

Project Description: Replacement of Structurally Deficient Bridge and Functionally Obsolete on SR 3061 in Berks County, PA crossing the Tulpehocken Creek in Marion Township. This bridge is currently closed.

Amount Requested: \$1,765,600

Project Description: Replacement of Structurally Deficient and Functionally Obsolete Bridge on SR 662 in Berks County, PA crossing Maiden Creek at headwaters of Lake Ontelaunee between Perry and Richmond Townships.

Amount Requested: \$5,147,200

Project Description: Replacement of Structurally Deficient and Functionally Obsolete Bridge on SR 4026 in Berks County, PA crossing the Schuylkill River between Perry and Centre Twps. This bridge is currently POSTED with a 15 ton limit.

Amount Requested: \$7,184,000

Project Description: Replacement of Structurally Deficient and Functionally Obsolete Bridge on SR 1003 in Berks County, PA crossing the Schuylkill River in Leesport Borough.

Amount Requested: \$6,952,000

Project Description: The Harrisburg Southern Gateway Project, located in Pennsylvania's Capital City, in Dauphin County, Pennsylvania, extends from I-83 at the southern end of the City north to Walnut Street and from the Susquehanna River east to Cameron Street. The project focuses on transportation and associated land use planning issues, featuring the restoration of the City's street grid and improved access to I-83 to eliminate gridlock created by existing traffic and exacerbated by incidents due to the lack of redundancy in the transportation network. The project will open the area to job-creating and service-providing opportunities, while relieving traffic congestion and aiding pedestrians; enhancing the Southern Gateway as the City's entry point; and improving the roadway infrastructure.

Amount Requested: \$7,200,000

Project Description: Alter the traffic pattern and control on Second Street in Harrisburg from one-way to two-way traffic between Forster Street and Division Street. Scope includes resurfacing, pavement markings, modification of traffic signals, replacement of streetlights in the project area.

Amount Requested: \$5,500,000

Project Description: Replace of the Maclay Street Bridge over the Norfolk Southern Railroad Yard between 7th St and Cameron Street in Harrisburg. Under the Federal Highway Administration rating system, this bridge has been rated less than 22 of a possible 100 points and must therefore be replaced.

Amount Requested: \$4,330,000

Project Description: This regional commuter rail project known as the Capital Red Rose Corridor (formerly known as CORRIDORone), will connect Lancaster to Harrisburg.

Requested funding will enable ridership to commence on MOS-1, Harrisburg to Lancaster. In the second phase, connections to SEPTA will exist in Lancaster County, providing seamless travel from Central Pennsylvania to 30th Street Station at cheaper fares than AMTRAK and with more convenient scheduling. Ultimately, this segment will connect to other rail and premium bus corridors in the region, linking Harrisburg International Airport, businesses, tourist attractions, and other destinations throughout Central and Southeastern Pennsylvania.

Amount Requested: \$2,400,000

Project Description: Premium bus service to connect Harrisburg, Hershey and Lebanon in the near term. The long-term vision for the region is to implement a regional rail system that will ultimately connect up to eight counties in Central PA that have no comparable service, meeting the challenge of anticipated growth in automobile vehicle miles traveled in the region. By giving commuters a chance to use regularly scheduled premium bus service, we will help build and demonstrate demand for a future rail solution.

Amount Requested: \$6,560,000

Project Description: Study the feasibility of mass transportation alternatives between Harrisburg and York. The long-term vision for the region is to implement a regional rail system that will ultimately connect up to eight counties in Central PA that have no comparable service, meeting the challenge of anticipated growth in automobile vehicle miles traveled in the region. Harrisburg to York is an approximately 30-mile corridor in which mass transportation alternatives will be considered. This will include the feasibility of additional premium bus service and a commuter rail alternative.

Amount Requested: \$0

Project Description: Harrisburg/Hershey/Lebanon is a 26.8-mile rail corridor for which funding is sought to study rail alternatives, environmental impact and preliminary engineering. This second phase of a regional rail system envisions an ultimate connection of up to eight counties in Central PA that have no comparable service, meeting the challenge of anticipated growth in automobile vehicle miles traveled in the region. This project is critical to alleviate traffic congestion that currently plagues the region and is only going to get worse in the next two decades due to population growth. There are also economic and environmental benefits to this project; it will stimulate economic development along the corridor and rejuvenate town centers.

Amount Requested: \$3,200,000

Project Description: Harrisburg to Carlisle is a 24-mile rail corridor for which funding is sought to conduct preliminary engineering and environmental assessment. Previous Alternatives Analysis work was completed in this corridor in 1996. This project is part of the vision for a regional rail system that will ultimately connect up to eight counties in south central Pennsylvania that have no comparable service, meeting the challenge of anticipated growth in automobile vehicle miles traveled in the region.

Amount Requested: \$0

Project Description: The project involves the reconfiguration of the intersection of U.S. Route 22 (Walnut Street) and Progress Avenue in Susquehanna Township, Dauphin County. The Walnut Street Corridor functions as the Eastern Gateway into Harrisburg, serving the transportation needs of not only the residents of Susquehanna Township, but also the access requirement of residents from adjacent municipalities, including the City of Harrisburg, Lower Paxton Township, and Penbrook Borough, and commuters utilizing Interstate 81 and Interstate 83.

Amount Requested: \$12,000,000

Project Description: The project involves the improvement of Oberlin Road (SR 441) at two key intersections [Fulling Mill Road (SR 3002) & Spring Garden Drive (SR 2042)] in Lower Swatara Township, Dauphin County. This section of SR 441 has been identified as a high volume crash area in the Township's Comprehensive plan. The proposed improvements would consist of the following components:

1. Intersection w/ SR 3002: Addition of turning lanes and improved access to the Interstate 283 on-ramp. This section of the project will have a direct impact on improving emergency access, as this is the Lower Swatara Fire Department's primary access point to the rest of the Township from its facility along Fulling Mill Road; and
2. Intersection w/ SR 2042: Elimination of a dangerous S-curve and upgrades to the current 90-degree intersection alignment, including the addition of turning lanes and a two-phase traffic signal. Lower Swatara Township will continue to maintain the current alignment of SR 441 in the area for local property access.

Amount Requested: \$6,099,500

Project Description: The 5th Street/University Drive project was originally established as an outcome of the Penn State University/Harrisburg International Airport/Jednota Estates Access Study that was developed by HRG Engineering in 2005. This project involves the relocation of utility lines in order to successfully implement a northbound/southbound connector roadway in the area of the Penn State Harrisburg campus linking the Capital Business Center (CBC), the proposed SARAA rail parking area, and the Linden Centre redevelopment project to State Route 230.

Amount Requested: \$250,000

Project Description: The project involves the relocation of S.R. 743 to the east to align with Cocoa Avenue in order to improve the intersection by creating one signalized four-way intersection. In addition, a new bridge will be constructed over the Norfolk Southern railroad tracks. This new bridge structure will enhance mobility and feature sidewalks to increase pedestrian accessibility and safety. The existing bridge, which is one of the county's most severely structurally deficient bridges, will be removed. Streetscape enhancements will be

incorporated to assist in making downtown Hershey a thriving business district. In order to encourage more pedestrian movement, a tunnel will be constructed underneath U.S. Route 422 (Chocolate Avenue) to allow visitors safe and efficient access to the Hershey Theater, Museum, and other amenities in the downtown village.

Amount Requested: \$2,500,000

Project Description: The Duke Street Bridge carries Duke Street across the Swatara Creek in Hummelstown Borough and South Hanover Township in Dauphin County, PA. The 300 ft. long bridge is functionally obsolete and structurally deficient, with a clear roadway width of only 17.8 ft., and a posted weight limit of 8 Tons. The bridge has a sufficiency rating of only 19.8 on a scale of 1-100, and has a limited remaining life span. The inefficiency and inadequacy of the arch span configuration results in frequent flooding and retention of wooded debris during flood events, posing a serious risk for increased upstream flooding, and for potential loss of the bridge itself. The requested funding is needed for construction of a replacement structure that meets current design criteria, that reduces the potential for upstream flooding, and that maintains this important link between the two communities.

Amount Requested: \$3,550,000

Project Description: The 9th & 10th Streets Bridges project over the Norfolk Southern Railroad in the City of Lebanon is one of the ongoing top priorities for capital projects with the LEBCO MPO. Prior phases of work have already been completed including preliminary engineering, environmental clearance and final design.

Amount Requested: \$2,250,000

Project Description: Two outdated partial I-78 interchanges are located in Bethel Township, Lebanon County ... one with PA Route 343 near Fredericksburg and one with US Route 22 near Hamlin.

However, before any improvements can be fully defined, a point of access (POA) study must be performed on both interchanges to determine (1) if and what improvements are needed at one or both locations; (2) if one of the existing partial interchanges can be eliminated in favor of a full interchange at the other location; or (3) if a new interchange should be built at a new location and the two existing interchanges closed to traffic.

Amount Requested: \$1,000,000

Project Description: Seven replacement buses for the County of Lebanon Transit. These are meant as replacement vehicles for our original fleet purchased in 1997. Those buses were classified with a useful life of 10 years and 350,000 miles. They are now two years past their useful life and about 150,000 miles over their useful limit. As it now stands, we will need to keep running most of them for an additional 3 years before we are able to get replacement vehicles on site.

Amount Requested: \$1,960,000

Project Description: The City of Pottsville and its many government and private sector partners is seeking to redevelop a blighted area near the site of the former Pennsylvania Railroad Union Station into a premier trade and transit center. The site is located near S.R. 61 and the former PA rail lines at Centre and Union Streets in downtown Pottsville.

Amount Requested: \$4,000,000

Project Description: The Collins Street Bridge spans the Reading and Blue Mountain Railroad and the Schuylkill River. The structure is a 4 span steel deck truss with a span of 292 feet. The roadway has a curb to curb width of 24.5 feet. The current condition is serious. It has been closed for three years and is the main entrance to and from Pottsville and the Borough of Palo Alto.

Amount Requested: \$15,000,000

Project Description: Funding will be used to replace 17.8-miles of 70-year old non-control cooled rail with new continuous welded rail and rehabilitate track in tunnel and increase height clearances of Tamaqua Tunnel and three bridges between Reading (MP 62) and Haucks (MP 105.8).

Amount Requested: \$8,300,000

Project Description: Project includes approximately 4 miles of road resurfacing and/or reconstruction within the Borough of St. Clair, Schuylkill County, PA. The project will also include pavement base replacement, drainage improvements (swales, inlets, manholes, pipe), and the installation of handicap-accessible ramps at crosswalks where appropriate. The construction costs associated with this phase are estimated around \$950,000. The project can be let out for bid as early as May 2009 and would take approximately 3-4 months to complete.

Amount Requested: \$855,000

Project Description: Improvements to PA Route 61 from SR 2014 (Brick Hill Road) to PA Route 443. Project to include installation of a concrete median barrier, traffic signals, jughandles, and other safety improvements.

Amount Requested: \$6,000,000

Project Description: PA Route 61 in Schuylkill Haven Planning project includes capacity and safety improvements. Project is in final design and requires additional funding to insure completion

Amount Requested: \$2,000,000

Project Description: Prepare safety improvement study to determine required improvements to this planning section of PA Route 61 Darkwater Road.

Amount Requested: \$500,000

Project Description: Improvements to the intersection of Liberty Street and PA Route 61 to include installation of traffic signals, jughandles, bridges and culverts.

Amount Requested: \$12,000,000

Project Description: Rehabilitation of SR 924 Segments 80 and 90 for a distance of approximately 2800ft and SR 54 Segments 200, 210 and 230 for a distance of approximately 5775ft in the Borough of Shenandoah. Work will include milling, overlay, base replacement and construction of ADA compliant handicap ramps within the limits of work.

Amount Requested: \$2,500,000

Project Description: School Road Bridge passes over a tributary to Lizard Creek in West Penn Township, Schuylkill County. The bridge, located adjacent to the intersection of School Road and SR 309, is deteriorating rapidly. The replacement structure would be a precast concrete box culvert bridge with appropriate structure-mounted guiderail and end treatments that meet modern PennDOT standards. Estimated engineering and construction costs for the reconstruction of this bridge using federal and state funding is \$800,000.

Amount Requested: \$800,000

Project Description: Mill Creek Avenue Reconstruction: the project starts at the newly constructed bridge crossing Mill Creek and proceeds in a south westerly direction to the Township line in common with Norwegian Township. The distance is approximately 1.6 miles.

Amount Requested: \$1,697,415

Project Description: Mill Creek Avenue Reconstruction: the project starts at the Township line in common with East Norwegian and proceeds in a southwesterly direction to the Township line in common with The City of Pottsville for a distance of approximately 0.12 miles

Amount Requested: \$844,042

Project Description: Paving & Reconstruction of T-545 Township Road also known as Maple Avenue. Paving & Reconstruction of T-626 also known as Bull's Head Road. Both roads are major arteries and serve the industrial, commercial, and residential areas of Norwegian Township.

Amount Requested: \$400,000

Project Description: Funding is requested for the Crescent Corridor Intermodal Freight Project as part of the Projects of National and Regional Significance Program. The Crescent Corridor is a major intermodal rail effort to divert long-haul truck traffic between the Mid-Atlantic and Southeast to rail along Interstates 40, 75, 59, and 81. Today, major intermodal rail service along this corridor is almost nonexistent, while commercial truck traffic is increasingly severe. Funding will provide the intermodal rail capacity enhancements necessary in order to alleviate highway congestion, improve commuter safety, reduce carbon emissions, and stimulate economic development.

The Crescent Corridor consists of five primary components: 1) the Appalachian-Shenandoah Corridor Capacity and Speed Initiative, 2) the Piedmont Corridor Capacity and Speed Initiative, 3) the Harrisburg Capacity and Speed Initiative, 4) the Southern Terminals and Line Initiative, and 5) the Northern Terminals and Line Initiative. Combined, these projects will build 5 new intermodal terminals and expand 5 others, while constructing over 300 miles of new rail track and signal systems to move over 460,000 loads annually off the highway after Phase I development and 1,300,000 loads annually by 2020.

This project is being requested by thirty Members of Congress.

Amount Requested: \$300,000,000