



PennDOT/PTC/ASHE 14th Annual Conference

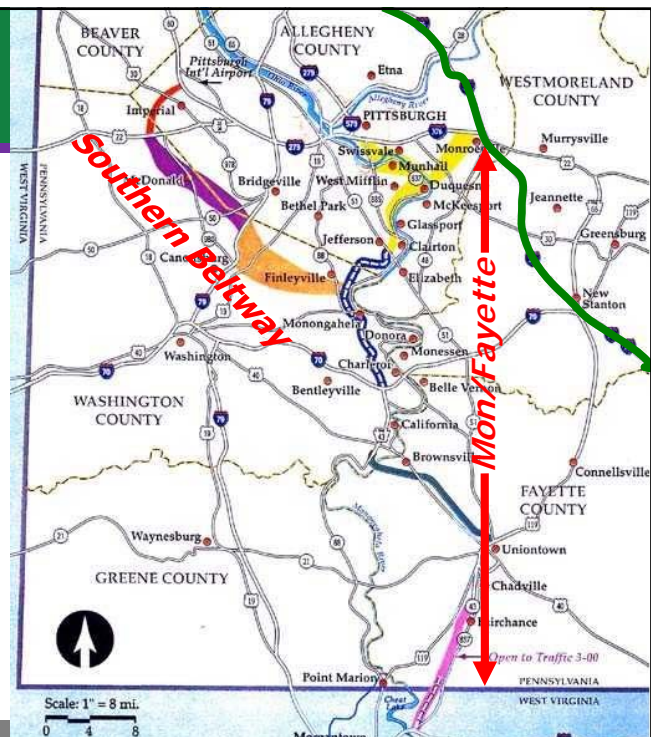
Mon/Fayette Expressway

April 6, 2018



Why the Turnpike?

- In 1985, Act 61 directed PA Turnpike Commission to build the Mon/Fayette Expressway and the Southern Beltway
- To be funded by the state gas tax

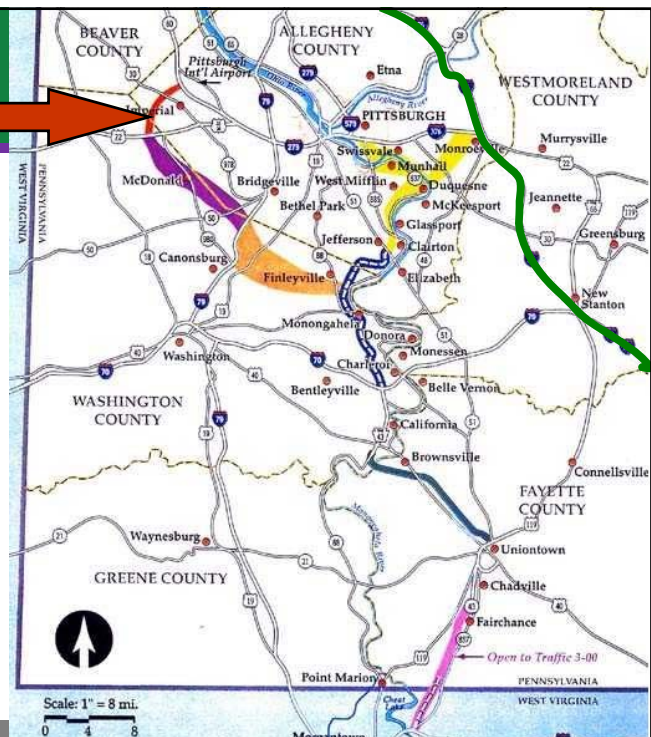


Positive Economic Impact

- 19,454 total full-and part-time jobs generated
- \$3.36 billion in total economic output
- 1,818 permanent industrial-type jobs
- Approximately 2,200 permanent office-type jobs
- 1,740 permanent retail and restaurant service-type jobs



Southern Beltway
I-376 to US 22
 (Findlay Connector)
 6 Miles
 Opened 2006
 \$230 M



Southern Beltway

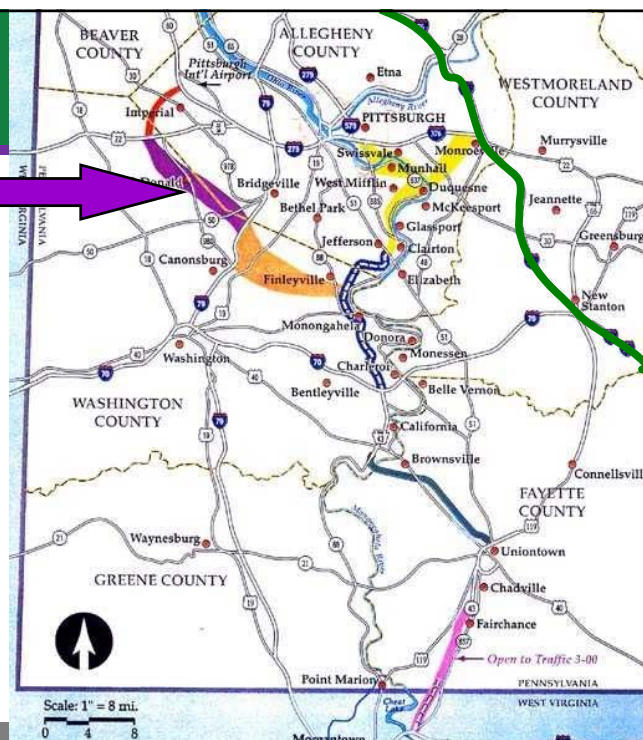
US 22 to I-79

12 Miles

**Currently in
construction**

Opening in 2021

\$735 M



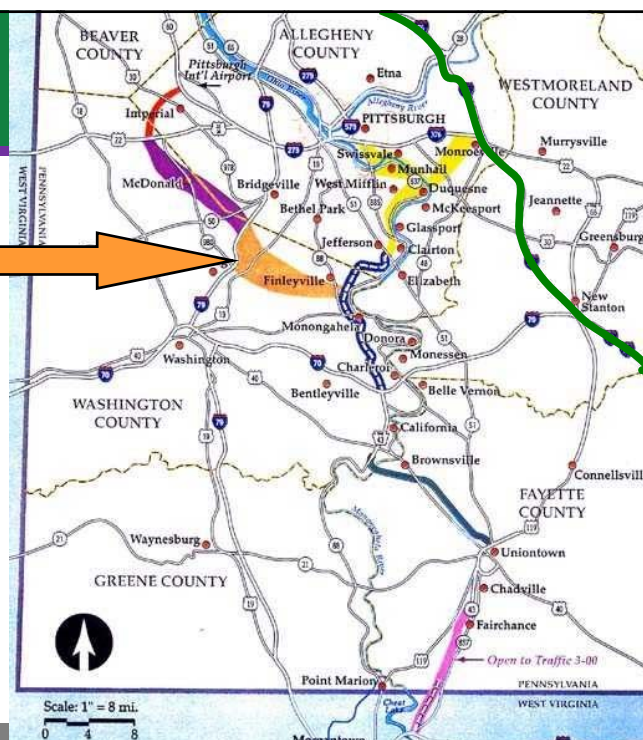
Southern Beltway

I-79 to Mon Fayette

12 Miles

Record of Decision

\$690 M



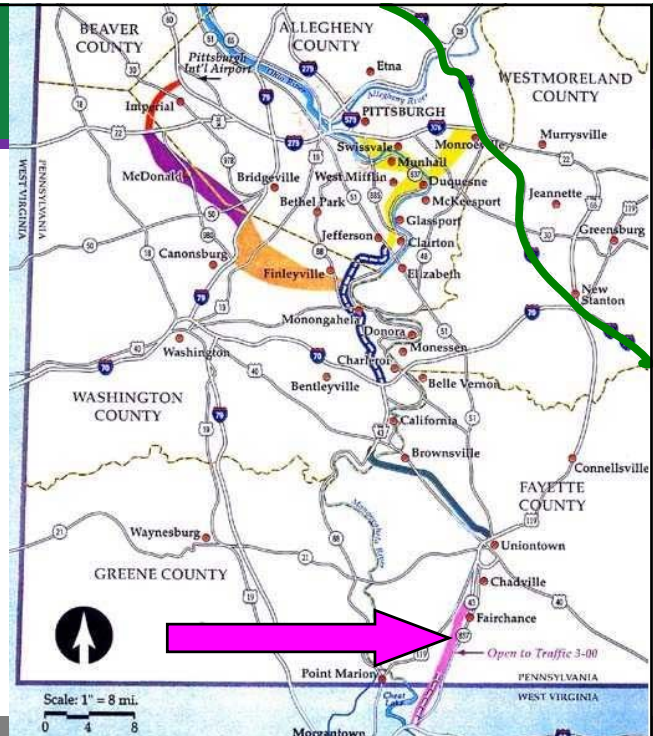
Mon/Fayette Expr.

WV to Fairchance

8 Miles

Opened 2000

\$157 M



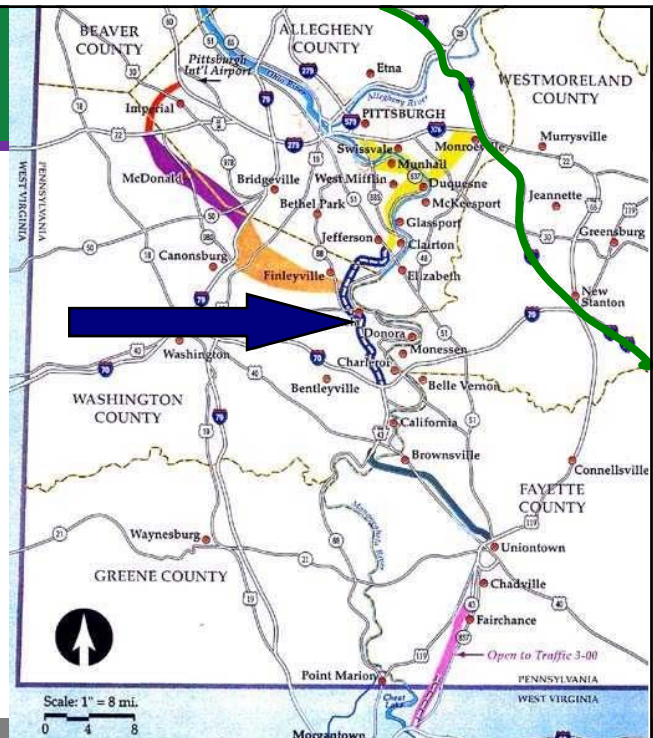
Mon/Fayette Expr.

I-70 to PA 51

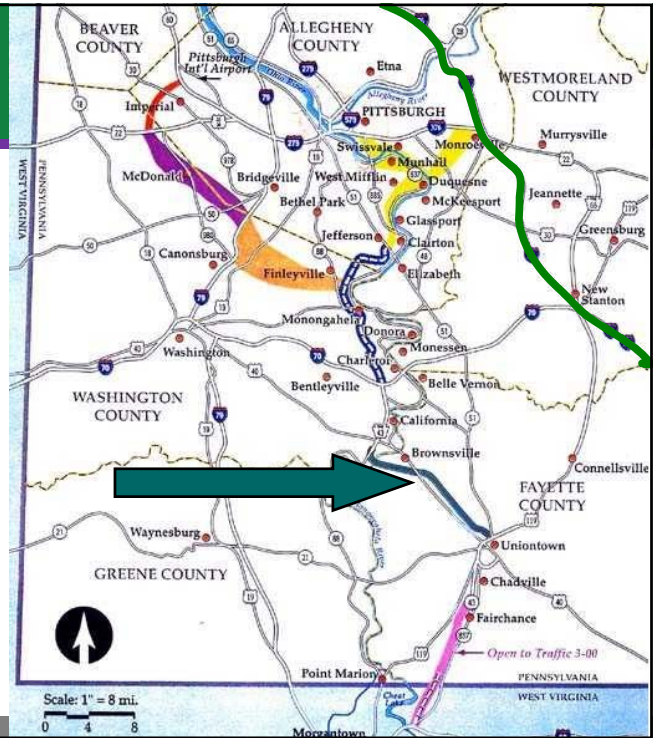
17 Miles

Opened 2002

\$619 M

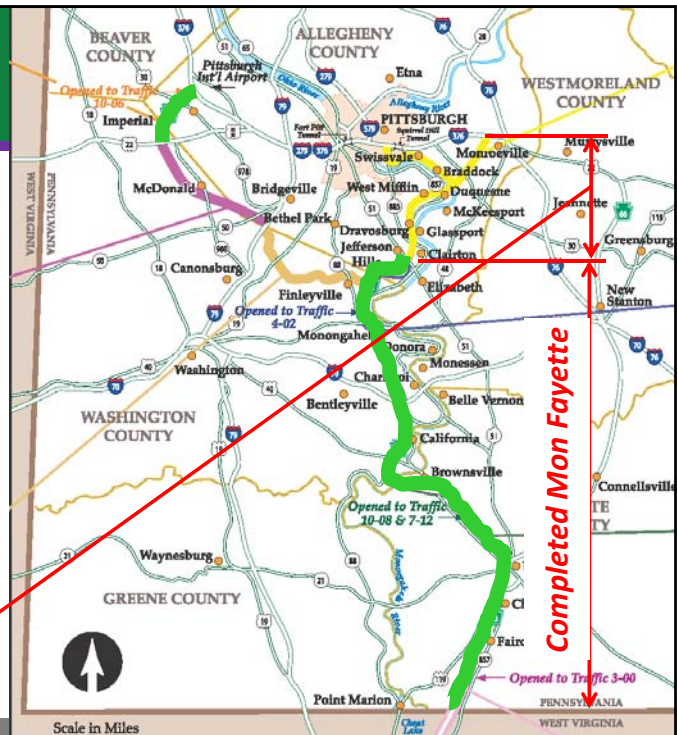


Mon/Fayette Expr.
Uniontown to
Brownsville
 17 Miles
 Opened 2012
 \$845 M



Completed
 Mon/Fayette
 Expressway
 54 Miles
 \$1.6 B

Remaining:
PA 51 to Pittsburgh



Project History

1990 - 2004	Environmental & Preliminary Engineering
Jan. 2004	Final Environmental Impact Statement (FEIS)
2005 - 2009	Pre-Final Design
2009	Funding Shortfall – Design put on hold
2013	Act 89 Transportation Funding Bill

- Act 89 in 2013 provided funding to complete a reduced cost Mon/Fayette Expressway
- Act 89 provided this funding through gradually raising the cap on Oil Company Franchise Tax over the next five years.



Act 89 Financial Impact

• OIL COMPANY FRANCHISE TAX

– Projected Additional Revenue

☐ Fiscal Year 2014	\$12,641,000
☐ Fiscal Year 2015	\$43,161,000
☐ Fiscal Year 2016	\$61,090,000
☐ Fiscal Year 2017	\$71,575,000
☐ Fiscal Year 2018	\$86,192,000 (annual thereafter)

– Additional Debt Capacity

- ☐ Projected \$1.1 - \$1.2 billion at current interest rates



Major Cost Reductions

- Re-alignment of bridge over the Mon River at Duquesne
- Reduction of median width from 60' to 26'
- Elimination of toll plazas for Cashless Tolling
- Elimination of 3-way interchange on north side of Mon River



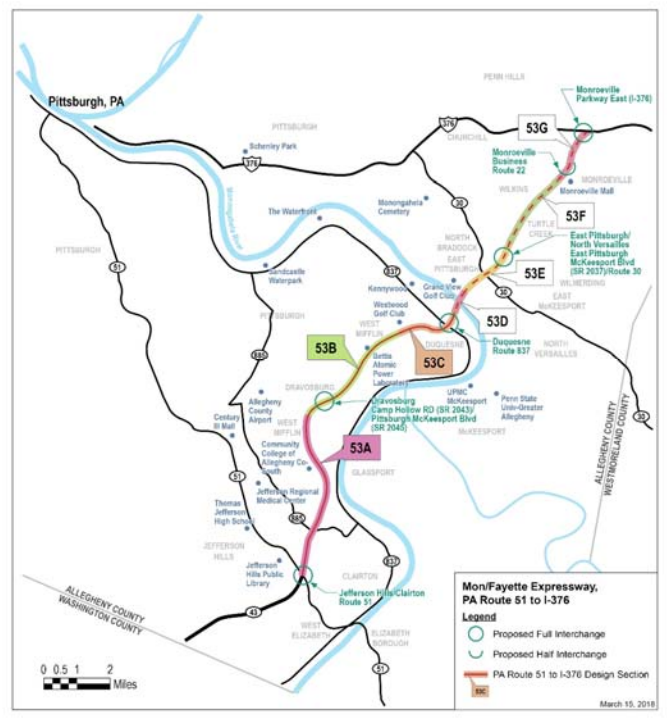
**Leg into the city
eliminated saving
over \$2 Billion**





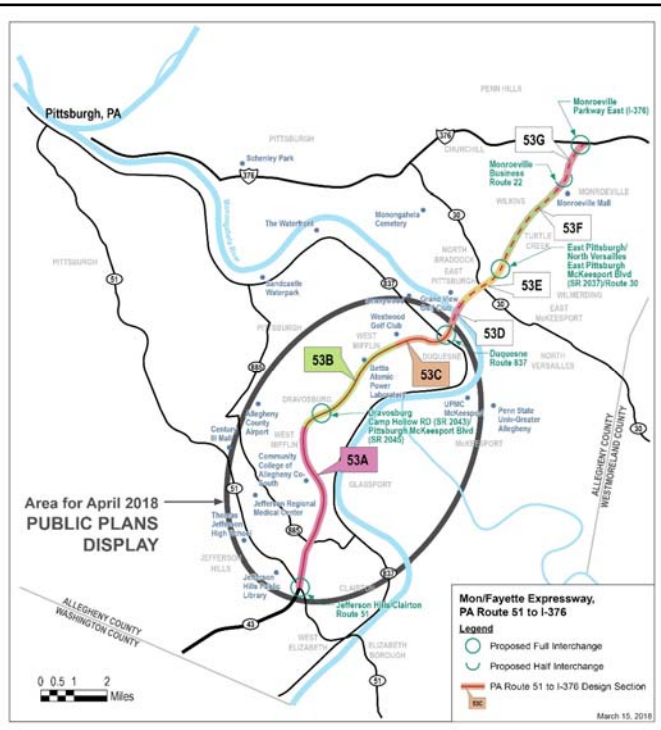
PA 51 to I-376

- 7 Design Sections
- 14 Miles of New Expressway
- 5 New Interchanges
- New Mon River Bridge
- Current Project Cost Estimate \$2.1B



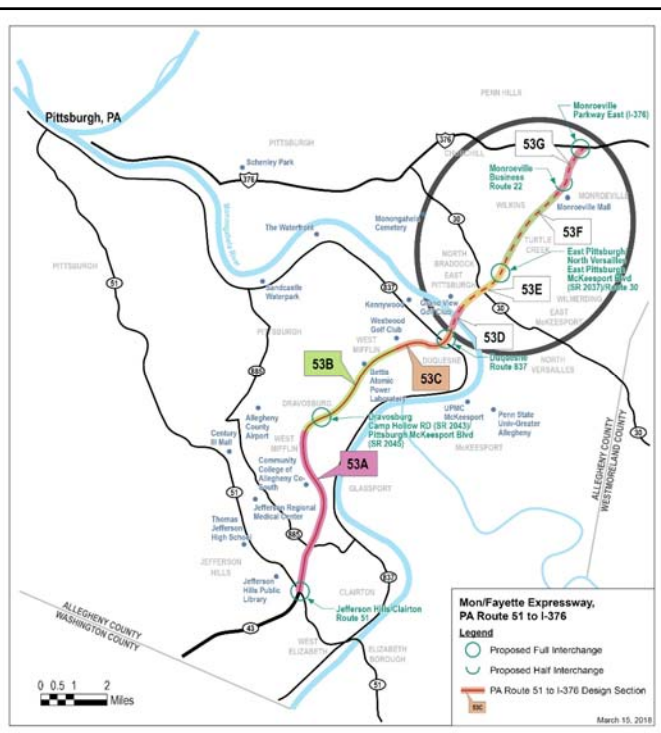
PA-51 to Duquesne

- Proceeding with final design
- Public Plans Display Meetings April 2008
- ROW acquisition to start in 2018
- Construction to start in 2022



Duquesne to I-376

- Final design on hold
- ROW acquisition to start late 2020s
- Construction to follow right-of-way acquisition
- Schedule dependent on funding availability
- River bridge last







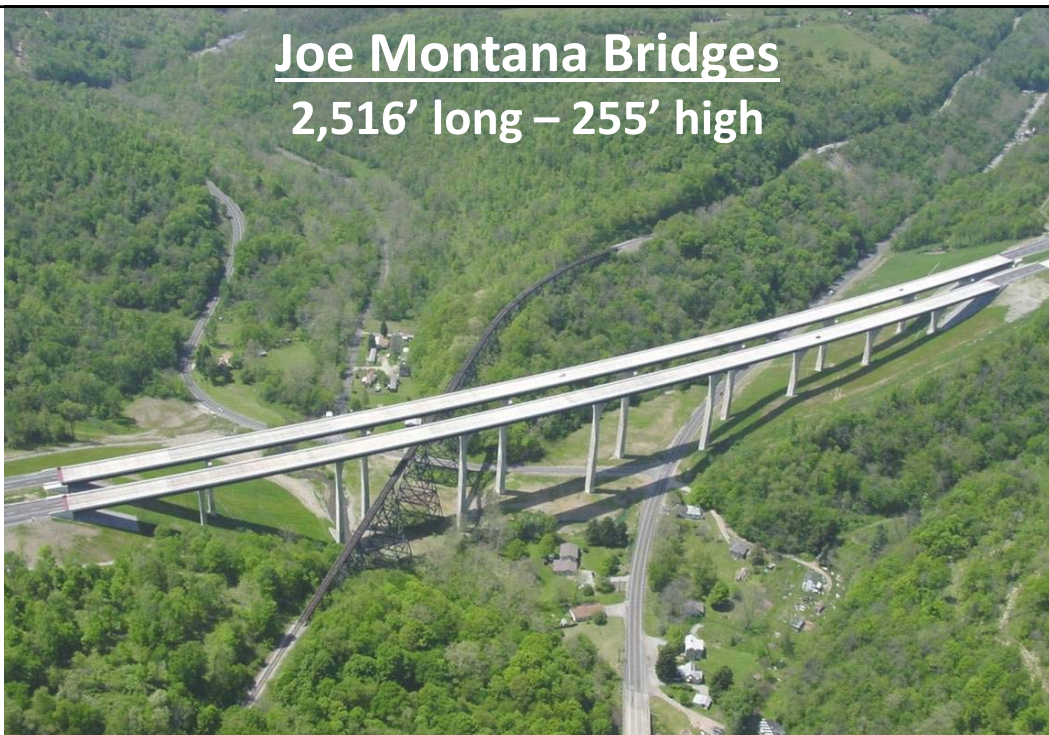
Mon/Fayette Expressway Bridges
Signature "Fluted Shape" Piers



Dunlop Creek Bridges
1,675' long – 186' high



Pigeon Creek Bridges
1,788' long – 195' high



Joe Montana Bridges
2,516' long – 255' high



Joe Montana Bridges
2,516' long – 255' high

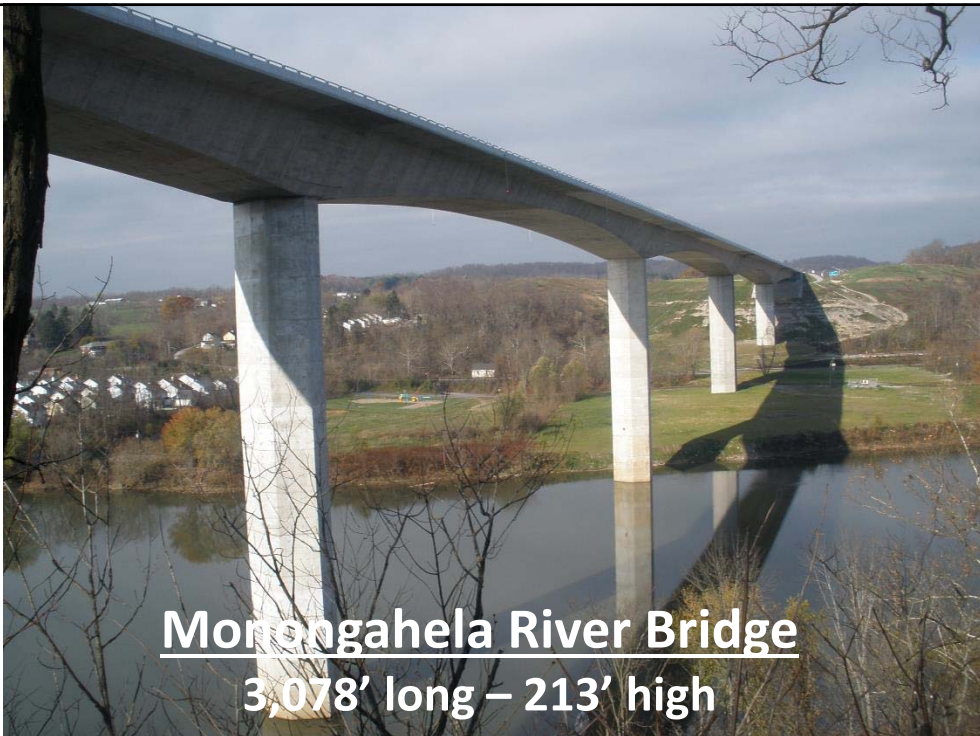


Joe Montana

Monongahela River Bridge
South Crossing



Monongahela River Bridge
3,078' long – 213' high











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