

S.R. 228 Bridge Replacement & Capacity Upgrade



S.R. 228 over Interstate 79

The Pennsylvania Department of Transportation completed a bridge replacement project on S.R. 228 over Interstate 79 in 2001. This project included widening the bridge to provide 4 travel lanes (2 in each direction) as well as turn lanes.

The limits of this project are within SPC's CMP Corridor #81. Travel time runs were performed in this corridor in 1995, prior to construction of the new bridge. Travel time runs were also performed in Spring 2003 and Spring 2007. The following tables illustrate the changes in delay between these three time periods.

AM Peak Hour WB Delay (min/mi)	1995	2003	Interim Change	2007	Interim Change	Cumulative Change
Franklin Road to I-79 Northbound Ramps	0.0	0.2	*	0.3	50% increase	*
I-79 Northbound Ramps to U.S. 19 (Perry Hwy)	1.9	2.7	42% increase	5.5	103.7% increase	189.5% increase

*Can not be calculated because initial delay was zero.

PM Peak Hour EB Delay (min/mi)	1995	2003	Interim Change	2007	Interim Change	Cumulative Change
U.S. 19 to I-79 Northbound Ramps	1.3	1.5	15.4% increase	0.0	100% decrease	100% decrease
I-79 Northbound Ramps to Franklin Road	0.3	0.1	66.7% decrease	1.5	1400% increase	400% increase

It is difficult to pinpoint the travel time and congestion benefits associated with this project because of all of the other changes that occurred in the area during the same time period. In addition to this bridge project, the Pennsylvania Turnpike's Cranberry Connector was completed during this time and S.R. 228 was widened east of I-79 to just east of Franklin Road as part of retail development projects in the corridor. From the data presented above, it appears that any congestion relief provided by this widening project was short-lived and has been outpaced by growth in the corridor. However, this area is one of the fastest growing parts of the region and was likely to experience growth with or without the bridge project. In that light, the project helped to avoid the inevitability of this bridge becoming a bottleneck, thus accommodating the anticipated growth and increased traffic volumes in a proactive manner rather than waiting until the situation got worse.