PennDOT Testimony: Major Bridge Public-Private Partnership Initiative

Chairman Hennessey, Chairman Carroll, members of the Transportation Committee, thank you for the opportunity to discuss the Major Bridge P3 Initiative, why it is necessary, and the consequences we face without it.

Transportation is the backbone of Pennsylvania's economy and the cornerstone of quality of life. Goods movement is a necessity, as is people's ability to commute for work, to access health care, leisure activities, and family. Transportation provides and supports many Pennsylvanians' jobs.

However, we've reached a point where the transportation industry and economic conditions are exposing our long-standing funding challenges. While many other states fund transportation through various taxes, fees, and other methods, 74 percent of Pennsylvania's highway and bridge funding comes from state and federal gas taxes. This unreliable funding source is also undercut by interstate traffic or residents who purchase fuel outside of the state but still use our roadways.

This past year showed how vulnerable our funding is to economic conditions and how those exacerbate our systemic issues. The need for funding reform goes well beyond the $500 million in revenue we already lost during the COVID-19 pandemic, as fuel-efficient vehicles and the rise of electric cars continue impacting revenues.

The auto industry has committed $225B to EVs.

Ford:	40 models by 2022
Chrysler:	12 models by 2022
Volkswagen:	50 percent of models by 2030
Honda:	All models w/ option by 2022
Volvo:	All models by 2030
GM:	All models by 2035
BMW:	15-25 percent of sales by 2025
Toyota:	50 percent of sales by 2025

This trend shows no signs of slowing as evidenced by auto makers' planned transitions to electric vehicles. For example, General Motors announced earlier this year that it would produce only electric-powered vehicles by 2035 to meet market demands.

In addition to passenger cars, even heavier, more damaging vehicles are moving toward electronic technologies. This includes the light truck and van segments of the trucking industry. On March 3, FedEx announced "by 2040, the entire FedEx parcel pickup and delivery (PUD) fleet will be zero–emission electric vehicles…by 2025, 50% of FedEx Express global PUD vehicle purchases will be electric, rising to 100% of all purchases by 2030."

Combined with overall market trends, our current challenges will only get worse. According to our Comprehensive Freight Movement Plan, we will see additional growth in freight. We project that wherever you saw 10 trucks in 2011, there will be 17 by 2040. While economic growth is important, additional freight will increase the pace of deterioration of roads and bridges while compounding congestion.

Not only do these freight carriers see the benefits of transportation investment, they also see the negative impacts of inaction. The legal size of trucks has been increasing over the past decades but Pennsylvania's bridges were not designed to accommodate the current size of legal loads today. Despite being a key link for freight traveling across the nation to distributers on the east

coast, Pennsylvania is currently home to seven of the top 100 freight bottlenecks in the nation. The bottlenecks are caused in part by periodic lane closures and emergency repairs. Improving the structural condition of these bridges will negate the need for future emergency closures. By having a reliable roadway and bridge network, the trucking industry is provided with a predictable and direct route to deliver goods, which reduces time and fuel costs.

The condition of these bridges directly related to the ability to move freight. Nearly 150,000 permit trips or hauling permits for movements exceeding the legal weight of 80,000 were authorized on these bridges in the last year with average gross vehicle weight of 96,500, or 20% over legal limits. As these bridges continue to deteriorate, the ability to carry these loads decreases resulting in closings or weight restrictions. This would increase hauling costs as trips would need rerouted because the bridges could not carry the higher loads.

Federal funding hasn't seen a dramatic increase since 1993 and our needs on the federally assisted interstate highway system become ever increasing. Moreover, federal requirements have forced PennDOT to direct more funding toward our aging interstates at the expense of funding in our local planning regions, thus resulting in deferred infrastructure projects on regional state highways.

It is becoming increasingly obvious that the gas tax is not sustainable, and we need to identify sustainable transportation funding sources. Given these systemic and mounting challenges, I'm extremely pleased that Governor Tom Wolf has established the Transportation Revenue Options Commission. This commission of dozens of legislative, transportation, economic and social organizations meets for the first time tomorrow. I'm honored to lead this group that will produce and submit a report of recommendations for a path forward, including short and long-term solutions for transportation funding.

Additionally, as a responsible steward of our transportation system, in November 2020 PennDOT established the Pathways Program to identify multiple forward-focused funding solutions. There is an annual highway and bridge funding gap of $8.1 billion in Pennsylvania. Such a large gap cannot be filled with efficiencies, though we haven't stopped our modernization and business-practice improvements.

This challenge requires a multi-pronged solution among federal partners and state initiatives alike. Bridge tolling was identified as an early option, but other alternatives are being studied and may be ideal for additional P3 projects and other innovative strategies. Through Pathways, we are evaluating alternatives, in part, through a Planning and Environmental Linkages (PEL) Study following federal guidelines. Learn more at www.penndot.gov/funding.

While the study continues, one short-term option it identified early on is tolling major bridges. The process that led to this decision was outlined in bipartisan legislation approved in 2012. This same legislation established the Public-Private Partnership (P3) board. The Major Bridges P3 Initiative aimed at replacing or rehabilitating major bridges on the Interstate system and other expressways was approved by the Pennsylvania Public-Private Partnership (P3) Board – which includes legislators and their appointees – on November 12, 2020. This project pursues the

replacement or rehabilitation of major bridges through the Design-Build, Finance, Operate and Maintain method of P3 project delivery.

The P3 project included legislative input and involvement for months before the Feb. 18 announcement of the nine candidate interstate bridges. In advance of the Nov. 12, 2020, P3 Board meeting during which the project was approved, we met with legislative leadership in all four chambers, as well as chairs of the transportation committees. On the day of the meeting, PennDOT provided the legislature with notice of the Board's action, a press release, P3 slide deck, and FAQ list about the project. The approval was announced via statewide press release. Public input and engagement for the PennDOT Pathways funding initiative, including feedback on alternative funding strategies like tolling – began in November 2020. Additionally, Environmental assessment and public engagement for each candidate bridge is currently underway as part of the project delivery process.

The nine candidate bridges have reached or exceeded the end of their expected life. As bridge conditions continue to deteriorate, more frequent and costly bridge inspections are required and maintenance costs increase. The Major Bridge P3 would allow this critical work to be funded with toll revenue, essentially making these projects self-sufficient. Without the P3 Initiative, the funding would be pulled from other interstate projects and we would have to continue spending significant maintenance dollars, taking away paving, pothole repairs and other maintenance activities.

These impacts to our maintenance budgets – for which baseline allocations have been flat since 2006 – make a difference in what we can invest. We also continually have to disrupt traffic for maintenance activities. For example, just this winter we had to make unanticipated joint repairs on the I-83 South Bridge, and additional needed repairs were identified. We need to go back onto the bridge this year to address those additional joint and deck repairs. Just since 2016 we've had to conduct repairs four times on this bridge, costing $1.6 million total. This year's repair will cost another $1 million.

These bridges need this work and they need it soon – one bridge inspection with a significant adverse finding would require immediate action and a complete reshuffling of interstate projects.

For example, if the I-83 South Bridge, with an estimated cost of up to $650 million, would need to be funded through traditional means, it would wipe out a full year of interstate project funding. Additionally, this single bridge is roughly one-third of PennDOT's current $1.9 billion construction-program estimate for 2021, which would limit regional projects across the state as well. This graph illustrates our most recent annual construction lettings and numbers of contracts issued.

Likewise, there is a desire to add capacity and alleviate a local bottleneck via the I-79 Bridgeville project near Pittsburgh but there is no funding currently identified for those enhancements without this P3 project.

Many planning partners and elected officials had concerns when we had to direct more funding to our interstates based on revenues and federal asset management requirements. If the candidate

bridges in the P3 project are added to the Interstate Transportation Improvement Program (see attachment with data as of March 9, with numbers potentially changing daily) this program would have dramatic impacts. Projects equal to the cost of any projects added to this list would need to move into future years and projects in future years would become unfunded. Conversely, funding projects currently on this program with tolls will free up an equivalent dollar amount to accelerate later projects and add projects to the list.

Additionally, the P3 approach uses existing enabling legislation to move these much-needed projects quickly. Methods such as municipal bonds and traditional design-build activities do not have revenues necessary to deliver these bridges today other than through Act 88 of 2012, the P3 law. The law clearly permits user fees and allows transportation entities to leverage private investment to advance and improve our infrastructure.

And swift action is needed. With nearly three quarters of PennDOT's highway and bridge budget going to the private sector, these fluctuations in lettings and overall available funding impact the industry. When projects are delayed instead of added in our program, the effects are felt in the "meat and potato" projects that dozens of engineers and contractors work on to sustain their businesses. Many of these local projects are crucial to their surrounding communities where regional roadways are heavily used by residents to get to/from work, school, church, and leisure activities.

With tolls, bridge projects could pay for themselves while allowing more projects to occur, bringing mobility and economic benefits. The economic impact attachment provided with this testimony outlines – where available – estimated statewide economic benefits by bridge. Based on U.S. Department of Commerce Bureau of Economic Analysis data, in Pennsylvania, every $1.5 billion invested in bridge replacement or rehabilitation creates 15,656 jobs and generates $3.28 billion for our state's economy. Regional benefits from each bridge are being developed. The project also ensures all users, whether local or through traffic, contribute fairly to the replacement or rehabilitation of the bridges based on usage, while their fuel-tax dollars go toward other improvements.

As each candidate bridge is evaluated, we can assure the constituents and officials that their feedback will be heard and we are proceeding methodically. This program intends to fund these bridge projects with new toll revenues. If a bridge wouldn't generate enough toll revenue at a reasonable toll rate to fund its construction and maintenance, it will not be included in this program. Additionally, PennDOT is required by the National Environmental Policy Act (NEPA) to conduct public outreach for each of these candidate locations. In fact, we've held online public meetings for two bridges so far, with materials posted online for review at the public's convenience and telephone town halls providing additional access.

We will continue placing special emphasis on identifying and evaluating economic impacts to under-served populations, as well as direct and indirect impacts as a result of potential diversions from tolls. If warranted, appropriate mitigation strategies will be deployed in conjunction with these federally mandated environmental studies. If the toll rates needed to achieve all of this exceed reasonable rates, the location will be dropped from the candidate list.

Though this is a new approach for PennDOT, it is not an unknown – there are more than 346 toll facilities nationwide. Each of the bridges we're considering for tolling includes a public engagement and environmental process, as does the PEL study.

We remain committed to engaging the public and Legislature in this process. We are strongly opposed to legislation that undercuts and fundamentally changes the intent of the 2012 P3 law and the Board it created to make informed, innovative decisions. One such introduced proposal politicizes a process designed to foster innovation and efficient public-private collaboration. It adds unnecessary bureaucracy that the original legislation was designed to avoid, and forces proposed P3 projects to compete with other important issues and priorities for the legislature's attention and action. In addition to requiring both chambers of the legislature to affirmatively take up individual legislation on any project with proposed user fees, the bill adds a layer of public input requirements that are already part of PennDOT's normal process under the National Environmental Policy Act (NEPA) and Act 120.

To demonstrate, based solely on the bill's proposed requirements for a project to receive P3 Board approval, the Rapid Bridge Replacement (RBR) initiative to replace 558 bridges could not have even been introduced until at least a year later than it was under the existing law. Under the bill as proposed, much of the project development and public input on each of the 558 bridges that occurred *after* the approval of the RBR project by the P3 Transportation Board would have had to be completed upfront; and therefore, PennDOT and the traveling public at each of the bridges would not have benefitted from the inclusion of the private sector in the transportation development and construction process because of the lack of funding as has been articulated over the past many years. Under this proposal, PennDOT or any public entity would need to fund all these activities upfront and would not benefit from the innovation and funding that partnerships afford. Another bill similarly politicizes the use of Public-private partnerships, adds substantial legislative review periods that will hamper delivery, and additionally establishes barriers and restrictions on the ability to occur expenses on needed projects should they be rejected as P3 proposal.

Public-private partnerships have long had bipartisan support. In fact, an *expansion* of Pennsylvania's P3 law was recommended in the Republican House Infrastructure Task Force report in late 2019, which stated that an expansion of the use of P3 "not only leverages private investment, but creates innovative ways to complete projects, improving efficiency."

The major bridges P3 project is the first step in the path forward for Pennsylvania. The program provides the mechanism for delivering critical bridge projects that individual would strain current funding sources while funding from tolling of all user rather than the unsustainable gas taxes. This program will mean additional work for the highway and bridge sector, including the use of construction materials, vendors, suppliers, contractors and consultants, and the labor force to complete.

Transportation funding is at a crisis point. We have been sounding the alarm for years on the unsustainability of the gas tax and lack of federal funding, as well as the urgent need to look at other options for funding our transportation network. Through the Governor's newly established commission, the way forward after its work concludes, and through our PennDOT Pathways program, I look forward to continued collaboration on this topic.

2021-2032 Interstate Management Program

District	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
1	Crawford	76858	I-79: MP 136 - MP 141 - #14	CON	NHPP	1/1/2027		0	0	0	0	0	0	6,000,000	4,450,853	0	10,450,853
1	Crawford	109812	I-79 MM 154 - 165 - #12	PE	581	4/8/2021		231,855	0	0	0	0	0	0	0	0	231,855
1	Crawford	109812	I-79 MM 154 - 165 - #12	FD	581	4/8/2021		0	298,513	0	0	0	0	0	0	0	298,513
1	Crawford	109812	I-79 MM 154 - 165 - #12	CON	NHPP	4/8/2021		9,000,000	9,000,000	8,607,902	0	0	0	0	0	0	26,607,902
1	Erie	81441	I-86 Eastbound Preservation	CON	NHPP	4/11/2019	4/11/2019	50,000	0	0	0	0	0	0	0	0	50,000
1	Erie	102039	I-90: MP 3.5 to 7 Reconstruct - #1	UTL	581	11/5/2020	11/13/2020	124,831	0	0	0	0	0	0	0	0	124,831
1	Erie	102039	I-90: MP 3.5 to 7 Reconstruct - #1	ROW	581	11/5/2020	11/13/2020	374,797	0	0	0	0	0	0	0	0	374,797
1	Erie	102039	I-90: MP 3.5 to 7 Reconstruct - #1	CON	NHPP	11/5/2020	11/13/2020	8,000,000	8,000,000	8,000,000	7,570,960	0	0	0	0	0	31,570,960
1	Erie	102040	I-90: MP 7 to 10.5 Reconstruct - #1	CON	NHPP	11/5/2020	11/13/2020	11,000,000	11,000,000	10,000,000	9,225,150	0	0	0	0	0	41,225,150
1	Erie	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	PE	581	1/1/2026		0	2,000,000	0	0	0	0	0	0	0	2,000,000
1	Erie	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	FD	581	1/1/2026		0	0	0	3,724,864	1,593,012	0	0	0	0	5,317,876
1	Erie	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	UTL	581	1/1/2026		0	0	0	0	0	75,630	0	0	0	75,630
1	Erie	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	ROW	581	1/1/2028		0	0	0	0	0	0	233,696	0	0	233,696
1	Erie	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	CON	NHPP	1/1/2028		0	0	0	0	0	0	0	17,500,000	34,912,739	52,412,739
1	Erie	102044	I-90: MP 14.5 - 18, Reconstruct - #6	UTL	581	1/1/2027		0	0	0	0	77,899	0	0	0	0	77,899
1	Erie	102044	I-90: MP 14.5 - 18, Reconstruct - #6	ROW	581	1/1/2027		0	0	0	0	0	233,696	0	0	0	233,696
1	Erie	102044	I-90: MP 14.5 - 18, Reconstruct - #6	CON	NHPP	1/1/2027		0	0	0	0	0	0	16,000,000	16,000,000	16,565,399	48,565,399
1	Erie	106297	I-90: MP 35 to 46, Preservation - #11	CON	NHPP	3/25/2021		6,000,000	6,000,000	5,200,000	0	0	0	0	0	0	17,200,000
1	Erie	109775	I-79 MM 168.5 -178	CON	NHPP	6/21/2018	6/21/2018	75,000	0	0	0	0	0	0	0	0	75,000
1	Mercer	51021	I-80 MM11 to MM15 - #5	CON	NHPP	1/1/2026		0	0	0	0	0	0	0	15,000,000	18,500,000	33,500,000
1	Mercer	81476	I80: MM 6 to MM 10 Reconstruction - #4	CON	NHPP	1/1/2026		0	0	0	0	0	15,006,784	15,000,000	15,000,000	4,993,216	50,000,000
1	Mercer	91569	I-80: MM0 to MM5 Reconstruct - #3	CON	NHPP	2/2/2023		0	0	10,000,000	20,000,000	20,000,000	20,000,000	10,000,000	0	0	80,000,000
1	Mercer	91569	I-80: MM0 to MM5 Reconstruct - #3	FD	NHPP	2/2/2023		300,000	0	0	0	0	0	0	0	0	300,000
1	Mercer	109793	I-79 MM 110 to 136 - #15	CON	NHPP	1/1/2027		0	0	0	0	0	0	0	3,000,000	14,074,948	17,074,948
1	Venango	109821	I-80 MM27 to MM34 - #8	CON	NHPP	1/14/2021	1/14/2021	6,000,000	4,000,000	0	0	0	0	0	0	0	10,000,000
2	Centre	3142	EXIT 161 Bellefonte Interchange	CON	185	2/16/2023		0	2,772,000	2,772,000	2,772,000	2,876,537	0	0	0	0	11,192,537
2	Centre	3142	EXIT 161 Bellefonte Interchange	CON	581	2/16/2023		0	3,528,000	3,528,000	3,528,000	3,661,048	0	0	0	0	14,245,048
2	Centre	3142	EXIT 161 Bellefonte Interchange	CON	NHPP	2/16/2023		0	10,000,000	10,000,000	5,000,000	0	0	0	0	0	25,000,000
2	Centre	3142	EXIT 161 Bellefonte Interchange	CON	APD	2/16/2023		0	20,000,000	20,000,000	25,000,000	11,750,340	0	0	0	0	76,750,340
2	Centre	51466	PA 26/I-80 Interchange	FD	581	4/23/2020	4/30/2020	19,000	0	0	0	0	0	0	0	0	19,000
2	Centre	51466	PA 26/I-80 Interchange	FD	NHPP	4/23/2020	4/30/2020	76,000	0	0	0	0	0	0	0	0	76,000
2	Centre	74912	I-80 Bridge Replacements	CON	185	10/20/2022		0	6,913,500	9,000,000	0	0	0	0	0	0	15,913,500
2	Clearfield	87729	I-80 over SR 970 Interchange	CON	185	1/16/2020	1/16/2020	8,500,000	5,000,000	0	0	0	0	0	0	0	13,500,000
3	Columbia	93697	I-80 from SR 487 to SR 11	PE	NHPP	1/1/2032		2,500,000	2,500,000	0	0	0	0	0	0	0	5,000,000
3	Columbia	93697	I-80 from SR 487 to SR 11	FD	581	1/1/2032		0	0	1,376,526	2,000,000	0	0	0	0	0	3,376,526
3	Columbia	93697	I-80 from SR 487 to SR 11	CON	NHPP	1/1/2032		0	0	0	0	12,000,000	12,000,000	10,000,000	16,213,974	0	50,213,974
3	Columbia	93697	I-80 from SR 487 to SR 11	UTL	581	1/1/2032		0	0	0	59,703	0	0	0	0	0	59,703
3	Columbia	93697	I-80 from SR 487 to SR 11	ROW	581	1/1/2032		0	0	0	23,185	0	0	0	0	0	23,185
3	Columbia	97561	I-80 from Creek Road to SR 487	CON	NHPP	1/9/2025		0	0	0	0	12,000,000	12,000,000	10,000,000	4,273,451	0	38,273,451
3	Columbia	97561	I-80 from Creek Road to SR 487	PE	581	1/9/2025		0	0	3,000,000	2,000,000	0	0	0	0	0	5,000,000
3	Columbia	97561	I-80 from Creek Road to SR 487	FD	581	1/9/2025		0	0	0	2,251,018	0	0	0	0	0	2,251,018
3	Columbia	97561	I-80 from Creek Road to SR 487	UTL	581	1/9/2025		0	0	0	59,703	0	0	0	0	0	59,703
3	Columbia	97561	I-80 from Creek Road to SR 487	ROW	581	1/9/2025		0	0	0	23,185	0	0	0	0	0	23,185
3	Columbia	105528	I-80 East Bound from Montour County to SR 4009	CON	NHPP	1/1/2023		0	0	2,000,000	1,500,000	0	0	0	0	0	3,500,000
3	Columbia	105528	I-80 East Bound from Montour County to SR 4009	FD	581	1/1/2023		0	50,000	0	0	0	0	0	0	0	50,000
3	Columbia	115766	I-80 from Creek Rd to SR 11	PE	NHPP	1/1/2022		1,400,000	0	0	0	0	0	0	0	0	1,400,000
3	Columbia	115766	I-80 from Creek Rd to SR 11	FD	NHPP	1/1/2022		700,000	0	0	0	0	0	0	0	0	700,000
3	Columbia	115766	I-80 from Creek Rd to SR 11	CON	NHPP	1/1/2022		0	4,000,000	3,414,176	0	0	0	0	0	0	7,414,176
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	CON	581	1/13/2022		0	115,000	115,000	0	0	0	0	0	0	230,000
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	CON	NHPP	1/13/2022		0	1,035,000	1,035,000	0	0	0	0	0	0	2,070,000
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	FD	581	1/13/2022		75,000	0	0	0	0	0	0	0	0	75,000
3	Lycoming	105532	Market St to Warrensville Rd WB	CON	NHPP	1/1/2024		0	0	0	1,600,000	0	0	0	0	0	1,600,000
3	Lycoming	105532	Market St to Warrensville Rd WB	FD	581	1/1/2024		0	0	25,000	0	0	0	0	0	0	25,000
3	Lycoming	105533	Fairfield Rd toTurkeyRn	CON	581	1/13/2022		0	165,000	100,000	0	0	0	0	0	0	265,000
3	Lycoming	105533	Fairfield Rd toTurkeyRn	CON	NHPP	1/13/2022		0	1,385,000	1,000,000	0	0	0	0	0	0	2,385,000
3	Lycoming	105533	Fairfield Rd toTurkeyRn	FD	581	1/13/2022		75,000	0	0	0	0	0	0	0	0	75,000
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	CON	NHPP	5/12/2022		0	0	3,460,302	3,460,302	3,460,302	0	0	0	0	10,380,906
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	FD	581	5/12/2022		0	250,000	0	0	0	0	0	0	0	250,000
3	Montour	97556	I-80 East Bound Lane from SR 3013 to SR 54	CON	NHPP	5/12/2022		0	0	2,000,000	4,553,029	4,553,029	2,553,029	0	0	0	13,659,087
3	Northumberland	97549	I-180 from SR 54 to SR 147	CON	581	2/19/2021	2/19/2021	157,684	0	0	0	0	0	0	0	0	157,684
3	Northumberland	97549	I-180 from SR 54 to SR 147	CON	NHPP	2/19/2021	2/19/2021	3,500,000	3,500,000	4,631,177	0	0	0	0	0	0	11,631,177
4	Lackawanna	69181	I-84 ov LackRR/Roaring & 435	CON	NHPP	2/27/2020	2/27/2020	28,000,000	15,000,000	17,000,000	0	0	0	0	0	0	60,000,000
4	Lackawanna	85791	I-84 EB/WB I-4R Lacka/Wayne	PE	581	1/30/2026		0	0	0	0	0	4,940,523	7,000,000	0	0	11,940,523
4	Lackawanna	85791	I-84 EB/WB I-4R Lacka/Wayne	CON	NHPP	1/30/2026		0	0	0	0	0	0	0	0	239,638,568	239,638,568
4	Lackawanna	85791	I-84 EB/WB I-4R Lacka/Wayne	FD	581	1/30/2026		0	0	0	0	0	0	0	10,438,186	0	10,438,186
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	PE	581	4/13/2026		549,333	549,333	549,333	0	0	0	0	0	0	1,647,999
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	PE	NHPP	4/13/2026		4,943,998	4,943,998	4,943,996	0	0	0	0	0	0	14,831,994
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	CON	NHPP	4/13/2026		0	0	0	0	0	0	30,000,000	40,000,000	332,395,624	402,395,624
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	FD	581	4/13/2026		0	530,450	530,450	530,450	0	0	0	0	0	1,591,350
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	FD	NHPP	4/13/2026		0	4,774,050	4,774,050	4,774,050	0	0	0	0	0	14,322,150
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	UTL	581	4/13/2026		0	0	0	0	112,551	0	0	0	0	112,551
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	ROW	185	4/13/2026		0	0	0	0	0	927,419	0	0	0	927,419
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	ROW	581	4/13/2026		0	0	0	0	0	3,709,678	0	0	0	3,709,678

2021-2032 Interstate Management Program

District	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
4	Lackawanna	91540	I-84 E&W Mill/Fill Lacka/Wayne	CON	NHPP	6/4/2020	6/4/2020	6,527,000	7,000,000	0	0	0	0	0	0	0	13,527,000
4	Lackawanna	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	FD	NHPP	8/25/2022		1,590,000	1,500,000	0	0	0	0	0	0	0	3,090,000
4	Lackawanna	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	CON	NHPP	8/25/2022		0	0	7,500,000	10,000,000	10,000,000	17,520,352	0	0	0	45,020,352
4	Lackawanna	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	PE	581	8/25/2022		1,400,000	0	0	0	0	0	0	0	0	1,400,000
4	Lackawanna	93807	I-84 EB/WB Mill/Fill Lackawanna	CON	NHPP	6/4/2020	6/4/2020	4,000,000	3,617,221	0	0	0	0	0	0	0	7,617,221
4	Lackawanna	94637	I-84 EB/WB I-4R Lacka	PE	581	1/28/2027		0	0	0	0	5,838,991	4,000,000	0	0	0	9,838,991
4	Lackawanna	94637	I-84 EB/WB I-4R Lacka	CON	NHPP	1/28/2027		0	0	0	0	0	0	0	20,000,000	360,000,000	380,000,000
4	Lackawanna	94637	I-84 EB/WB I-4R Lacka	FD	581	1/28/2027		0	0	0	0	0	0	7,164,313	0	0	7,164,313
4	Lackawanna	96321	Interstate Bridge Preservation	FD	NHPP	5/4/2017	5/4/2017	13,500	0	0	0	0	0	0	0	0	13,500
4	Lackawanna	106682	Scranton Beltway/Turnpike	CON	NHPP	4/1/2022		0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	40,000,000
4	Luzerne	67443	I-81 Dorrance Bridges	FD	185	3/17/2022		1,340,346	0	0	0	0	0	0	0	0	1,340,346
4	Luzerne	67443	I-81 Dorrance Bridges	ROW	185	3/17/2022		103,000	0	0	0	0	0	0	0	0	103,000
4	Luzerne	67443	I-81 Dorrance Bridges	CON	NHPP	3/17/2022		0	8,500,000	8,750,000	8,500,000	0	0	0	0	0	25,750,000
4	Luzerne	81910	I-81 NB Grinding Luz	PE	581	1/12/2023		0	0	0	500,000	0	0	0	0	0	500,000
4	Luzerne	81910	I-81 NB Grinding Luz	CON	NHPP	1/12/2023		0	0	0	0	3,000,000	10,000,000	10,000,000	18,000,000	21,600,799	62,600,799
4	Luzerne	91587	I-80 EB over I-81 NB/SB	CON	185	5/8/2023		0	600,000	651,947	0	0	0	0	0	0	1,251,947
4	Luzerne	91587	I-80 EB over I-81 NB/SB	CON	NHPP	5/8/2023		0	5,400,000	5,867,521	0	0	0	0	0	0	11,267,521
4	Luzerne	91587	I-80 EB over I-81 NB/SB	PE	185	5/8/2023		2,483,000	0	0	0	0	0	0	0	0	2,483,000
4	Luzerne	91587	I-80 EB over I-81 NB/SB	FD	185	5/8/2023		1,150,000	0	0	0	0	0	0	0	0	1,150,000
4	Luzerne	106049	Interstate 81 over Railroad	PE	185	5/8/2023		998,000	0	0	0	0	0	0	0	0	998,000
4	Luzerne	106049	Interstate 81 over Railroad	FD	185	5/8/2023		1,000,000	0	0	0	0	0	0	0	0	1,000,000
4	Luzerne	106049	Interstate 81 over Railroad	CON	185	5/8/2023		0	600,000	610,222	0	0	0	0	0	0	1,210,222
4	Luzerne	106049	Interstate 81 over Railroad	CON	NHPP	5/8/2023		0	5,400,000	5,491,995	0	0	0	0	0	0	10,891,995
4	Luzerne	107495	I-80 Eastbound Reconstruction	CON	NHPP	1/8/2024		0	0	0	0	15,000,000	15,000,000	15,000,000	15,777,476	0	60,777,476
4	Luzerne	107495	I-80 Eastbound Reconstruction	FD	NHPP	1/8/2024		0	0	2,000,000	2,120,000	0	0	0	0	0	4,120,000
4	Luzerne	111613	Interstate 81 over West Foothills Drive	FD	185	5/8/2023		1,000,000	0	0	0	0	0	0	0	0	1,000,000
4	Luzerne	111613	Interstate 81 over West Foothills Drive	CON	185	5/8/2023		0	595,854	0	0	0	0	0	0	0	595,854
4	Luzerne	111613	Interstate 81 over West Foothills Drive	CON	NHPP	5/8/2023		0	5,362,690	0	0	0	0	0	0	0	5,362,690
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	PE	185	5/8/2023		83,474	0	0	0	0	0	0	0	0	83,474
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	FD	185	5/8/2023		1,369,000	1,000,000	0	0	0	0	0	0	0	2,369,000
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	CON	185	5/8/2023		0	900,000	900,000	1,084,438	0	0	0	0	0	2,884,438
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	CON	NHPP	5/8/2023		0	8,100,000	8,100,000	9,759,938	0	0	0	0	0	25,959,938
4	Luzerne	111770	I-80 EB/WB over SR 93	FD	185	5/8/2023		800,000	680,625	0	0	0	0	0	0	0	1,480,625
4	Luzerne	111770	I-80 EB/WB over SR 93	CON	185	5/8/2023		0	700,000	745,632	0	0	0	0	0	0	1,445,632
4	Luzerne	111770	I-80 EB/WB over SR 93	CON	NHPP	5/8/2023		0	6,300,000	6,710,689	0	0	0	0	0	0	13,010,689
4	Luzerne	114154	Luzerne I-81 Bridge Preservation	CON	185	6/24/2021		526,250	526,250	0	0	0	0	0	0	0	1,052,500
4	Luzerne	114154	Luzerne I-81 Bridge Preservation	CON	NHPP	6/24/2021		4,736,250	4,736,250	0	0	0	0	0	0	0	9,472,500
4	Luzerne	115097	Partnership 81	PE	581	4/28/2022		182,500	365,000	182,500	0	0	0	0	0	0	730,000
4	Luzerne	115097	Partnership 81	PE	NHPP	4/28/2022		1,642,500	3,285,000	1,642,500	0	0	0	0	0	0	6,570,000
4	Luzerne	115097	Partnership 81	FD	581	4/28/2022		0	0	0	420,000	320,000	630,000	0	0	0	1,370,000
4	Luzerne	115097	Partnership 81	FD	NHPP	4/28/2022		0	0	0	3,780,000	2,880,000	5,670,000	0	0	0	12,330,000
4	Luzerne	115097	Partnership 81	CON	581	4/28/2022		0	0	0	1,800,000	2,000,000	3,000,000	3,000,000	3,000,000	4,210,000	17,010,000
4	Luzerne	115097	Partnership 81	CON	NHPP	4/28/2022		0	0	0	16,200,000	18,000,000	27,000,000	27,000,000	27,000,000	37,890,000	153,090,000
4	Pike	85766	I-84 E&W I-4R MP 40 - E46	CON	NHPP	7/15/2021		0	15,000,000	15,000,000	15,000,000	15,000,000	28,580,000	0	0	0	88,580,000
4	Pike	87795	I-84 E&W I-4R E26 to E34	CON	NHPP	1/13/2022		41,458,000	19,550,000	25,092,000	0	0	0	0	0	0	86,100,000
4	Pike	87795	I-84 E&W I-4R E26 to E34	CON	NHPP	1/13/2022		0	5,000,000	4,000,000	12,500,000	4,400,000	0	0	0	0	25,900,000
4	Susquehanna	75917	NTier Interstate 4R	FD	581	10/21/2021		100,000	0	0	0	0	0	0	0	0	100,000
4	Susquehanna	75917	NTier Interstate 4R	FD	NHPP	10/21/2021		900,000	0	0	0	0	0	0	0	0	900,000
4	Susquehanna	75917	NTier Interstate 4R	CON	NHPP	10/21/2021		0	10,000,000	20,000,000	25,000,000	25,000,000	25,000,000	30,000,000	34,744,000	0	169,744,000
4	Susquehanna	75917	NTier Interstate 4R	UTL	581	10/21/2021		60,000	0	0	0	0	0	0	0	0	60,000
4	Susquehanna	75917	NTier Interstate 4R	UTL	NHPP	10/21/2021		540,000	0	0	0	0	0	0	0	0	540,000
4	Susquehanna	75976	I-81 Exit 219	FD	NHPP	1/13/2022		1,605,000	1,984,011	0	0	0	0	0	0	0	3,589,011
4	Susquehanna	75976	I-81 Exit 219	ROW	581	1/13/2022		616,990	500,000	0	0	0	0	0	0	0	1,116,990
4	Susquehanna	75976	I-81 Exit 219	CON	NHPP	1/13/2022		0	9,000,000	9,000,000	8,840,770	0	0	0	0	0	26,840,770
4	Susquehanna	75976	I-81 Exit 219	UTL	581	1/13/2022		280,450	0	0	0	0	0	0	0	0	280,450
5	Berks	72807	I-78 Shartlesville to Hamb - Resurface	CON	NHPP	1/25/2024		0	0	0	5,000,000	5,000,000	5,000,000	2,670,487	0	0	17,670,487
5	Berks	85903	I-78 Midway to Shartlesville Resurface	CON	NHPP	4/7/2022		0	5,300,000	5,500,000	5,300,000	0	0	0	0	0	16,100,000
5	Berks	87645	I-78 Lenhartsville ASR	CON	NHPP	12/10/2020	1/14/2021	6,472,000	0	0	0	0	0	0	0	0	6,472,000
5	Berks	93494	I-78-Rt 61 Bridge Replace	CON	NHPP	11/15/2019	12/5/2019	32,650,000	19,550,000	0	0	0	0	0	0	0	52,200,000
5	Berks	97274	Lenhartsville Bridge	CON	185	11/3/2022		0	11,000,000	11,000,000	11,000,000	11,027,350	0	0	0	0	44,027,350
5	Berks	97274	Lenhartsville Bridge	FD	185	11/3/2022		338,046	0	0	0	0	0	0	0	0	338,046
5	Berks	97274	Lenhartsville Bridge	FD	NHPP	11/3/2022		3,042,414	0	0	0	0	0	0	0	0	3,042,414
5	Berks	97274	Lenhartsville Bridge	UTL	185	11/3/2022		495,430	0	0	0	0	0	0	0	0	495,430
5	Berks	97274	Lenhartsville Bridge	ROW	185	11/3/2022		929,060	0	0	0	0	0	0	0	0	929,060
5	Carbon	87648	I-80 Rehabilitation	CON	NHPP	7/26/2018	7/26/2018	1,123,597	0	0	0	0	0	0	0	0	1,123,597
5	Carbon	99552	I-80 White Haven Bridges	CON	185	1/23/2025		0	0	0	0	1,416,942	1,416,942	1,416,942	0	0	4,250,826
5	Carbon	99552	I-80 White Haven Bridges	CON	NHPP	1/23/2025		0	0	0	0	12,752,479	12,752,479	12,752,479	0	0	38,257,437
5	Carbon	99552	I-80 White Haven Bridges	FD	185	1/23/2025		0	2,500,000	2,564,790	0	0	0	0	0	0	5,064,790
5	Carbon	99552	I-80 White Haven Bridges	UTL	185	1/23/2025		0	0	869,456	0	0	0	0	0	0	869,456
5	Carbon	99552	I-80 White Haven Bridges	ROW	185	1/23/2025		0	0	0	173,891	0	0	0	0	0	173,891
5	Carbon	115384	Interstate Guide Rail Upgrade - 5-0 - Phase 2	CON	NHPP	1/27/2022		3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
5	Lehigh	11551	I-78 Lehigh ASR- Cedar Crest to Lehigh St.	CON	NHPP	12/10/2020	1/14/2021	5,570,990	2,750,000	0	0	0	0	0	0	0	8,320,990
5	Lehigh	72822	I-78 EB - 309 S to Saucon Viaduct ASR	CON	NHPP	12/10/2020	1/14/2021	6,059,058	4,300,000	0	0	0	0	0	0	0	10,359,058

2021-2032 Interstate Management Program

District	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
5	Lehigh	86006	I-78 - Lehigh St to 309 South Interchange	CON	NHPP	5/11/2023		0	0	0	9,029,996	9,000,000	0	0	0	0	18,029,996
5	Lehigh	86006	I-78 - Lehigh St to 309 South Interchange	PE	581	5/11/2023		1,060,000	1,000,000	0	0	0	0	0	0	0	2,060,000
5	Lehigh	86006	I-78 - Lehigh St to 309 South Interchange	FD	581	5/11/2023		0	618,000	0	0	0	0	0	0	0	618,000
5	Lehigh	86006	I-78 - Lehigh St to 309 South Interchange	UTL	581	5/11/2023		0	0	53,046	0	0	0	0	0	0	53,046
5	Lehigh	86006	I-78 - Lehigh St to 309 South Interchange	ROW	581	5/11/2023		0	0	53,046	0	0	0	0	0	0	53,046
5	Lehigh	87646	I-78 PM 2 - Lehigh	CON	NHPP	2/3/2022		0	5,300,000	4,621,000	5,000,000	0	0	0	0	0	14,921,000
5	Lehigh	92780	I-78 Recon-Berks County Line to SR 100	CON	NHPP	2/18/2027		0	0	0	0	0	0	0	40,000,000	240,000,000	280,000,000
5	Lehigh	92780	I-78 Recon-Berks County Line to SR 100	PE	185	2/18/2027		2,913,580	3,413,580	3,913,580	0	0	0	0	0	0	10,240,740
5	Lehigh	92780	I-78 Recon-Berks County Line to SR 100	PE	581	2/18/2027		2,000,000	3,500,000	5,000,000	0	0	0	0	0	0	10,500,000
5	Lehigh	92780	I-78 Recon-Berks County Line to SR 100	FD	581	2/18/2027		0	0	0	6,000,000	6,507,914	5,000,000	0	0	0	17,507,914
5	Lehigh	92780	I-78 Recon-Berks County Line to SR 100	UTL	581	2/18/2027		0	0	0	0	0	3,095,690	0	0	0	3,095,690
5	Lehigh	92780	I-78 Recon-Berks County Line to SR 100	ROW	581	2/18/2027		0	0	0	0	0	8,000,000	4,382,764	0	0	12,382,764
5	Monroe	57921	I-80/Exit 308 Realignment	FD	581	1/13/2022		96,200	0	0	0	0	0	0	0	0	96,200
5	Monroe	57921	I-80/Exit 308 Realignment	CON	NFP	1/13/2022		51,099,000	0	0	0	0	0	0	0	0	51,099,000
5	Monroe	57921	I-80/Exit 308 Realignment	CON	NHPP	1/13/2022		20,000,000	0	0	0	0	0	0	0	0	20,000,000
5	Monroe	76357	I-80 Reconstruction-Monroe	CON	NHPP	12/12/2024		0	0	0	30,000,000	40,000,000	40,000,000	40,000,000	40,000,000	360,655,185	550,655,185
5	Monroe	76357	I-80 Reconstruction-Monroe	FD	NHPP	12/12/2024		10,000,000	10,000,000	8,660,000	0	0	0	0	0	0	28,660,000
5	Monroe	76357	I-80 Reconstruction-Monroe	UTL	581	12/12/2024		0	0	3,361,426	0	0	0	0	0	0	3,361,426
5	Monroe	76357	I-80 Reconstruction-Monroe	ROW	581	12/12/2024		0	0	10,758,850	11,635,683	13,000,000	10,500,000	0	0	0	45,894,533
5	Monroe	87649	I-80 - I-380 to Tannersville Resurface	CON	NHPP	5/6/2021		5,500,000	5,500,000	5,500,000	0	0	0	0	0	0	16,500,000
5	Monroe	112292	SR 380 Tobyhanna Ramps and I/C	CON	NHPP	4/8/2021		4,000,000	4,000,000	0	0	0	0	0	0	0	8,000,000
5	Monroe	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	CON	NHPP	1/13/2028		0	0	0	0	0	0	0	30,000,000	245,522,492	275,522,492
5	Monroe	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	PE	581	1/13/2028		0	1,000,000	3,000,000	5,000,000	6,000,000	0	0	0	0	15,000,000
5	Monroe	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	FD	581	1/13/2028		0	0	0	0	0	5,000,000	5,000,000	0	0	10,000,000
5	Monroe	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	UTL	581	1/13/2028		0	0	0	0	0	0	2,844,205	0	0	2,844,205
5	Monroe	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	ROW	581	1/13/2028		0	0	0	0	0	0	6,000,000	5,718,122	0	11,718,122
5	Northampton	75849	Dual Bridges over Easton Road	CON	185	4/1/2023		0	0	0	12,500,000	12,500,000	12,500,000	11,650,000	0	0	49,150,000
5	Northampton	75849	Dual Bridges over Easton Road	PE	185	4/1/2023		6,390,000	0	0	0	0	0	0	0	0	6,390,000
5	Northampton	75849	Dual Bridges over Easton Road	FD	185	4/1/2023		344,100	0	0	0	0	0	0	0	0	344,100
5	Northampton	75849	Dual Bridges over Easton Road	FD	NHPP	4/1/2023		3,096,900	0	0	0	0	0	0	0	0	3,096,900
5	Northampton	75849	Dual Bridges over Easton Road	UTL	185	4/1/2023		0	983,000	0	0	0	0	0	0	0	983,000
5	Northampton	75849	Dual Bridges over Easton Road	ROW	185	4/1/2023		0	700,000	775,000	0	0	0	0	0	0	1,475,000
5	Northampton	109318	I-78 - Easton Rd to SR 33	PE	NHPP	1/13/2022		1,000,000	2,713,150	1,413,150	0	0	0	0	0	0	5,126,300
5	Northampton	109318	I-78 - Easton Rd to SR 33	CON	NHPP	1/13/2022		0	0	9,000,000	7,809,474	0	0	0	0	0	16,809,474
5	Schuylkill	85911	I-81 - Pine Grove to Minersville Resurface	CON	NHPP	4/13/2023		0	4,500,000	10,000,000	0	0	0	0	0	0	14,500,000
6	Delaware	15477	I95/US322 Intrchng Imp	CON	NHPP	4/23/2026		0	0	0	0	0	30,000,000	30,000,000	30,000,000	25,927,407	115,927,407
6	Delaware	15477	I95/US322 Intrchng Imp	PE	581	4/23/2026		0	1,300,000	1,300,000	1,300,000	0	0	0	0	0	3,900,000
6	Delaware	92581	I95 Delaware Line-Phila NB(Parent) (C)	CON	581	6/13/2019	6/13/2019	650,000	650,000	0	0	0	0	0	0	0	1,300,000
6	Delaware	92581	I95 Delaware Line-Phila NB(Parent) (C)	CON	NHPP	6/13/2019	6/13/2019	5,850,000	5,850,000	0	0	0	0	0	0	0	11,700,000
6	Delaware	104821	I-476 Travel Management	PE	STP	10/15/2026		2,250,000	0	0	0	0	0	0	0	0	2,250,000
6	Delaware	104821	I-476 Travel Management	FD	STP	10/15/2026		3,000,000	2,500,000	0	0	0	0	0	0	0	5,500,000
6	Delaware	104821	I-476 Travel Management	ROW	STP	10/15/2026		0	0	250,000	0	0	0	0	0	0	250,000
6	Delaware	104821	I-476 Travel Management	UTL	STP	10/15/2026		0	0	300,000	0	0	0	0	0	0	300,000
6	Delaware	104821	I-476 Travel Management	CON	STP	10/15/2026		0	0	0	11,000,000	11,000,000	11,000,000	11,000,000	10,000,000	0	54,000,000
6	Delaware	112298	I- 476: 76 Interchg to MacDade GuideRail	CON	581	4/28/2022		0	0	0	0	0	0	2,000,000	1,477,822	0	3,477,822
6	Delaware	112298	I- 476: 76 Interchg to MacDade GuideRail	CON	NHPP	4/28/2022		0	0	0	0	0	18,000,000	13,300,399	0	0	31,300,399
6	Delaware	112298	I- 476: 76 Interchg to MacDade GuideRail	PE	581	4/28/2022		150,000	150,000	0	0	0	0	0	0	0	300,000
6	Montgomery	106662	I-76 Integrated Corridor Management	CON	NHPP	7/10/2025		0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	78,535,000	193,535,000
6	Montgomery	106662	I-76 Integrated Corridor Management	FD	NHPP	7/10/2025		12,000,000	0	0	0	0	0	0	0	0	12,000,000
6	Montgomery	106662	I-76 Integrated Corridor Management	UTL	NHPP	7/10/2025		15,000,000	0	0	0	0	0	0	0	0	15,000,000
6	Montgomery	106662	I-76 Integrated Corridor Management	ROW	NHPP	7/10/2025		0	6,400,000	6,400,000	6,400,000	0	0	0	0	0	19,200,000
6	Philadelphia	17821	I-95: Shackamaxon - Ann	FD	581			1,157,143	1,157,143	1,157,143	1,157,143	1,157,143	1,157,143	1,157,145	0	0	8,100,003
6	Philadelphia	17821	I-95: Shackamaxon - Ann	FD	NHPP			4,628,571	4,628,571	4,628,571	4,628,571	4,628,571	4,628,571	4,628,571	0	0	32,399,997
6	Philadelphia	17821	I-95: Shackamaxon - Ann	PE	581			0	50,000	200,000	0	0	0	0	0	0	250,000
6	Philadelphia	17821	I-95: Shackamaxon - Ann	PE	NHPP			0	200,000	800,000	0	0	0	0	0	0	1,000,000
6	Philadelphia	46959	I-95 Design Support Serv	PE	581			200,000	200,000	200,000	200,000	0	0	0	0	0	800,000
6	Philadelphia	46959	I-95 Design Support Serv	PE	NHPP			800,000	800,000	800,000	800,000	0	0	0	0	0	3,200,000
6	Philadelphia	47394	I-95: Levick St - Bleigh	ROW	581			60,000	0	0	0	0	0	0	0	0	60,000
6	Philadelphia	47394	I-95: Levick St - Bleigh	ROW	NHPP			240,000	0	0	0	0	0	0	0	0	240,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	FD	581			500,000	0	500,000	500,000	1,130,000	0	0	0	0	2,630,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	FD	NHPP			4,500,000	0	4,500,000	4,500,000	10,170,000	0	0	0	0	23,670,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	ROW	581			0	0	0	140,000	100,000	100,000	0	0	0	340,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	ROW	NHPP			0	0	0	1,260,000	900,000	900,000	0	0	0	3,060,000
6	Philadelphia	47812	I-95: BetsyRoss DESIGN	FD	581			0	0	600,000	600,000	2,060,000	0	0	0	0	3,260,000
6	Philadelphia	47812	I-95: BetsyRoss DESIGN	FD	NHPP			0	0	5,400,000	5,400,000	18,540,000	0	0	0	0	29,340,000
6	Philadelphia	47813	I-95: Ann St - Wheatsheaf	FD	185			615,000	615,000	1,230,000	2,050,000	5,371,000	2,870,000	3,280,000	3,280,000	0	19,311,000
6	Philadelphia	47813	I-95: Ann St - Wheatsheaf	FD	581			885,000	885,000	1,770,000	2,950,000	7,729,000	4,130,000	4,720,000	4,720,000	0	27,789,000
6	Philadelphia	47813	I-95: Ann St - Wheatsheaf	PE	185			410,000	410,000	820,000	820,000	0	0	0	0	0	2,460,000
6	Philadelphia	47813	I-95: Ann St - Wheatsheaf	PE	581			590,000	590,000	1,180,000	1,180,000	0	0	0	0	0	3,540,000
6	Philadelphia	79827	I-95S: Columbia-Ann St N (C)	CON	NHPP	12/14/2017	12/14/2017	34,000,000	26,000,000	30,000,000	30,000,000	25,630,000	0	0	0	0	145,630,000
6	Philadelphia	79828	I-95: Race - Shackamaxon	CON	NFP	1/15/2026		0	0	0	0	0	61,099,000	0	0	0	61,099,000
6	Philadelphia	79828	I-95: Race - Shackamaxon	CON	NHPP	1/15/2026		0	0	0	0	25,000,000	0	40,000,000	40,000,000	36,773,963	141,773,963
6	Philadelphia	79828	I-95: Race - Shackamaxon	UTL	581	1/15/2026		0	0	800,000	839,091	0	0	0	0	0	1,639,091

2021-2032 Interstate Management Program

District	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
6	Philadelphia	79828	I-95: Race - Shackamaxon	UTL	NHPP	1/15/2026		0	0	7,200,000	7,551,815	0	0	0	0	0	14,751,815
6	Philadelphia	79828	I-95: Race - Shackamaxon	ROW	581	1/15/2026		500,000	0	0	0	0	0	0	0	0	500,000
6	Philadelphia	79828	I-95: Race - Shackamaxon	ROW	NHPP	1/15/2026		4,500,000	0	0	0	0	0	0	0	0	4,500,000
6	Philadelphia	79904	I-95: Betsy Ross Rmps A&B (C)	CON	NFP	12/12/2019	12/12/2019	10,000,000	0	0	0	0	0	0	0	0	10,000,000
6	Philadelphia	79904	I-95: Betsy Ross Rmps A&B (C)	CON	NHPP	12/12/2019	12/12/2019	0	20,000,000	18,901,000	0	0	0	0	0	0	38,901,000
6	Philadelphia	79905	I-95: Betsy RossMainln NB	UTL	581	1/11/2024		0	0	1,092,727	0	0	0	0	0	0	1,092,727
6	Philadelphia	79905	I-95: Betsy RossMainln NB	ROW	581	1/11/2024		0	0	3,000,000	3,556,362	0	0	0	0	0	6,556,362
6	Philadelphia	79905	I-95: Betsy RossMainln NB	CON	NHPP	1/11/2024		0	0	0	20,000,000	35,000,000	40,000,000	40,000,000	40,000,000	130,963,560	305,963,560
6	Philadelphia	79908	I-95: Kennedy-Levick (C)	CON	NHPP	10/10/2019	10/10/2019	25,000,000	25,000,000	26,000,000	0	0	0	0	0	0	76,000,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	UTL	581	1/27/2022		0	0	3,000,000	3,901,000	0	0	0	0	0	6,901,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	ROW	581	1/27/2022		200,000	200,000	300,000	0	0	0	0	0	0	700,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	ROW	NHPP	1/27/2022		1,800,000	1,800,000	2,700,000	0	0	0	0	0	0	6,300,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	CON	NHPP	1/27/2022		0	0	20,000,000	30,000,000	30,000,000	40,000,000	40,000,000	40,000,000	62,254,480	262,254,480
6	Philadelphia	79912	I-95: Allegheny & Castor Ave Intr Connection (C)	UTL	581	1/14/2021	1/14/2021	0	0	500,000	0	0	0	0	0	0	500,000
6	Philadelphia	79912	I-95: Allegheny & Castor Ave Intr Connection (C)	CON	581	1/14/2021	1/14/2021	500,000	0	0	0	0	0	0	0	0	500,000
6	Philadelphia	79912	I-95: Allegheny & Castor Ave Intr Connection (C)	CON	NHPP	1/14/2021	1/14/2021	15,000,000	15,000,000	2,000,000	0	0	0	0	0	0	32,000,000
6	Philadelphia	80014	I-95: Cottman On-Ramp	CON	NHPP	12/9/2021		0	15,000,000	15,000,000	15,000,000	18,654,000	0	0	0	0	63,654,000
6	Philadelphia	80014	I-95: Cottman On-Ramp	FD	581	12/9/2021		500,000	500,000	0	0	0	0	0	0	0	1,000,000
6	Philadelphia	92289	I-95 Consultant Mgmt	PE	581			200,000	200,000	200,000	200,000	0	0	0	0	0	800,000
6	Philadelphia	92289	I-95 Consultant Mgmt	PE	NHPP			1,800,000	1,800,000	1,800,000	1,800,000	0	0	0	0	0	7,200,000
6	Philadelphia	98207	I-95 Congestion Managemnt	PRA	NHPP			6,500,000	10,000,000	16,500,000	10,000,000	0	0	0	0	0	43,000,000
6	Philadelphia	103553	I-95: Race-Shackamaxon 2	CON	NHPP	2/2/2023		0	0	20,000,000	20,000,000	20,000,000	35,000,000	35,000,000	35,000,000	20,657,500	185,657,500
6	Philadelphia	103553	I-95: Race-Shackamaxon 2	UTL	581	2/2/2023		515,000	515,000	0	0	0	0	0	0	0	1,030,000
6	Philadelphia	103553	I-95: Race-Shackamaxon 2	UTL	NHPP	2/2/2023		4,635,000	4,635,000	0	0	0	0	0	0	0	9,270,000
6	Philadelphia	103553	I-95: Race-Shackamaxon 2	ROW	581	2/2/2023		500,000	500,000	0	0	0	0	0	0	0	1,000,000
6	Philadelphia	103553	I-95: Race-Shackamaxon 2	ROW	NHPP	2/2/2023		4,500,000	4,500,000	0	0	0	0	0	0	0	9,000,000
6	Philadelphia	103555	I-95 Corridor ITS	CON	NHPP	6/24/2021		0	13,765,264	10,000,000	10,000,000	0	0	0	0	0	33,765,264
6	Philadelphia	103555	I-95 Corridor ITS	UTL	581	6/24/2021		50,000	0	0	0	0	0	0	0	0	50,000
6	Philadelphia	103555	I-95 Corridor ITS	UTL	NHPP	6/24/2021		450,000	0	0	0	0	0	0	0	0	450,000
6	Philadelphia	103556	I-95 ATMS (GR9)	CON	NHPP	10/25/2029		0	0	0	0	0	0	0	0	83,054,032	83,054,032
6	Philadelphia	103556	I-95 ATMS (GR9)	UTL	581	10/25/2029		0	0	0	0	0	0	0	804,773	500,000	1,304,773
6	Philadelphia	103557	I-95N Ann St-Wheatsheaf Lane	CON	NHPP	1/23/2025		0	0	0	0	20,000,000	40,000,000	40,000,000	40,000,000	87,217,719	227,217,719
6	Philadelphia	103557	I-95N Ann St-Wheatsheaf Lane	UTL	581	1/23/2025		0	0	106,090	106,090	0	0	0	0	0	212,180
6	Philadelphia	103557	I-95N Ann St-Wheatsheaf Lane	UTL	NHPP	1/23/2025		0	0	954,810	954,810	0	0	0	0	0	1,909,620
6	Philadelphia	103557	I-95N Ann St-Wheatsheaf Lane	ROW	581	1/23/2025		0	0	450,000	450,000	0	0	0	0	0	900,000
6	Philadelphia	103557	I-95N Ann St-Wheatsheaf Lane	ROW	NHPP	1/23/2025		0	0	4,050,000	4,050,000	0	0	0	0	0	8,100,000
6	Philadelphia	103558	I-95SB: Ann St -Wheatsheaf Lane	CON	NFP	10/15/2028		0	0	0	0	0	0	0	0	61,099,000	61,099,000
6	Philadelphia	103558	I-95SB: Ann St -Wheatsheaf Lane	CON	NHPP	10/15/2028		0	0	0	0	0	0	0	0	147,918,063	147,918,063
6	Philadelphia	103558	I-95SB: Ann St -Wheatsheaf Lane	UTL	581	10/15/2028		0	0	0	0	0	0	59,703	0	0	59,703
6	Philadelphia	103558	I-95SB: Ann St -Wheatsheaf Lane	UTL	NHPP	10/15/2028		0	0	0	0	0	0	537,324	0	0	537,324
6	Philadelphia	103558	I-95SB: Ann St -Wheatsheaf Lane	ROW	581	10/15/2028		0	0	0	0	0	0	0	59,703	0	59,703
6	Philadelphia	103558	I-95SB: Ann St -Wheatsheaf Lane	ROW	NHPP	10/15/2028		0	0	0	0	0	0	0	537,324	0	537,324
6	Philadelphia	103559	I-95 Btsy Rss Mainln SB	CON	NFP	1/28/2027		0	0	0	0	0	0	61,099,000	61,099,000	0	122,198,000
6	Philadelphia	103559	I-95 Btsy Rss Mainln SB	CON	NHPP	1/28/2027		0	0	0	0	0	0	0	0	93,029,926	93,029,926
6	Philadelphia	103560	I-95 Betsy Ross Conrail Bridge	CON	NHPP	1/28/2027		0	0	0	0	0	0	20,000,000	20,000,000	11,654,702	51,654,702
6	Philadelphia	103561	I95 Betsy Ross Int. Drainage	CON	NHPP			0	0	0	3,649,089	4,000,000	0	0	0	0	7,649,089
6	Philadelphia	107698	I-76 Bridge Repair (C)	CON	NHPP	10/4/2018	11/1/2018	14,129,178	4,000,000	0	0	0	0	0	0	0	18,129,178
6	Philadelphia	107709	I-95 Bridge Repairs (C)	CON	185	11/7/2019	11/15/2019	394,534	0	0	0	0	0	0	0	0	394,534
6	Philadelphia	107709	I-95 Bridge Repairs (C)	CON	581	11/7/2019	11/15/2019	0	394,534	394,534	394,534	0	0	0	0	0	1,183,602
6	Philadelphia	107709	I-95 Bridge Repairs (C)	CON	NHPP	11/7/2019	11/15/2019	3,550,811	3,550,811	3,550,811	3,550,811	0	0	0	0	0	14,203,244
6	Philadelphia	112299	I-76: Rte 1-1676 GuideRail Upgrade	CON	581	3/3/2022		0	0	0	0	0	1,057,459	1,500,000	1,500,000	0	4,057,459
6	Philadelphia	112299	I-76: Rte 1-1676 GuideRail Upgrade	CON	NHPP	3/3/2022		0	0	0	0	0	9,517,133	13,500,000	13,500,000	0	36,517,133
6	Philadelphia	112299	I-76: Rte 1-1676 GuideRail Upgrade	PE	581	3/3/2022		150,000	150,000	0	0	0	0	0	0	0	300,000
6	Philadelphia	114876	Studies Line Item	STUDY	NHPP			0	0	2,000,000	2,000,000	2,000,000	2,000,000	0	0	0	8,000,000
6	Philadelphia	115805	I-95 Brdg Rehab: Island Ave-Phila Navy Yard	PE	185	6/12/2022		250,000	0	0	0	0	0	0	0	0	250,000
6	Philadelphia	115805	I-95 Brdg Rehab: Island Ave-Phila Navy Yard	PE	NHPP	6/12/2022		2,250,000	0	0	0	0	0	0	0	0	2,250,000
6	Philadelphia	115985	I-95 Traffic Forecasts	PRA	STP			150,000	0	0	0	0	0	0	0	0	150,000
8	Cumberland	92149	American Legion Mem Hwy	CON	581	6/5/2014	6/5/2014	400,000	0	0	0	0	0	0	0	0	400,000
8	Cumberland	112268	I-81 Resurfacing Exit 59 to Wade Bridge	PE	581	6/23/2022		0	50,000	0	0	0	0	0	0	0	50,000
8	Cumberland	112268	I-81 Resurfacing Exit 59 to Wade Bridge	CON	581	6/23/2022		0	0	724,842	724,842	724,842	0	0	0	0	2,174,526
8	Cumberland	112268	I-81 Resurfacing Exit 59 to Wade Bridge	CON	NHPP	6/23/2022		0	0	6,523,580	6,523,580	6,523,580	0	0	0	0	19,570,740
8	Dauphin	70024	I-83 East Shore Section 1	CON	NHPP	6/21/2018	6/21/2018	767,436	0	0	0	0	0	0	0	0	767,436
8	Dauphin	92931	Eisenhower Interchange	CON	NHPP	12/16/2022		0	0	18,751,488	30,947,000	16,147,000	10,948,000	10,000,000	12,200,000	30,476,512	129,470,000
8	Dauphin	92931	Eisenhower Interchange	FD	581	12/16/2022		4,000,000	7,008,900	0	0	0	0	0	0	0	11,008,900
8	Dauphin	92931	Eisenhower Interchange	UTL	581	12/16/2022		800,000	2,200,000	4,000,000	0	3,500,000	1,500,000	0	0	0	12,000,000
8	Dauphin	92931	Eisenhower Interchange	ROW	NHPP	12/16/2022		20,000,000	20,000,000	20,000,000	14,300,000	0	0	0	0	0	74,300,000
8	Dauphin	97828	I-83 East Shore Section 3	CON	NFP	3/3/2022		0	61,099,000	0	0	0	0	0	0	0	61,099,000
8	Dauphin	97828	I-83 East Shore Section 3	CON	NHPP	3/3/2022		0	0	8,901,000	0	0	0	0	0	0	8,901,000
8	Dauphin	97828	I-83 East Shore Section 3	UTL	581	3/3/2022		0	2,000,000	0	0	0	0	0	0	0	2,000,000
8	Dauphin	97828	I-83 East Shore Section 3	ROW	581	3/3/2022		9,950,000	11,000,000	12,000,000	12,000,000	0	0	0	0	0	44,950,000
8	Dauphin	112272	I-81 Patching Colonial Road to Dauphin Co Line	CON	582	3/25/2021		1,950,346	0	0	0	0	0	0	0	0	1,950,346
8	Dauphin	112272	I-81 Patching Colonial Road to Dauphin Co Line	CON	NHPP	3/25/2021		1,750,000	0	0	0	0	0	0	0	0	1,750,000
8	Dauphin	113357	I-83 East Shore Section 3B	FD	581	1/1/2024		0	4,000,000	0	0	0	0	0	0	0	4,000,000

2021-2032 Interstate Management Program

District	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
8	Dauphin	113357	I-83 East Shore Section 3B	UTL	581	1/1/2024		0	0	2,000,000	0	0	0	0	0	0	2,000,000
8	Dauphin	113357	I-83 East Shore Section 3B	ROW	581	1/1/2024		0	4,000,000	1,000,000	0	0	0	0	0	0	5,000,000
8	Dauphin	113357	I-83 East Shore Section 3B	CON	NFP	1/1/2024		0	0	0	0	61,099,000	0	0	0	0	61,099,000
8	Dauphin	113357	I-83 East Shore Section 3B	CON	NHPP	1/1/2024		0	0	0	13,901,000	0	0	0	0	0	13,901,000
8	Dauphin	113376	I-83 East Shore Section 3C	FD	581	1/1/2027		2,500,000	2,500,000	0	0	0	0	0	0	0	5,000,000
8	Dauphin	113376	I-83 East Shore Section 3C	UTL	581	1/1/2027		0	0	0	0	0	2,000,000	0	0	0	2,000,000
8	Dauphin	113376	I-83 East Shore Section 3C	ROW	581	1/1/2027		0	0	0	0	0	5,000,000	0	0	0	5,000,000
8	Dauphin	113376	I-83 East Shore Section 3C	CON	NHPP	1/1/2027		0	0	0	0	0	0	0	0	75,000,000	75,000,000
8	Dauphin	113378	Eisenhower Interchange B	FD	581	1/8/2026		0	0	7,289,300	3,000,000	0	0	0	0	0	10,289,300
8	Dauphin	113378	Eisenhower Interchange B	ROW	NHPP	1/8/2026		0	0	0	5,900,000	0	0	0	0	0	5,900,000
8	Dauphin	113378	Eisenhower Interchange B	CON	NHPP	1/8/2026		0	0	0	0	0	0	12,098,000	13,135,000	61,865,000	87,098,000
8	Dauphin	113380	Eisenhower Interchange C	FD	581	1/13/2028		0	0	0	0	6,046,100	3,000,000	0	0	0	9,046,100
8	Dauphin	113380	Eisenhower Interchange C	ROW	NHPP	1/13/2028		0	0	0	1,500,000	0	0	0	0	0	1,500,000
8	Dauphin	113380	Eisenhower Interchange C	CON	NFP	1/13/2028		0	0	0	0	0	0	0	0	61,099,000	61,099,000
8	Dauphin	113380	Eisenhower Interchange C	CON	NHPP	1/13/2028		0	0	0	0	0	0	0	0	40,000,000	40,000,000
8	Dauphin	113381	Eisenhower Interchange D	FD	581	1/10/2030		0	0	0	0	0	0	9,937,900	0	0	9,937,900
8	Dauphin	113381	Eisenhower Interchange D	ROW	NHPP	1/10/2030		0	0	0	0	900,000	0	0	0	0	900,000
8	Dauphin	113381	Eisenhower Interchange D	CON	NHPP	1/10/2030		0	0	0	0	0	0	0	0	34,463,488	34,463,488
8	Dauphin	113754	I-83 South Bridge Replacement	PE	185			150,000	0	0	0	0	0	0	0	0	150,000
8	Dauphin	114698	I-83 Eisenhower RR Bridge	CON	NHPP	1/9/2025		0	0	0	0	13,000,000	7,000,000	5,000,000	2,800,000	0	27,800,000
8	Dauphin	115856	I-83 East Shore Demo 1	CON	581	8/12/2021		50,000	0	0	0	0	0	0	0	0	50,000
8	Franklin	92006	I-81 Maryland to Mile 6	CON	NHPP	3/7/2026		0	0	0	0	0	10,000,000	7,956,158	0	0	17,956,158
8	Franklin	92006	I-81 Maryland to Mile 6	PE	581	3/7/2026		0	54,636	0	0	0	0	0	0	0	54,636
8	Franklin	92006	I-81 Maryland to Mile 6	FD	581	3/7/2026		0	0	927,419	0	0	0	0	0	0	927,419
8	Lebanon	112290	I-78 Patching I-81 to PA 72	PE	581	3/25/2021		10,000	0	0	0	0	0	0	0	0	10,000
8	Lebanon	112290	I-78 Patching I-81 to PA 72	CON	581	3/25/2021		0	250,000	0	0	0	0	0	0	0	250,000
8	Lebanon	112290	I-78 Patching I-81 to PA 72	CON	NHPP	3/25/2021		0	2,250,000	0	0	0	0	0	0	0	2,250,000
8	York	62880	I-83 Exit 18	CON	NHPP	1/29/2015	1/29/2015	28,873	0	0	0	0	0	0	0	0	28,873
8	York	92924	North York Widening #3 (Exit 21 & 22)	CON	NFP	7/13/2023		0	0	61,099,000	0	0	0	0	0	0	61,099,000
8	York	92924	North York Widening #3 (Exit 21 & 22)	CON	NHPP	7/13/2023		0	0	0	0	17,901,000	10,000,000	0	0	0	27,901,000
8	York	92924	North York Widening #3 (Exit 21 & 22)	FD	581	7/13/2023		2,000,000	4,000,000	0	0	0	0	0	0	0	6,000,000
8	York	92924	North York Widening #3 (Exit 21 & 22)	UTL	581	7/13/2023		100,000	0	0	0	0	0	0	0	0	100,000
8	York	92924	North York Widening #3 (Exit 21 & 22)	ROW	NHPP	7/13/2023		1,000,000	0	0	0	0	0	0	0	0	1,000,000
8	York	106531	I-83 Newberrytown South Resurf	CON	NHPP	1/1/2026		4,000,000	4,000,000	3,200,000	0	0	0	0	0	0	11,200,000
8	York	106531	I-83 Newberrytown South Resurf	PE	581	1/1/2026		50,000	0	0	0	0	0	0	0	0	50,000
8	York	111664	Market Street Bridge over Mill Creek	CON	NHPP	4/22/2021		5,040,000	0	0	0	0	0	0	0	0	5,040,000
8	York	112287	I-83 Resurfacing George St to PA 921	PE	581	5/20/2021		0	0	0	0	54,636	0	0	0	0	54,636
8	York	112287	I-83 Resurfacing George St to PA 921	CON	NHPP	5/20/2021		0	0	0	0	0	8,086,180	0	0	0	8,086,180
8	York	112540	Mill Creek Relocation	CON	NHPP	1/26/2023		0	3,920,000	0	0	0	0	0	0	0	3,920,000
8	York	112540	Mill Creek Relocation	FD	581	1/26/2023		425,000	0	0	0	0	0	0	0	0	425,000
8	York	112540	Mill Creek Relocation	ROW	581	1/26/2023		2,000,000	2,500,000	2,500,000	0	0	0	0	0	0	7,000,000
8	York	112540	Mill Creek Relocation	UTL	581	1/26/2023		70,000	0	0	0	0	0	0	0	0	70,000
8	York	112548	Sherman Street & Eberts Lane	CON	NHPP	8/25/2022		0	7,336,488	3,303,512	0	0	0	0	0	0	10,640,000
8	York	112548	Sherman Street & Eberts Lane	UTL	581	8/25/2022		190,000	0	0	0	0	0	0	0	0	190,000
8	York	112548	Sherman Street & Eberts Lane	ROW	581	8/25/2022		760,000	0	0	0	0	0	0	0	0	760,000
8	York	112548	Sherman Street & Eberts Lane	FD	581	8/25/2022		500,000	500,000	0	0	0	0	0	0	0	1,000,000
8	York	112549	North York Widening #1 (Exit 19)	CON	NHPP	7/25/2024		0	0	0	0	0	15,000,000	15,000,000	15,000,000	42,200,000	87,200,000
8	York	112549	North York Widening #1 (Exit 19)	FD	581	7/25/2024		0	6,000,000	1,000,000	0	0	0	0	0	0	7,000,000
8	York	112549	North York Widening #1 (Exit 19)	UTL	581	7/25/2024		0	0	3,300,000	0	0	0	0	0	0	3,300,000
8	York	112549	North York Widening #1 (Exit 19)	ROW	581	7/25/2024		0	0	0	5,099,540	1,500,460	0	0	0	0	6,600,000
8	York	112550	North York Widening #2 (Codorus Creek Bridge)	FD	581	1/26/2023		2,500,000	0	0	0	0	0	0	0	0	2,500,000
8	York	112550	North York Widening #2 (Codorus Creek Bridge)	UTL	581	1/26/2023		1,000,000	0	0	0	0	0	0	0	0	1,000,000
8	York	112550	North York Widening #2 (Codorus Creek Bridge)	ROW	581	1/26/2023		2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
8	York	112550	North York Widening #2 (Codorus Creek Bridge)	CON	NHPP	1/26/2023		0	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	5,850,000	0	0	80,850,000
9	Bedford	22816	Breezewood-Fulton Co Line	FD	581	4/22/2021		62,000	0	0	0	0	0	0	0	0	62,000
9	Bedford	22816	Breezewood-Fulton Co Line	ROW	581	4/22/2021		166,500	0	0	0	0	0	0	0	0	166,500
9	Bedford	22816	Breezewood-Fulton Co Line	CON	NHPP	4/22/2021		8,000,000	8,000,000	7,070,470	0	0	0	0	0	0	23,070,470
9	Bedford	22816	Breezewood-Fulton Co Line	UTL	581	4/22/2021		50,000	0	0	0	0	0	0	0	0	50,000
9	Blair	112239	I-99 Plank Rd Intchg to Tyrone	CON	NHPP	2/15/2024		0	0	0	2,000,000	1,376,527	0	0	0	0	3,376,527
9	Blair	112239	I-99 Plank Rd Intchg to Tyrone	PE	581	2/15/2024		0	0	100,000	0	0	0	0	0	0	100,000
9	Blair	112241	I-99 Newry Pulloff to Plank Rd Intchg	CON	NHPP	2/15/2024		0	0	0	3,000,000	3,190,299	0	0	0	0	6,190,299
9	Blair	112241	I-99 Newry Pulloff to Plank Rd Intchg	PE	581	2/15/2024		0	0	100,000	0	0	0	0	0	0	100,000
9	Fulton	91536	I-70 WB Amaranth to Bdfrd	CON	NHPP	1/6/2022		0	11,139,450	0	0	0	0	0	0	0	11,139,450
9	Fulton	91537	I-70 EB Amaranth to Bdfrd	CON	NHPP	2/15/2023		0	0	10,000,000	10,000,000	8,908,548	0	0	0	0	28,908,548
9	Fulton	110583	I-70 Bridges over PA 915	CON	NHPP	12/12/2019	11/15/2019	21,121	0	0	0	0	0	0	0	0	21,121
9	Fulton	112244	I-70 Amaranth Intchg to MD State Line	CON	NHPP	2/15/2023		0	0	3,824,845	3,824,544	0	0	0	0	0	7,649,389
9	Fulton	112244	I-70 Amaranth Intchg to MD State Line	PE	581	2/15/2023		0	100,000	0	0	0	0	0	0	0	100,000
10	Butler	91919	I-79 Middle Section PM	CON	NHPP	10/19/2017	10/19/2017	112,124	0	0	0	0	0	0	0	0	112,124
10	Butler	106274	I-79 Southern Section Reconstruction	PE	581	10/1/2026		0	0	0	2,500,000	1,500,000	0	0	0	0	4,000,000
10	Butler	106274	I-79 Southern Section Reconstruction	FD	581	10/1/2026		0	0	0	0	2,500,000	2,500,000	0	0	0	5,000,000
10	Butler	106274	I-79 Southern Section Reconstruction	CON	NHPP	10/1/2026		0	0	0	0	0	0	20,000,000	20,000,000	129,900,000	169,900,000
10	Butler	106274	I-79 Southern Section Reconstruction	ROW	581	10/1/2026		0	0	0	0	0	2,000,000	1,500,000	0	0	3,500,000
10	Butler	106274	I-79 Southern Section Reconstruction	UTL	581	10/1/2026		0	0	0	0	0	2,500,000	0	0	0	2,500,000

2021-2032 Interstate Management Program

District	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
10	Butler	106274	I-79 Southern Section Reconstruction	STUDY	581	10/1/2026		0	0	1,000,000	0	0	0	0	0	0	1,000,000
10	Butler	114558	District 10 Interstate Epoxy Overlay	CON	185	2/11/2021		127,500	0	0	0	0	0	0	0	0	127,500
10	Butler	114558	District 10 Interstate Epoxy Overlay	CON	NHPP	2/11/2021		1,147,500	0	0	0	0	0	0	0	0	1,147,500
10	Clarion	90021	I-80 Canoe Creek Bridges	FD	185	3/1/2023		2,000,000	0	0	0	0	0	0	0	0	2,000,000
10	Clarion	90021	I-80 Canoe Creek Bridges	UTL	185	3/1/2023		200,000	0	0	0	0	0	0	0	0	200,000
10	Clarion	90021	I-80 Canoe Creek Bridges	ROW	185	3/1/2023		0	265,226	0	0	0	0	0	0	0	265,226
10	Clarion	90021	I-80 Canoe Creek Bridges	CON	185	3/1/2023		0	0	30,000,000	30,000,000	30,000,000	13,809,065	0	0	0	103,809,065
10	Clarion	106030	I-80 Strattanville Reconstruction	CON	NHPP	8/26/2027		0	0	0	0	0	0	20,000,000	30,000,000	41,133,653	91,133,653
10	Clarion	106030	I-80 Strattanville Reconstruction	FD	581	8/26/2027		0	0	0	0	3,179,183	1,000,000	0	0	0	4,179,183
10	Clarion	106030	I-80 Strattanville Reconstruction	UTL	581	8/26/2027		0	0	0	0	0	944,811	900,000	0	0	1,844,811
10	Clarion	106030	I-80 Strattanville Reconstruction	PE	581	8/26/2027		0	0	0	0	1,900,156	0	0	0	0	1,900,156
10	Clarion	106030	I-80 Strattanville Reconstruction	ROW	581	8/26/2027		0	0	0	0	0	1,500,000	959,748	0	0	2,459,748
10	Clarion	114557	I 80 Strattenville Resurfacing	CON	NHPP	2/11/2021		6,400,000	4,589,803	0	0	0	0	0	0	0	10,989,803
10	Jefferson	106029	I-80 Brookville West Reconstruction	FD	581	10/26/2023		0	2,500,000	2,105,000	0	0	0	0	0	0	4,605,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	CON	NHPP	10/26/2023		0	0	0	15,000,000	15,000,000	15,000,000	18,378,166	0	0	63,378,166
10	Jefferson	106029	I-80 Brookville West Reconstruction	PE	581	10/26/2023		800,000	745,000	0	0	0	0	0	0	0	1,545,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	UTL	581	10/26/2023		0	530,000	500,000	0	0	0	0	0	0	1,030,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	ROW	581	10/26/2023		0	0	1,500,000	817,500	0	0	0	0	0	2,317,500
10	Jefferson	106223	I-80 Brookville East Reconstruction	FD	581	7/10/2025		0	250,000	0	0	0	0	0	0	0	250,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	FD	NHPP	7/10/2025		0	2,250,000	0	0	0	0	0	0	0	2,250,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	CON	581	7/10/2025		0	0	0	1,000,000	1,000,000	1,000,000	1,000,000	800,000	0	4,800,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	CON	NHPP	7/10/2025		0	0	0	9,000,000	9,000,000	9,000,000	9,000,000	7,200,000	0	43,200,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	PE	581	7/10/2025		150,000	0	0	0	0	0	0	0	0	150,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	PE	NHPP	7/10/2025		1,350,000	0	0	0	0	0	0	0	0	1,350,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	UTL	581	7/10/2025		0	200,000	0	0	0	0	0	0	0	200,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	UTL	NHPP	7/10/2025		0	1,800,000	0	0	0	0	0	0	0	1,800,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	ROW	581	7/10/2025		0	112,513	112,513	0	0	0	0	0	0	225,026
10	Jefferson	106223	I-80 Brookville East Reconstruction	ROW	NHPP	7/10/2025		0	1,012,613	1,012,613	0	0	0	0	0	0	2,025,226
10	Jefferson	106224	I-80 Brookville East PM	CON	NHPP	1/13/2022		0	6,600,000	5,000,000	0	0	0	0	0	0	11,600,000
10	Jefferson	106224	I-80 Brookville East PM	FD	NHPP	1/13/2022		50,000	0	0	0	0	0	0	0	0	50,000
10	Jefferson	106275	I-80 North Fork Bridge Replacements	FD	185	7/10/2025		1,700,000	1,777,822	0	0	0	0	0	0	0	3,477,822
10	Jefferson	106275	I-80 North Fork Bridge Replacements	ROW	185	7/10/2025		0	0	500,000	592,727	0	0	0	0	0	1,092,727
10	Jefferson	106275	I-80 North Fork Bridge Replacements	UTL	185	7/10/2025		0	0	273,182	0	0	0	0	0	0	273,182
10	Jefferson	106275	I-80 North Fork Bridge Replacements	CON	185	7/10/2025		0	0	0	0	3,000,000	4,000,000	4,000,000	3,925,654	0	14,925,654
10	Jefferson	106275	I-80 North Fork Bridge Replacements	CON	NHPP	7/10/2025		0	0	0	0	27,000,000	36,000,000	36,000,000	35,330,883	0	134,330,883
10	Jefferson	114556	I 80 Joint Repair	CON	NHPP	1/13/2022		3,282,500	0	0	0	0	0	0	0	0	3,282,500
11	Allegheny	81931	I-79, Campbell's-Moon Run	PE	NHPP	3/2/2023		2,082,300	0	0	0	0	0	0	0	0	2,082,300
11	Allegheny	81931	I-79, Campbell's-Moon Run	FD	NHPP	3/2/2023		0	3,000,000	0	0	0	0	0	0	0	3,000,000
11	Allegheny	81931	I-79, Campbell's-Moon Run	CON	NHPP	3/2/2023		0	0	5,000,000	5,000,000	5,000,000	5,539,024	0	0	0	20,539,024
11	Allegheny	81931	I-79, Campbell's-Moon Run	ROW	581	3/2/2023		0	0	475,000	0	0	0	0	0	0	475,000
11	Allegheny	81931	I-79, Campbell's-Moon Run	UTL	581	3/2/2023		0	0	100,000	0	0	0	0	0	0	100,000
11	Allegheny	87756	Neville Island Bridge	CON	NHPP	6/4/2020	6/4/2020	4,639,862	0	0	0	0	0	0	0	0	4,639,862
11	Allegheny	87765	I-376, 376 Business to Tonidale	CON	NHPP	5/21/2020	5/21/2020	1,376,279	0	0	0	0	0	0	0	0	1,376,279
11	Allegheny	87767	I-376, Edgewood to Churchill	PE	NHPP	2/15/2024		2,000,000	0	0	0	0	0	0	0	0	2,000,000
11	Allegheny	87767	I-376, Edgewood to Churchill	FD	NHPP	2/15/2024		0	2,500,000	0	0	0	0	0	0	0	2,500,000
11	Allegheny	87767	I-376, Edgewood to Churchill	CON	NHPP	2/15/2024		0	0	0	10,000,000	10,000,000	15,805,000	0	0	0	35,805,000
11	Allegheny	87767	I-376, Edgewood to Churchill	ROW	NHPP	2/15/2024		0	0	450,000	0	0	0	0	0	0	450,000
11	Allegheny	87767	I-376, Edgewood to Churchill	UTL	NHPP	2/15/2024		0	0	100,000	0	0	0	0	0	0	100,000
11	Allegheny	87778	I-376, Churchhill to Monroeville	PE	NHPP	3/16/2023		2,500,000	0	0	0	0	0	0	0	0	2,500,000
11	Allegheny	87778	I-376, Churchhill to Monroeville	FD	NHPP	3/16/2023		0	2,500,000	0	0	0	0	0	0	0	2,500,000
11	Allegheny	87778	I-376, Churchhill to Monroeville	CON	NHPP	3/16/2023		0	0	10,000,000	10,000,000	20,000,000	20,000,000	20,000,000	4,920,000	0	84,920,000
11	Allegheny	87778	I-376, Churchhill to Monroeville	ROW	NHPP	3/16/2023		0	0	750,000	0	0	0	0	0	0	750,000
11	Allegheny	87778	I-376, Churchhill to Monroeville	UTL	NHPP	3/16/2023		0	0	250,000	0	0	0	0	0	0	250,000
11	Allegheny	91565	I-79, Moon Run - Neville Island	PE	NHPP	3/17/2022		200,000	0	0	0	0	0	0	0	0	200,000
11	Allegheny	91565	I-79, Moon Run - Neville Island	CON	NHPP	3/17/2022		0	10,000,000	10,000,000	10,000,000	12,069,989	0	0	0	0	42,069,989
11	Allegheny	94812	I-79, Neville Island to I-279	FD	581	5/20/2021		400,000	0	0	0	0	0	0	0	0	400,000
11	Allegheny	94812	I-79, Neville Island to I-279	CON	NHPP	5/20/2021		10,000,000	10,000,000	10,000,000	11,545,050	0	0	0	0	0	41,545,050
11	Allegheny	97027	I-376/Carnegie Interchange	PE	581	6/15/2024		500,000	500,000	0	0	0	0	0	0	0	1,000,000
11	Allegheny	97027	I-376/Carnegie Interchange	FD	NHPP	6/15/2024		0	1,000,000	1,575,000	0	0	0	0	0	0	2,575,000
11	Allegheny	97027	I-376/Carnegie Interchange	UTL	581	6/15/2024		0	0	515,000	0	0	0	0	0	0	515,000
11	Allegheny	97027	I-376/Carnegie Interchange	ROW	581	6/15/2024		0	0	0	1,060,900	0	0	0	0	0	1,060,900
11	Allegheny	97027	I-376/Carnegie Interchange	CON	NHPP	6/15/2024		0	0	0	0	15,000,000	20,000,000	20,000,000	20,000,000	35,299,863	110,299,863
11	Allegheny	97029	I-376/Greentree Interchange	PE	581	6/15/2024		500,000	500,000	0	0	0	0	0	0	0	1,000,000
11	Allegheny	97029	I-376/Greentree Interchange	FD	NHPP	6/15/2024		0	1,000,000	1,575,000	0	0	0	0	0	0	2,575,000
11	Allegheny	97029	I-376/Greentree Interchange	UTL	581	6/15/2024		0	0	515,000	0	0	0	0	0	0	515,000
11	Allegheny	97029	I-376/Greentree Interchange	ROW	581	6/15/2024		0	0	0	1,060,900	0	0	0	0	0	1,060,900
11	Allegheny	97029	I-376/Greentree Interchange	CON	NHPP	6/15/2024		0	0	0	0	15,000,000	15,000,000	15,000,000	20,000,000	8,158,072	73,158,072
11	Allegheny	99874	Pkwy East Corridor Transp Ph 2	PE	581	3/15/2025		3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
11	Allegheny	99874	Pkwy East Corridor Transp Ph 2	FD	581	3/15/2025		0	0	7,000,000	2,000,000	0	0	0	0	0	9,000,000
11	Allegheny	99874	Pkwy East Corridor Transp Ph 2	UTL	581	3/15/2025		0	0	0	3,000,000	1,000,000	0	0	0	0	4,000,000
11	Allegheny	99874	Pkwy East Corridor Transp Ph 2	ROW	581	3/15/2025		0	0	0	4,000,000	2,000,000	0	0	0	0	6,000,000
11	Allegheny	99874	Pkwy East Corridor Transp Ph 2	CON	NHPP	3/15/2025		0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	20,000,000	60,000,000
11	Allegheny	104325	I-79/Alpine Road- Bridgeville	PE	NHPP	6/18/2022		4,400,000	0	0	0	0	0	0	0	0	4,400,000

2021-2032 Interstate Management Program

District	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
11	Allegheny	105438	I-376, Commercial Street Bridge	PE	581	2/15/2023		2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
11	Allegheny	105438	I-376, Commercial Street Bridge	FD	581	2/15/2023		0	0	4,500,000	1,500,000	0	0	0	0	0	6,000,000
11	Allegheny	105438	I-376, Commercial Street Bridge	UTL	581	2/15/2023		0	0	0	500,000	0	0	0	0	0	500,000
11	Allegheny	105438	I-376, Commercial Street Bridge	ROW	581	2/15/2023		0	0	0	600,000	0	0	0	0	0	600,000
11	Allegheny	105438	I-376, Commercial Street Bridge	CON	NFP	2/15/2023		0	0	0	61,099,000	0	0	0	0	0	61,099,000
11	Allegheny	105438	I-376, Commercial Street Bridge	CON	STP	2/15/2023		0	0	0	0	15,000,000	15,000,000	20,901,000	0	0	50,901,000
11	Allegheny	112249	I-376, Bath Tub Flooding	PE	581	6/15/2026		0	0	2,000,000	1,713,150	0	0	0	0	0	3,713,150
11	Allegheny	113362	Frazier Street Bridge	PE	185	3/15/2025		0	0	0	0	1,500,000	0	0	0	0	1,500,000
11	Allegheny	113362	Frazier Street Bridge	FD	185	3/15/2025		0	0	0	0	0	1,000,000	0	0	0	1,000,000
11	Allegheny	113362	Frazier Street Bridge	CON	185	3/15/2025		0	0	0	0	0	0	15,000,000	15,000,000	15,000,000	45,000,000
11	Allegheny	114544	2020 Interstate Longitudinal Joint Repair	CON	581	7/23/2020	7/23/2020	2,772,369	0	0	0	0	0	0	0	0	2,772,369
11	Allegheny	114544	2020 Interstate Longitudinal Joint Repair	CON	NHPP	7/23/2020	7/23/2020	308,041	0	0	0	0	0	0	0	0	308,041
11	Allegheny	114545	2021 Interstate Longitudinal Joint Rehabilitation	CON	581	6/10/2021		262,805	0	0	0	0	0	0	0	0	262,805
11	Allegheny	114545	2021 Interstate Longitudinal Joint Rehabilitation	CON	NHPP	6/10/2021		2,365,249	0	0	0	0	0	0	0	0	2,365,249
11	Allegheny	115689	Interstate Guide Rail - District 11	CON	NHPP	4/8/2021		4,000,000	2,000,000	0	0	0	0	0	0	0	6,000,000
11	Lawrence	87757	I-79/ Butler Co/Mercer	PE	NHPP	3/9/2023		739,200	0	0	0	0	0	0	0	0	739,200
11	Lawrence	87757	I-79/ Butler Co/Mercer	FD	NHPP	3/9/2023		0	850,000	0	0	0	0	0	0	0	850,000
11	Lawrence	87757	I-79/ Butler Co/Mercer	CON	NHPP	3/9/2023		0	0	0	6,320,000	6,000,000	0	0	0	0	12,320,000
11	Lawrence	87757	I-79/ Butler Co/Mercer	ROW	NHPP	3/9/2023		0	0	300,000	0	0	0	0	0	0	300,000
11	Lawrence	87757	I-79/ Butler Co/Mercer	UTL	NHPP	3/9/2023		0	0	60,000	0	0	0	0	0	0	60,000
11	Lawrence	109287	I-376, SR 422 to SR 224	PE	NHPP	3/15/2023		250,000	0	0	0	0	0	0	0	0	250,000
11	Lawrence	109287	I-376, SR 422 to SR 224	FD	NHPP	3/15/2023		0	250,000	0	0	0	0	0	0	0	250,000
11	Lawrence	109287	I-376, SR 422 to SR 224	CON	NHPP	3/15/2023		0	0	0	1,600,000	0	0	0	0	0	1,600,000
11	Lawrence	109287	I-376, SR 422 to SR 224	UTL	NHPP	3/15/2023		0	50,000	0	0	0	0	0	0	0	50,000
11	Lawrence	109287	I-376, SR 422 to SR 224	ROW	NHPP	3/15/2023		0	100,000	0	0	0	0	0	0	0	100,000
12	Washington	31182	I-79/I-70 Interchange	CON	581	9/8/2011	9/8/2011	40,000	0	0	0	0	0	0	0	0	40,000
12	Washington	31182	I-79/I-70 Interchange	CON	NHPP	9/8/2011	9/8/2011	360,000	0	0	0	0	0	0	0	0	360,000
12	Washington	91555	I79: Marianna to Laboratory Hill	CON	NHPP	4/8/2021		5,000,000	5,000,000	0	0	0	0	0	0	0	10,000,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	FD	581	10/19/2028		300,000	300,000	396,000	0	0	0	0	0	0	996,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	FD	NHPP	10/19/2028		2,700,000	2,700,000	3,564,000	0	0	0	0	0	0	8,964,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	UTL	581	10/19/2028		0	0	0	4,051,500	4,051,500	0	0	0	0	8,103,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	ROW	581	10/19/2028		0	0	0	0	3,477,822	3,477,822	0	0	0	6,955,644
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	CON	581	10/19/2028		0	0	0	0	0	0	3,000,000	3,000,000	10,357,322	16,357,322
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	CON	NHPP	10/19/2028		0	0	0	0	0	0	27,000,000	27,000,000	93,215,901	147,215,901
12	Westmoreland	31895	Yukon & Madison Interchanges	CON	NHPP	12/5/2019	12/5/2019	15,000,000	15,000,000	15,000,000	15,000,000	10,482,500	0	0	0	0	70,482,500
12	Westmoreland	32032	New Stanton Intrchng	CON	NHPP	6/18/2015	6/18/2015	45,000	0	0	0	0	0	0	0	0	45,000
12	Westmoreland	75978	I-70 @ PA 51 Interchange	FD	185	1/27/2022		2,743,600	1,500,000	0	0	0	0	0	0	0	4,243,600
12	Westmoreland	75978	I-70 @ PA 51 Interchange	CON	NHPP	1/27/2022		0	10,000,000	15,000,000	30,000,000	30,000,000	30,000,000	25,688,601	0	0	140,688,601
12	Westmoreland	75978	I-70 @ PA 51 Interchange	UTL	185	1/27/2022		1,500,000	1,500,000	2,304,500	0	0	0	0	0	0	5,304,500
12	Westmoreland	75978	I-70 @ PA 51 Interchange	ROW	185	1/27/2022		0	2,500,000	2,500,000	2,426,300	0	0	0	0	0	7,426,300
12	Westmoreland	88508	I-70 Arnold City Interch	FD	185	8/11/2022		1,182,700	0	0	0	0	0	0	0	0	1,182,700
12	Westmoreland	88508	I-70 Arnold City Interch	UTL	185	8/11/2022		1,652,250	0	0	0	0	0	0	0	0	1,652,250
12	Westmoreland	88508	I-70 Arnold City Interch	ROW	185	8/11/2022		1,652,250	0	0	0	0	0	0	0	0	1,652,250
12	Westmoreland	88508	I-70 Arnold City Interch	CON	NHPP	8/11/2022		0	0	15,000,000	15,000,000	15,000,000	20,000,000	19,413,161	0	0	84,413,161
99	Central Office	75891	Interstate Contingency	CON	185			2,888,880	382,609	2,200,157	10,211,110	6,333,171	37,501,574	33,678,058	46,819,346	221,100,000	361,114,905
99	Central Office	75891	Interstate Contingency	CON	581			2,196,216	241,412	5,400,089	2,920,731	2,809,303	932,548	15,585,604	37,444,216	214,872,678	282,402,797
99	Central Office	75891	Interstate Contingency	CON	NHPP			64,271,993	10,417,118	14,660,840	44,043,061	23,305,176	36,866,448	9,599,654	3,044,039	199,658,189	405,866,518
99	Central Office	105487	Interstate Traffic Monitoring	CON	NHPP			251,281	800,000	800,000	800,000	900,000	900,000	900,000	900,000	4,000,000	10,251,281
99	Central Office	106746	National Highway Freight Program Reserve	CON	NFP			0	0	0	0	0	0	0	0	122,198,000	122,198,000
99	Central Office	110601	INFRA Support	CON	581			0	500,000	500,000	500,000	500,000	1,000,000	3,000,000	0	0	6,000,000
99	Central Office	112530	Trafic Monitoring Sites Install and Repair	CON	NHPP	1/16/2020	1/16/2020	128,719	0	0	0	0	0	0	0	0	128,719
99	Central Office	112672	Interstate Guide Rail Upgrade	PE	581			500,000	300,000	0	0	0	0	0	0	0	800,000
99	Central Office	112672	Interstate Guide Rail Upgrade	CON	NHPP			0	2,000,000	0	0	0	0	0	0	0	2,000,000
99	Central Office	113410	Traffic Monitoring Sites Install and Repair	CON	NHPP	4/22/2021		420,000	0	0	0	0	0	0	0	0	420,000
99	Central Office	114586	Interstate ITS Reserve	CON	NHPP			1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000	42,000,000
99	Central Office	114587	All-Weather Pavement Marking Reserve	CON	NHPP			1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000	42,000,000
99	Central Office	115100	Asset Management Based Planning	CON	185			0	0	0	0	0	0	5,000,000	5,000,000	60,000,000	70,000,000
99	Central Office	115100	Asset Management Based Planning	CON	581			0	0	0	0	0	0	5,000,000	5,000,000	60,000,000	70,000,000
99	Central Office	115903	Major Bridge Delivery Assistance	PE	NHPP			5,900,000	0	0	0	0	0	0	0	0	5,900,000
								765,488,264	818,969,388	965,996,300	1,017,081,540	1,031,178,900	1,062,382,000	1,098,720,900	1,083,136,000	4,382,542,000	12,225,495,292

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PennDOT Pathways: Major Bridge P3 Initiative Economic Impact

Overall Program Statewide Economic Benefits

In Pennsylvania, every $1.5 billion invested in bridge replacement or rehabilitation creates 15,656 jobs[1] and generates $3.28 billion for our state's economy.

This includes:

- **Construction**: 5,413 jobs
- **Professional, scientific, and technical services**: 1,563 jobs
- **Healthcare and social assistance**: 1,067 jobs
- **Retail trade**: 1,066 jobs
- **Durable goods and manufacturing**: 969 jobs
- **Other**: 5,578 jobs

Individual Bridge Contribution to Statewide Economy

I-80 Canoe Creek Bridges

The I-80 Canoe Creek Bridges project is anticipated to cost between $90M and $105M, which will benefit Pennsylvanians statewide through generating approximately 1,025 jobs (job-years) and create business sales of around $215M. In other words, the spending of $90M to $105M has a compounding effect, generating jobs and sales for Pennsylvania's businesses well beyond the cost of the project.

- **Spending:** $90M to $105M
- **Job-years:** About 1,025
- **Output (business sales):** $196.8M to $229.6M (About $215M)

I-95 Girard Point Bridge Improvement Project

The I-95 Girard Point Bridge Improvement Project's cost estimate is underway.

I-78 Lenhartsville Bridge Replacement Project

The I-78 Lenhartsville Bridge Replacement Project is anticipated to cost between $40M and $50M, which will benefit Pennsylvanians statewide through generating approximately 470 jobs (job-years) and create business sales of around $100M. In other words, the spending of $40M to $50M has a compounding effect, generating jobs and sales for Pennsylvania's businesses well beyond the cost of the project.

- **Spending:** $40M to $50M
- **Job-years:** About 470
- **Output (business sales):** $87.5M to $109.3M (About $100M)

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[1] 15,656 job-years is equivalent to a total of 15,656 years of individual employment over the life of the project.

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I-80 Over Lehigh River Bridge Replacement Project
The I-80 Over Lehigh River Bridge Replacement Project's cost estimate is underway.

I-80 Nescopeck Creek Bridges
The I-80 Nescopeck Creek Bridges project is anticipated to cost between $30M and $40M, which will benefit Pennsylvanians statewide through generating approximately 370 jobs (job-years) and create business sales of around $80M. In other words, the spending of $30M to $40M has a compounding effect, generating jobs and sales for Pennsylvania's businesses well beyond the cost of the project.

- **Spending:** $30M to $40M
- **Job-years:** About 370
- **Output (business sales):** $65.6M to $87.5M (About $80M)

I-80 North Fork Bridges Project
The I-80 North Fork Bridges Project is anticipated to cost between $165M and $185M, which will benefit Pennsylvanians statewide through generating approximately 1,835 jobs (job-years) and create business sales of around $385M. In other words, the spending of $165M to $185M has a compounding effect, generating jobs and sales for Pennsylvania's businesses well beyond the cost of the project.

- **Spending:** $165M to $185M
- **Job-years:** About 1,835
- **Output (business sales):** $360.8M to $404.5M (About $385M)

I-83 South Bridge/John Harris Memorial Project
The I-83 South Bridge Project is anticipated to cost between $500M and $650M, which will benefit Pennsylvanians statewide through generating approximately 6,000 jobs (job-years) and create business sales of around $1.3B. In other words, the spending of $500M to $650M has a compounding effect, generating jobs and sales for Pennsylvania's businesses well beyond the cost of the project.

- **Spending:** $500M to $650M
- **Job-years:** About 6,000
- **Output (business sales):** $1093.3M to $1421.3M(About $1,300M or $1.3B)

I-81 Susquehanna Project
The I-81 Susquehanna Project is anticipated to cost between $175M and $200M, which will benefit Pennsylvanians statewide through generating approximately 2,000 jobs (job-years) and create business sales of around $400M. In other words, the spending of $175M to $200M has a compounding effect, generating jobs and sales for Pennsylvania's businesses well beyond the cost of the project.

- **Construction:** $175M to $200M
- **Job-years:** About 2,000
- **Output (business sales):** $382.7M to $437.3M (About $400M)

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I-79 Widening, Bridges and Bridgeville Interchange Reconfiguration

The I-79 Widening, Bridges and Bridgeville Interchange Reconfiguration project is anticipated to cost between $100M and $150M, which will benefit Pennsylvanians statewide through generating approximately 1,310 jobs (job-years) and create business sales of around $275M. In other words, the spending of $100M to $150M has a compounding effect, generating jobs and sales for Pennsylvania's businesses well beyond the cost of the project.

- **Spending:** $100M to $150M
- **Job-years:** About 1,310
- **Output (business sales):** $218.7M to $328M (About $275M)

Source: Economic impacts calculated based on RIMS II multipliers obtained from the U.S. Department of Commerce, Bureau of Economic Analysis