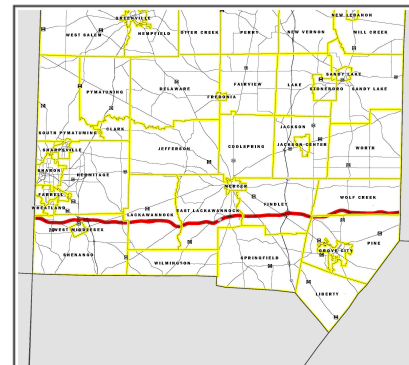


THE I-80 CORRIDOR

The I-80 Corridor - New York to Chicago Regional Thruway

The I-80 Corridor is known as the New York to Chicago regional thruway and traverses the entire county east to west. The corridor is a significant one to the county for commerce and tourism. The section of I-80 from the Ohio border to Exit 4 was opened to traffic in 1968.

PennDOT's statewide long range transportation plan refers to the corridor as the Keystone Shortway, the state's longest corridor of statewide significance. I-80 is the corridor's most significant transportation asset. The MPO has functionally classified I-80 as a rural principal arterial interstate.



CORRIDOR PROFILE ►



Shenango
West Middlesex Borough
Hermitage
Lackawannock
East Lackawannock
Findley
Wolf Creek
Pine

The corridor is predominantly rural and generally connects the Shenango Valley to the Grove City/Wolf Creek region. The corridor is heavily used by truckers and travelers between the Midwest and the Northeast United States. I-80 provides a non-toll alternative to I-76 – the Pennsylvania Turnpike. It is Pennsylvania's longest (311 miles) east-west interstate.

I-80 directly serves nine Mercer County municipalities. As such, this corridor profile analyzes both 1990 and 2000 Census data for: Shenango Township, West Middlesex Borough, Hermitage City, Lackawannock Township, East Lackawannock Township, Findley Township, Wolf Creek Township and Pine Township.

Pennsylvania's Name Designation Act of 1984 designated I-80 formally as the Z. H. Confair Memorial Highway, after the state senator who had served as President of the Keystone Shortway Association.



Key Findings and Highlights

- High numbers of crashes have been reported along the I-80 corridor in East Lackawannock Township.
- Mercer County's Strategy 1000 Initiative, developed in 1998, has identified several areas as key economic development sites within the I-80 Corridor. One site near the interchange of I-80 and US 19 in East Lackawannock Township is dependent on the availability of water and sewer infrastructure.
- The potential relocation of a truck weigh station from Hubbard, Ohio could cause negative impacts on truck traffic through the Valley in the western portion of the corridor.
- In March 2005, Secretary Biehler reported to the Senate Appropriations Committee that the costs of building toll booths and maintenance facilities would exceed \$650 million and require years to complete. A PennDOT study has stated that it would be feasible to levy tolls on I-80 over the long run, although it would take decades to break even.

Recommendations for the I-80 Corridor:

- **Continue bi-state coordination with Ohio on projects that impact communities on both sides of the border.** The potential relocation of an existing I-80 weigh station (in Hubbard, OH) further east could encourage west-bound truckers to bypass the scales by exiting the interstate in Mercer County and using PA 60 or PA 318 to travel through Sharon, Farrell or West Middlesex. The Shenango Valley MPO should continue to work with the Youngstown MPO and law enforcement officials to address this issue.
- **Pursue industrial business development sites to attract investment.** In addition to the redevelopment of brownfields, the county is also searching for strategically located sites for industrial business development. Mercer County's Strategy 1000 Initiative has a goal of preparing 1,000 acres of land for new or reuse economic development. The need to achieve this goal was further reinforced by historical industrial development trends that support the fact that Mercer County does not have an adequate supply of available land to meet demand in a favorable economic climate.
- **Continue to evaluate tolling potential for I-80.** Tolling has been discussed in past years and is a topic that has many proponents. The increased cost of maintenance and other priorities for state transportation funds may make tolling necessary at some point.
- **Initiate Land Use/Transportation Corridor study for US 19 from Mercer to I-80.** Careful review of the potential impact of new development along the corridor on the performance of the transportation system and on Downtown Mercer is warranted, particularly given the recommendations of the 2004 Target Location Assessment



Public Input & Key Person Interviews

Noted below are some of the key points from key person interviews conducted during the summer of 2004:

- There is poor traffic flow where I-80 interchanges with PA 60.
- Opportunities exist to utilize I-80 for emergency routes, specifically related to PA 62.
- New development should be focused at I-80's interchange with US 19, as designated by Strategy 1000.
- Better access to I-80 could increase investment and development in the greater Greenville area.
- An additional interchange on I-80 is needed in order to promote additional economic development in the County (supported by Strategy 1000).

Traffic Volumes

As already mentioned, the I-80 roadway is included as one of PennDOT's 28 corridors of statewide significance. As part of the development of its own long range plan (PennPlan), PennDOT organized the I-80 Corridor into "Super-segments" which coincide with the roadway's junctions with other roadways on the National Highway System (NHS) or where the corridor crosses a county line.

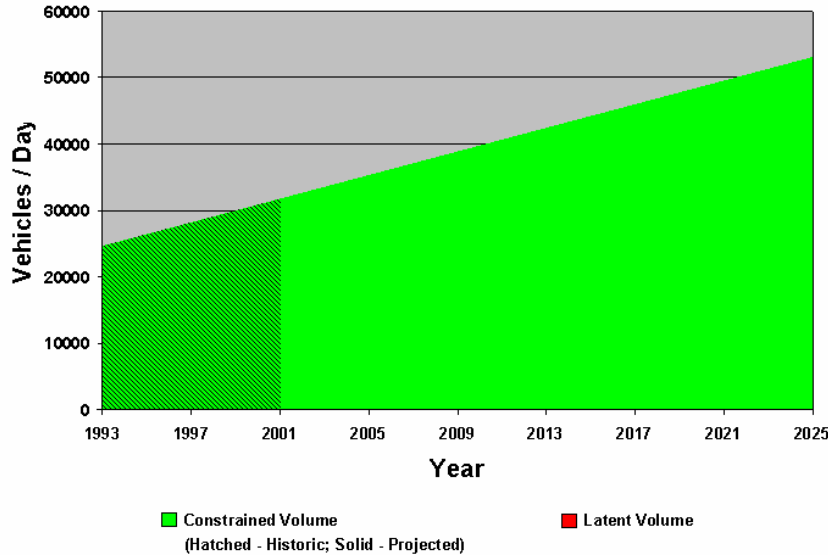
Also as part of PennPlan's development, a level of service (LOS) analysis was performed for each so-called "Super-segment" in the I-80 Corridor. The chart below illustrates historical and projected LOS for one of the I-80 Super-segments. Historical data is given for years 1993 to 2000 and was used to project demand for 2010 and 2025.

Traffic volumes on I-80 have been increasing steadily over the past 20 years. Data from PennDOT's High Performance Monitoring System (HPMS) show that volumes on I-80 west of PA 60 have grown from 25,000 in 1993 to a present day estimate of 35,000. Despite the increases in traffic volumes, congestion is not expected to be a problem on I-80 through 2025.



Historic and Projected Traffic Volumes

Interstate 80, Mercer County, From Ohio Border to PA Route 60



Mode Split

Table 1 below outlines the mode split reported in Census 2000 for the I-80 Corridor. Key highlights regarding mode split are noted below.

Table 1: Mode Split (in %) – 2000
THE I-80 CORRIDOR

LOCATION	TOTAL	SOV	CARPPOOL	TRANSIT	BICYCLE	WALKED	OTHER MEANS	WORK AT HOME
EAST LACKAWANNOCK	727	82.1	8.7	0.0	0.0	1.7	0.7	6.9
FINDLEY	704	89.1	6.4	0.0	0.0	1.0	0.4	3.1
HERMITAGE	7,031	88.1	7.6	0.2	0.1	1.3	0.2	2.5
LACKAWANNOCK	1,119	81.4	8.9	0.3	0.0	3.0	1.3	5.2
PINE TOWNSHIP	1,861	87.0	9.0	0.6	0.4	0.8	0.3	2.0
SHENANGO	1,871	84.2	12.1	0.0	0.0	0.8	1.3	1.6
WOLF CREEK	379	83.1	5.3	0.0	0.0	1.9	1.9	7.9
I-80 CORRIDOR	13,692	86.5	8.4	0.2	0.01	1.5	0.8	4.2
MERCER COUNTY	51,120	83.2	9.2	0.3	0.1	3.2	0.7	3.2

- All but 5 percent of corridor commuters are dependent on the private automobile as a means of getting to work. The majority of corridor workers (86.5 percent) commute to work alone. This average is slightly higher than the county rate of 83 percent.



- Less than 9 percent of corridor workers carpool. Use of carpooling is highest in Shenango Township (over 12 percent), where I-80 interchanges with PA 60.
- The corridor's percentage of people who walk to work is less than half the county average. In the rural townships of Pine and Shenango, less than 1 percent of workers walk to work.
- Wolf Creek Township has the corridor's highest percentage of those who work from home, at nearly 8 percent. This is more than double the county rate.

Travel Time to Work

Table 2 and Table 3 show how journey to work travel times have changed in the corridor over the past decade.

Table 2: Travel Time to Work (in minutes by percent) – 2000
THE I-80 CORRIDOR

LOCATION	< 15		15-29		30-59		60-89		90+	
	#	%	#	%	#	%	#	%	#	%
SHENANGO	595	32.3	909	49.4	289	15.7	21	1.1	27	1.5
WHEATLAND	178	57.4	85	27.4	36	11.6	5	1.6	6	1.9
WEST MIDDLESEX BOROUGH	199	50.0	153	38.4	40	10.0	6	1.5	0	0.0
HERMITAGE	3,564	51.9	2,136	31.1	886	12.9	155	2.3	117	1.7
LACKAWANNOCK	261	24.6	558	52.6	217	20.4	17	1.6	8	0.8
EAST LACKAWANNOCK	228	33.7	299	44.2	118	17.4	18	2.7	14	2.1
FINDLEY	289	42.4	224	32.8	132	19.4	25	3.7	12	1.7
WOLF CREEK	159	45.6	128	36.7	50	14.3	4	1.2	8	2.3
PINE	865	47.4	496	27.2	356	19.5	82	4.5	25	1.4
I-80 CORRIDOR	6,338	45.3	4,988	35.6	2,124	15.2	333	2.4	217	1.6
MERCER COUNTY	22,293	45.0	16,568	33.5	8,532	16.7	1,253	2.5	829	1.6



Table 3: Travel Time To Work (in minutes by percent) – 1990
THE I-80 CORRIDOR

LOCATION	< 15		15-29		30-59		60-89		90+	
	#	%	#	%	#	%	#	%	#	%
SHENANGO	819	39.3	882	42.3	337	16.2	47	2.3	0	0.0
WHEATLAND	134	59.8	59	26.3	28	12.5	3	1.3	0	0.0
WEST MIDDLESEX	206	50.4	156	38.1	43	10.5	3	0.7	1	0.2
HERMITAGE	3353	55.1	1829	30.0	732	12.0	123	2.0	51	0.8
LACKAWANNOCK	251	23.3	573	53.2	185	17.2	62	5.8	7	0.7
EAST LACKAWANNOCK	244	37.1	248	37.8	139	21.2	24	3.7	2	0.3
FINDLEY	244	39.7	248	40.4	98	15.9	22	3.6	2	0.3
WOLF CREEK	124	40.7	131	42.9	48	15.7	2	0.7	0	0.0
PINE	932	55.5	467	27.8	202	12.0	55	3.3	24	1.4
I-80 CORRIDOR	6,307	48.0	4593	34.9	1,812	13.8	341	2.6	87	0.7
MERCER COUNTY	22,944	46.9	15,686	32.1	7,410	15.2	971	2.0	277	0.6

Key comparisons of travel time to work from 1990 to 2000 are noted below.

- Journey to work commute times under fifteen minutes have declined from 48 percent in 1990 to 45 percent in 2000.
- Nearly 60 percent of journey to work times in Wheatland Township require less than 15 minutes. This is the highest rate in the corridor.
- The number of corridor workers requiring more than 90 minutes to get to work increased by 150 percent during the 1990s.
- Pine Township has the corridor's largest percentage of workers traveling longer than an hour to get to work, at 6 percent. Pine has an estimated 107 workers traveling longer than an hour, which is an increase of 33 percent since 1990.



Commutation Patterns

There are approximately 14,000 commuters residing within I-80 Corridor municipalities. The City of Hermitage is the single largest destination for corridor workers, as evidenced by Table 4, below.

Table 4: Top Commuter Destinations – 2000
THE I-80 CORRIDOR

Municipality	%
1. HERMITAGE	23.0
2. SHARON	12.8
3. TRUMBULL, OH	7.2
4. GROVE CITY	6.8
5. PINE	3.7
6. MAHONING, OH	3.5
7. FARRELL	3.3
8. MERCER	2.0
9. WEST MIDDLESEX	2.0
10. WHEATLAND	2.0
11. GREENVILLE	1.8

Source: U.S. Census Bureau, 2000.

Other commutation patterns within the corridor include:

- Among corridor municipalities, the City of Hermitage employs the greatest percentage of its resident workforce, at 35.8 percent.
- Shenango Township is the corridor's largest exporter of resident workers, at 93.3 percent. Findley and Lackawannock each export 91 percent.
- Nearly a third of Pine Township's resident workforce is employed in Grove City Borough.
- Over 10 percent of corridor workers are employed at destinations in either Trumbull or Mahoning Counties in Ohio.



Population Trends

Table 6 identifies the population trends from 1990 to 2000 for the I-80 Corridor.

**Table 5: Population Trends (1990 - 2000)
THE I-80 CORRIDOR**

LOCATION	1980	1990	2000	% CHANGE
				90-00
SHENANGO	4,399	4,339	4,037	(7.5)
WHEATLAND	1,132	737	740	0.4
WEST MIDDLESEX	1,064	982	929	(5.7)
HERMITAGE	16,365	15,300	16,130	5.1
LACKAWANNOCK	2,814	2,677	2,561	(4.5)
EAST LACKAWANNOCK	1,709	1,606	1,701	5.6
FINDLEY	1,651	2,284	2,305	0.9
WOLF CREEK	711	682	730	6.6
PINE	3,762	4,164	4,532	8.1
I-80 CORRIDOR	33,607	32,771	33,665	2.7
MERCER COUNTY	128,299	121,003	120,293	(0.6)

- Population growth in the I-80 Corridor during the 1990s outpaced that of the county. The corridor added nearly 900 persons for a growth rate of 2.7 percent during the 1990s.
- Pine Township led all corridor municipalities in population growth, at over 8 percent, while the City of Hermitage added the most people, at 830.
- Three corridor municipalities lost population during the 1990s, including: Shenango Township (7.5 percent), Lackawannock Township (4.5 percent), and West Middlesex Borough (5.7 percent).



Age Group Distribution

Demographic data indicate that population in the I-80 Corridor is generally younger than the county as a whole. Table 6 and the bullet points below provide more detailed information on the corridor's age demographics.

Table 6: Percent Change by Age Group – 1990, 2000
THE I-80 CORRIDOR

LOCATION	Total	45-54	55-64	65-74	75-84	85+
SHENANGO	(7.0)	17.1	(12.1)	6.2	83.2	79.2
WHEATLAND	(1.6)	17.81	(38.2)	(17.7)	45.3	7.69
WEST MIDDLESEX	(5.4)	59.1	(20.5)	(35.5)	59.6	(31.6)
HERMITAGE	5.6	36.2	(14.2)	(8.5)	60.9	44.8
LACKAWANNOCK	(4.3)	12.3	25.3	(0.6)	45.7	85.7
EAST LACKAWANNOCK	5.9	31.7	10.6	(7.8)	43.5	89.7
FINDLEY	0.9	156.3	5.0	5.4	3.5	20.0
WOLF CREEK	11.6	14.1	90.6	13.9	4.3	16.7
PINE	7.1	46.1	(2.7)	15.4	4.7	(16.7)
I-80 CORRIDOR	2.6	38.0	(8.0)	(4.7)	50.6	34.7
MERCER COUNTY	(0.6)	32.2	(9.4)	(10.0)	24.2	28.1

- Approximately 19 percent of the corridor's population in 2000 was under the age of fifteen, or non-drivers. The majority of the corridor's population was middle aged, at 35-54 years old.
- The City of Hermitage and Wheatland Township have high percentages of population greater than 65 years of age. In Wheatland Borough, the rate was nearly 28 percent in 2000, or 10 percentage points higher than the county average.
- From 1990 to 2000, the Corridor population increase by 2.6 percent.
- All the municipalities experienced a significant increase in persons 75-84. The greatest increase was in Shenango Township with a substantial 83.2 percent increase. Shenango also had an increase of 79.2 percent of person 85 and over. However, the largest increase in this age group occurred in East Lackawannock with an 89.7 percent increase.



Racial Composition

Table 7 and the bullet points below provide information on the corridor's racial composition.

**Table 7: Racial Composition – (in %)
THE I-80 CORRIDOR**

Location	Total		White		Black		Indian		Asian		Other	
	#		#	%	#	%	#	%	#	%	#	%
SHENANGO	4,037		3,963	98.2	49	1.2	8	0.2	0	0.0	17	0.4
WHEATLAND	740		640	86.5	83	11.2	2	0.3	0	0.0	15	2.0
WEST MIDDLESEX	929		894	96.2	8	0.9	0	0.0	11	1.2	16	1.7
HERMITAGE	16,130		15,135	93.8	491	3.0	28	0.2	274	1.7	202	1.3
LACKAWANNOCK	2,561		2,517	98.3	31	1.2	0	0.0	3	0.1	10	0.4
EAST LACKAWANNOCK	1,701		1,668	98.1	27	1.6	0	0.0	0	0.0	6	0.4
FINDLEY	2,305		1,986	86.2	305	13.2	0	0.0	10	0.4	4	0.2
WOLF CREEK	730		710	97.3	2	0.3	0	0.0	0	0.0	18	2.5
PINE	4,532		4,197	92.6	213	4.7	0	0.0	52	1.1	70	1.5
I-80 CORRIDOR	33,665		31,710	94.2	1,209	3.6	38	0.1	350	1.0	358	1.1
MERCER COUNTY	120,293		113,036	94.0	6,869	5.7	511	0.4	656	0.5	417	0.3

- The I-80 Corridor is even more racially homogenous than the county as a whole, with over 94 percent reported white. Lackawannock Township is the corridor's most racially homogenous municipality, with only 1.7 percent minority population.
- Wheatland Borough has the corridor's most racially diverse population, with 13 percent other than white.
- Findley Township has the corridor's highest percentage of Black population, at over 13 percent. This is over three times the corridor rate of 3.6 percent.



Per Capita Income

Table 9 outlines Census 2000 per capita income per household in the municipalities along I-80 corridor.

**Table 8: Per Capita Income (2000)
THE I-80 CORRIDOR**

LOCATION	House-	< \$25,000		\$25-49,999		\$50-74,999		\$75-99,999		\$100,000+	
	holds	#	%	#	%	#	%	#	%	#	%
SHENANGO	1,633	403	24.7	722	44.2	276	16.9	182	11.1	50	3.1
WHEATLAND	327	144	44.0	105	32.1	56	17.1	17	5.2	5	1.5
WEST MIDDLESEX	365	130	35.6	127	34.8	73	20.0	16	4.4	19	5.2
HERMITAGE	6,797	1,961	28.9	2,353	34.6	1,286	18.9	603	8.9	594	8.7
LACKAWANNOCK EAST	911	309	33.9	313	34.4	162	17.8	66	7.2	61	6.7
LACKAWANNOCK FINDLEY	588	170	28.9	155	26.4	173	29.4	56	9.5	34	5.8
WOLF CREEK	539	133	24.7	212	39.3	142	26.3	46	8.5	6	1.1
PINE	276	86	31.2	102	37.0	52	18.8	15	5.4	21	7.6
I-80 CORRIDOR	1,562	356	22.8	114	7.3	295	18.9	133	8.5	154	9.9
MERCER COUNTY	12,998	3,692	28.4	4,203	32.3	2,515	19.3	1,134	8.7	944	7.3
	46,755	16,073	34.4	16,259	35.0	8,629	18.5	3,246	7.0	2,548	5.5

- The I-80 Corridor has a much lower portion of its population with incomes under \$25,000, when compared to the County (28% to 34% respectively).
- The I-80 corridor has a larger percentage of the population with an income of greater than \$50,000 than the County, by approximately 4 percentage points.
- Pine Township has the corridor's greatest frequency of incomes greater than \$75,000, at 18.4 percent. Hermitage follows with 17.6 percent.



Economic

Table 9 outlines the Census 2000 Civilian Labor Force Characteristics along the I-80 Corridor by municipality. Table 10 outlines the Employment by Occupation by municipality. Table 11 outlines Employment by Place of Industry along the I-80 Corridor for Year 2000.

**Table 9: Civilian Labor Force Characteristics – (2000)
THE I-80 CORRIDOR**

Location	Total	Not in Labor Force	Labor Force	Civilian Labor Force		In Armed Forces
				Employed	Unemployed	
SHENANGO	3,178	38.0	62.0	95.4	4.5	0.3
WHEATLAND	613	44.5	55.5	90.6	9.4	0.7
WEST MIDDLESEX	743	36.9	63.1	93.4	6.6	0.0
HERMITAGE	13,058	42.6	57.4	96.0	4.0	0.1
LACKAWANNOCK	1,897	37.2	62.8	94.4	5.6	0.0
EAST LACKAWANNOCK	1,302	40.5	59.5	96.6	3.4	0.2
FINDLEY	2,033	63.1	36.9	94.9	5.0	0.0
WOLF CREEK	574	29.6	70.4	94.3	5.7	0.0
PINE	3,417	42.6	57.4	95.3	4.7	0.0
I-80 CORRIDOR	26,815	41.7	58.3	95.4	4.6	0.1
MERCER COUNTY	95,664	41.9	58.1	93.9	6.0	0.1

- Corridor employment rates are slightly higher than the county overall. East Lackawannock Township has the corridor's highest civilian labor force employment rate, at 96.6 percent.
- Wheatland Borough had the corridor's highest unemployment rate, at 9.4 percent.



Table 10: Employment by Occupation - (2000)
THE I-80 CORRIDOR

LOCATION	Total	Management & Professional	Service	Sales and Office	Farming, Fishing, and Forestry	Construction, Extraction, and Maintenance	Production, Transportation and Material Moving
EAST LACKAWANNOCK	747	30.8	15.8	21.2	1.2	12.3	18.7
FINDLEY	713	23.6	21.6	20.2	0.8	10.1	23.7
HERMITAGE	7,088	36.9	13.8	28.9	0.2	6.3	13.9
LACKAWANNOCK	1,125	26.0	11.5	23.8	2.5	13.7	22.5
PINE	1,869	27.7	14.4	27.7	0.0	9.7	20.6
SHENANGO	1,881	25.9	16.6	25.7	0.4	12.4	18.9
WEST MIDDLESEX	438	20.8	19.2	26	0.0	10.3	23.7
WHEATLAND	308	17.9	24.4	24	0.0	5.5	28.2
WOLF CREEK	381	21.8	14.2	26	3.7	11.8	22.6
I-80 CORRIDOR	14,550	25.7	16.8	24.8	0.3	10.2	21.4
MERCER COUNTY	52,142	27.6	17.3	25.3	0.6	8.2	21.0

- Corridor employment by occupation is very similar to countywide trends. Corridor employment in the Construction, Extraction and Maintenance Sector is two percentage points higher than the county average.
- Corridor employment in the Farming, Fishing and Forestry Sector is half the county rate. In Lackawannock, the rate is 2.5 percent - highest in the corridor.
- The City of Hermitage leads the corridor in the percentage of persons working in the Management and Professional Sector, at nearly 37 percent. Wheatland Borough has the lowest percentage in this sector, at less than 18 percent. Wheatland leads the corridor in the percentage of people employed in the Service Sector, at nearly 25 percent.



**Table 11: Employment by Industry by Place of Residence - (2000)
THE I-80 CORRIDOR**

Municipality	Agricultural	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation	Information	FIRE	Professional, Scientific, Mamt	Educational	Arts & Entertainment	Other	Public Administration
SHENANGO	2.6	8.6	18.3	4.0	12.5	6.2	1.9	2.6	4.7	24.0	6.3	5.3	3.1
WHEATLAND	1.3	2.6	17.2	3.9	12.0	9.4	1.6	3.9	8.1	20.8	12.0	2.9	4.2
WEST MIDDLESEX	0.0	7.8	23.1	5.3	13.5	7.3	1.4	4.6	3.7	14.6	8.0	4.8	6.2
HERMITAGE	0.5	3.5	18.0	3.2	14.5	3.5	2.8	6.8	5.6	26.1	6.4	4.9	4.2
LACKAWANNOCK	3.2	6.9	23.0	7.0	11.2	5.2	1.8	2.8	4.7	23.3	3.4	5.2	2.3
EAST LACKAWANNOCK	3.6	7.5	18.1	4.3	10.7	6.2	1.6	3.2	4.4	22.1	8.8	5.2	4.3
FINDLEY	3.4	5.6	22.9	4.5	12.9	4.8	0.3	3.2	3.6	22.7	5.9	4.5	5.8
WOLF CREEK	7.6	5.2	17.1	2.9	13.1	10.0	0.0	4.2	3.7	21.0	6.3	5.8	3.1
PINE	0.6	4.8	19.7	3.4	14.9	6.0	2.6	3.2	2.7	24.1	9.3	4.1	4.7
I-80 CORRIDOR	2.5	5.8	19.7	4.3	12.8	6.5	1.6	3.8	4.6	22.1	7.4	4.8	4.2
MERCER COUNTY	1.6	5.1	20.1	3.8	13.4	5.0	1.6	4.2	4.7	23.7	7.7	5.0	4.2

- Employment by industry in the corridor is generally in line with county averages. There are some anomalies of note in the corridor, including:
 - Wolf Creek Township's employment in agriculture is at 7.6 percent, or 6 percentage points higher than county rates. The township's rate in Transportation (10 percent) is double the county average.
 - Manufacturing is a leading employer for workers in West Middlesex Borough and Lackawannock Township.
 - The City of Hermitage and Pine Township lead all corridor municipalities in the percentage of workers employed in retail trade occupations, at 14.5 and 15 percent, respectively.

2005 Transportation Improvement Program (TIP)

The MPO has programmed 11 projects worth over \$18 million for the I-80 Corridor. A majority of these are in the City of Hermitage. In Shenango Township, a project to complete a half interchange includes the addition of a northbound off-ramp and southbound on-ramp for PA 60 at an estimated cost of \$4.3 million.

Once rated by readers of Overdrive magazine as one of the worst roads in the nation, conditions on I-80 have greatly improved in recent years thanks to reconstruction projects implemented by PennDOT. During 2004, PennDOT worked on a portion of I-80 with 100 percent state money as part of the Smooth Road Program between the Ohio state line to a point 1.8 miles east of the I-79



interchange. Work included some concrete patching and some spot paving. No TIP funds were used.

Table 12 below provides more information on the composition of the region's TIP as it relates to I-80 Corridor municipalities.

**Table 12: 2005 -- 2008 TIP Projects
THE I-80 CORRIDOR**

Municipality	Project/Description	Year				Total
		05	06	07	08	
HERMITAGE	Highland (SR 3014) Ph 1	900	1,000	2,000	0	3,900
HERMITAGE	Highland (SR 3014) Ph 2	0	200	500	500	1,200
HERMITAGE	Hogback Rd bridge repl	350	0	0	0	350
HERMITAGE	Trout Island Trail	180	0	0	0	180
HERMITAGE	SV Bike/ped Sys. Ph 1	210	0	0	0	210
HERMITAGE	Pine Hollow Run	4,250	2,500	0	0	6,750
HERMITAGE	Kelly Rd Brs T-388 (Dual)	25	0	0	0	25
PINE	N.Liberty Rd bridge	60	75	0	450	585
PINE	Diamond Rd bridge repl	85	5	0	355	445
SHENANGO	Intrchge imp PA 60/318	300	750	250	3,000	4,300
SHENANGO	Riggs Rd bridge repl	75	5	0	0	80

Source: PENNDOT District 1-0

