

Last weekend I did another round in western PA that focused on finishing my national clinches of I-79 and US 19. I currently have a rental car with California plates because my car is in the shop to fix the damage from Day 2 of the Florida trip when I hit a small animal on US 17 just north of the FL/GA Line.

I started last Friday around 1:30 AM taking US 22 WB to Ebensburg again (minus the Frankstown Rd/US 220 BUS/I-99 Duncansville Bypass) before taking US 219 SB to Johnstown. I then exited west onto PA 56 WB into Johnstown via the Johnstown Expressway in order to access PA 403 NB and close my gap there between PA 56 and PA 711. I took PA 403 NB back to US 22 WB, and took US 22 WB west of Blairsville to the split with US 119 SB. I took US 119 SB to Greensburg to close the gap there I had between PA 130 and US 22, and then took PA 66 BUS NB to PA 993 WB (to clinch that route) to PA 130 WB to PA 48 NB to US 22 BUS (Monroeville) EB to US 22 EB back to PA 66 NB.

From PA 66 NB, it was PA 380 WB back to Pittsburgh to complete my clinch of that route. Then it was PA 8 NB to PA 228 WB in order to view the construction along PA 228. I exited onto I-79 SB to PA 910 EB because the US 19/PA 910 Quadrant Road was where I needed to hop onto US 19 NB. After feeling like I was on US 41 NB heading north of Marietta all the way to Zelienople, I did a PA 68/PA 528 loop to gain new segments of both routes. Then I stayed on US 19 NB all the way to Meadville.

Since I clinched US 6/US 19 from Meadville to Cambridge Springs on the October 2022 trip, I detoured off of US 19 in Meadville to clinch the probably unnecessary PA 86 (SR 0886 because of nearby I-86) with a quick drive on PA 198 to Seagertown and back. I picked up US 19 NB again in Cambridge Springs finishing my clinch of it nationally when I got to I-90. I had clinched the section north of I-90 to US 20 in October 2022.

Then I moved onto the I-90, US 20, and PA 5 clinching section of the trip. From US 19 NB, I took I-90 WB to OH 7 SB to OH 84 WB to OH 193 NB (turning around at OH 531, which I had thankfully clinched in October, but could not have clinched on this trip as it was closed just west of OH 193) back to OH 84 WB to OH 11 NB to US 20 EB. I closed my gap on US 20 between OH 11 and OH 7 before taking OH 7 SB back to I-90 EB (after getting gas at the Love's just south of the I-90/OH 7 interchange because it was 50 cents cheaper than the rest of northeast Ohio/northwestern PA). I took I-90 EB to US 6N WB to US 20 EB with the goals of closing the gaps on PA 5 between PA 215 and PA 98 and on US 20 between US 6N and PA 98. I also clinched PA 18 between US 6N and PA 5. Since my hotel was at the I-90/PA 832 interchange, I went ahead and checked in once done in this area before taking I-90 EB to NY to finish my clinch of I-90 in PA.

Once in NY, I immediately exited I-90 onto Shortman Rd (NY 950D, an unsigned reference route) and took US 20 WB to PA 955 WB to PA 5 EB and did another loop to clinch NY 950D and make sure that NY 5 and US 20 were clinched between the PA Line and NY 76. At this point, US 20 in PA and PA 5 have also been clinched. PA is actually the second state that I have clinched US 20 in because I clinched US 20 in IN on the way to Brandon Gorte's Chicago Meet in June 2022. I then clinched NY 76, a route I got mileage on in October 2022 due to a brief concurrency with NY 430, by taking it southbound to NY 474 (another route clinched in October 2022 along with PA 474). Then it was NY/PA 474 WB to PA 8 NB back to Erie. I bypassed downtown via 38<sup>th</sup> St to PA 505 SB to PA 97 SB. I got dinner at a sports bar around the I-90/PA 97 interchange before heading back to the hotel for the night at the I-90/PA 832 interchange.

After an early breakfast at the hotel on Saturday, I took PA 832 NB to PA 5 EB to access I-79 SB via Greengarden Ave and the Bayfront Pkwy. I did not re-drive the Bayfront Pkwy on this trip so I have no comment on the construction project there that was supposed to start this Spring. Anyway I took I-79 SB

to finish my national clinch of that route to PA 228 EB to PA 8 NB to Butler. As the unexpected rain took over for the rest of the morning, I realized that I had made a mistake on my route plan because I wanted to clinch PA 38 after leaving Butler, and for some reason I thought that PA 8 took me to PA 38. So I looped around Butler for a bit gaining new mileage on PA 68 and PA 356, and also driving Hansen Ave, which has a lot of [green signs](#) despite not being a PA route and also being a bit more than just a bridge. I ultimately ended up back on PA 68 EB to access PA 38 NB at the US 422/PA 68 interchange. (Yes, I could have clinched PA 138 instead of PA 38, but I wanted PA 38 NOW (cue Veruca Salt meme).)

After clinching PA 38, I took US 322 EB to PA 66 SB (to close the gap on PA 66 between PA 28 and I-80) to PA 28 NB in New Bethlehem. Then I took PA 28 NB to PA 949 NB to Ridgway for a full clinch of that route. I then took PA 948 SB (traveling through Kersey) to PA 255 SB to access PA 555 EB in the village of Weedville. I then clinched PA 555 EB, which was my favorite route to drive on this trip due to the interesting village of Benezette and its amazing scenery, taking it east to PA 120 EB in Driftwood. I then took PA 120 EB to Lock Haven and then took PA 664 NB to PA 44 EB to US 220 NB. After a Sheetz stop on US 220 east of Jersey Shore, I took US 220 SB to I-180 EB to PA 147 SB to US 15 SB all the way to I-81 just west of the Susquehanna River. I did not get on US 22/US 322 EB in Duncannon due to a ramp closure due to construction on the ramp from US 11/US 15 SB to US 22/US 322 EB. Anyway, even though I was about 40 minutes late to the Wiz Webinar on the bridges crossing the Lower Mississippi River, I did catch up and was glad to still watch the presentation as it occurred.

Clinched: PA 993, PA 380, \*US 19 (PA), PA 86, I-90 (PA), US 20 (PA), PA 5, NY 76, \*I-79 (PA), PA 38, PA 949, PA 555, PA 664

New Mileage: PA 403, US 119 (PA), PA 819, PA 66, PA 8, PA 68, PA 528, PA 488, PA 208, US 62 (PA), PA 198, US 6 (PA), I-90 (OH, NY), OH 84, OH 193, US 20 (OH, NY), PA 18, NY 5, PA 356, PA 948, PA 255

\*Full clinch nationally