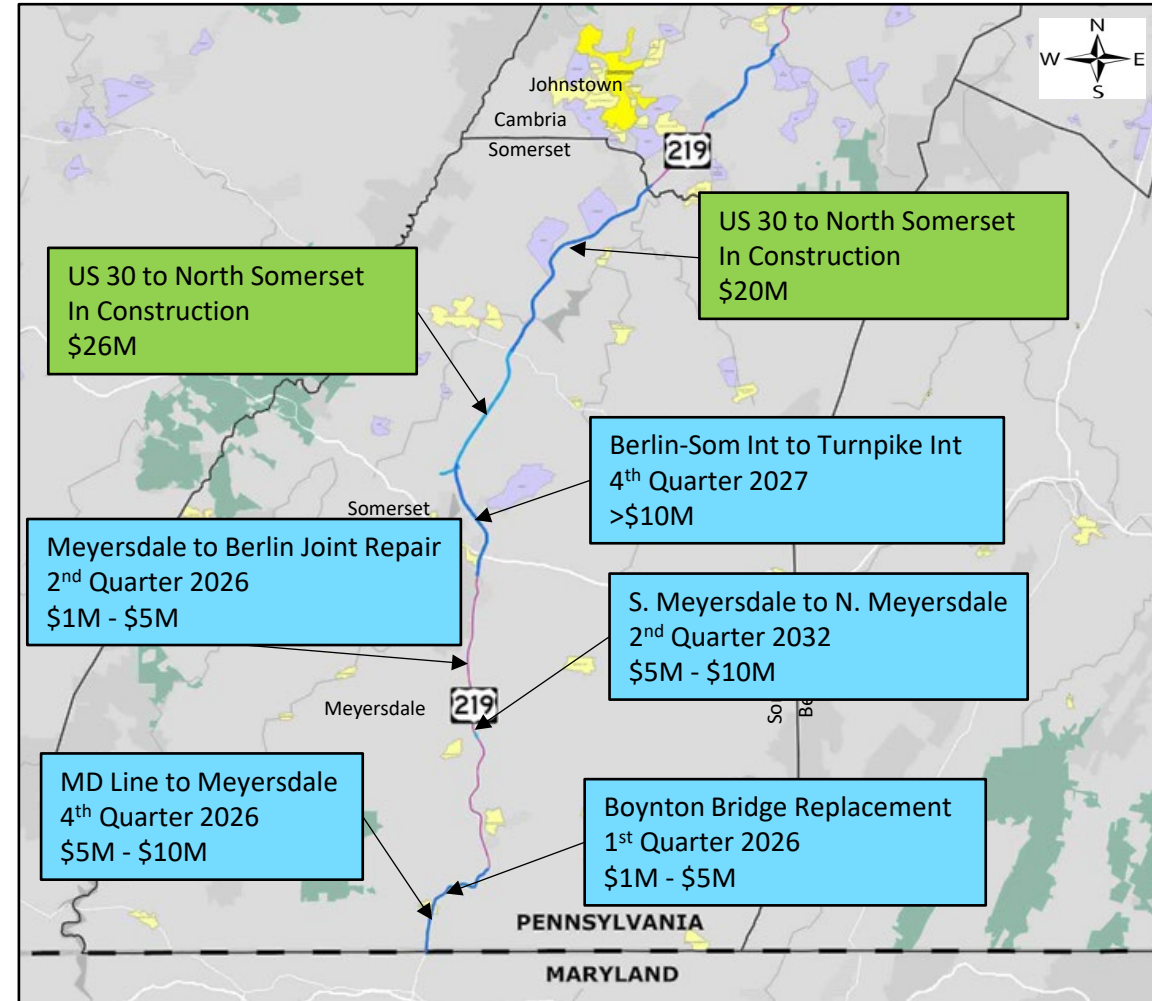
U.S. 219 CORRIDOR INVESTMENTS



CAMBRIA COUNTY

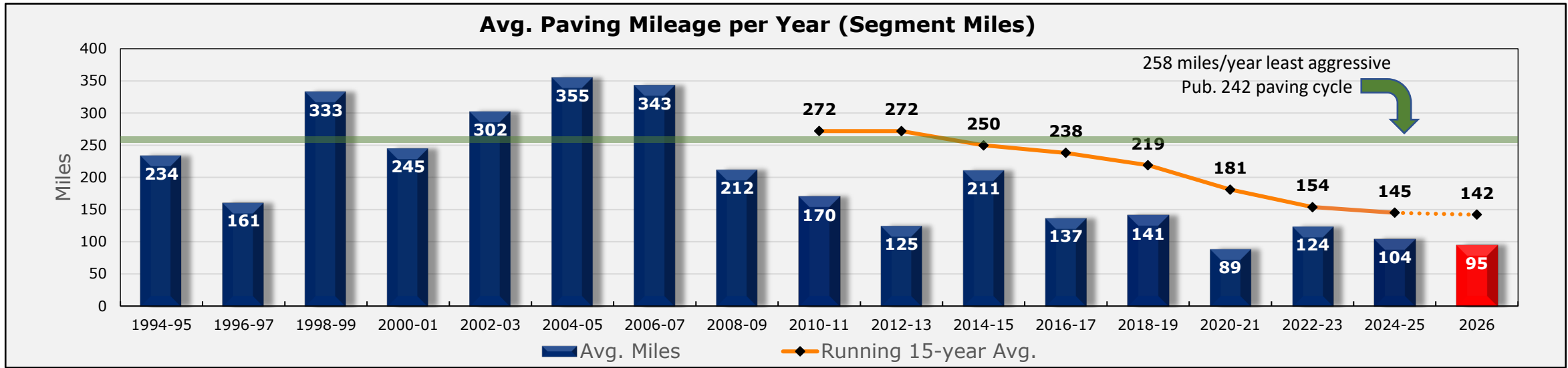
Previous Investments: \$52M

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



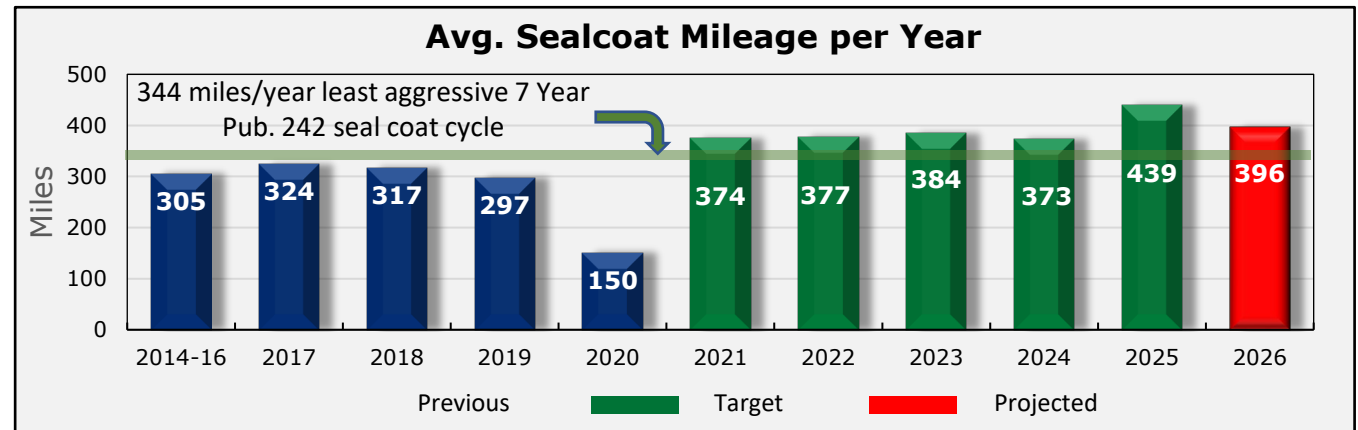
SOMERSET COUNTY

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

HUNTINGDON COUNTY CONSTRUCTION PROJECTS

SHAWN SHERER, ASST. TO ADE-CONSTRUCTION



Pennsylvania
Department of Transportation

AWARDED CONTRACTS



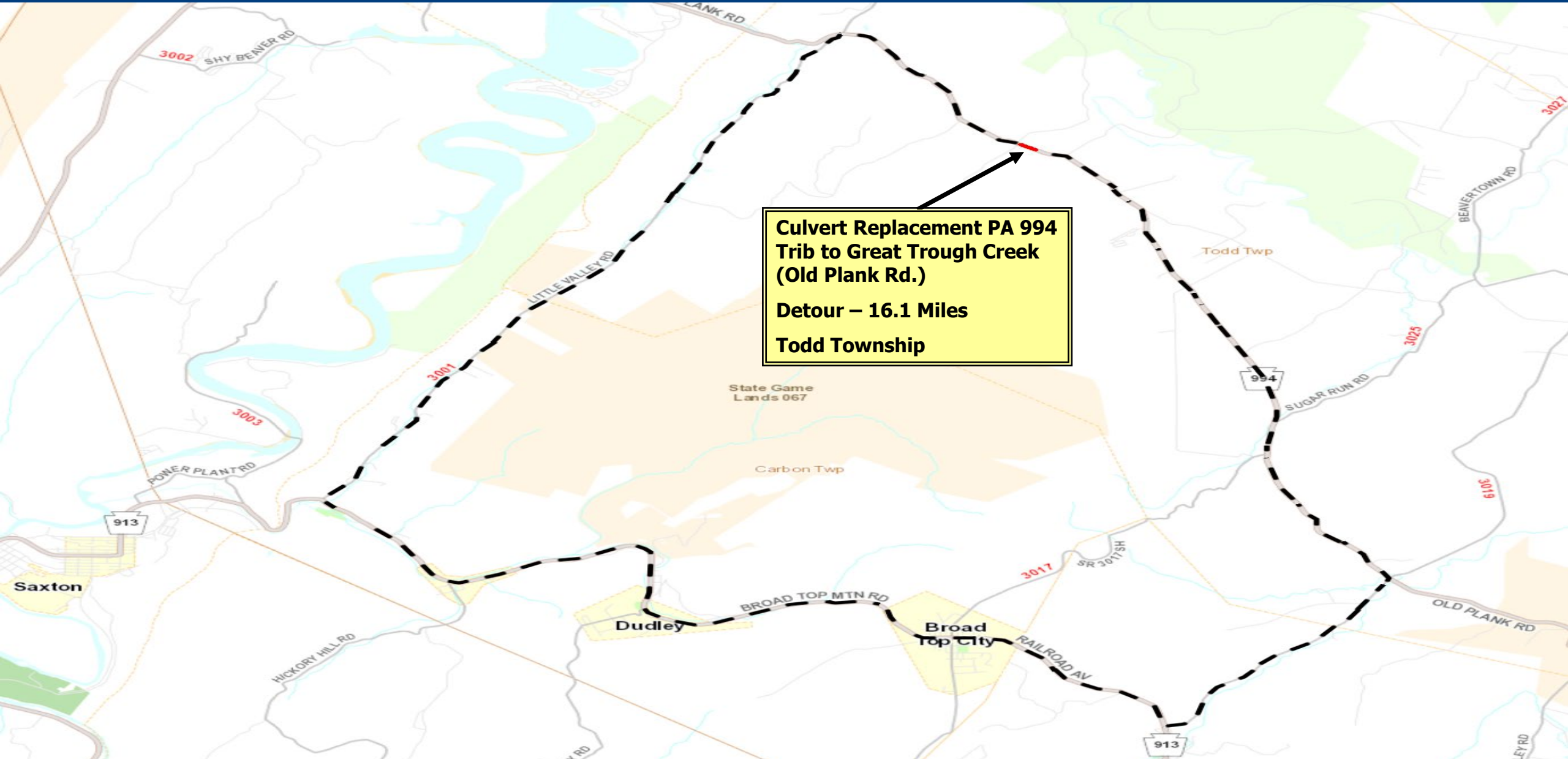
Pennsylvania
Department of Transportation

PA 994 - TRIB TO GREAT TROUGH CREEK



- Scope:** Structure Replacement w/ Precast Concrete Box Culvert
- Traffic Control:** Detour (16.1 miles)
- Construction Timeframe:** June – August 2026
- Detour Implementation Date:** Early June 2026 (11-day maximum duration)
- Anticipated Date Detour to be Lifted:** By Late August 2026
- Contractor:** Cottle's Asphalt Maintenance, Inc.
- Current Contract:** \$788,143

PA 994 - TRIB TO GREAT TROUGH CREEK



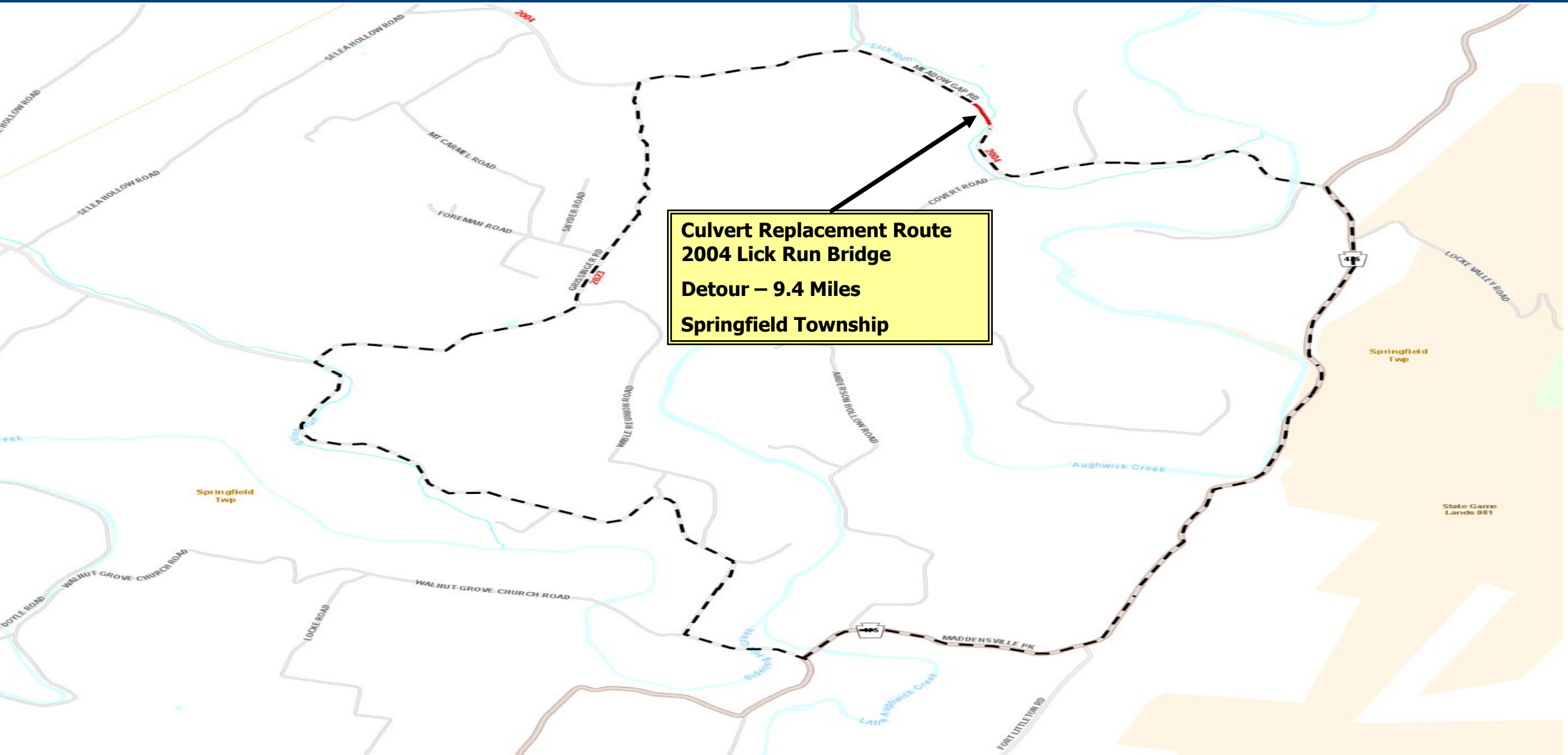
**Culvert Replacement PA 994
Trib to Great Trough Creek
(Old Plank Rd.)
Detour – 16.1 Miles
Todd Township**

ROUTE 2004 - LICK RUN BRIDGE (MEADOW GAP RD.)



- Scope:** Structure Replacement w/ Precast Concrete Box Culvert
- Traffic Control:** Detour (9.4 miles)
- Construction Timeframe:** June – September 2026
- Detour Implementation Date:** Early June 2026 (31-day maximum duration)
- Anticipated Date Detour to be Lifted:** By Mid-August 2026
- Contractor:** Wen-Brooke Contracting Inc.
- Current Contract:** \$802,213

ROUTE 2004 - LICK RUN BRIDGE (MEADOW GAP RD.)

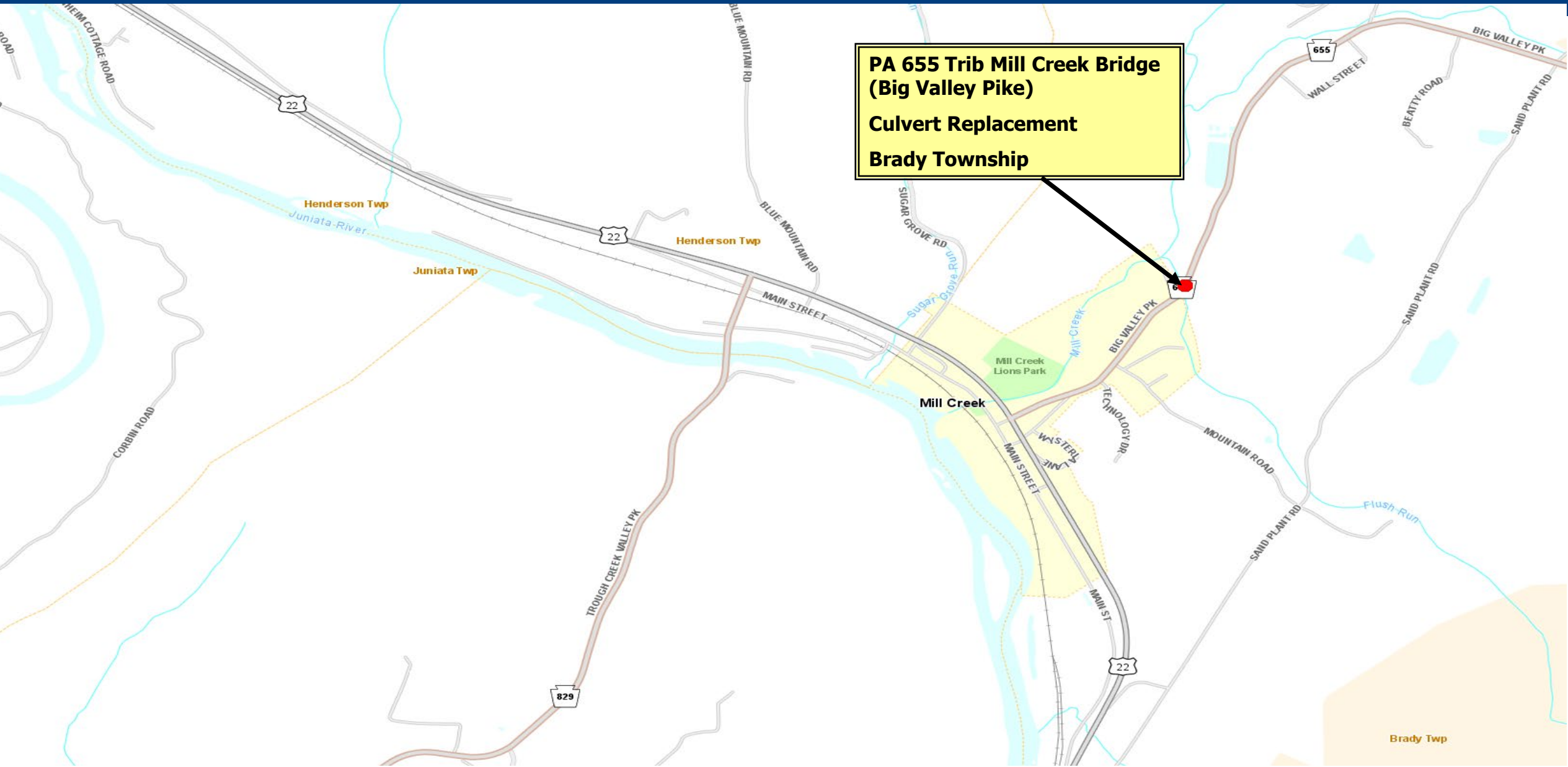


PA 655 - TRIB MILL CREEK BRIDGE



- Scope:** Structure Replacement w/ Precast Concrete Box Culvert
- Traffic Control:** Long-term Phased with Temporary Roadway & Traffic Signals
- Construction Timeframe:** April – October 2026
- Contractor:** Cottle's Asphalt Maintenance, Inc.
- Current Contract:** \$1,430,538

PA 655 - TRIB MILL CREEK BRIDGE (Big Valley Pike)



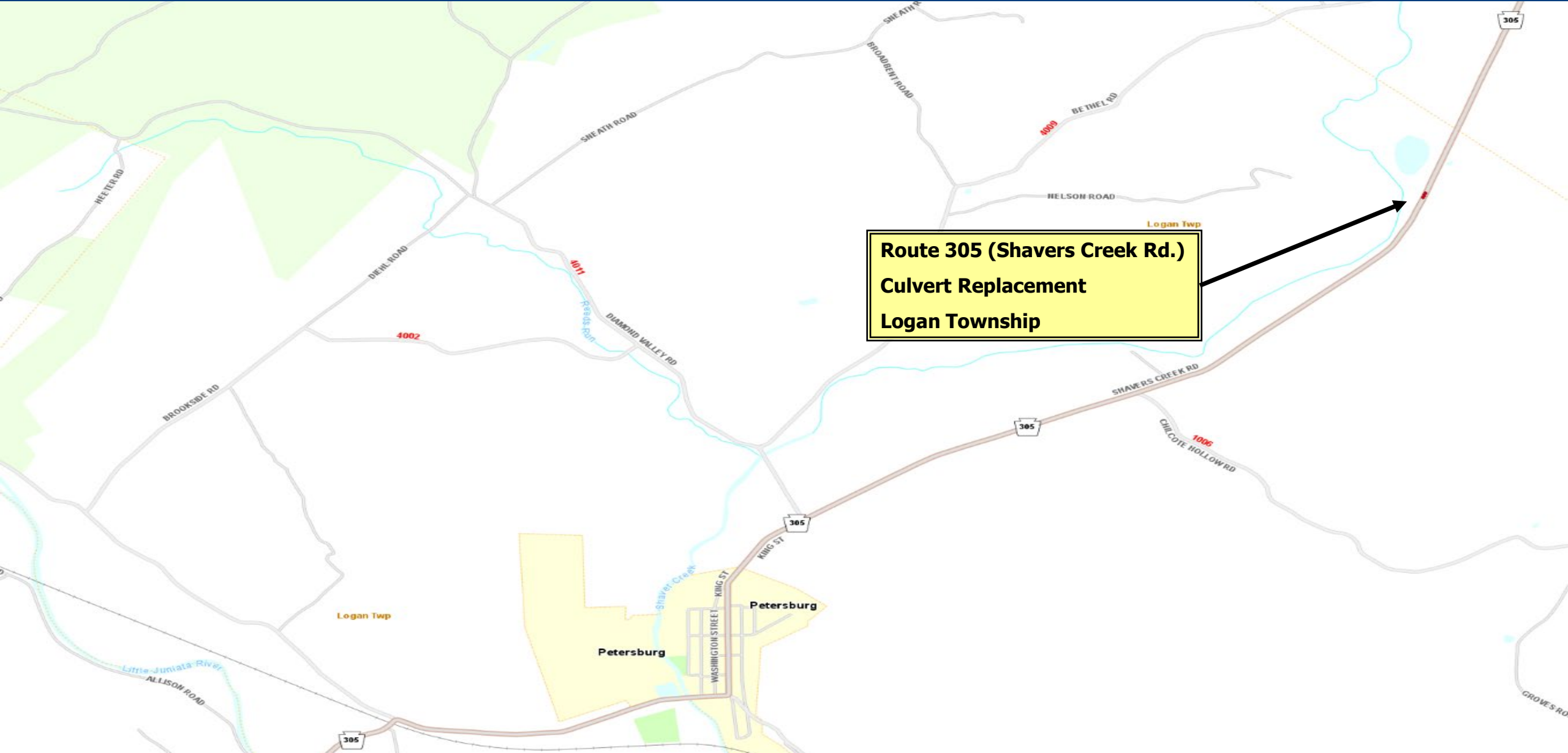
**PA 655 Trib Mill Creek Bridge
(Big Valley Pike)
Culvert Replacement
Brady Township**

PA 305 - DESIGN/BUILD UNDER 8FT CULVERT



- Scope:** Culvert Replacement on SR 305 (Shavers Creek Rd.)
 - Bid with 4 other culverts in Bedford, Blair, and Huntingdon Counties
- Traffic Control:** Short-term Flagging
- Construction Timeframe:** tbd with completion date 9/20/2027
- Contractor:** Cottle's Asphalt Maintenance, Inc.
- Current Contract:** \$1,531,635

PA 305 - DESIGN/BUILD UNDER 8FT CULVERT



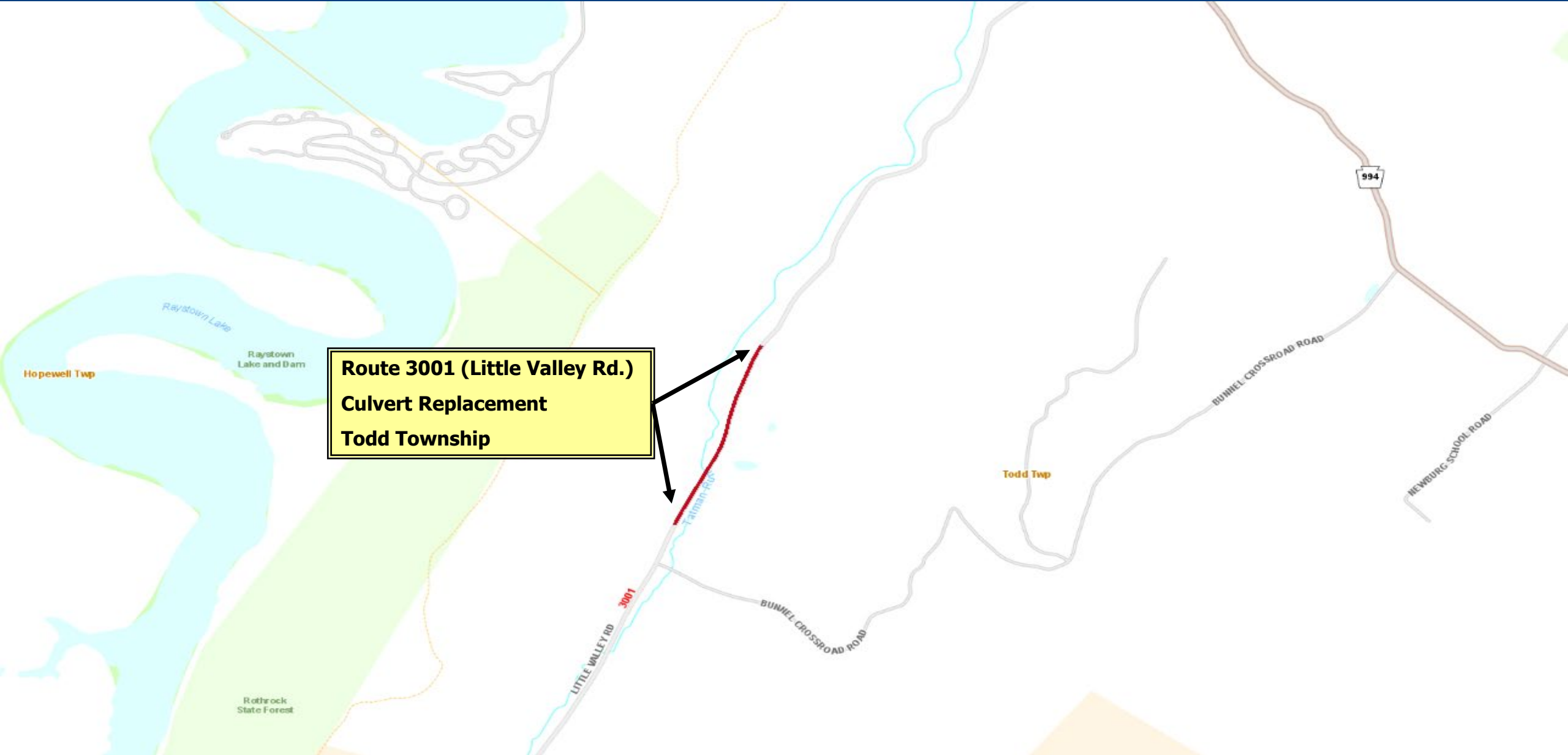
**Route 305 (Shavers Creek Rd.)
Culvert Replacement
Logan Township**

ROUTE 3001 - DESIGN/BUILD UNDER 8FT CULVERT



- Scope:** Culvert Replacement on Route 3001 (Little Valley Rd.)
 - Bid with 4 other culverts in Bedford, Blair, and Huntingdon Counties
- Traffic Control:** Short-term Flagging
- Construction Timeframe:** tbd with completion date 9/20/2027
- Contractor:** Cottle's Asphalt Maintenance, Inc.
- Current Contract:** \$1,531,635

ROUTE 3001 - DESIGN/BUILD UNDER 8FT CULVERT



CONTRACTS TO BE BID



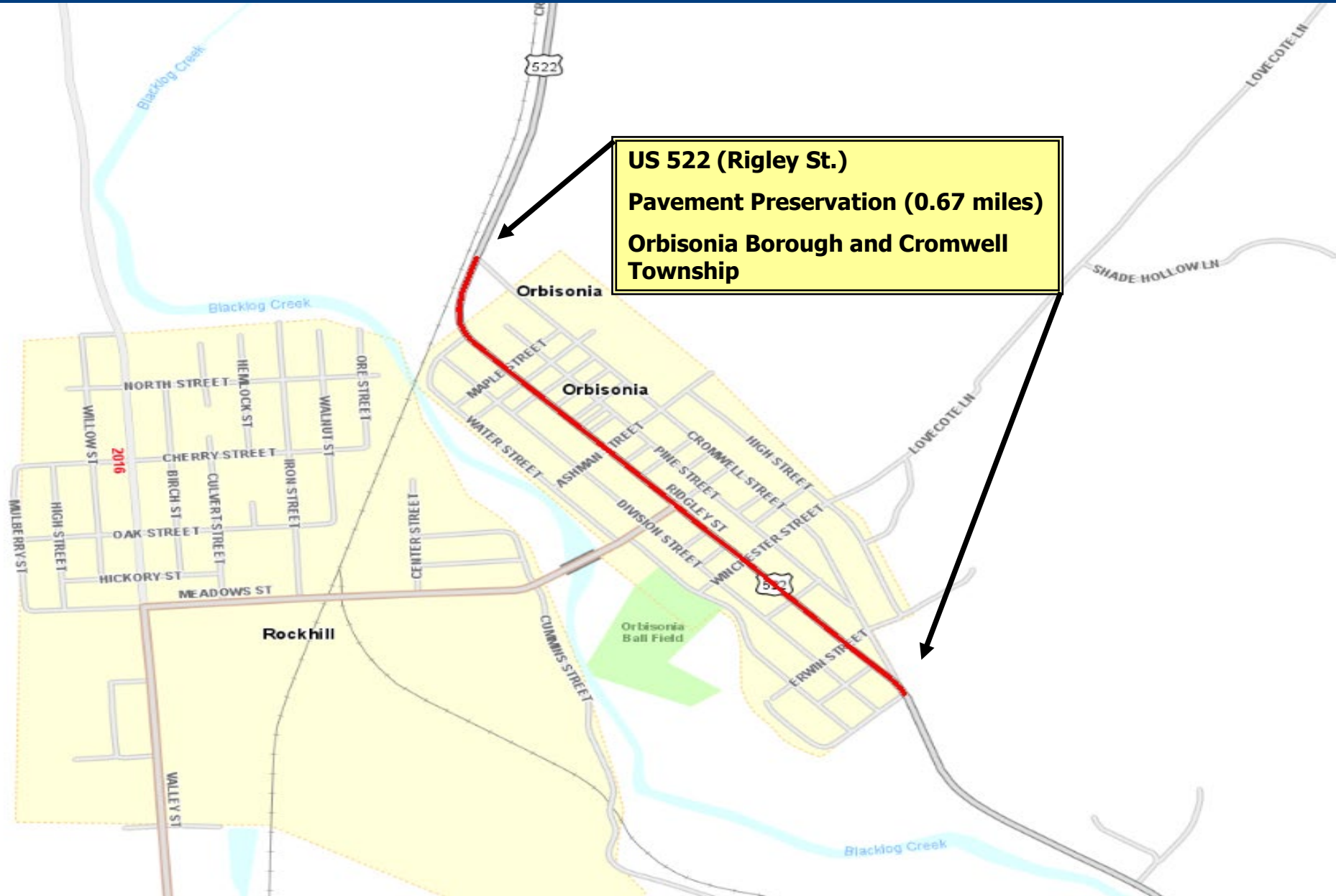
Pennsylvania
Department of Transportation

U.S. 522 – PALMER ST. TO CROMWELL ST.



- Scope:** Pavement Preservation
- Traffic Control:** Daylight Flagging
- Construction Estimate:** \$500,000 to \$1,000,000
- Anticipated Bid Opening:** 2nd Quarter 2026

U.S. 522 – PALMER ST. TO CROMWELL ST.

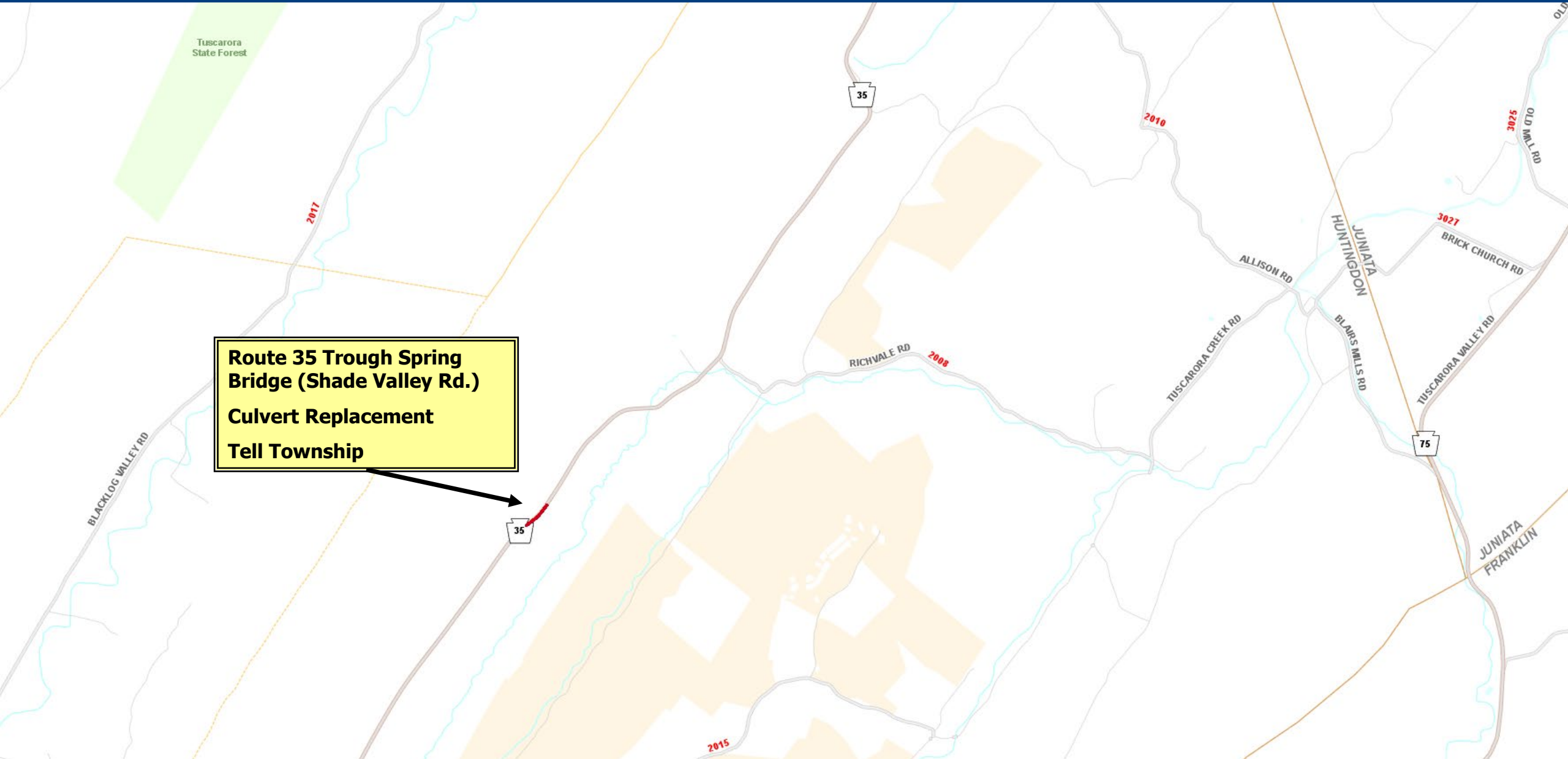


ROUTE 35 - TROUGH SPRING BRIDGE



- Scope:** Culvert Replacement w/ Precast Concrete Box Culvert
- Traffic Control:** Temporary Roadway with Temporary Traffic Signal
- Construction Estimate:** \$1,000,000 to \$5,000,000
- Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 35 - TROUGH SPRING BRIDGE



**Route 35 Trough Spring
Bridge (Shade Valley Rd.)
Culvert Replacement
Tell Township**

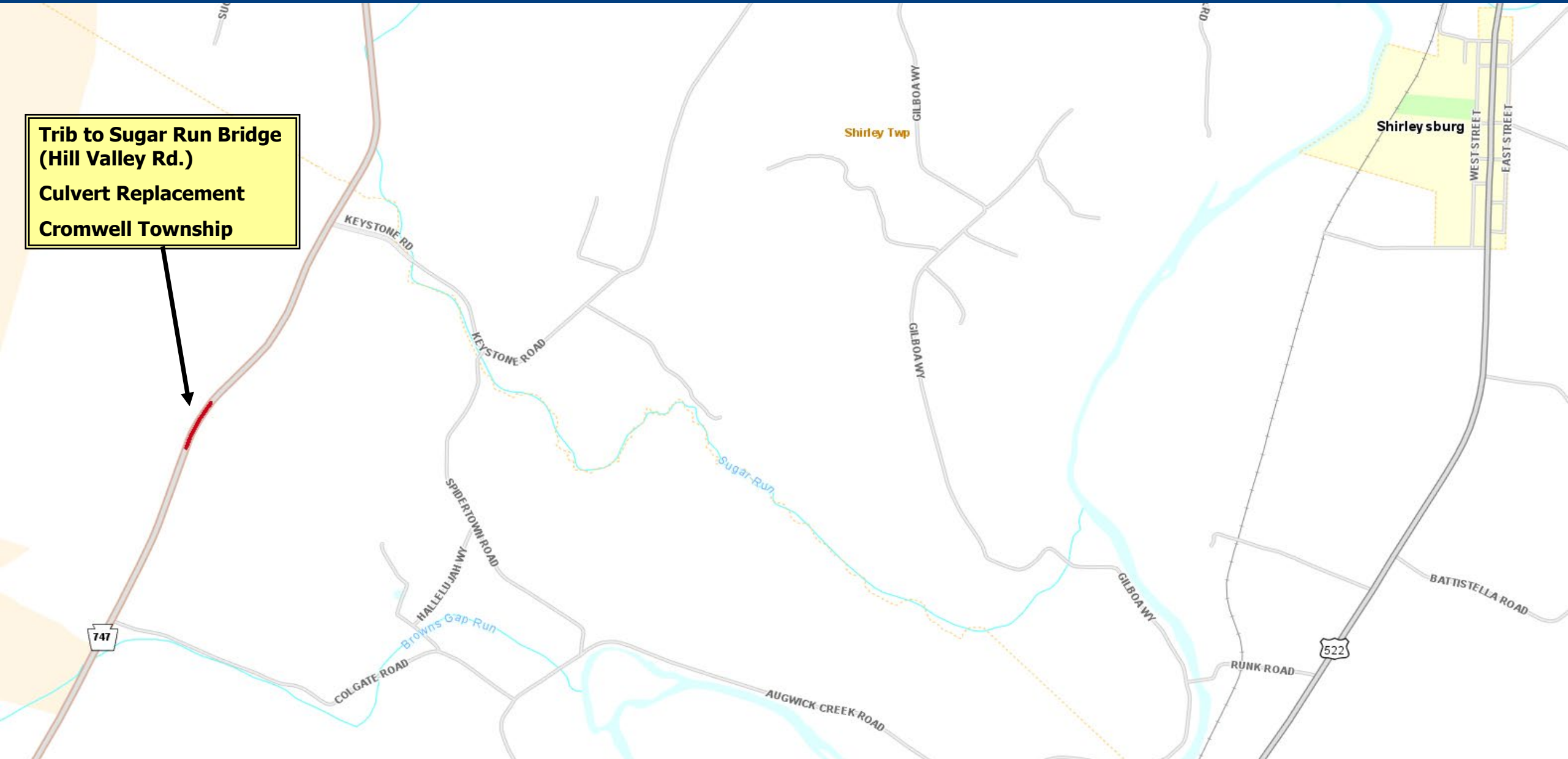
ROUTE 747 - TRIB TO SUGAR RUN BRIDGE



- Scope:** Culvert Replacement w/ Precast Elliptical Pipe 58"x91"
- Traffic Control:** Detour 23.9 miles
- Construction Estimate:** \$100,000 to \$500,000
- Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 747 - TRIB TO SUGAR RUN BRIDGE

**Trib to Sugar Run Bridge
(Hill Valley Rd.)
Culvert Replacement
Cromwell Township**

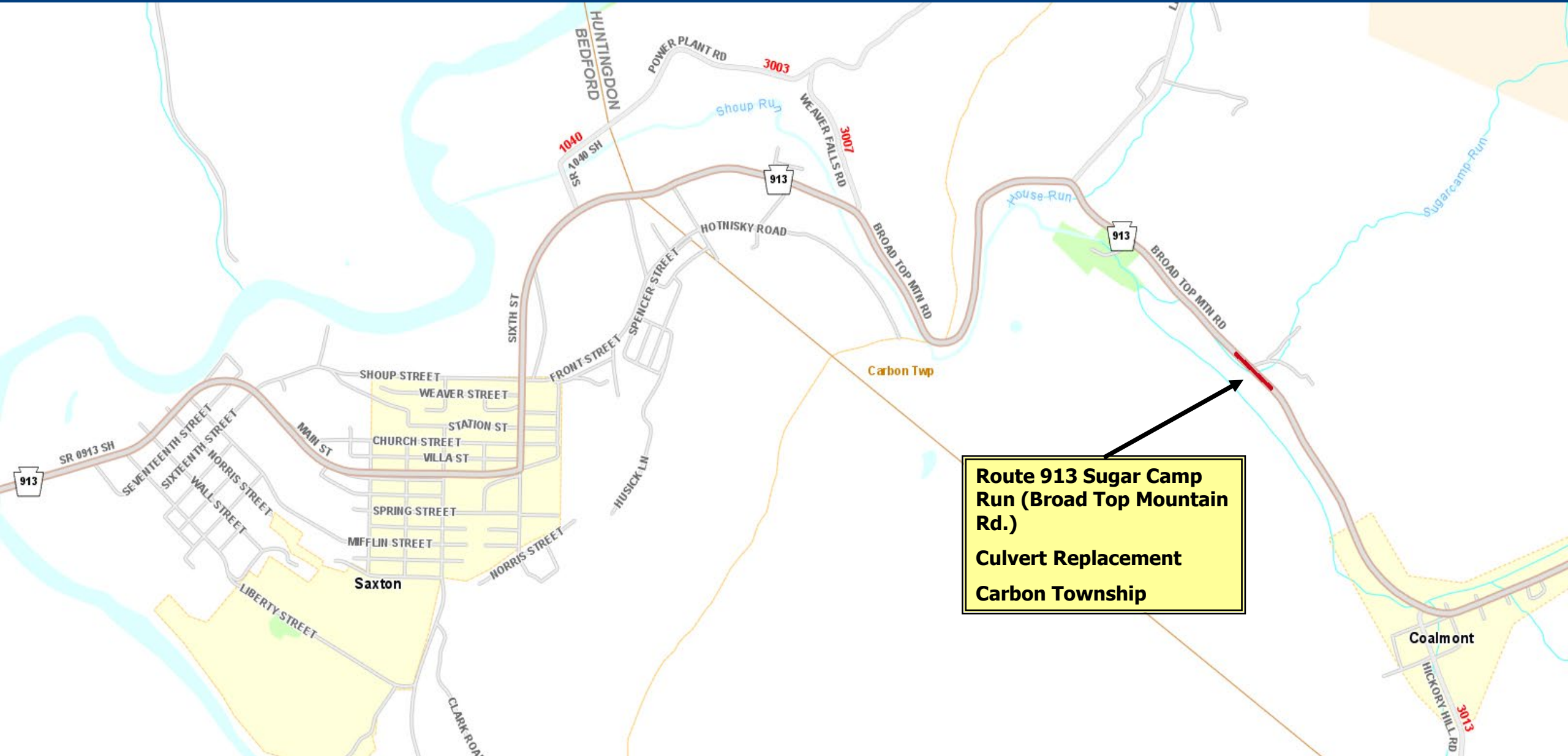


ROUTE 913 - SUGAR CAMP RUN



- Scope:** Culvert Replacement w/ Precast Concrete Box Culvert
- Traffic Control:** Detours: Autos 13.4 miles; Trucks 20.9 miles
- Construction Estimate:** \$500,000 to \$1,000,000
- Anticipated Bid Opening:** 3rd Quarter 2026

ROUTE 913 - SUGAR CAMP RUN



**Route 913 Sugar Camp Run (Broad Top Mountain Rd.)
Culvert Replacement
Carbon Township**

QUESTIONS?



Pennsylvania
Department of Transportation

THANK YOU



Pennsylvania
Department of Transportation

FOLLOW PENNDOT



www.pa.gov/penndot



www.pa.gov/dmv



PennsylvaniaDepartmentofTransportation



PennDOTNews



PennsylvaniaDOT



PennDOTSec



[/company/PennDOT](https://www.linkedin.com/company/PennDOT)



PennDOTSec



PennsylvaniaDOT



Pennsylvania
Department of Transportation



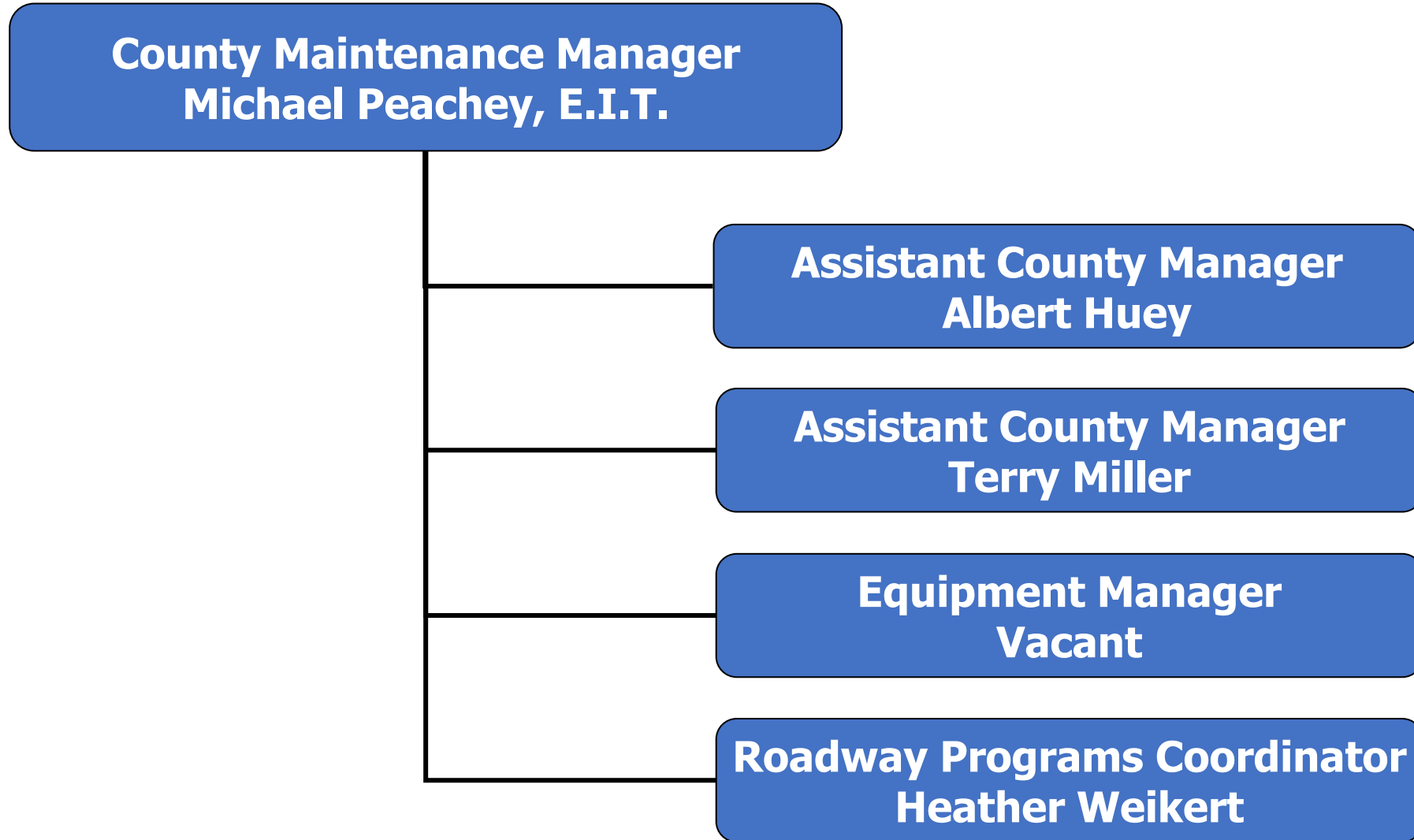
HUNTINGDON COUNTY MAINTENANCE ACTIVITIES

DAVID KAMMERER, P.E., ADE – MAINTENANCE
MICHAEL PEACHEY, E.I.T., COUNTY MANAGER



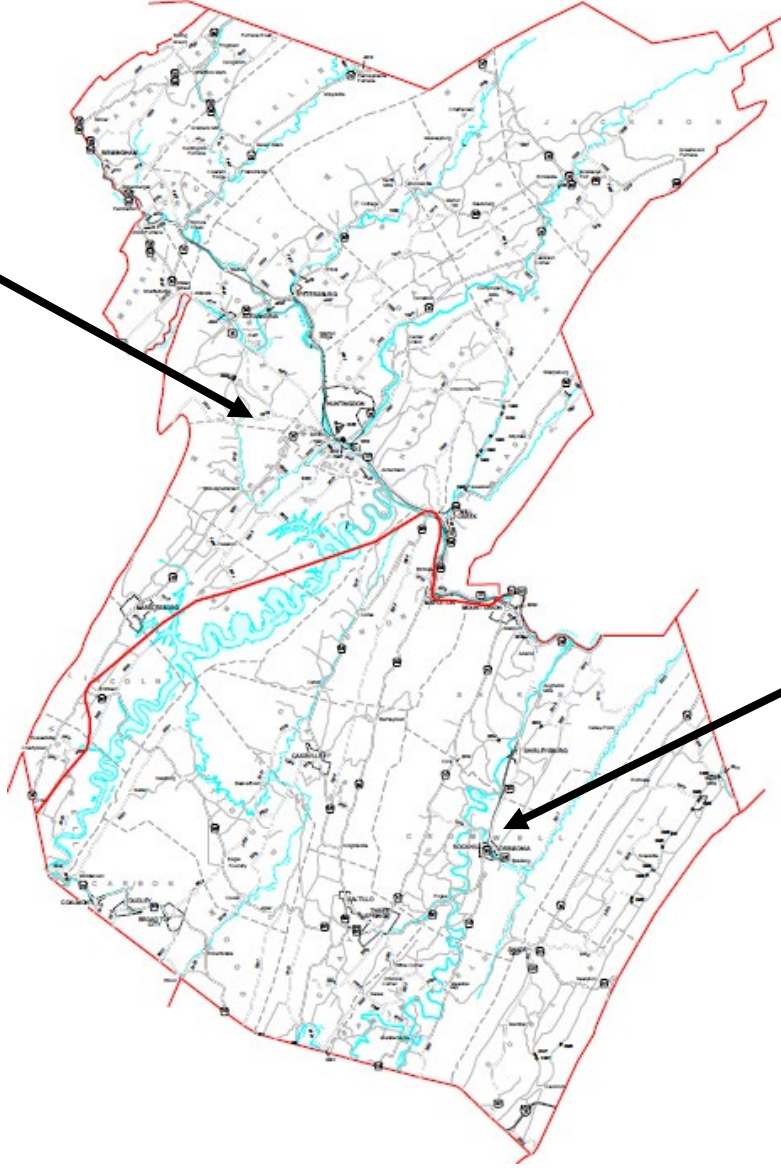
Pennsylvania
Department of Transportation

HUNTINGDON COUNTY STAFF



WHO TO CONTACT IN YOUR AREA

Terry Miller
814-506-1707
termiller@pa.gov



Al Huey
814-506-1706
ahuey@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:
 - Huntingdon County 2024-2025 Severe Winter Adjustment was 50%.
 - A municipality with an existing winter services agreement for \$16,000 would have received an additional \$8,000.

2025 WINTER AGREEMENTS & 5 YEAR DEPARTMENT HISTORY

2 Winter Municipal Service Agreement Routes
between
Mount Union Borough & Walker Township

Totaling 22.03 Miles

Avg. Rate - \$ 1,143 / mile



5 Year Department Winter Material Usage & Cost*

	2021	2022	2023	2024	2025
SALT (tons)	4,770	3,166	2,959	6,391	3,918
SKID (tons)	6,846	5,465	5,121	9,517	6,600
BRINE (gals)	122,651	94,754	79,964	155,694	107,343
COST (000's)	\$2,700	\$2,533	\$2,463	\$3,985	\$3,728

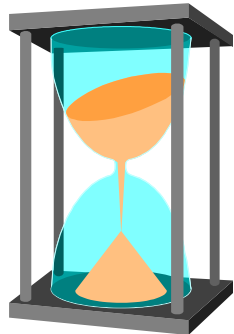
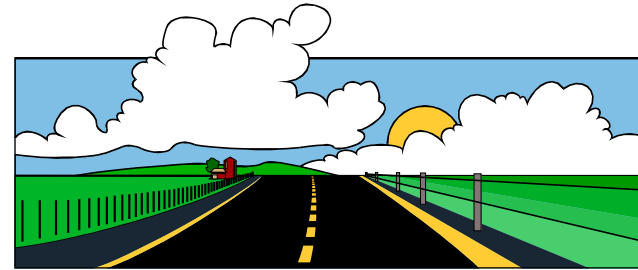
*as of 3/25/26

PHILOSOPHY OF PREVENTIVE MAINTENANCE



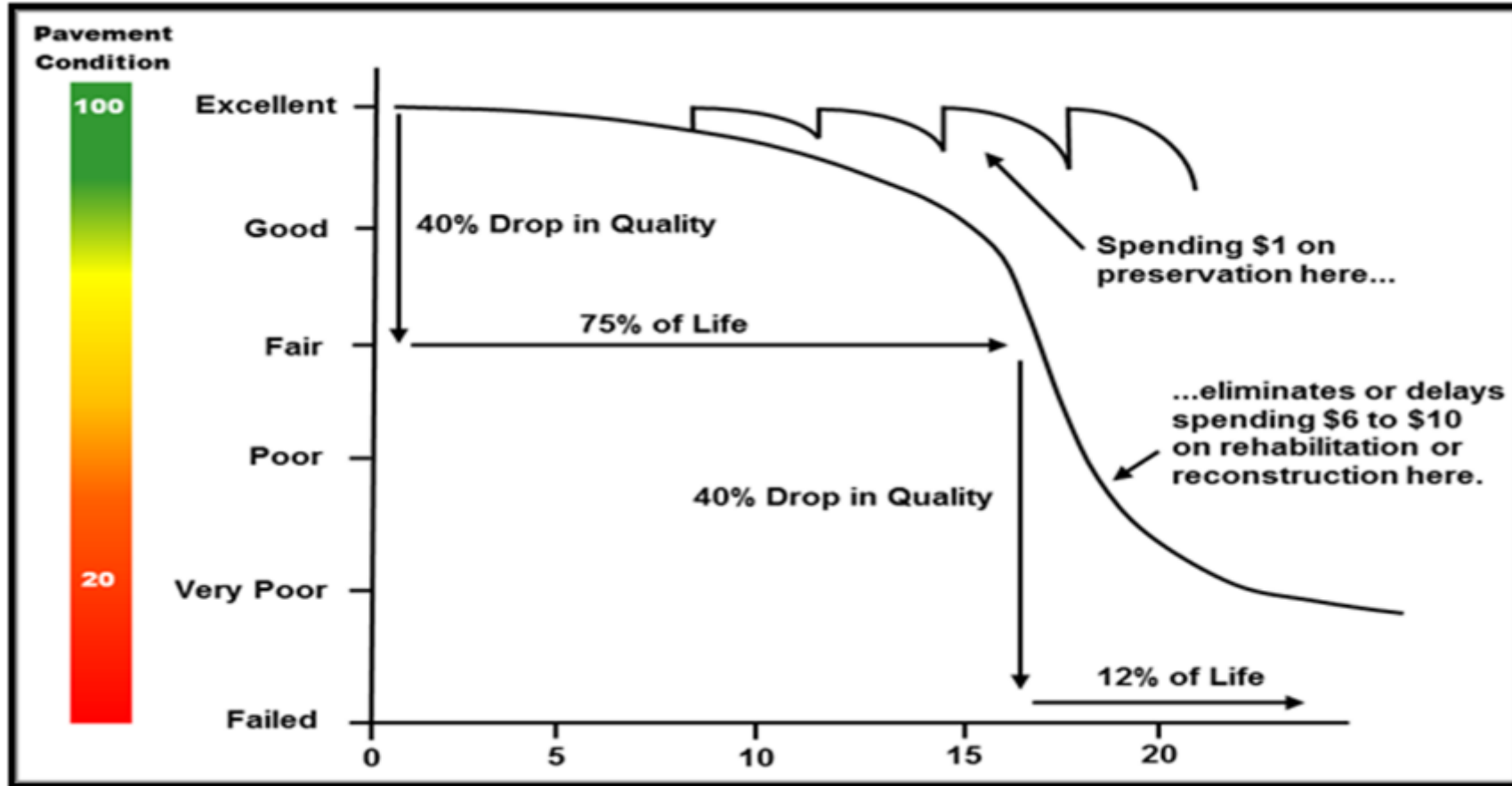
Apply the right treatment

. . . 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

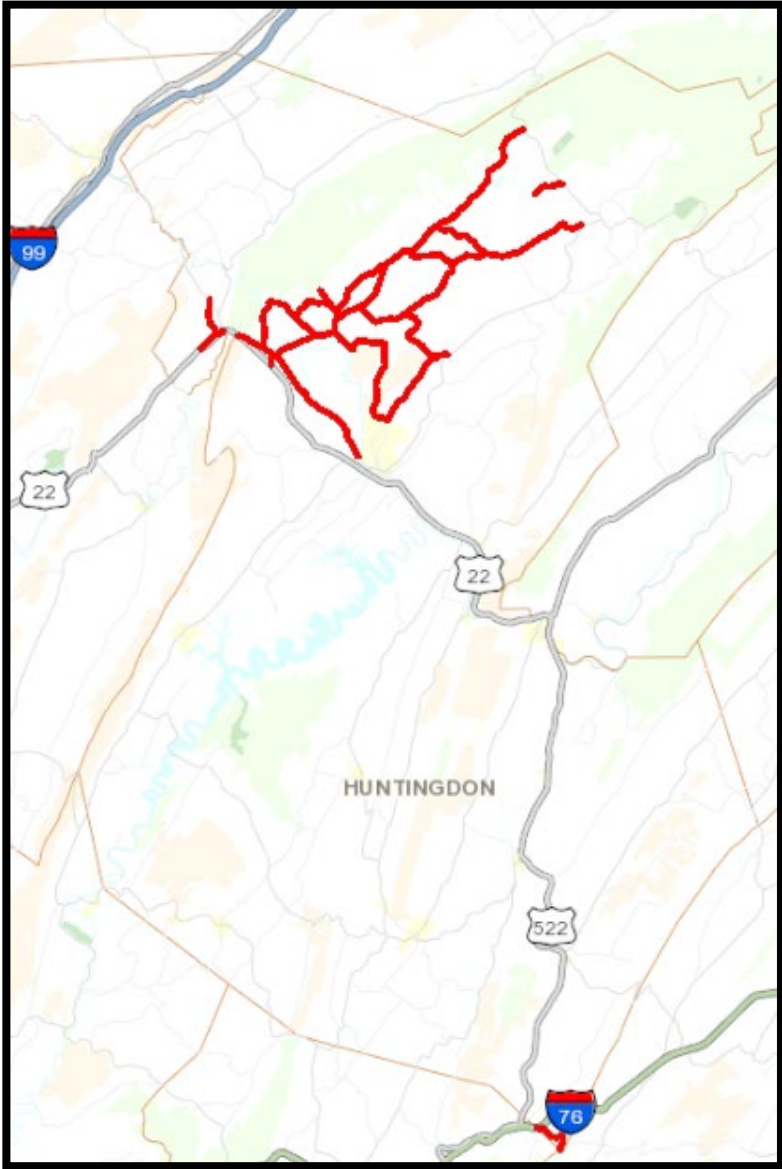


PUTTING MONEY ON THE ROAD

2026 Department Force Work Summary

- **Seal Coating**
 - 72.11 miles on 17 routes
 - 351,665 Gallons
 - Estimated Cost = \$1,371,494

2026 DEPARTMENT FORCE SEAL COATING



2026 DEPARTMENT FORCE SEAL COATING

West Twp
Route 305
Shavers Creek Road
3.78 miles

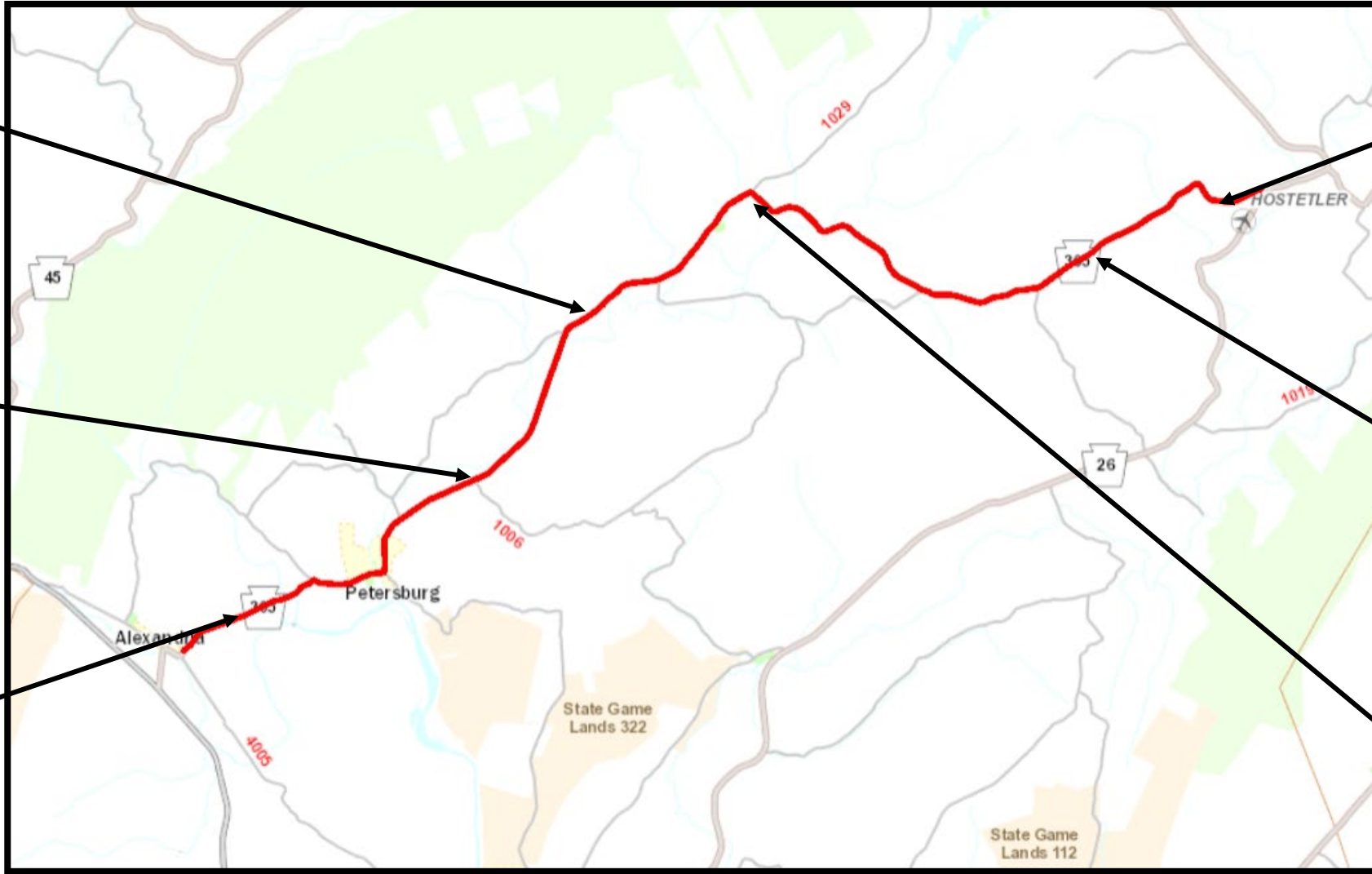
Logan Twp
Route 305
Juniata Valley Pike/King St
/Shavers Creek Road
4.28 miles

Porter Twp
Route 305
Bridge St/Main St/Juniata Valley Pike/
1.48 miles

Jackson Twp
Route 305
Greenwood Road
1.62 miles

Barree Twp
Route 305
Greenwood Road
5.03 miles

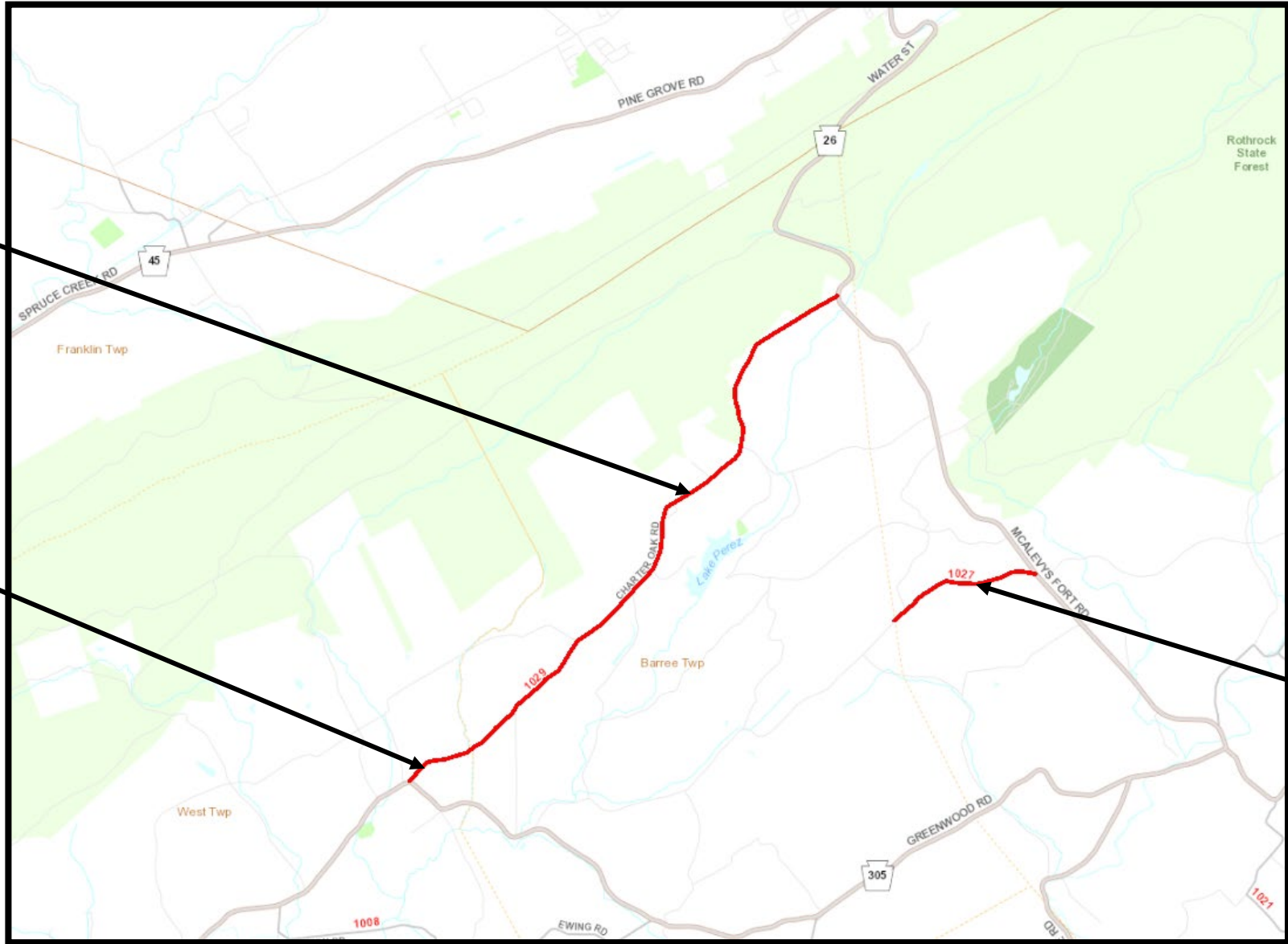
West Twp
Route 305
Greenwood Road
0.62 miles



2026 DEPARTMENT FORCE SEAL COATING

Barree Twp
Route 1029
Charter Oak Road
5.34 miles

West Twp
Route 1029
Charter Oak Road
0.61 miles

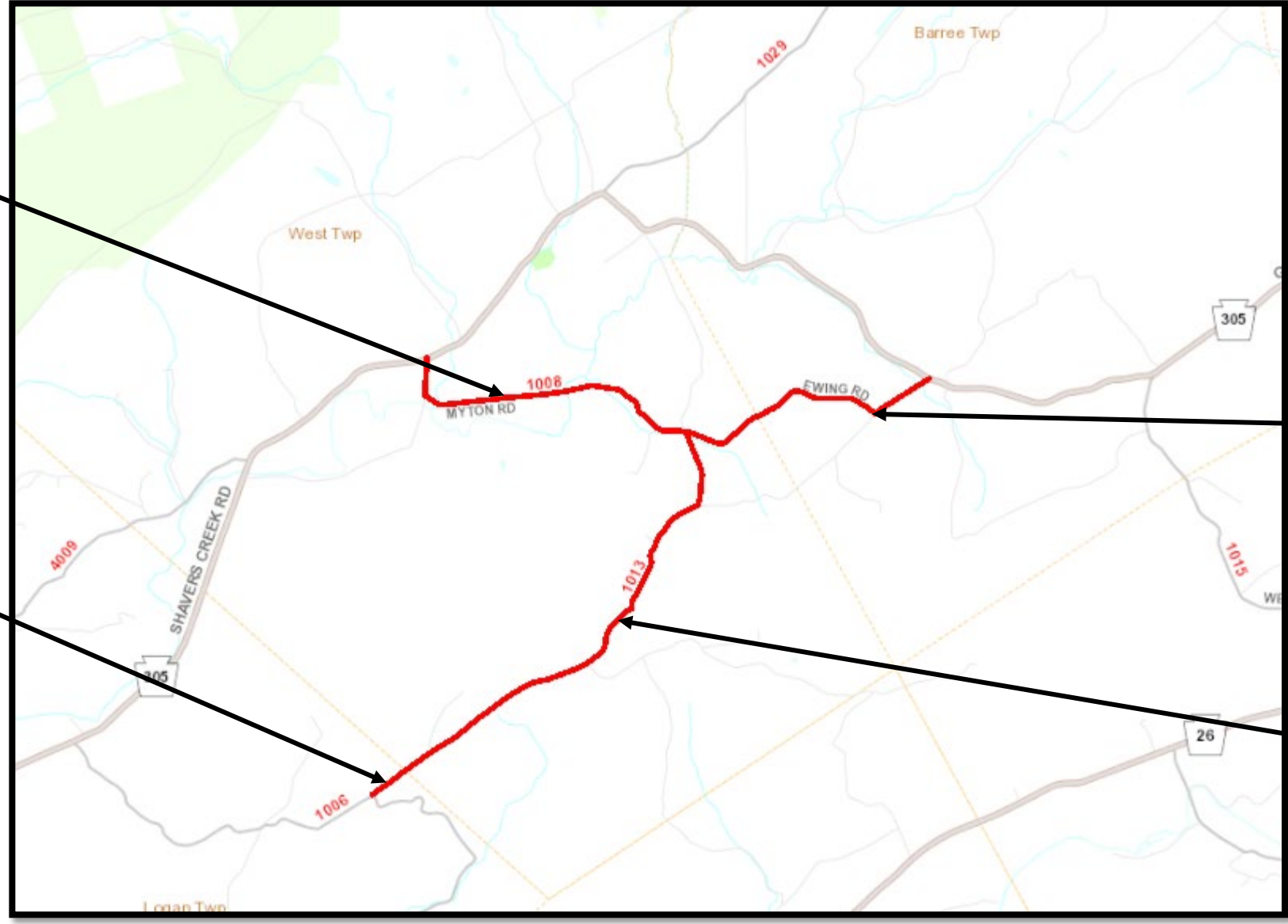


Jackson Twp
Route 1027
Winchester Road
1.33 miles

2026 DEPARTMENT FORCE SEAL COATING

West Twp
Route 1008
Myton Road
2.03 miles

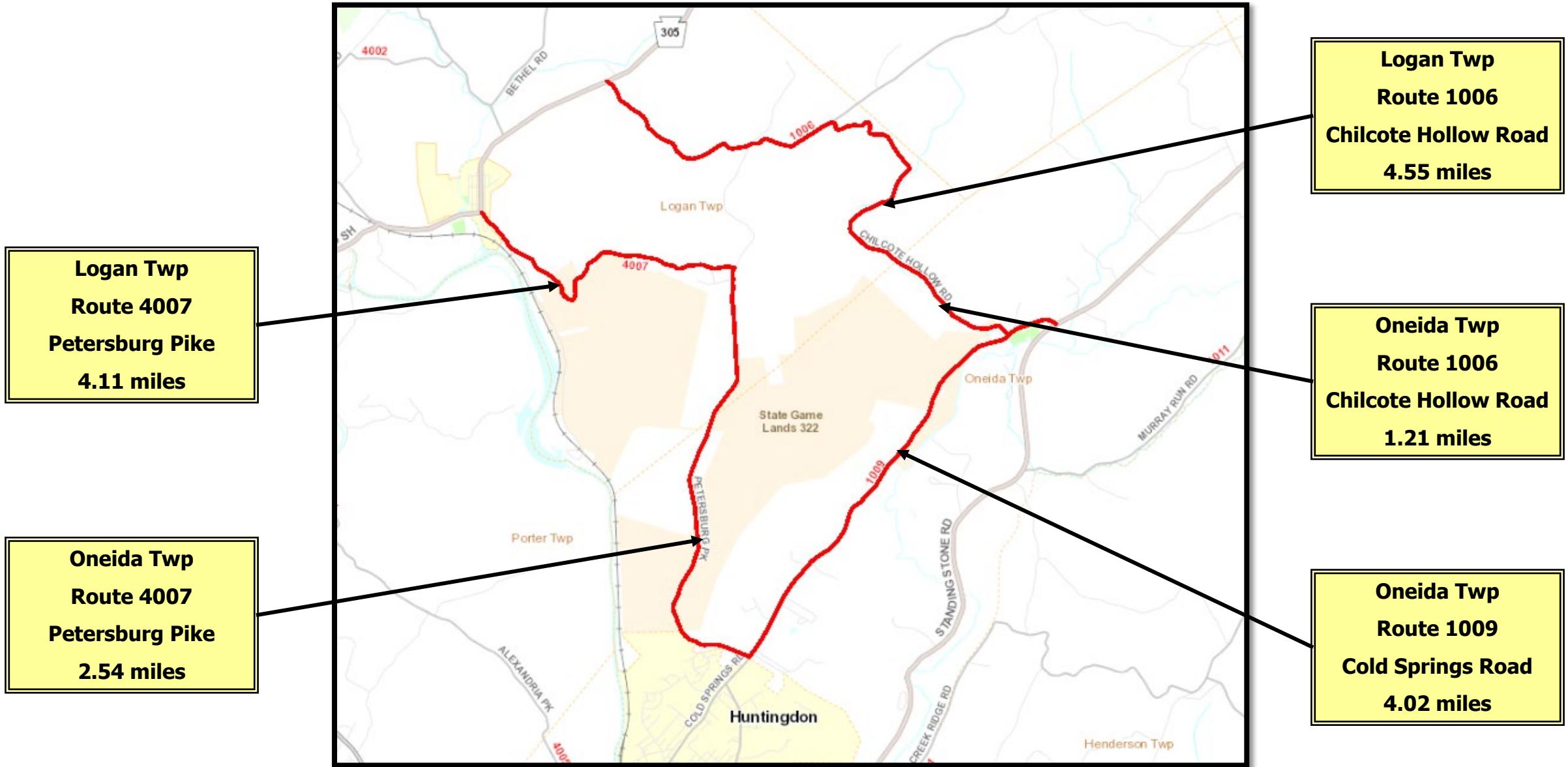
Logan Twp
Route 1013
Ewing Road
0.26 miles



Barree Twp
Route 1013
Ewing Road
1.20 miles

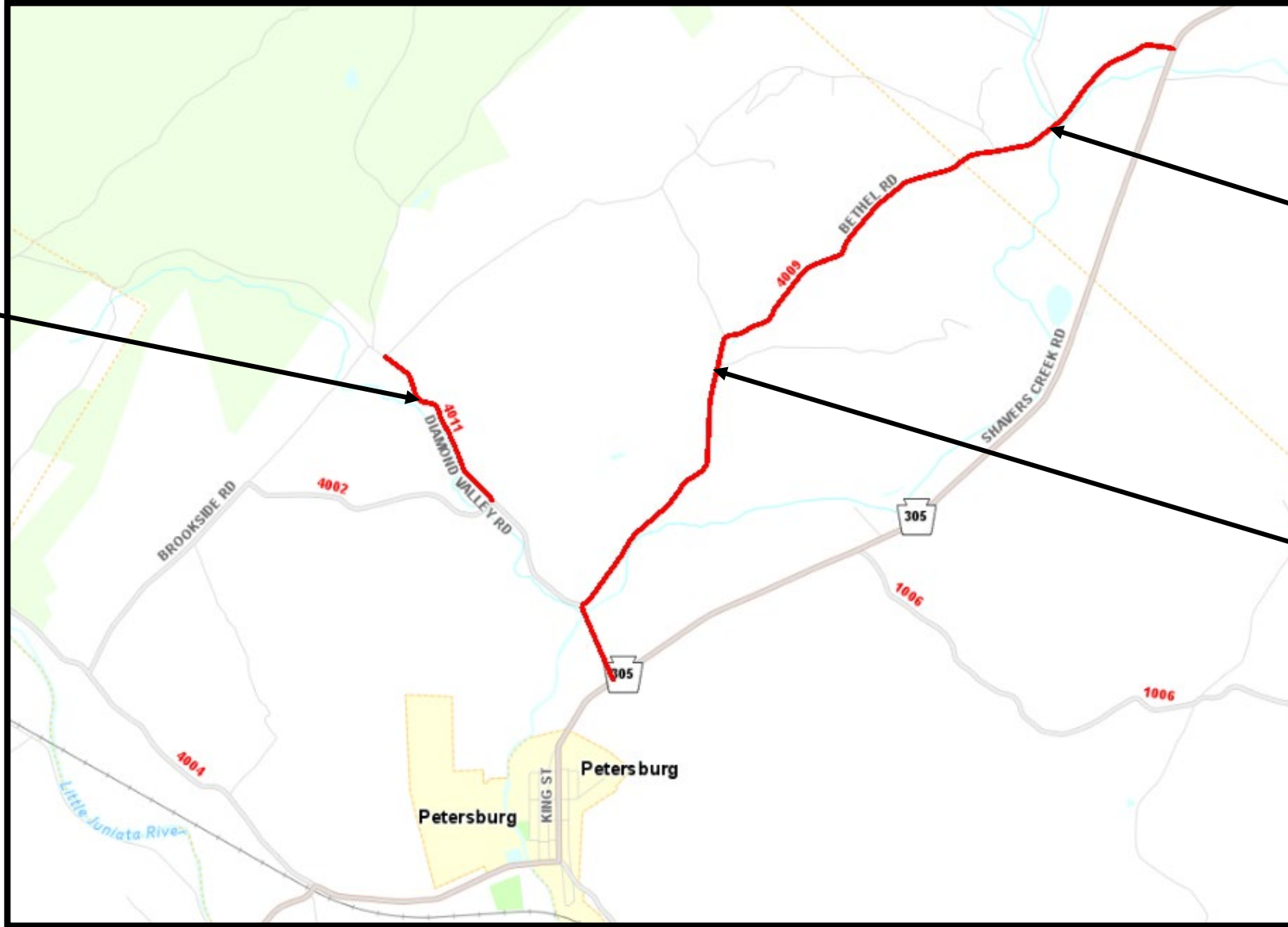
West Twp
Route 1013
Ewing Road
3.7 miles

2026 DEPARTMENT FORCE SEAL COATING



2026 DEPARTMENT FORCE SEAL COATING

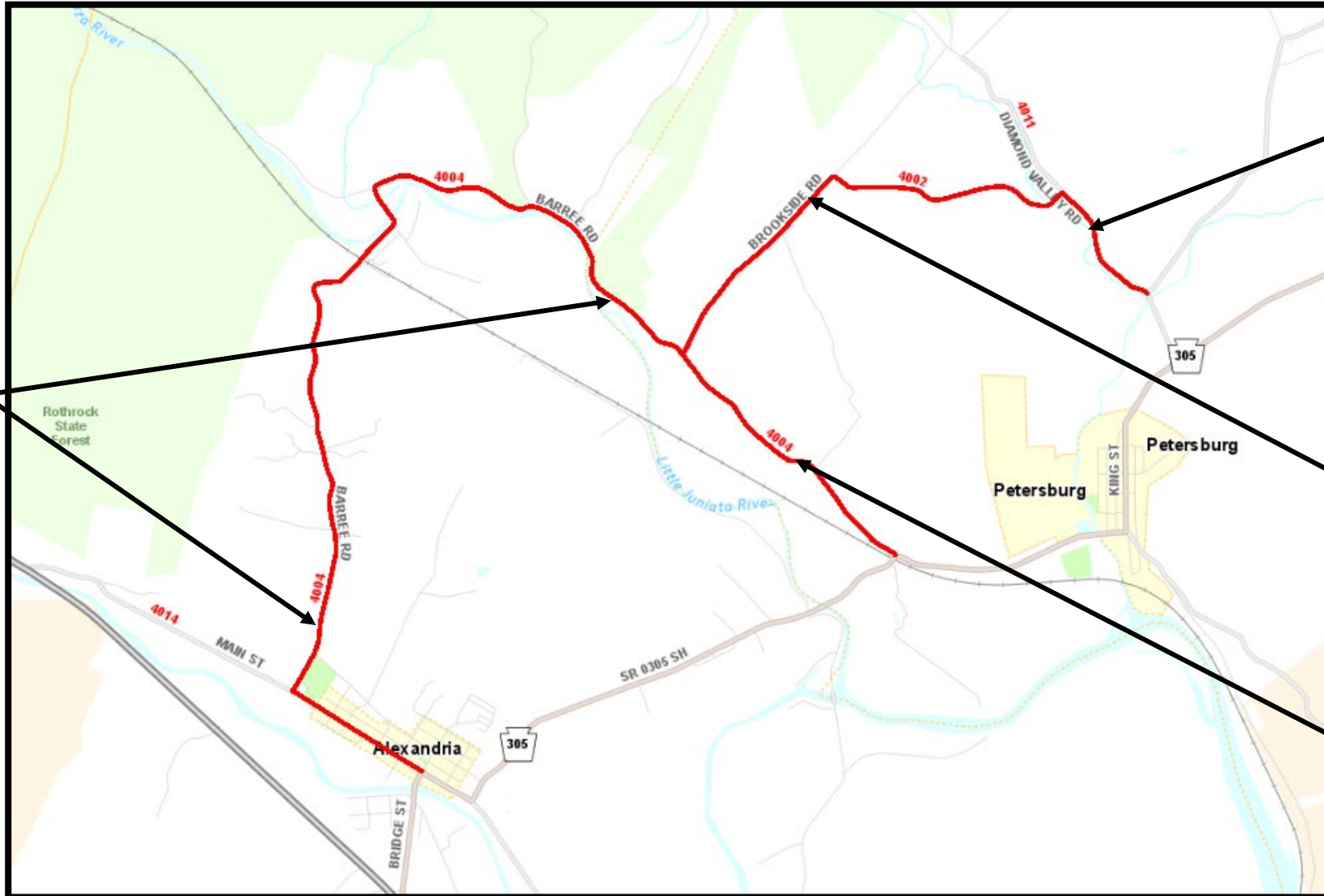
Logan Twp
Route 4011
Diamond Valley Road
0.66 miles



West Twp
Route 4009
Bethel Road
0.89 miles

Logan Twp
Route 4009
Bethel Road
2.51 miles

2026 DEPARTMENT FORCE SEAL COATING



Porter Twp
Route 4004
Barree Road/Main St
3.65 miles

Logan Twp
Route 4002
Diamond Valley Road
0.8 miles

Logan Twp
Route 4002
Brookside Road
1.55 miles

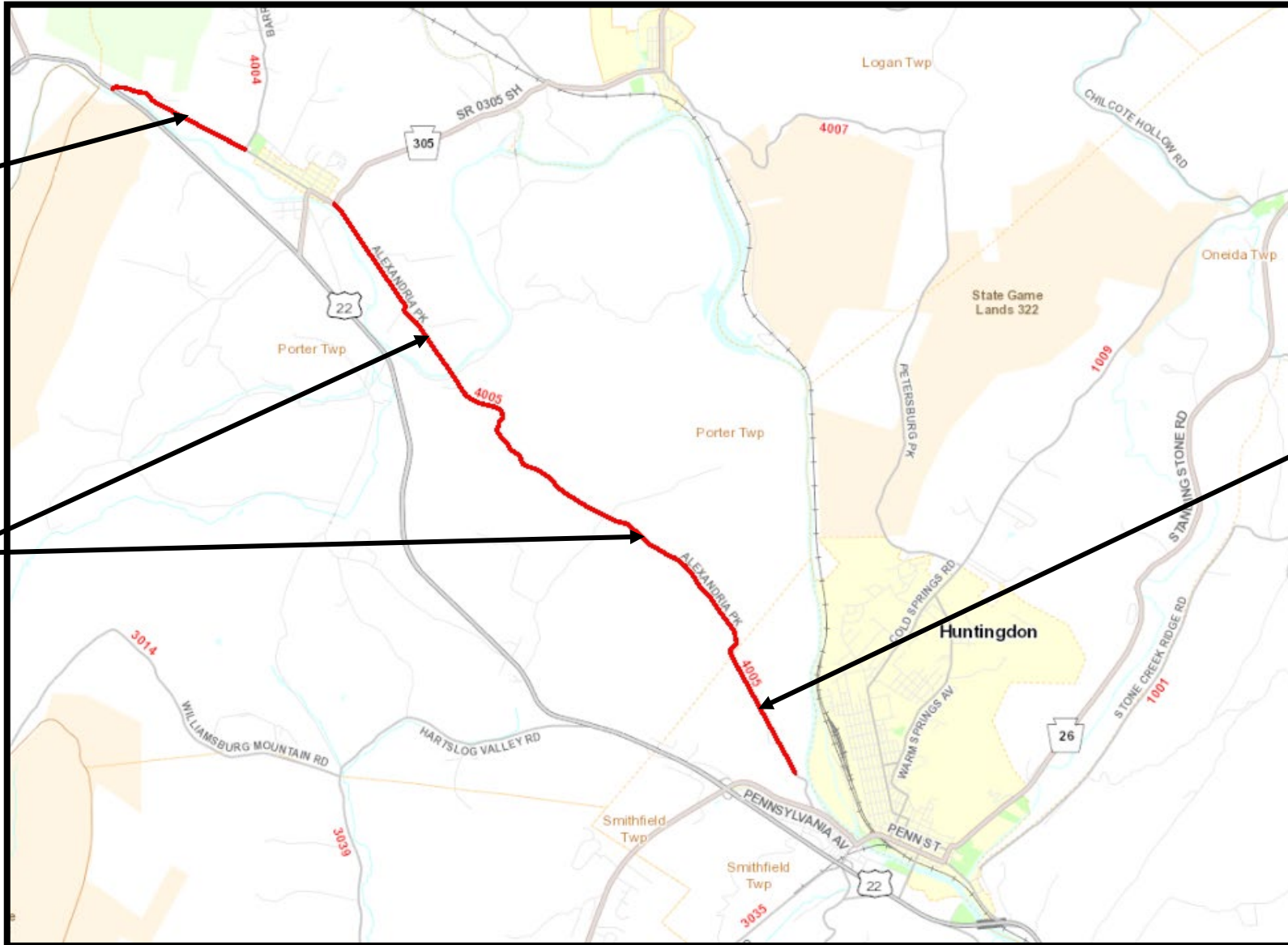
Logan Twp
Route 4004
Barree Road
1.68 miles

2026 DEPARTMENT FORCE SEAL COATING

Porter Twp
Route 4014
Main Street
1.13 miles

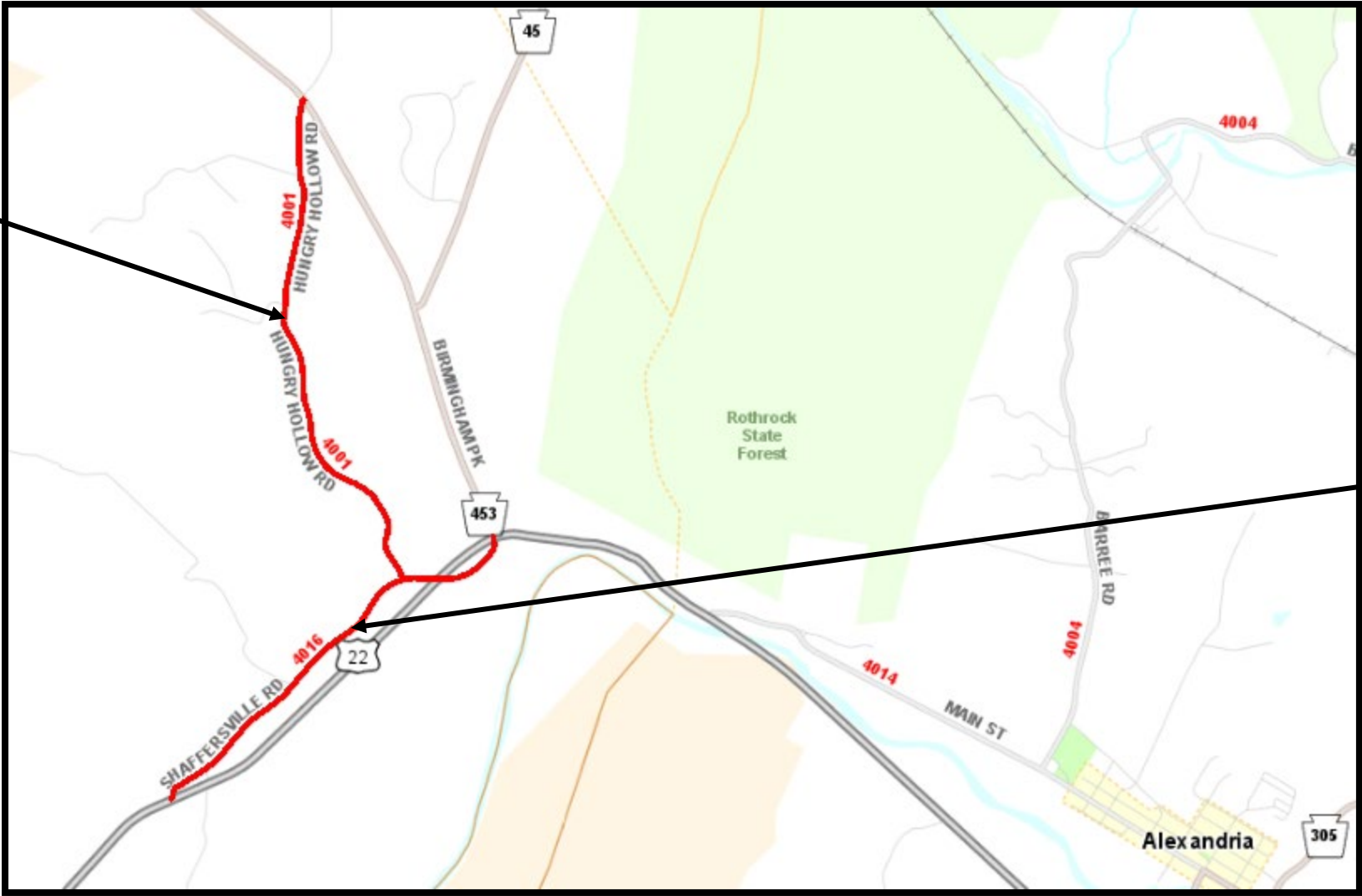
Porter Twp
Route 4005
Alexandria Pike
4.88 miles

Smithfield Twp
Route 4005
Alexandria Pike/Pike Street
1.0 mile



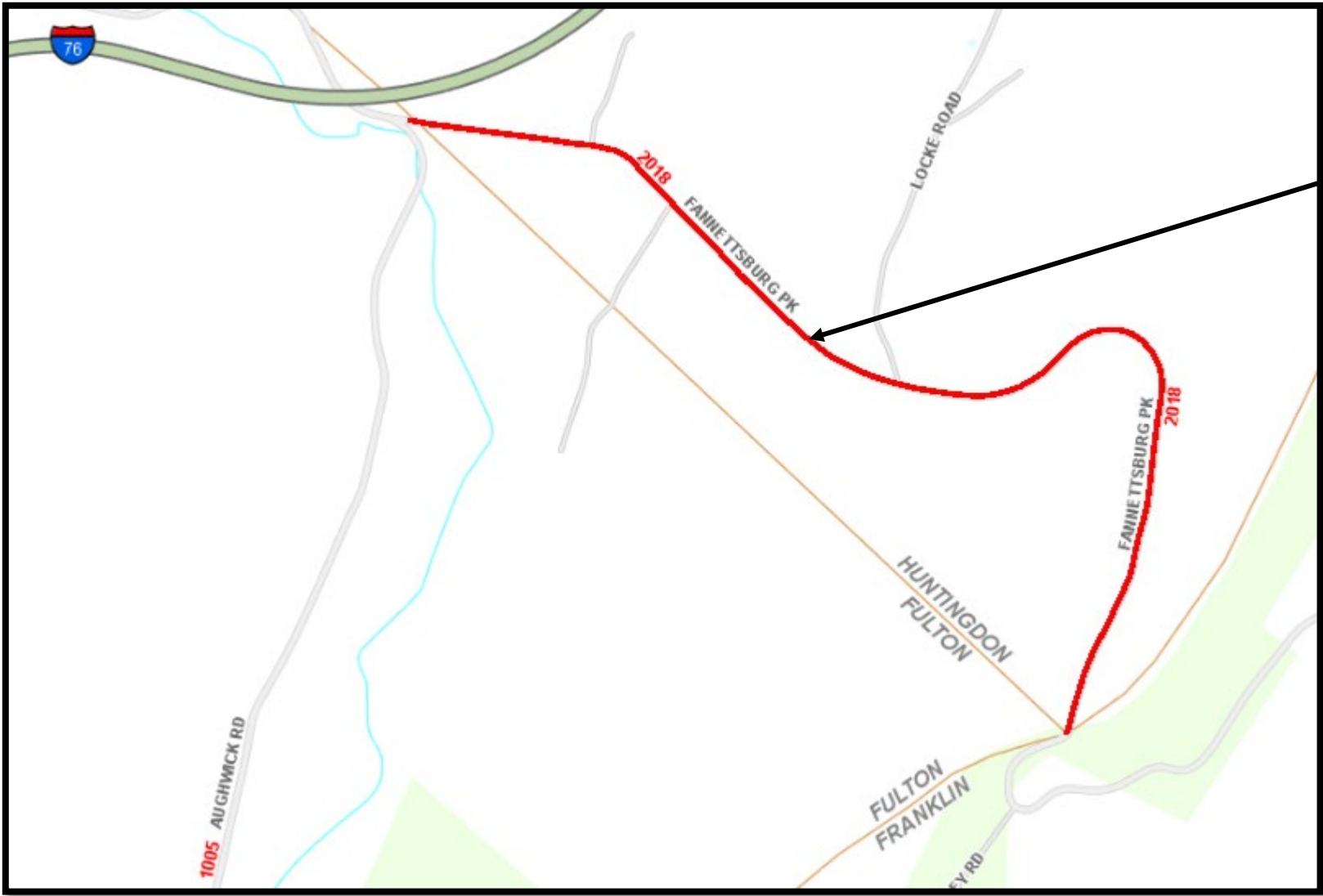
2026 DEPARTMENT FORCE SEAL COATING

Morris Twp
Route 4001
Hungry Hollow Road
1.58 miles



Morris Twp
Route 4016
Shaffersville Road
1.31 miles

2026 DEPARTMENT FORCE SEAL COATING



Dublin Twp
Route 2018
Fannettsburg Pike
1.95 miles

AGILITY AGREEMENTS

No active work plans are in place at this time.



Possible Activities

- Sign Replacements
- Crack Sealing
- Line Painting
- Shoulder Cutting
- Pipe Replacement & Flushing

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!**

HUNTINGDON 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

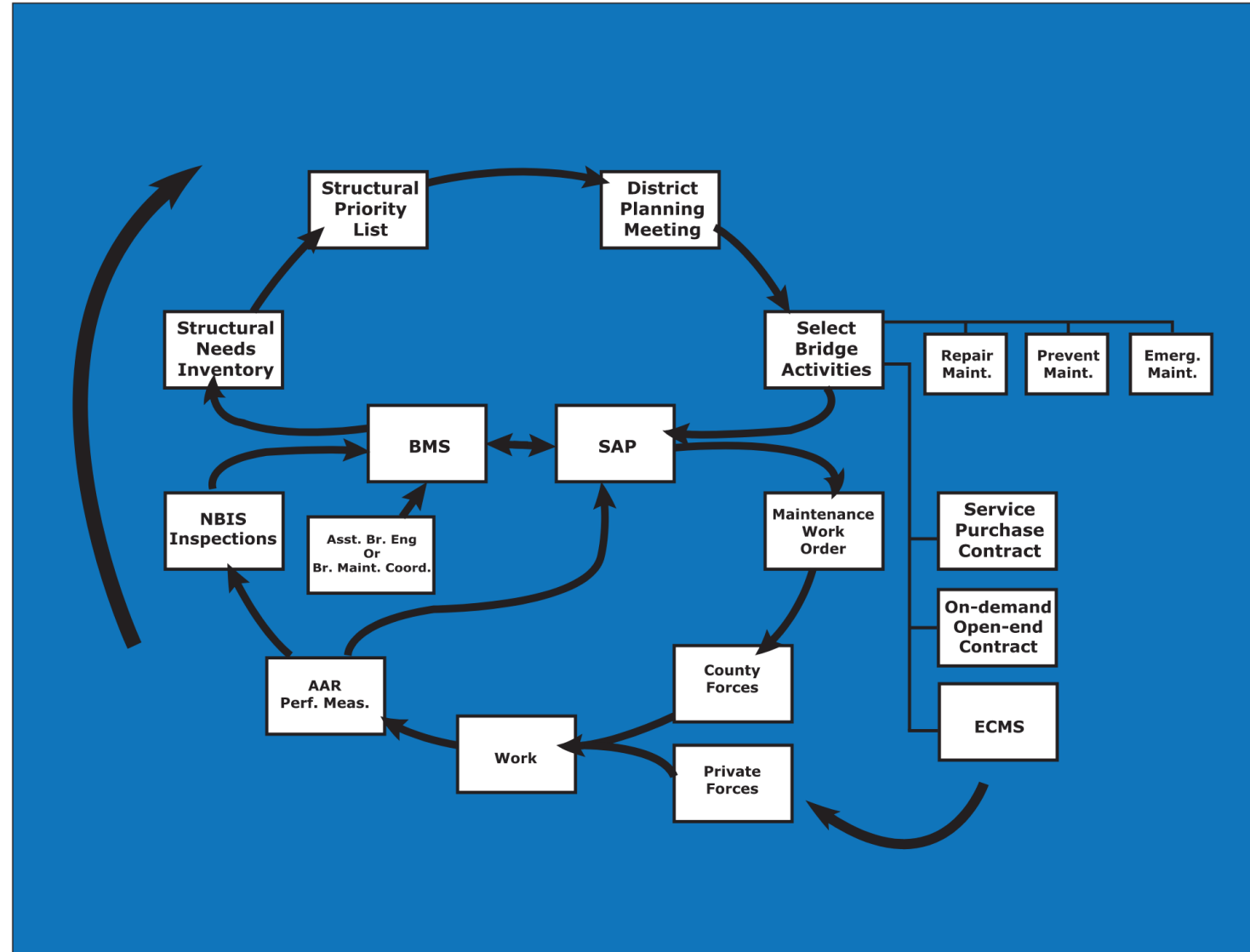


Figure 1-1 - Process Map

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.

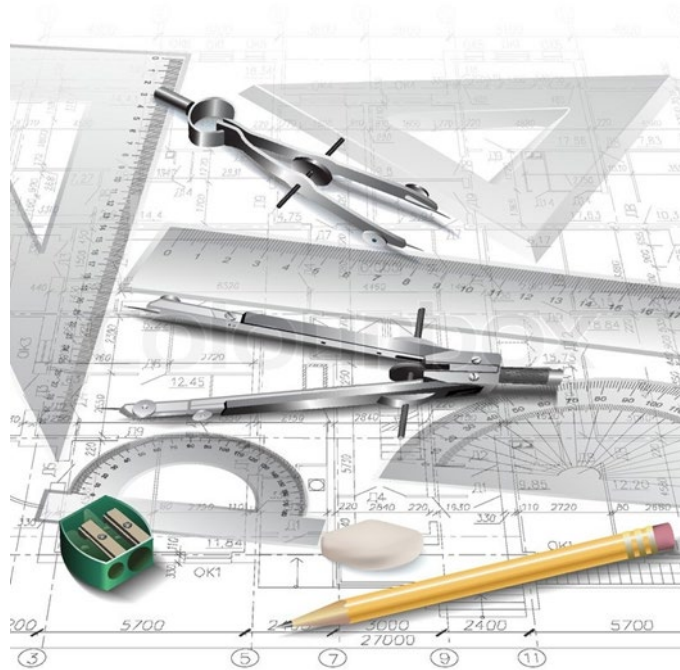
More Info: [Google PA RACP](#)



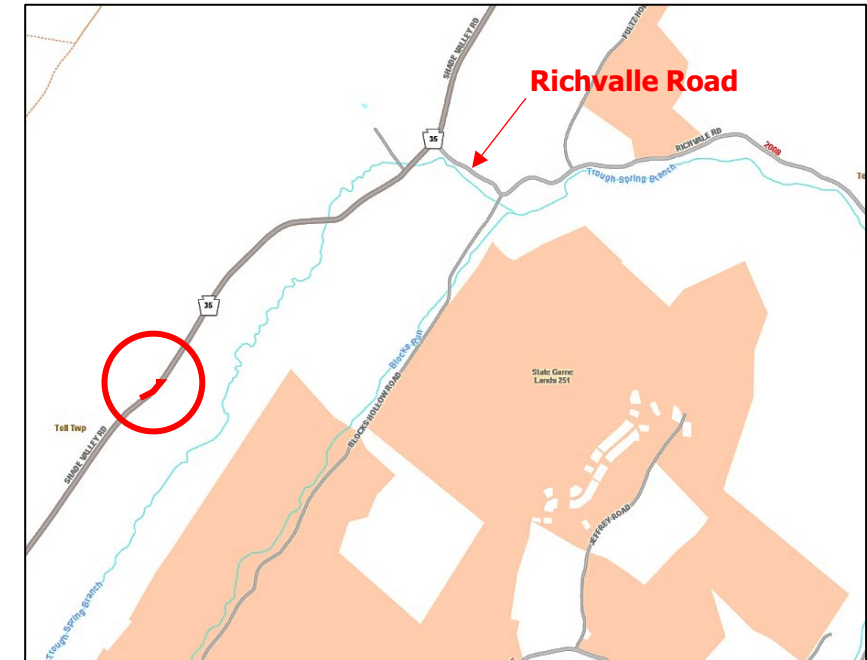
Pennsylvania
Department of Transportation



Current Design Projects



PA 35 TROUGH SPRING BRIDGE

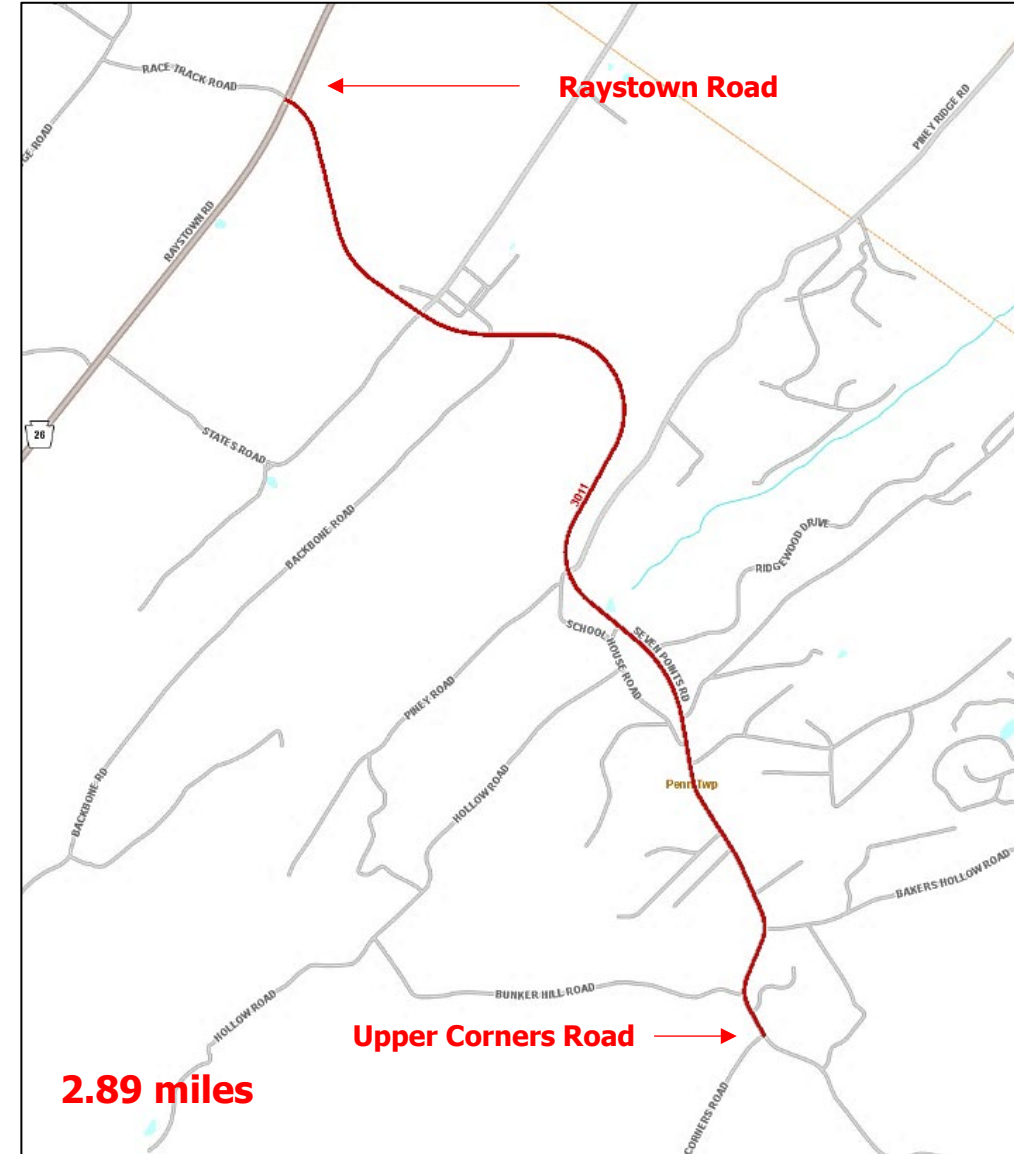


- **Project Type:** Culvert Replacement
- **Location:** On PA 35 (Shade Valley Road) over Tributary of Trough Spring Branch in Tell Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2026

SEVEN POINTS RD (RT 3011) - PA 26 TO UPPER CORNERS RD



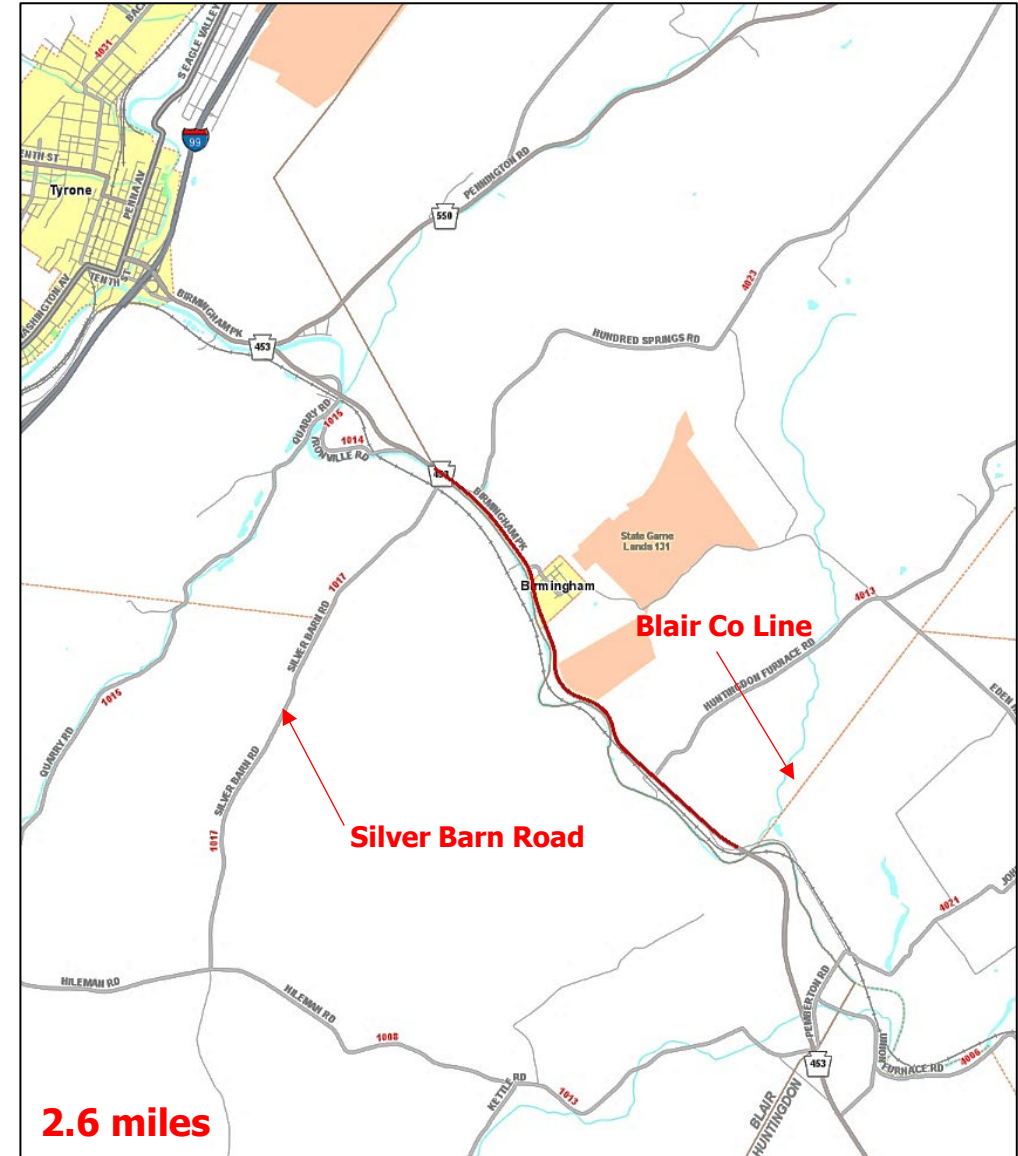
- **Project Type:** Resurfacing, Bridge Rehabilitation, and Drainage & Guide Rail updates as required
- **Location:** On State Route 3011 (Seven Points Road) from T-450 (Upper Corners Road) to PA 26 in Penn Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2027



PA 453 – SILVER BARN RD (RT 1017) TO BLAIR COUNTY LINE



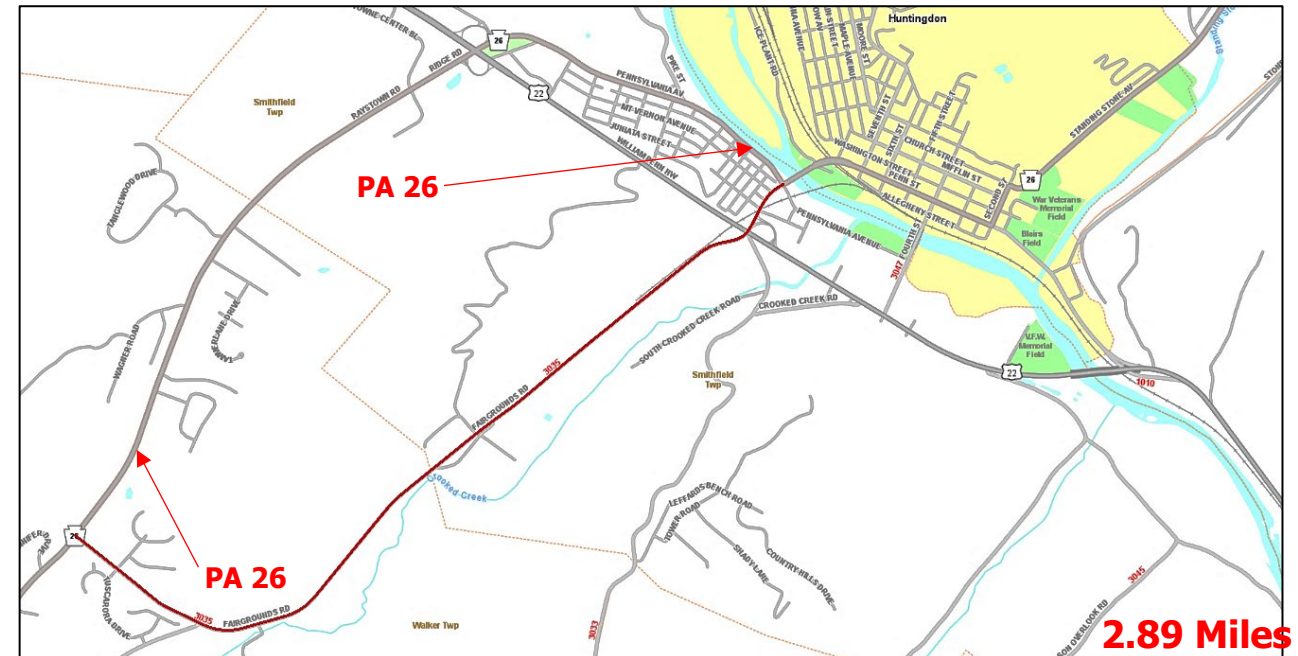
- **Project Type:** Resurfacing, intersection improvements to State Route 4023 (Hundred Springs Rd) & State Route 4013 (Huntingdon Furnace Rd), Rock Scaling throughout corridor, and Drainage & Guide Rail updates as required
- **Location:** PA 453 (Birmingham Pike) from State Route 1017 (Silver Barn Road) to Blair County Line in Birmingham Borough and Warriors Mark Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 2nd Quarter 2027



FAIRGROUNDS RD (RT 3035) - PA 26 TO PA 26



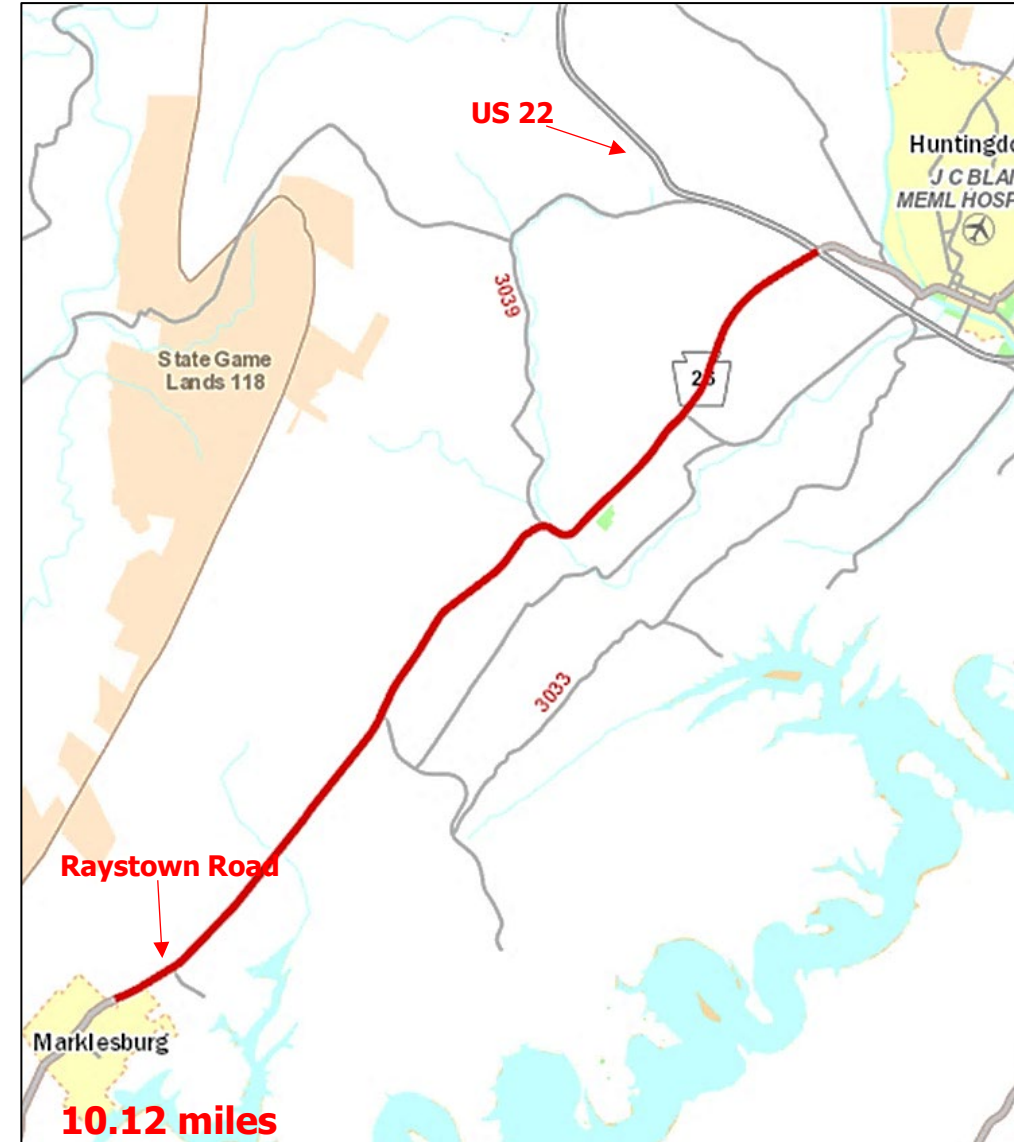
- **Project Type:** Resurfacing
- **Location:** State Route 3035 (Fairgrounds Road) from PA 26 to PA 26 in Walker and Smithfield Townships
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 2nd Quarter 2027



PA 26 – U.S. 22 TO MOUNTAIN ROAD



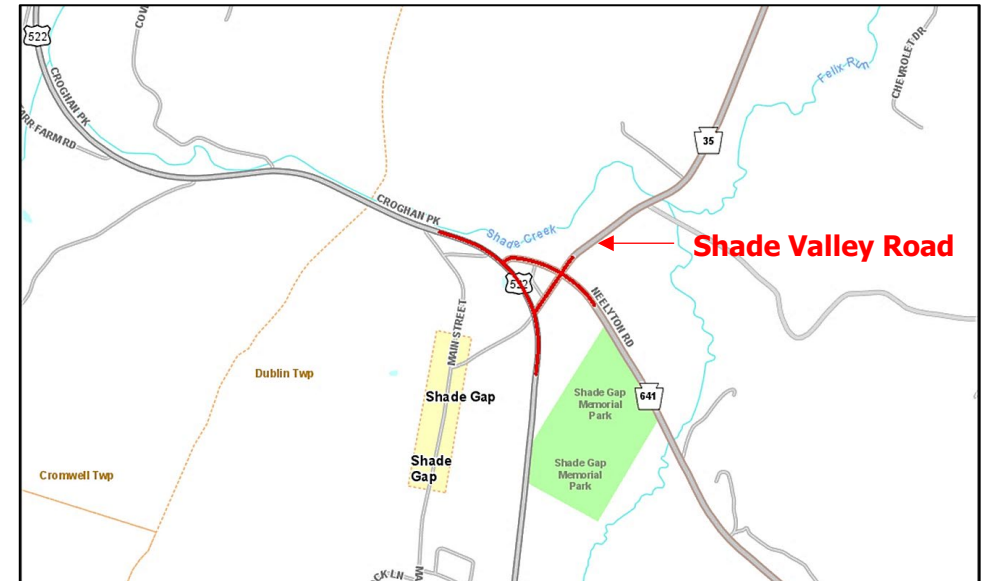
- **Project Type:** Resurfacing, Drainage and Guiderail Upgrades along with Structure Improvements
- **Location:** PA 26 (Raystown Road) from T-420 (Mountain Road) to U.S. 22 (William Penn Highway) in Penn, Walker, and Smithfield Townships and Marklesburg Borough
- **Construction Estimate:** Greater than \$10.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2029



SHADE GAP INTERSECTION IMPROVEMENTS



- **Project Type:** Safety Improvement
- **Location:** U.S. 522, PA 35, PA 641, T-409 (Town Hill Street) in Dublin Township
- **Construction Estimate:** \$1.0 Million - \$5.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2030



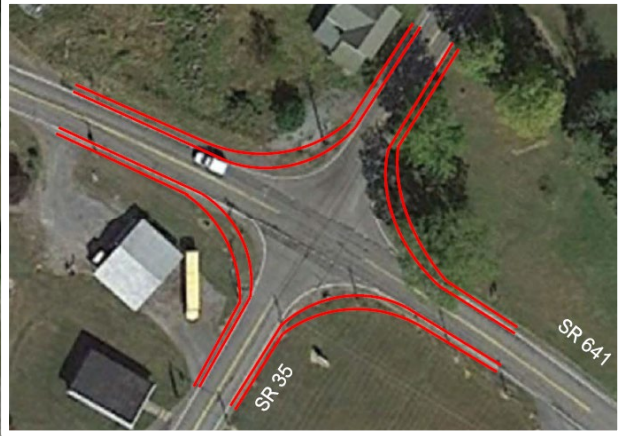
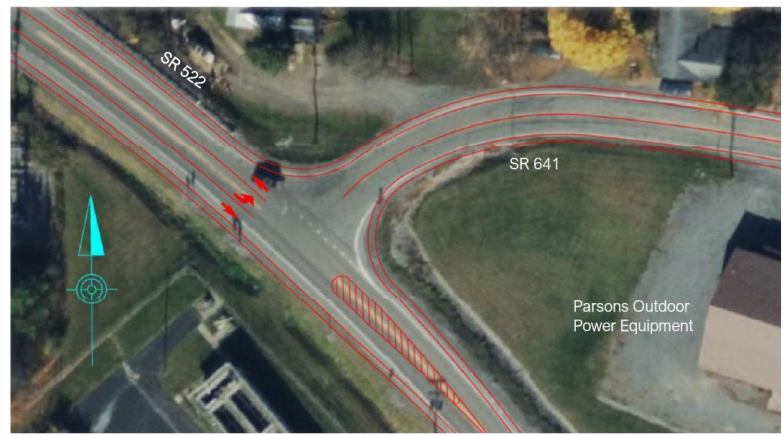
SHADE GAP INTERSECTION IMPROVEMENTS



SR 522 /
SR 641 Intersection:
Potential Left Turn
Lane

SR 641 /
SR 35
Intersection

SR 522 /
SR 35 Intersection:
Potential Cul-de-sac



Questions

