Indiana County Freight Profile
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Relevant Map Image

Existing Transportation Systems (Profile 7b)

Major highway corridors for Indiana County include US Routes 422, 22, and 119, US 422 provides access west through the SPC region’s northern counties and to I-80, or east into the Ebensburg area to US 219, US 22, or I-99. The US 22 corridor links Indiana County with major facilities east and west, including the Pittsburgh region; and the US 119 corridor provides a vital north-south trunk line running north from Indiana Borough, to points north, including Punxsutawney, DuBois, and eventually I-80.

Rail access in the county includes Class I service via Norfolk Southern (NS) with major connections to the south; Class II regional service via Buffalo & Pittsburgh Railroad (BPRR) with connections west into Armstrong County or north through DuBois; and shortline service to points north and east via R.J. Corman Railroad Company’s Pennsylvania Line (RJCP).

System & Commodity Details (Profile 7c)

Highway Freight Network: Currently there are no federally-designated highway freight routes or corridors within Indiana County. Countless highway freight access, therefore, utilizes US Routes 422, 22, and 119, as well as other key state, county, or local roads in the area (e.g., PA 56 and PA 286).

Multimodal Connections: Most rail traffic for Indiana County is focused on coal and the power generation industry. Multimodal freight transfers or opportunities within the county are otherwise limited.

Commodity Details and Influences: Indiana County is ranked fifth in commodity tonnage for the 10-county region, but second for inbound tonnage, again driven by coal and the power generation industry. Over 77% of its freight total is destined for the county; 84% of that consists of coal; and 44% of all inbound freight moves by rail. Outbound freight, in contrast, is much less (23% of the total tonnage), consists mainly of nonmetallic minerals (42%) and coal (26%), and moves predominantly by truck (89%).

Though at a much lower tonnage than coal, other key commodities for the county include nonmetallic minerals, farm products, secondary traffic, and food or kindred products. Much of the secondary traffic may align with the county’s retail and population bases that are primarily centered on Indiana Borough and White Township, which collectively account for 35% of the county’s total population.

System Data and Analyses (Profile 7d)

Trade Partners: In reviewing the intercounty highway freight flows for the SPC region, Indiana County’s highest truck flows link predominately with its neighbors in Armstrong and Westmoreland Counties. Broader regional/national flows – again with much of it likely tied to coal and/or inbound traffic via rail – enter Indiana County from Greene County, Cambria County, and areas in West Virginia; while outbound traffic spans east into Blair and Cambria Counties, and southeast toward the Norfolk, Virginia area.

Highway Freight Operations: Highway truck volumes within the county are generally distributed along its major highway corridors, which include US 119, US 422, and US 22, as well segments of PA 56. Countywide, potential highway infrastructure restrictions include:

- 516 miles (25% of county total) of weight-restricted roadway including, for example, SR 240, 259, 403, 553, 580, 711, and 954
- 2 restricted vertical clearance locations beneath highway bridges
- 33 bridges with posted weight limits

Peak hour truck delays are evident on small sections of PA 286 and US 119 in the area of Indiana Borough and Homer City, potentially due to background traffic congestion and/or speed reductions. Additional delays occur along PA 56 near Armagh, US 119 approaching the PA 85 splitt, and PA 85 north of US 119, all potentially due to terrain and roadway geometry (e.g., steep grades, curves).

Future Freight Focus Areas (Profile 7e)

Regional Freight Network Considerations: As mapped on County Freight Profile 7e and in order to link multimodal freight activity areas and focus areas within Indiana County and across the region, freight-significant roadways (beyond the federally-designated NHFN routes) proposed for inclusion on the Southwestern Pennsylvania Regional Highway Freight Network are:

- Regional Routes: US 22, US 422
- Intercounty Routes: US 119, PA 286
- Connector Routes: PA 56

Focus Areas and Potential Planning Actions: Key focus areas within Indiana County mainly revolve around cluster or localized freight access and connectivity interests, particularly along the US 22 corridor in the Burrell Township and Blairsville area, or along US 119 or PA 286 in the vicinity of Indiana Borough. US 422 freight travel in the Cherry Hill, Pine, and Strongstown areas may also be of interest based on potential future industrial developments

The summary table on the following page and the corresponding map on County Freight Profile 7e highlight relevant freight focus areas and potential future planning actions specific to the county. A brief list of sample projects (extracted from other planning sources) that may also influence freight and goods movement on a broader regional level is also included for reference.
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<th>Map Key</th>
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<th>Description</th>
<th>Freight Activity</th>
<th>Future Development</th>
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<td>Blairsville and Burrell Township Freight Access and Connectivity Assessment</td>
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<td>Armagh</td>
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</table>

**Sample Projects with Regionally-Relevant Freight Influence Potential**

**Future Development Opportunities**

- US 422 Corridor, Strongstown Area

**Highway Candidates** (TIP, TYP, SPC, LRP, PA Turnpike Commission)

- US 22 Armagh Bypass Reconstruction
  $31.3M (MT)
- US 22 Hwy Reconstruction at PA 217 Interchange
  $14.3M (LT)
- US 22 Route Safety Improvements
  $4M (MT)
- US 119 Grove Chapel Climbing Lane
  $12.6M (ST)
- US 119 Grove Chapel Safety Improvements
  $10.8M (MT)
- US 119 Homer City North Safety Improvements
  $5M (ST)
- US 119 Homer City Group Bridges Rehabilitation
  $25.5M (MT)
- US 422 Sherlocta Bridge #1 Replacement
  $5M (ST)
- PA 85 Preventative Maintenance (Armstrong Co to US 119)
  $2.6M (MT)
- PA 286 Signal Upgrades
  $1.5M (MT)
- PA 286 Reconstruction
  $10M (MT)

*Note:* Project samples were extracted from other planning sources and shown here for reference only; they do not necessarily reflect current project details, priorities, or funding commitments for any specific program.

*Note:* ST (Short-Term) ≈ 2016-2019, MT (Mid-Term) ≈ 2020-2027, LT (Long-Term) ≈ 2028-2040

**Legend: Planning Actions Stage**

- (1) Outreach and Screening
- (2) Concept Development
- (3) Study Phase
- (4) Engineering and Design
- (5) Programming and Funding
- (6) Implementation and Monitoring

**Legend: Freight Focus Area Categories**

- Corridor Travel
- Economic Development
- Freight Clusters
- Localized Freight Sites
- Multimodal Activity
Indiana County Freight Profile (System & Commodity Details)

Freight System Details

National Highway Freight Network (NHFN)
- Primary Highway Freight System (PHFS) Routes
  - None
- Non-PHFS Interstate Routes
  - None
- PHFS Intermodal Connectors
  - None

Additional Freight Roads
- Included as part of National Network (NN)
  - None
- Other (not covered by NHFN or NN)
  - PA 286

Key Crossroads
- Indiana: US 119 @ US 422
- Blainsville: US 119 @ US 22

Rail Networks
- Class I Rail
  - NS (Norfolk Southern)
- Class II Rail
  - BPRR (Buffalo Pittsburgh Railroad)
- Class III Rail
  - RJCP (R.J. Corman Railroad Co/Pennsylvania Line)

Intermodal Facilities
- None

Airports
- Commercial Aviation
  - None
- General Aviation
  - Indiana County/Jimmy Stewart Field

River Access
- None

Commodity Details

Trading Partners and Inbound/Outbound Commodities (based on 2011 tonnage (millions))

30-Year Freight Data

Inbound Mode Share

Outbound Mode Share

Key Industries by County

- Agriculture, Forestry, Fishing and Hunting
- Mining, Quarrying, and Oil and Gas Extraction
- Utilities
- Construction
- Manufacturing
- Wholesale Trade
- Retail Trade
- Transportation and Warehousing

Industry comprises more than 15% of the county's freight-related employment
Industry comprises more than 5% of the county's freight-related employment
