

# Preliminary I-80 Tolling Locations

While Act 44 allows up to 10 toll locations, preliminary studies indicate only nine toll zones are needed to capture the regional and long distance users of I-80. Within each of the tolling zones, two to three individual locations are being studied in detail. Upon completion of traffic and revenue studies and public review of the sites, only **one** tolling location will be identified for each of the nine zones detailed below.



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Toll Zone	Options	Description	County
A	A1	Between the Ohio State Line and Exit 4, New Castle/Sharon/Hermitage	Mercer
	A2	Between Exit 4, New Castle/Sharon/Hermitage and Exit 15, Mercer	Mercer
B	B1	Between Exit 42, Emlenton and Exit 45, St. Petersburg/Emlenton	Butler
	B2	Between Exit 53, Knox and Exit 60, Shipperville	Clarion
C	C1	Between Exit 86, Reynoldsville and Exit 90, PA 830/DuBois/Jefferson Airport	Jefferson
	C2	Between Exit 90, PA 830 DuBois/Jefferson Airport and Exit 97, DuBois/Brockway	Jefferson/ Clearfield
	C3	Between Exit 101, DuBois/Penfield and Exit 111, Clearfield/Penfield	Clearfield
E	E1	Between Exit 123, Woodland/Shawville and Exit 133, Kylertown/Philipsburg	Clearfield
	E2	Between Exit 133, Kylertown/Philipsburg and Exit 147, Snowshoe	Clearfield/ Centre
F	F1	Between Exit 161, Bellefonte and Exit 173, Lamar	Centre
	F2	Between Exit 173, Lamar and Exit 178, Lock Haven	Clinton
G	G1	Between Exit 192, Jersey Shore and Exit 199, Mile Run	Clinton/Union
	G2	Between Exit 199, Mile Run and Exit 210, Lewisburg/Williamsport	Union
H	H1	Between Exit 215, Limestoneville and Exit 224, Danville	Montour
	H2	Between Exit 236, Lightstreet/Bloomsburg and Exit 241, Berwick/Lime Ridge	Columbia
	H3	Between Exit 242, Mainville/Mifflinville and Exit 256, Conyngham/Nescopeck	Columbia/ Luzerne
I	I1	Between Exit 262, Mountain Top/Hazleton and Exit 273, White Haven/Freeland	Luzerne
	I2	Between Exit 273, White Haven/Freeland and Exit 277, Lake Harmony	Luzerne/ Carbon
J	J1	Between Exit 293, Scranton and Exit 298, Scotrun	Monroe
	J2	Between Exit 310, Delaware Water Gap and the New Jersey State Line	Monroe

\* Zone D was studied and later merged with Zones C and E based on an assessment of the potential options in the area.