

**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR
SOUTHWESTERN PENNSYLVANIA**

APPENDIX 9

**STATE MANAGED PROGRAMS
PA DISCRETIONARY/SPIKE
OTHER PROJECTS**

Appendix 9: State Managed Programs, PA Discretionary/Spike and Other Projects

In addition to baseline TIP spending through SPC-administered programs (TIP formula funds), there are multiple programs administered as federal or state transportation programs that provide additional funding for projects in the SPC region. These include State Managed Programs, PA Discretionary and Spike Funding, and miscellaneous projects from Other Funding Sources. Pennsylvania's 2021 Transportation Program Financial Guidance describes many of these additional sources. This section of the TIP identifies project investments by non-SPC agencies through these additional programs. The Other category includes major projects by the Pennsylvania Turnpike Commission (PTC), local projects financed with 100% local funding, and other projects where the sponsor is seeking additional federal or state funding. Detailed project summaries are presented to more fully describe the projects and funding opportunities. They are also used to demonstrate SPC support in the TIP for future funding applications by the sponsors. Projects identified in this section of the TIP are provided for information purposes and for public review.

In many cases for the State Managed Programs, PennDOT directly selects transportation investments (or maintenance activities) based on statewide priorities, identified transportation goals, and evaluated needs (e.g. Interstates, A-409 district maintenance). Alternately, there are competitive state programs that accept project applications from statewide sponsors and competitively evaluate and select the best projects. Other federal or state programs that might not be listed here can also play an occasional role in the region's transportation investments – they can be added to the TIP as active candidate projects are brought to SPC attention.

The **Interstate Management Program** is the largest of the state programs. This program has significant impact on the physical condition, efficiency and operations of the interstate highway network within the SPC region. Another large state-funded program is the A-409 District Maintenance Program, managed by the region's three PennDOT Districts. Specific projects are not identified; these are the maintenance funds for winter-weather operations, signage, lighting and guiderail repairs, and vegetation trimming, among many other maintenance-related activities. Other state managed programs include much smaller funding amounts set-aside for Transportation Alternatives (projects primarily supporting bicycle and

pedestrian activities), highway safety improvements, and other safety improvements specifically for highway-railroad grade crossings.

The **Transit Program** is a hybrid program: the federal portion of program funding is allocated to the regional TIP as formula funds; the state match to the federal program functions as a state managed program. The state uses their portion of the project cost to guide project selection decisions and to determine the overall size of the project budget. Transit project lists and detailed project information are identified in Appendix 6. The Port Authority of Allegheny County also receives a \$6.17 million annual transfer (flex) of CMAQ funds from the Highway Program. These funds are primarily used for the procurement of replacement buses. This amounts to \$24.7 million over the life of the 2021-2024 TIP.

PA Discretionary Funding, also called the Spike Program, includes funding set-asides from three federal and state sources: NHPP Reserves (federal), STP Spike (federal), and State Highway Spike (state 581 program). The set-aside amounts are a percentage share of the total program amounts as described in the 2021 PA Financial Guidance document. The set-asides were initially provided to major projects in mostly-rural planning regions where annual budgets are too small to handle the spike of a major project. More recently these reserves are being committed to systemic deficiencies identified through the Pennsylvania Transportation Asset Management Plan, PennDOT's blueprint for meeting federal performance management requirements.

The **Pennsylvania Turnpike Commission** manages a capital maintenance program that includes projects on the I-76 Turnpike Mainline within the SPC region. The PTC makes additional investments in expanding and improving the Turnpike Mainline as well as adding new toll facilities such as the next phases of the Southern Beltway and Mon-Fayette Expressway.

Local Projects are initiated by municipalities and/or other development agencies to support local development initiatives or other local improvements; the funding can be up to 100% local. This is separate from local funding provided as a required match to federal funds on many types of federal projects.

Other Projects are identified on a case-by-case basis. They often include local development initiatives, project elements supported with extra local funding or private funding, or expressed intentions to seek additional sources of federal or state funding to complete an overall funding package. These can include projects funded through federal discretionary programs such as TIGER/BUILD and the FTA

Small Starts Program. Some are associated with projects already on the TIP. The current list includes the SR-228 UPMC Enhancements, the City of Pittsburgh BRT Project, Pittsburgh's Smart Spines Systems Project, and Moon Township's Local Connectors Project. Each is presented as a one-page project summary.

Project Lists are included for the investment types as listed below:

- Interstate Management Program – Interstate Projects (non-PTC) in the SPC Region
- A-409 PennDOT District Maintenance Program (not identified as projects)
- Statewide Highway Safety Improvement Projects
- Statewide Transportation Alternatives Projects
- Highway-Rail Grade Crossings Projects
- Statewide Economic Development Projects
- Transit Program (projects are identified in Appendix 8)
- PA Discretionary/Spike Projects
- Pennsylvania Turnpike Commission Projects
 - Capital Maintenance Program
 - Turnpike Expansion
 - Southern Beltway
 - Mon-Fayette Expressway
- Local/Other Projects (presented as individual project summaries)
 - PA 228 UPMC Enhancements
 - City of Pittsburgh Bus Rapid Transit Project
 - City of Pittsburgh Smart Spines System
 - Moon Township Local Connectors

Interstate Management Program

The PennDOT Interstate Management Program is a stand-alone state program reported through the State TIP. The PennDOT Program Center in Harrisburg manages the Interstate project selection processes and provides program information to MPOs/RPOs for inclusion in planning agency TIPs for public information. The SPC TIP identifies Interstate projects from this region for planning purposes and for public review.

2021 Interstate Management Program: SPC Region

MPMS	Project Title	County	2021	2022	2023	2024	2021 TIP Total
81931	I-79, Campbell's Run to Moon Run	Allegheny	2,082,300	3,000,000	5,575,000	5,000,000	15,657,300
87756	I-79 Neville Island Bridge	Allegheny	30,000,000	0	0	0	30,000,000
91565	I-79, Moon Run to Neville Island	Allegheny	0	10,000,000	10,000,000	10,000,000	30,000,000
94812	I-79, Neville Island to I-279	Allegheny	11,857,090	10,000,000	10,000,000	11,545,050	43,402,140
87765	I-376, 376 Business to Tonidale	Allegheny	13,539,206	0	0	0	13,539,206
87767	I-376, Edgewood to Churchill	Allegheny	2,000,000	2,500,000	550,000	10,000,000	15,050,000
87778	I-376, Churchill to Monroeville	Allegheny	2,500,000	2,500,000	11,000,000	10,000,000	26,000,000
97027	I-376 Carnegie Interchange	Allegheny	500,000	1,500,000	2,090,000	1,060,900	5,150,900
97029	I-376 Greentree Interchange	Allegheny	500,000	1,500,000	2,090,000	1,060,900	5,150,900
99874	I-376 Parkway East Corridor Transp Ph 2	Allegheny	3,000,000	3,000,000	7,000,000	9,000,000	22,000,000
105438	I-376, Commercial Street Bridge	Allegheny	2,000,000	2,000,000	4,500,000	63,699,000	72,199,000
112249	I-376, Bath Tub Flooding Study	Allegheny	0	0	2,000,000	1,713,150	3,713,150
114544	2020 Interstate Longtdl. Joint Rehab.	Allegheny	3,080,410	0	0	0	3,080,410
114545	2021 Interstate Longtdl. Joint Rehab.	Allegheny	2,628,054	0	0	0	2,628,054
106274	I-79 Southern Section Reconstruction	Butler	0	0	1,000,000	2,500,000	3,500,000
87757	I-79, Butler County to Mercer	Lawrence	739,200	850,000	360,000	6,320,000	8,269,200
109287	I-376, SR 422 to SR 224	Lawrence	250,000	400,000	0	1,600,000	2,250,000
91555	I-79, Marianna to Laboratory Hill	Washington	5,000,000	5,000,000	0	0	10,000,000
106919	I-70, Belle Vernon Bridge to Bentleyville	Washington	3,000,000	3,000,000	3,960,000	4,051,500	14,011,500
31895	I-70 Yukon & Madison Interchanges	Westmoreland	15,000,000	15,000,000	15,000,000	15,000,000	60,000,000
75978	I-70 @ PA 51 Interchange	Westmoreland	4,243,600	15,500,000	19,804,500	32,426,300	71,974,400
88508	I-70 Arnold City Interchange	Westmoreland	4,487,200	0	15,000,000	15,000,000	34,487,200
Interstate Program for SPC Region - Total			104,324,760	72,750,000	104,354,500	194,976,800	476,406,060

Statewide Transportation Alternatives Set-Aside (TA) Program

PennDOT is allocating \$55 million for its latest statewide funding round for projects that build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility.

A total of ten projects from the region were submitted by sponsors to compete for the statewide funds. Seven projects were selected and added the region's TIP in October 2018. Four projects carry-over into the 2021-2024 TIP. Statewide TA projects for 2023 and 2024 will be selected in the next TIP Update cycle.

MPMS	Project Title	County	2021	2022	2023	2024	2021 TIP Total
111408	Critical Sidewalk Gap TAP	Allegheny	520,000	400,000			920,000
111422	Pittsburgh SRTS Coordinator TAP	Allegheny		464,011			464,011
110997	Eisenhower Safe Sidewalks	Indiana		355,880			355,880
111421	North Country Trail Safety TAP	Lawrence	500,000	420,000			920,000
State TA Projects in the SPC Region - Total			1,020,000	1,639,891	0	0	2,659,891

Statewide Highway Safety Improvement Program

The purpose of the Statewide Highway Safety Improvement Program (sHSIP) is to achieve a significant reduction of traffic fatalities and serious injuries on all public roads. Projects were selected based upon a combination of factors including benefit/cost analysis, Highway Safety Manual analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability.

Six projects were selected for the 2021-2024 TIP and are programmed in the SPC TIP project listings under their respective county and Project #. Statewide HSIP projects for 2023 and 2024 will be selected in the next TIP Update cycle.

Statewide Highway Safety Improvement Program: SPC Region

MPMS	Project Title	County	2021	2022	2023	2024	2021 TIP Total
106773	Liberty Ave	Allegheny	450,000	2,880,000			3,330,000
110826	PA 68 Zelenople Curve	Butler	785,000				785,000
110783	10-2 SR 3021 Corridor Improvements	Butler	200,000	6,500,000			6,700,000
113755	District 12 Cable Median Guiderail Installation	Washington	620,000				620,000
113757	SR 136/SR 1055 Flashing Beacon	Washington	500,000				500,000
113758	US 22/PA 819 Intersection Improvements	Westmoreland	500,000				500,000
State HSIP Projects in the SPC Region - Total			3,055,000	9,380,000	0	0	12,435,000

Highway-Rail Grade Crossings Program

Highway-railroad grade crossings are intersections where a highway crosses a railroad at grade. To avoid collisions, warning/control devices are required at grade crossings just like intersecting roads need stop signs or traffic signals. Active Grade Crossings have active warning and control devices such as bells, flashing lights, and gates, in addition to passive warning devices such as crossbucks (the familiar x-shaped signs that mean yield to the train), yield or stop signs and pavement markings.

Eight projects were selected for the 2021-2024 TIP and are included in the Appendix 6 Highway Program Project Listings under their respective county and Project #.

Statewide Highway-Rail Grade Crossing Program: SPC Region

MPMS	Project Title	County	2021	2022	2023	2024	2021 TIP Total
106073	McElheny Road Crossing (AVRR)	Allegheny	248,000				248,000
108118	Bridge Street RR Etna (NS)	Allegheny	370,946	199,054			570,000
106078	NS RR Crossings in Darlington and Big Beaver	Beaver				100,000	100,000
110766	Maple Avenue Crossing	Butler		50,000	200,000		250,000
106060	Dawson Corridor	Fayette		300,000	350,000	250,000	900,000
112651	Maple Glenn Road and PA 88 RRX	Washington	358,357	400,000			758,357
110463	Hillis Street Grade Crossing	Westmoreland	345,000				345,000
113267	New Kensington Corridor	Westmoreland			244,415	653,878	898,293
State RRX Projects in the SPC Region - Total			1,322,303	949,054	794,415	1,003,878	4,069,650

Statewide Transportation Infrastructure Investment Fund Program

The Transportation Infrastructure Investment Fund reserves \$25 million per year statewide in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding is at the discretion of the Secretary of Transportation in consultation with the Governor.

Two economic development projects were selected for the 2021-2024 TIP and are included in the Appendix 6 Highway Program Project Listings under their respective county and Project #.

Statewide Economic Development Projects: SPC Region

MPMS	Project Title	County	2021	2022	2023	2024	2021 TIP Total
112312	Dunbar Business Park Transportation Improvements	Fayette		438,416			438,416
111796	Indian Springs Road/Rustic Lodge Road Intersection	Indiana	250,000	262,839	1,221,905		1,734,744
State Economic Development Projects, SPC Region Total			250,000	701,255	1,221,905	0	2,173,160

PA Discretionary Spike Programs

The Secretary's Discretionary Program, commonly known as the "Spike Program", is funded with a combination of set-asides from federal and state highway and bridge funds. The Secretary makes project selection decisions, but selected projects are managed through the region's TIP program and Interstate Management Program. Eight projects were provided with Spike Funds in the 2021-2024 TIP cycle: four through the STP Spike Program and four through the State Highway Spike Program.

PA Discretionary Funding – STP Spike Program: SPC Region

MPMS	Project Title	County	2021	2022	2023	2024	2021 TIP Total
91845	PA 28 Highland Park Bridge Interchange	Allegheny	8,706,000	1,154,450	2,894,590	5,795,000	18,550,040
86225	Greene County #75	Greene	0	0	430,000	0	430,000
112595	Greene County #73	Greene	0	0	0	370,000	370,000
91288	PA 228 Balls Bend	Butler	8,000,000	0	4,864,410	0	12,864,410
STP Spike Program for SPC Region - Total			16,706,000	1,154,450	8,189,000	6,165,000	32,214,450

PA Discretionary Funding – State Highway Spike Program: SPC Region

MPMS	Project Title	County	2021	2022	2023	2024	2021 TIP Total
97027	I-376/Carnegie Interchange	Allegheny	500,000	500,000	0	0	1,000,000
97029	I-376/Greentree Interchange	Allegheny	500,000	500,000	0	0	1,000,000
99874	I-376, Pkwy East Corr. Transp. Phase 2	Allegheny	3,000,000	3,000,000	7,000,000	9,000,000	22,000,000
105438	I-376, Commercial Street Bridge	Allegheny	2,000,000	2,000,000	4,500,000	2,600,000	11,100,000
State Highway Spike Program, SPC Region - Total			6,000,000	6,000,000	11,500,000	11,600,000	35,100,000

Pennsylvania Turnpike Commission Projects

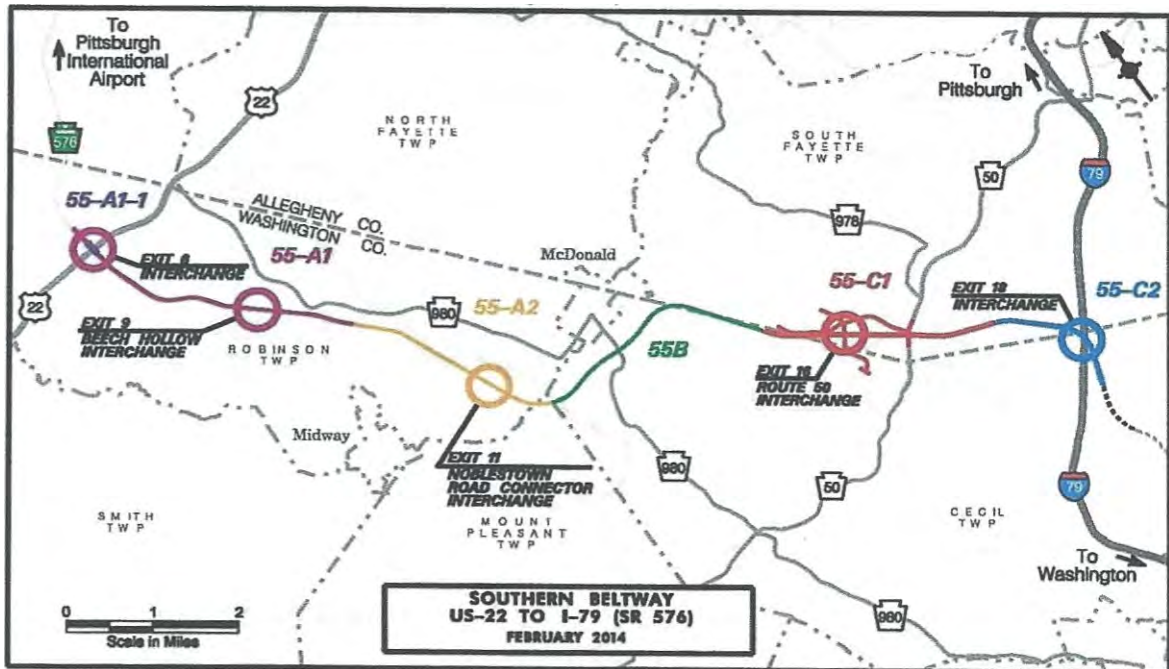
The Pennsylvania Turnpike Commission (PTC) manages a capital maintenance program that includes projects on the I-76 Turnpike Mainline within the SPC region. The PTC makes additional investments in expanding and improving the Turnpike Mainline as well as adding new toll facilities such as the next phases of the Southern Beltway and Mon-Fayette Expressway.

PTC Turnpike Mainline (I-76 Maintenance and Widening) and Existing Mon-Fayette Expressway (PA-43 Maintenance)

State Route	Milepost#	Project Title	County	2021	2022	2023	2024	2021 TIP Total
76	12.5-13.5	Replacement of Beaver River Bridge	Beaver	30,000,000	30,000,000	30,000,000	0	90,000,000
76	28-31	Total Reconstruction/Widening to 6 lanes (Cranberry to Pine Twp.)	Butler/Allegheny	14,000,000	14,000,000	15,000,000		43,000,000
76	38-40	Overlay/Resurfacing (Mainline @ Rt.8 Interchange)	Allegheny		6,500,000	6,500,000		13,000,000
76	47.73	Bituminous Resurfacing (Allegheny Valley Interchange)	Allegheny	1,000,000				1,000,000
76	56.56	Pittsburgh Int. Collision Repair	Allegheny	275,000				275,000
76	57-67	Overlay/Resurfacing (Pittsburgh Int. to Irwin Int.)	Allegheny/Westmoreland	12,000,000				12,000,000
76	57-62	Total Reconstruction/Widening to 6 lanes (Pittsburgh Int. to Irwin Int.)	Allegheny/Westmoreland			36,000,000	36,000,000	72,000,000
76	67-75	Bituminous Overlay MP 67-75 SMA & New	Westmoreland	7,000,000	7,000,000			14,000,000
76	90.2	Donegal Slope Remediation	Westmoreland	1,350,000				1,350,000
76	99-109	Total Reconstruction - Widening to 6 lanes	Westmoreland	3,200,000	3,200,000			6,400,000
		- Note that only 1 mile of this project is in SPC area.						
43	M13-M30	Diamond Grinding MP M13 - M30	Fayette		300,000			300,000
43	M34-M36	Bituminous Resurfacing - Mon-Fayette Expressway MP M34.86-M36.1	Washington	3,800,000	3,800,000			7,600,000
43	M39-M53	Bit. Resurfacing & Concrete Repairs - Mon-Fayette Expressway M39-M53	Washington/Allegheny	7,000,000	7,000,000	6,000,000		20,000,000
76	0.0-109.0	Existing PA Turnpike Mainline (Repairs/Widening)	SPC Region Total	68,825,000	60,700,000	87,500,000	36,000,000	253,025,000
43	M0-M53	Existing Mon-Fayette Expressway (Repairs/Resurfacing)	SPC Region Total	10,800,000	11,100,000	6,000,000	0	27,900,000

Single-page summaries are provided for active sections of the Southern Beltway Project and the Mon-Fayette Expressway Project.

Southern Beltway Project - US-22 to I-79



County: Allegheny & Washington

Municipalities: South Fayette, Robinson, Cecil, Mt Pleasant

Route Number: PA-576 (toll)

Improvement: Toll Road Expansion

Project Sponsor: Pennsylvania Turnpike Commission (PTC)

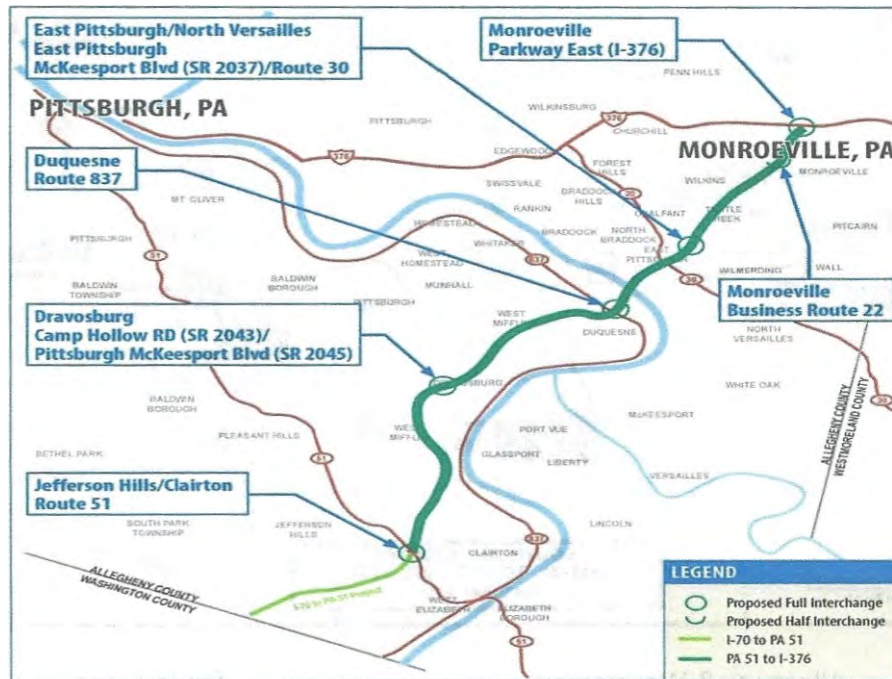
Air Quality Status: New Capacity

Project Schedule: Project construction is being budgeted in FY 2021 and FY 2022 (\$445,000,000).

Project Description: Construction of a new four-lane, limited access, tolled expressway from US-22 to I-79, generally following the Allegheny County/Washington County line. The project includes 5 interchanges: at Beech Hollow Road, Noblestown Road connector, and Route 60, as well as the interchanges with US- 22 and I-79.

Project construction began in 2014 with bridges over US-22. There are nine project sections, five of which have been completed, with the remaining sections under construction. Nearly half of the project has been completed as of May 2020. The completed overall project is expected to open in fiscal year 2022, at an estimated total project cost of \$800 million. The project is funded on a cash basis using Oil Franchise Tax revenues from PA Act 89 of 2013 that are dedicated to Pennsylvania's Toll Road Expansion Program established in PA Act 26 of 1991.

Mon-Fayette Expressway: SR-51 to I-376



County: Allegheny

Municipalities: South Fayette, Robinson, Cecil, Mt Pleasant

Improvement: Toll-Road Expansion

Route Number: PA-576 (toll)

Project Sponsor: Pennsylvania Turnpike Commission (PTC)

Air Quality Status: New Capacity

Project Schedule: Project will be constructed in three sections, beginning with SR-51 to SR-837, then I-376 to SR-30 and finally from SR-30 to SR-837, including a new bridge over the Monongahela River.

Funding for TIP Program Years (2021-2024): \$543 Million (ROW/Utility/Con Phases)

Estimated Total Project Cost: \$2.16 Billion

Project Description: Construction of a new four-lane, limited access, tolled expressway from SR-51 to I-376. Project design began in 2017 for all three project sections. During the TIP period construction will be advanced only on the southernmost section from Route 51 to Route 837. The bulk of activity through 2024 will be design, right-of-way and utility work. Construction should be completed by 2026 at a total cost of \$742 million for the initial construction phase (51 to 837). A new Mon River Bridge and northern section connecting to the Parkway East (I-376) are envisioned through about 2036. The estimated total project cost is \$2,161,000,000 (Year of Expenditure). The project is funded on a cash basis using Oil Franchise Tax revenues from PA Act 89 of 2013 that are dedicated to Pennsylvania's Toll Road Expansion Program established in PA Act 26 of 1991.

Other Projects (Other Discretionary/Local/Private Funding)

These projects are initiated by municipalities and/or other development agencies to support local development initiatives or other local improvements; the funding can be up to 100% local – some may come from private sources. This is separate from local funding provided as a required match to federal funds on many types of federal projects.

Other Projects are identified on a case-by-case basis. They often include local development initiatives; project elements supported with extra local funding or private funding, or expressed intentions to seek additional sources federal or state funding to complete an overall funding package. These can include projects funded through federal discretionary programs such as TIGER/BUILD and the FTA Small Starts Program. Some are associated with projects already on the TIP.

The current list includes:

- SR 228 UPMC Enhancements
- City of Pittsburgh Bus Rapid Transit Project
- Pittsburgh's Smart Spines Systems Project
- Moon Township's Local Connectors Project.

Each is presented as a one-page project summary.

PA 228 UPMC Enhancements



County: Butler

Municipality: Cranberry Township

Project ID: 104231

Improvement: Congestion Relief

Route: SR 228

Project Sponsor: Cranberry Twp

Air Quality Status: Significant

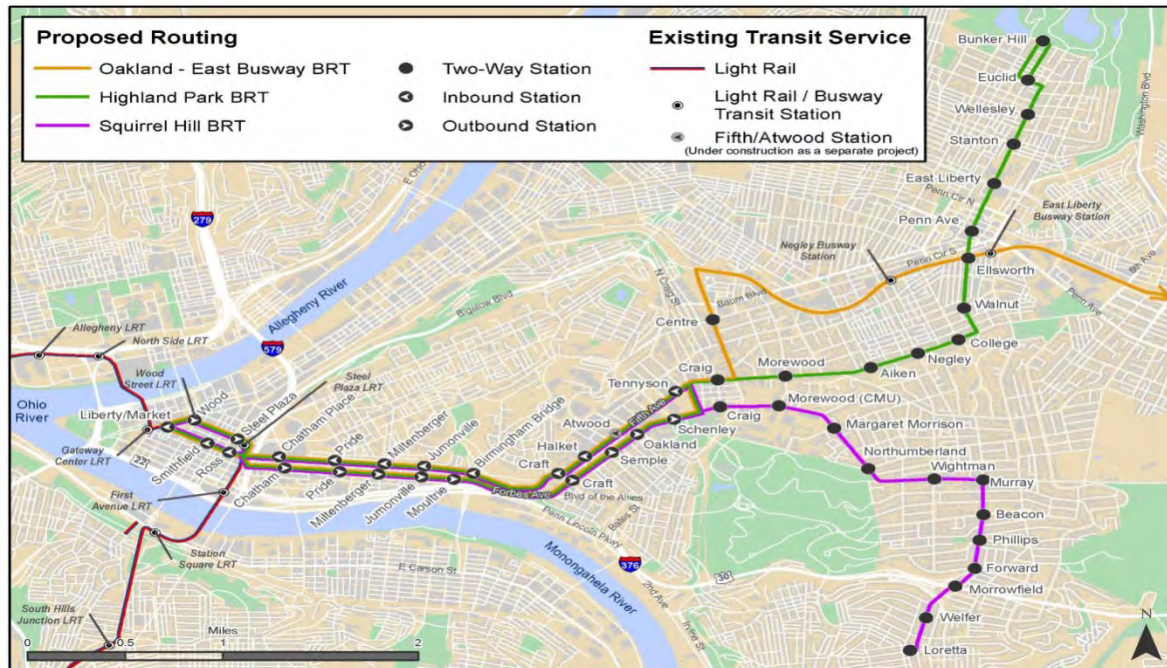
Funding for TIP Program Years (2021): \$5 Million

Estimated Total Project Cost: \$5 Million

Project Schedule: Anticipated funding expenditure in federal fiscal 2021.

Project Description: Addition of a new mile-long eastbound lane along PA 228 from the I-79 northbound off ramp up to Franklin Road in Cranberry Township. This project complements a private development project that involves an underpass which will carry traffic exiting I-79 as well as from Cranberry Woods directly across to the north side of PA 228, to the new Lemieux UPMC-Penguins training facility and other developments. Cranberry Township is the project sponsor for this congestion relief project. The municipality is securing construction funding for this project in FFY 2021. Design work was funded on the 2015 TIP. Design funds in the amount of \$1 million were awarded from the Governor's Transportation Infrastructure and Investment program.

Pittsburgh Bus Rapid Transit Project



County: Allegheny

Municipality: City of Pittsburgh

Improvement: Economic/Community Development

Project Type: Public Transportation

Air Quality Status: Significant

Project Schedule: Anticipated funding expenditure in federal fiscal years 2021-2022.

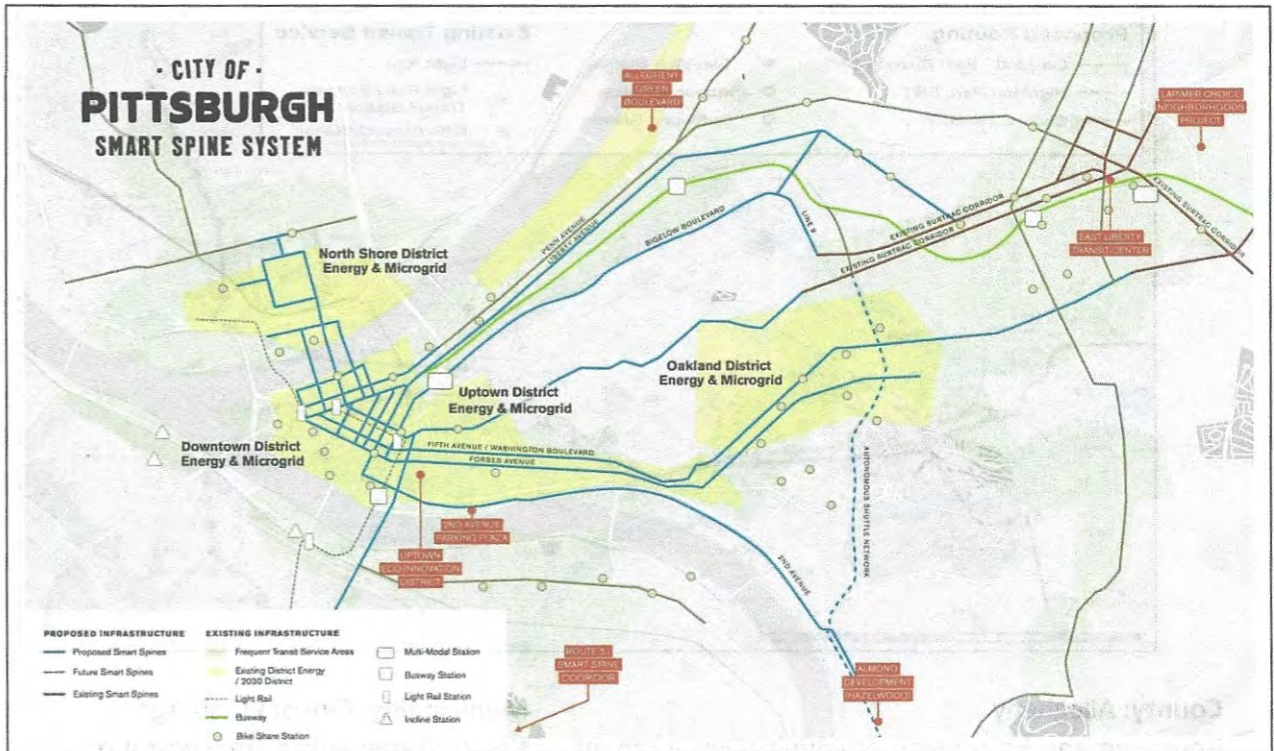
Funding for TIP Program Years (2021-2022): \$119.5 Million

Estimated Total Cost: \$230 Million

Project Description: The proposed project will connect Downtown Pittsburgh with Uptown, Oakland, and other East End neighborhoods. It includes changes to both physical infrastructure and transit operations along the Downtown-Uptown-Oakland portion of the corridor (BRT Core) along with changes to transit operations and stations in the East End portion of the corridor — Highland Park, Squirrel Hill, and the East Busway.

The Port Authority of Allegheny County is the project sponsor. Nearly half funding for this important regional project is anticipated to come from the FTA Capital Investment Grant Small Starts Program. The remaining project cost includes three existing BRT-associated TIP projects and City of Pittsburgh In-kind Station Improvements. Associated projects on the current TIP include Pittsburgh BRT – Downtown Improvements, Pittsburgh Bus Shelters/Mobility Hubs, and the City’s Smart Spines project. Port Authority will also make additional bus purchases to support BRT service initiatives. The local project sponsors - Allegheny County, City of Pittsburgh, Port Authority and URA are responsible for identified local matching funds.

City of Pittsburgh Smart Spines System



County: Allegheny

Municipality: City of Pittsburgh

Improvement: Congestion Relief/Safety

Project Type: Intersection Improvements Air Quality Status: Significant

Project Schedule: Anticipated funding expenditure in federal fiscal year 2021.

Funding for TIP Program Years (2021): \$14.1 Million

Estimated Total Project Cost: \$25.1 Million

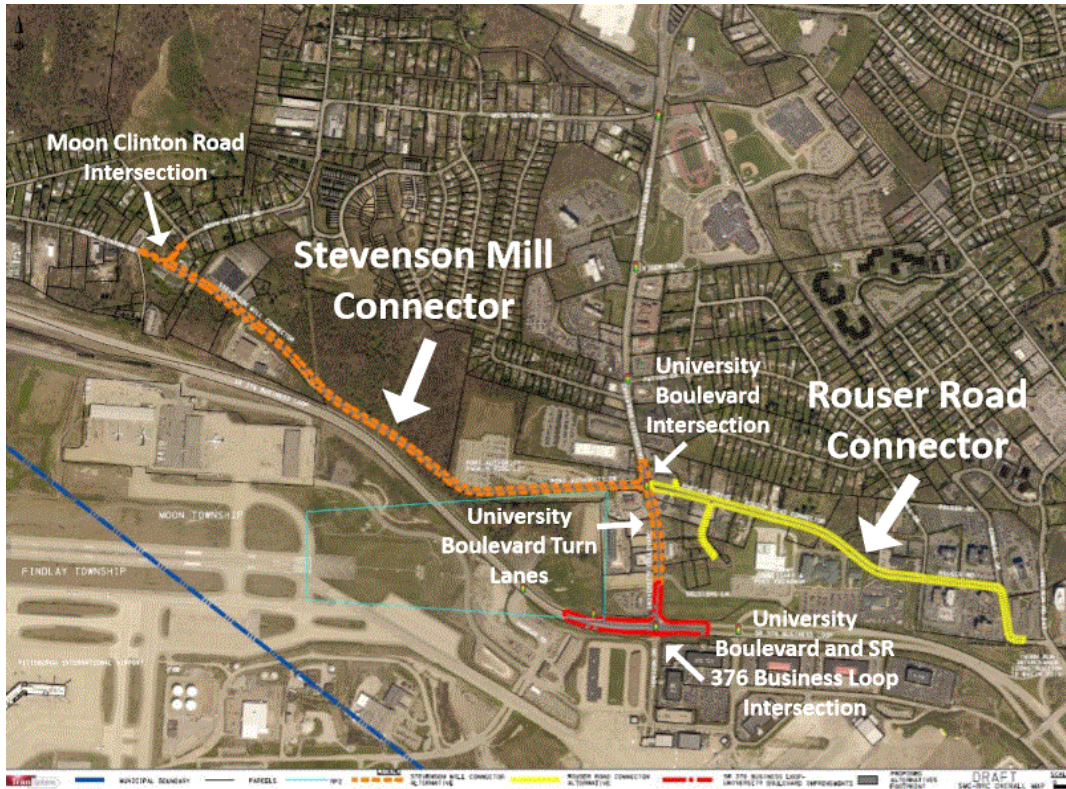
Project Description: The project includes improvements to approximately 126 intersections along 8 corridors in the City of Pittsburgh. Improvements include new signals, addition of vehicular/pedestrian detection, audible pedestrian signals, countdown pedestrian signals and accessible ramps, and upgraded communications. The project also includes Downtown IT improvements; installation of an Ethernet radio system and a Vehicle Dedicated Short Range Communication (DSRC) system; and integration with clever devices.

The City of Pittsburgh is the project sponsor. The City received a grant award in the amount of \$10,899,318 under the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The state provided a match of \$11,000,000 through the state Green--Light-GO program. The City local match is \$7,087,957.

Moon Township – I-376 Business Loop Frontage Road and Improvements:

Moon-Clinton Road to Thorn Run Road

Stevenson Mill Connector (project ID 111516) and Rouser Road Connector (project ID 111517)



Footnote: Additional offsite improvements are identified in project ID 114214.

County: Allegheny

Municipality: Moon Township

Location: parallel to I-376 Business Loop

Improvement: New frontage road: new construction (connectors) and reconstruction of existing local roadways

Project Sponsor: Moon Transportation Authority

Project Cost and Schedule: \$600,000 in 2021; \$3,704,730 in 2022; and \$10,224,000 in 2023.

Total cost in 2021-2024 TIP: \$14,528,730. Initial design work is ongoing/has already been funded/completed.

Project Description: Develop a frontage road along Business Loop 376 in Moon Township between Moon-Clinton Road and the Thorn Run Road/I-376 (business loop) Interchange. Planned improvements include:

- **Existing Roadways:** (Stevenson Mill Road, Port Authority Drive, Port Vue Drive, and Rouser Road)
- **Intersections:** (Moon Clinton Rd/Stevenson Mill Rd, Port Authority Dr/University Blvd/PortVue Dr, and University Blvd/I-376 business loop), and;
- **Connectors:** (Rouser Rd to Port Vue Drive (.3 miles), Stevenson Mill Rd to Port Authority Drive (1.0 miles)). These projects are locally funded through the Moon Transportation Authority, as well as potential grant requests through available federal or state transportation sources. These improvements are identified here in the SPC TIP, supporting Moon Township applications for eligible federal or state funding.