

**Southwestern Pennsylvania Commission
District 10-0 Program Modifications**

Discussion:

- Engineering District 10 is requesting 34 program adjustments to the 2011-2014 Program.
- Fiscal modifications are being made to the FFY 2011-2014 TIP to keep the fiscal year-to-year funding in balance.
- Funding for the program modifications will be provided from the sources as noted in the narrative below and on the attached Fiscal Constraint Chart.

Project Summaries:

Administrative Actions

- **Thorn Creek Bridge:** This project involves replacement of the existing structure carrying SR 2010 (Saxonburg Road) over Thorn Creek in Jefferson Township, Butler County.

This project is experiencing a design cost increase for geotechnical work as a result of contaminated soil contained in core borings. Therefore, the District would now like to add \$15,000 (100% State) to cover direct costs for the handling and disposal of the hazardous material mentioned above.

The source of funds to cover this increase will be a low bid savings from **T-323 Senn Bridge**.

- **Cherry Tree Bridge #1:** This project involves rehabilitation of the existing structure carrying PA 580 (Cherry Street) over the west branch of the Susquehanna River in Cherry Tree Borough., Indiana County.

The District would now like to add the utility phase of this project to the TIP in FFY 2011 in the amount of \$105,000 (80% Federal and 20% State).

The source of funds to cover this increase will be a low bid savings from **Dilltown Bridge #1**.

- **Worthington East PM:** This pavement preservation project involves milling of the existing bituminous surface, patching, overlay with new bituminous courses, and guide rail upgrades to a section of US 422 in Armstrong County. The project begins in Worthington Borough at a point approximately 0.2 mile west of SR 3011 (Bear Street), then proceeds east through West Franklin Township, and ends in East Franklin Township at a point approximately 0.7 mile east of SR 3007 (Glade Run Road).

The majority of the pavement on this section of US 422 was last addressed in 1998, with some portions receiving resurfacing in 2005. The proposed work will preserve the ride quality and the integrity of the pavement structure of this section of the route. County maintenance forces have seen rapid deterioration and increasing maintenance efforts on this section of US 422. By advancing the project two years with the funding that is available now, the District hopes to prevent more extensive deterioration and curb extensive maintenance operations on the section.

Construction funding is currently programmed in FFY 2013. However, because of roadway conditions, the District has been working to prepare this project for a spring 2011 let. Therefore, the District requests that construction funding be advanced from FFY 2013 to FFY 2011 by programming \$3,124,000 (80% Federal and 20% State) in 2011. During development of the 2011-2014 Program it was the District's intent to program construction for this project in the first

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year of the TIP. However, lack of highway funds and the higher priority of other projects utilizing those funds forced us to program construction two years later. Now, with highway funds available, the District would like to move construction up to a timeframe where it was originally intended.

In 2009, to address pavement cycle and roadway conditions, the District let and constructed a 3R project on US 422 just west of and adjacent to this proposed Worthington East PM project. For the same reasons, the District would now like to advance this next section of Route 422.

The latest construction estimate of \$3,124,000 for Worthington East PM is greater than the \$3,000,000 currently programmed in FFY 2013. This is because the ramps at the West Hills Interchange, not included in the original estimate, will now be done as part of the project. The 2013 funds will be removed from the project and placed into the SPC District 10 Highway/Bridge Line Item to be used elsewhere at a later date.

The funds to program construction for this project in 2011 are available from the following sources:

- **PA 217 Interchange:** \$468,200 from the deobligation on October 7, 2010, of Federal funds already spent in the preliminary engineering phase of this inactive project; those funds were subsequently replaced with State monies.
- **Route 228 Improvement Project:** \$2,031,000 from the deobligation on October 28, 2010, of Federal funds already spent in the preliminary engineering phase of this project; those funds were subsequently replaced with State monies.
- The source for the \$624,800 of State funds will be **Blairsville West 3R**. Blairsville West 3R is being lengthened to address a "gap" on US 22 that was not previously included in the project due to a lack of funds. Funding has since become available; and, therefore, we are now able to lengthen the project. However, the funding now available is 80% Federal with a 20% State match. The project is currently programmed as 100% State. Some of that State money will be used as the match to the Federal dollars. However, much of it will be available to utilize elsewhere, including Worthington East PM.
- **Blairsville West 3R:** This project involves pavement preservation work consisting of milling and a bituminous overlay with guide rail and drainage upgrades on US 22 from the PA 217 interchange east to the US 119 interchange in Blairsville Borough and Burrell Township, Indiana County.

The pavement on this section of Route 22 was last addressed with a 3R betterment project in 1990. The proposed work will preserve the ride quality and the integrity of the pavement structure of this section of the route. The original established length of the Blairsville West 3R project was based on the amount of funding available during the development of the 2011-2014 Program--\$1,995,654 of State A-581 Highway funds in FFY 2011. That length left a 1.3 mile gap between the PA 217 interchange and SR 3011 (Indiana Avenue/Cornell Road).

Since the original programming of the Blairsville West 3R project during the 2011-2014 TIP development, additional FFY 2011 funds have become available that will enable the District to address the gap between the PA 217 interchange and SR 3011, as well as the ramps at the PA 217 interchange.

District 12-0 will soon be completing a project on US 22 in Westmoreland County that abuts the District 10-0 section at the PA 217 interchange. This project involves replacing the existing two-lane roadway with a four-lane concrete template. In order to maintain consistent ride and pavement quality between Westmoreland and Indiana Counties, District 10-0 intends to address the previously omitted section between PA 217 and SR 3011.

The additional funds now available are Federal Highway monies. Therefore, the overall funding of the project would change from 100% State A-581 Highway to 80% Federal Highway with a 20% State A-581 Highway match.

The Federal source for this increase will be from the October 7, 2010, deobligation of funds already spent in the right-of-way and utility phases of the inactive **Grove Chapel Climbing Lane** project. Those funds were subsequently replaced with State monies.

- **Cramer Bridge #4:** This bridge replacement project carries PA 403 over a tributary to the Conemaugh River in East Wheatfield Township, Indiana County.

The project and its preliminary engineering phase were added to the 2009-2012 TIP. Since that time the Department changed it to a design build project. Therefore, additional preliminary engineering funds are needed to cover the consultant's and the Department's costs for the conversion to design build.

The Department now requests to program \$84,000 (100% State Bond) to the TIP in FFY 2011. These funds will come from the following sources:

- **Philly Street Bridge #1:** \$68,800 surplus right-of-way funds.
- **Mill Run Drive Bridge:** \$15,200 surplus right-of-way funds.
- **Slabtown Bridge #1:** This project is the replacement of the existing structure that carries PA 28 over the North Fork of Pine Creek. It includes the following two companion projects:
 - **Slabtown Bridge #1 Realignment** is the realignment of PA 28 in the area of Slabtown Bridge #1 to improve the horizontal and vertical geometry of the roadway to current design criteria standards.
 - **Baum Pump Station Curve Culvert** is the replacement of the arch culvert that carries PA 28 over a tributary to the north fork of Pine Creek near Baum Curve, resulting in a stream realignment and an open channel.

All three of these projects are located in Boggs Township, Armstrong County.

In regard to the preliminary engineering phases of the Slabtown Bridge #1 and Baum Pump Station Curve Culvert projects, it has been determined that a Phase 1B Archaeological Survey is required. In addition, the projects are impacting exceptional value wetlands. The consultant agreement will be supplemented to add an environmental subconsultant to perform the archaeological study and prepare the permits. The National Pollutant Discharge Elimination System (NPDES) Permit and Joint Waterway Permit are more complicated due to the wetland impacts. In order to secure the permits, a wetland mitigation and stream mitigation plan will have to be developed. This, as well as the archaeology survey, was not in the original scope of work.

Therefore, the District would now like to program \$91,000 (100% State Act 44) in the preliminary engineering phase of the Slabtown Bridge #1 project and \$59,000 (100% State Act 44) in the preliminary engineering phase of the Baum Pump Station Curve Culvert project in FFY 2011.

The source of funds to cover these increases will be available construction funds from **PA 68 Corridor Group Bridges**.

In regard to the final design phases of the Slabtown Bridge #1 and the Slabtown Bridge #1 Realignment projects, the original funding was set up for a one-span bridge replacement on existing alignment. The project is now an offline two-span bridge replacement with approximately 3/4 mile roadway relocation, stream realignment, a culvert replacement, and several intersection adjustments. The current programmed amount is not enough to cover the anticipated consultant costs for the final design phase of the project. The construction phase of the project is funded on the TIP in 2013 and 2014.

Therefore, the District would now like to add \$204,000 (80% Federal and 20% State) to the final design phase of the Slabtown Bridge #1 project and \$204,000 (80% Federal and 20% State) to the final design of the Slabtown Bridge #1 Realignment project in FFY 2011.

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The source of funds to cover the increase for Slabtown Bridge #1 is a low bid savings from **T-690 Gastown Bridge**.

The following sources will cover the increase for Slabtown Bridge #1 Realignment:

- **Hillsdale South 3R:** \$124,200 Federal from the deobligation of surplus construction funds on October 25, 2010.
 - **Route 286 Congestion:** \$39,000 from Federal payback of preliminary engineering funds on this inactive project.
 - **SPC District 10 Highway/Bridge Line Item:** \$40,800 State.
- **South Monroe Street Railroad Bridge:** This project involves the replacement of the existing structure carrying South Monroe Street over the Buffalo and Pittsburgh Railroad in the City of Butler. Construction is complete. However, additional costs were incurred during construction due to the need for railroad flagging.

District 10 now requests that the construction phase of this project be added to the TIP in FFY 2011 and that \$56,000 (80% Federal, 15% State, and 5% Local) be programmed in that phase. The source of these funds will be the **SPC District 10 Highway/Bridge Line Item**.