Meet Acting Secretary
Leslie Richards

Governor Wolf Gets Firsthand
Look at Winter Preparations
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SEASONED TRANSPORTATION EXECUTIVE AND COUNTY COMMISSIONER BRINGS WEALTH OF EXPERIENCE TO HER NEW ROLE

During her first week as acting Secretary, Leslie S. Richards joined in a Web conference to review PennDOT’s readiness to deal with a statewide snow storm. And the first thing she did was walk around the room to introduce herself and shake every one’s hand.

“I want to reach out to every single PennDOT employee,” she said afterwards. “My goal is to walk through every PennDOT building.”

With an agency as large and far-flung as PennDOT, that will be challenging. But Secretary Richards said she is serious about keeping to that goal as she meets and leads people in an agency she has admired in her past roles.

“This is the best job I could ever have,” she said. “I have been preparing my whole life for this position. I am passionate about public service, infrastructure and quality of life issues.”

Secretary Richards graduated from Brown University in Providence, R.I., with degrees in economics and urban studies, then earned a master’s degree in regional planning from the University of Pennsylvania. She worked as an environmental planner in Region III of the U.S. Environmental Protection Agency, served as vice president of Hadassah of Greater Philadelphia, then worked as a project manager for A.D. Marble & Co. and later ACT Engineers, a women-owned civil engineering firm.

Her work paralleled much of PennDOT’s own mission: overseeing bridge rehabilitations, interchange improvements, road repairs, streetscapes, trail and park development, environmental assessments and facilitating public meetings. Her projects included the I-78 toll bridge over the Delaware River, the Easton-Phillipsburg Toll Bridge, the Interstate 95-Pennsylvania Turnpike interchange, and the U.S. 202 Parkway in Bucks County.

Her public service career started with an election to the Whitemarsh Township Board of Supervisors and later she was elected as a Montgomery County Commissioner and became vice chair of the commissioners.

With her transportation background, it was only natural that Montgomery County would see a transformation in how it addressed the issue. Under her leadership, the county restructured its road and bridge division into the Department of Assets and Infrastructure. The department achieved $1 million in savings while mounting an aggressive bridge program that reduced the county inventory of structurally deficient bridges from 62 to 42 in 18 months. She was also instrumental in connecting Disadvantaged Business Enterprises to prime contractors.

Secretary Richards also advocated on behalf of Act 89, the far-reaching transportation plan that helped PennDOT improve an additional 1,600 miles of pavement and 83 bridges in 2014 alone. She testified on behalf of the then-pending transportation plan to the Pennsylvania House Democratic Policy Committee.

From her first moment on the job as Secretary, she has shown the people-to-people approach she has used throughout her career.

“It is important to me that people are willing to work together, collaborating and coordinating,” she said. “I want to foster a real team environment. That is extremely important.”

She already has met with senior staff, held a conference call with District Executives and started meetings with bureau directors.

What does she count as important?

“Integrity and honesty,” she replied. “People being true to themselves and their ability to work with customers and each other, each person bringing their skills to the table.”

With her background, she understands the importance a top performing transportation agency means to the people.

“There is not a day that goes by that people don’t use something PennDOT cares for,” she said. “When PennDOT is doing its job, people live the lives they truly want. They get their kids to sporting events, they get to work, they get to travel.”

As the first woman transportation secretary in Pennsylvania, she said her message to all of her colleagues is: “This is an amazing field to work in, and we all can accomplish the same high level of performance and there are no limits based on gender.”

As Governor Wolf’s choice to head PennDOT, she said she and the Governor “believe improving our roads and bridges, and transportation as a whole, is an important priority. We both know that a strong transportation system is necessary to move people and goods efficiently and effectively, and we need to grow and modernize transportation in Pennsylvania.”

“I am extremely honored to be in this position,” Secretary Richards said. “This is the best job in the Commonwealth. I look forward to working with everybody and hearing their ideas. We will work to make a great department even better.”
Governor Wolf Gets Firsthand Look at Winter Weather Preparations

With Pennsylvania and the East Coast facing a double-barreled snow event the week of Jan. 25, Governor Tom Wolf met with regional PennDOT executives and equipment operators at the Yocumtown stockpile to review preparations.

Governor Wolf met with District Executive Mike Keiser, Assistant District Executive for Maintenance Dave Rock, and York County Maintenance Manager Mike Martin. The Governor also greeted equipment operators and looked at the equipment and received an update on preparations.

"I came to Yocumtown to visit with the people out on the front lines," said Governor Wolf. "These are the folks who are out there making sure our roads are as clear and as clean as possible. I urge people to exercise caution over the next few days and to stay off the roads in areas affected by bad weather."

PennDOT has 2,250 trucks, 235 rental trucks and 200 trucks on standby across the state to respond to the weather. Going into that weekend, PennDOT had more than 600,000 tons of salt on hand. At that point PennDOT had used 350,000 tons and was running slightly lower than the five-year average winter usage.

To help make decisions as to whether to travel during the rest of winter, motorists are encouraged to "Know Before You Go" by checking conditions on more than 40,000 roadway miles, including color-coded winter conditions on 2,900 miles, by visiting www.511PA.com. 511PA, which is free and available 24 hours a day, provides traffic delay warnings, weather forecasts, traffic speed information and access to more than 700 traffic cameras.

511PA is also available through a smartphone application for iPhone and Android devices, by calling 5-1-1, or by following regional Twitter alerts accessible on the 511PA website.

GOVERNOR WOLF PICTURED WITH DISTRICT EXECUTIVE MIKE KEISER (L), ASSISTANT DISTRICT EXECUTIVE FOR MAINTENANCE DAVE ROCK (C).
PennDOT, PA Turnpike Aid Massachusetts in Snow Removal

Responding to a request from Massachusetts, PennDOT and the PA Turnpike in February sent crews and equipment to assist with snow removal after repeated significant snow storms. Massachusetts requested the aid through the Emergency Management Assistance Compact, or EMAC, coordinated through the Pennsylvania Emergency Management Agency.

PennDOT and the PA Turnpike identified staff and equipment across the state that deployed on Feb. 11 and 12 for Massachusetts, including:

• 18 plow and mechanic trucks, three backhoes and three lowboy tractor trailers to transport backhoes from PennDOT’s Montoursville, King of Prussia and Uniontown-based regions;
• at least 27 operators and other staff from those same PennDOT regions and its Clearfield-based office; and
• 10 equipment operators, two mechanics and two assistant foremen with five dump trucks and five backhoes from PA Turnpike operations across the state.

Each organization’s crews assisted for seven days. Through the EMAC, Massachusetts will reimburse PennDOT and the PA Turnpike for any incurred costs.

The EMAC is a congressionally ratified mutual aid compact that legally establishes a national system to facilitate resources across state lines during an emergency or disaster.

I would like to express my deep gratitude for whoever is responsible for letting the men from the Penn DOT help out the town of Northbridge. We were in a very dangerous situation on one of our busiest streets, in regards of snow removal… I must say their work ethic and positive attitude is second to none. They were extremely efficient and coordinated in every aspect of the job this town needed done. With their great work I feel confident in saying we have avoided a very serious accident in this area of town. Thanks again and I wish you continued success in all that is needed from this unprecedented amount of snow.

– Jamie Luchini, highway superintendent at Northbridge Public Works

Public Comment Invited on Study Findings for Train Service West of Harrisburg

PennDOT is inviting the public to comment on the findings of a study identifying potential improvements and associated challenges and resources for passenger rail service between Harrisburg and Pittsburgh.

The Keystone West High Speed Rail Feasibility Report and Preliminary Service Development Plan outlines potential infrastructure and operational improvements and what service benefits those improvements could provide.

The study can be viewed at www.PlantheKeystone.com on the "Keystone West" page under "Resources." Public feedback will be accepted through Tuesday, March 31, by emailing KeystoneWest@planthekeystone.com.

The study was conducted in partnership with the Federal Railroad Administration.
Governor Wolf Encourages Companies to Apply for Port Growth Incentive Program to Increase Cargo Activity

Governor Tom Wolf announced that ocean carriers can apply for PennDOT’s new Intermodal Cargo Growth Incentive Program that aims to increase cargo activity in the Port of Philadelphia.

The program was established through PennDOT’s Multimodal Transportation Fund and commits up to $1 million annually for five years to encourage ocean carriers to transport more to and from the Port of Philadelphia by awarding $25 per container lift above previously reported lift totals. Carriers that start new containerized cargo shipping services to the port will also qualify.

"Pennsylvania has a robust transportation system and our ports are a vital part of the movement of goods," Governor Wolf said. "The Port of Philadelphia is an important asset for the commonwealth’s entire economy. These incentives will help increase activity at the Port, which will drive commerce across Pennsylvania and could create more than 1,400 good-paying jobs."

A carrier that either discharges or loads containerized cargo at any terminal that handles container cargo would be eligible for the incentive if they increase the volume from one six-month period to another.

PennDOT expects to award the first grants under the program during the 2015-16 state fiscal year, with grants being awarded twice each fiscal year.

By encouraging companies to bring more cargo to Philadelphia, PennDOT expects that this new program will attract at least 200,000 new annual container moves to the port over the five-year program. This additional economic activity could yield more than 1,400 jobs created in the region.

The program is currently open to carriers to the Port of Philadelphia as it is the only Pennsylvania port handling containerized cargo.

Companies interested in applying for the program must apply by June 30 and if approved, incentives will be based on reported cargo activity from July 2014 through December 2014. Pre-existing ocean carriers must submit an annual application by June 30 to continue receiving funds in each state fiscal year beginning on July 1.

Ocean carriers initiating new service after July 1 each year may submit an application between July 1 and Dec. 31 of the fiscal year during which they are seeking funds.

PennDOT’s Multimodal Transportation Fund, established by Act 89, includes dedicated budget categories for aviation, rail freight, ports and bicycle/pedestrian projects.

The Intermodal Cargo Growth Incentive Program application is available at www.dot.state.pa.us on the "Multimodal Transportation" page. Email rapenndotpress@pa.gov for more information on the Intermodal Cargo Growth Incentive Program.
District 3 Work Zone Specialist Brian Crossley speaks during a work zone awareness event in April in Columbia County. Standing with Crossley are representatives of local and State Police agencies.

District 3 Drives the Work Zone Safety Message Home

By Dave Thompson, Community Relations Coordinator, District 3

Last summer, executive staff met with the editors of newspapers throughout the district to discuss major highway projects in each paper’s coverage area. During those meetings, District Executive Sandy Tosca always steered the conversation to the subject of work zones and the dangers distracted, impaired or reckless drivers pose to workers in them. She urged editors to consider assigning reporters to cover work zones from an up-close and personal point of view – those of the flaggers and other PennDOT employees who work in close proximity to traffic in work zones.

Several newspapers, among them the Williamsport Sun-Gazette and Milton Standard-Journal, agreed to publish articles about work zone safety. Those articles detailed sometimes harrowing encounters between motorists and highway workers.

The district also used another resource to drive the work zone safety message home – the PennDOT Workers’ Traveling Memorial. The memorial, which was created by employees at the district’s Bradford County maintenance office, pays homage to Transportation Department employees killed in the line of duty since 1970. It also was created to raise awareness among the driving public about being vigilant in work zones.

This year, the memorial was displayed at the Lime Ridge stockpile in Columbia County in April during Work Zone Safety Awareness Week and again over the Memorial Day and Columbus Day weekends at other locations in the district. The first holiday weekend, the memorial was set up at a rest area along Interstate 80 in Columbia County. Over Columbus Day weekend, it was situated at the Route 15 Welcome Center in Tioga, just south of the New York border.

Darlene Covey, who currently works as Bradford County sign foreman, was among the people who helped build the memorial. She also is among the last of that group still employed at PennDOT.

The seeds for the memorial were planted following the death of a co-worker, Leah Rumsey, a flagger killed by a motorist in a work zone.

“It was in 1996, right after Leah was killed,” Covey said. “We were working and we stopped for lunch. We were sitting and talking about Leah. We decided we needed to do something because we’d had a lot of trouble with traffic – a lot of close calls. We wanted to get people’s attention.”

The group decided a memorial would be a fitting tribute to Rumsey and others who, like her, went to work one day and never returned.

“I’m a veteran and the foreman of our crew was a veteran,” Covey said. “We thought a military type of look – the way Arlington National Cemetery was laid out – would be appropriate.”

The PennDOT Workers’ Traveling Memorial, with its reflective vests and hardhats mounted on stands, was created by Bradford County maintenance workers following the death of co-worker Leah Rumsey, who was hit by a car while flagging in a work zone.
Members of the Bradford County sign crew assemble the PennDOT Workers’ Traveling Memorial at the Lime Ridge Stockpile in Columbia County. Darlene Covey, sign crew foreman, said she is extremely proud of the memorial but fears its message of being vigilant in work zones may be lost on some motorists.

After receiving approval from the district office to build it, Bradford County maintenance workers began constructing the memorial. They painted white wooden stands and created platforms from hard rubber panels. Plates bearing the name of each worker were set at the base of each stand, and the year of death etched on the stands themselves.

Initially, the memorial consisted simply of the wooden stands, but it soon began to evolve. Reflective vests and hard hats – white for management and orange for rank and file – were added.

That is the way the memorial appears today.

“Adding the hard hats and vests gave it a more visual appeal,” Covey said. “It made it more of an attention-getter.”

District Safety Coordinator Thomas Walker agreed. “There is something visually compelling about the memorial,” Walker said. “It’s very effective in showing that there are real people behind the statistics.”

Walker said the impact of the memorial on those who see it is one reason why the rest area and Welcome Center – both of which see high volumes of traffic during holidays – were chosen as display locations.

Covey is justifiably proud of the memorial, but said she is concerned some people will never get the message behind it.

“You better believe I’m proud,” she said. “The people who go with me to help me with it respect it, too. That means a lot to me.

“It will never change with some people,” she added. “There is always somebody in a hurry, with things on their minds, texting, not paying attention.”
Allentown-Region Employees Lend Hand in Emergencies

By Sean Brown, Safety Press Officer, District 5

PennDOT employees work hard every day to maintain Pennsylvania’s transportation network. But the way, “just doing their job” can turn into acts of heroism. In 2014, there were two particular days when workers in the department’s six-county, Allentown-based region sprang into action in times of need.

Last fall, for example, a Schuylkill County PennDOT maintenance crew provided assistance during a vehicle fire. While working on Interstate 81 northbound in Frailey Township, Equipment Operator A Craig Koons observed a tractor trailer pull into the crew’s transition area with the cab on fire. Koons informed his foremen, Shawn Mulhall and William Klementovich, and they called 911 as the crew approached the burning truck to check on the driver, who was able to escape the inferno.

Thinking quickly, the foremen had James Lewis, a 17-year volunteer firefighter-chief engineer in Pine Grove, bring the department’s water truck, which was on site. The crew used the water from the tanker to quickly extinguish the fire, which engulfed the cab, before it extended to the trailer.

The crew also protected the safety of the motoring public by temporarily shutting down the interstate until they completed their initial knock down of the fire. One lane of traffic was quickly restored and monitored by the crew as fire departments from Donaldson, Joliette and Tremont continued to work on the scene.

The quick reaction by this PennDOT crew not only safeguarded the motoring public, but they also limited the damage to the road and saved the cargo that was being transported.

Also last year, a Monroe County maintenance crew was crack sealing on Molasses Valley Road when a crew member noticed that co-worker Harvey Sterner’s truck was not moving, approached the truck and found him unresponsive. The crew was alerted, 911 was called and they performed CPR on him and secured the vehicle until an ambulance arrived and transported Sterner to the hospital. While Sterner later passed on at the hospital, the crew’s intervention allowed his daughter and granddaughters the time to say goodbye.

In a letter of thanks to PennDOT, Tammy Sterner-Collins, Sterner’s daughter, wrote that the crew’s actions “[went] far above and beyond the call of duty!”

In acting quickly, these two crews illustrated the department’s dedication to keeping the public safe – strangers and co-workers alike.

Honoring an Exceptional Colleague

Long-time Fiscal Bureau division chief Tom Colaizzi was honored recently with the unveiling of memorials to his memory that were placed on the walls and in a conference room of the Fiscal Bureau in the Keystone Building in Harrisburg.

Tom lost a long battle with cancer in September and is fondly remembered for his combination of diligence and grace in every aspect of his life. Fiscal Bureau Director Dave Margolis arranged for plaques based on the August 2014 DOT.com article about Tom and his wife Cindy.

“We can continue to honor our friend and colleague, Tom Colaizzi, by striving to achieve the high standards of professional and personal conduct that he displayed in all aspects of his life,” Dave noted.
Fighting the Ever Occurring Sinkholes: A New Spanning Approach

By Greg Penny, Community Relations Coordinator, District 8

One of nature’s mysteries that can be a bane for homeowner or road manager alike is the sinkhole. Disappearing soil and an ever widening chasm on your property or a local roadway is simply unnerving and disruptive.

With its limestone formations, Pennsylvania has plenty of sinkholes: streets in Harrisburg have seen repeated occurrences in recent years and sinkholes posed problems several years back for PennDOT projects in the King of Prussia area.

Another target has been Route 422 in North Londonderry Township, just east of Palmyra in Lebanon County. Plans from the 1930s indicated the location of a very large sinkhole beneath the roadway. Excavation on the road has uncovered concrete slabs used to fix sinkholes dating back to the 1950s. Reflecting the recurring nuisance, a bar along Route 422 calls itself the “Sinkhole Saloon.”

In January 2009, a 100-foot-long, 50-foot-wide section of Route 422 subsided a few inches, prompting the closure of the highway for nine days. The subsurface voids were located and the usual fix was applied: plugging the hole with rock, concrete and geotextile material. This same approach was deployed at least two dozen times over the following six years.

In 2014, after a few years of research and investigation of the surrounding area, a new approach was developed: “an underground bridge.” Reading Materials, Inc. of Skippack, Pa., was contracted to build the spanning, subsurface structure for $844,422. The work involved closing the road for nearly three months while seven water-tight, pier-like structures were installed 25 feet into the ground. These so-called caissons now support concrete beams and a steel-reinforced concrete slab. A layer of about six to 10 inches of asphalt was placed over the slab.

The challenge now is to see if the “underground bridge” is a long-term and perhaps permanent solution to a long-standing safety concern along the Route 422 corridor. If it is, the Sinkhole Saloon will be regarded as a historical artifact rather than a reflection of an ongoing problem.

Driver’s/Motorcycle Test Application Helps Prepare for Knowledge Tests or Serve as a Refresher

By Jan McKnight, Information Specialist, PennDOT

Two new mobile apps are now available from the PA.gov Mobile App Store for downloading onto iPhone and Android devices: the PA Practice Driver’s Test and the PA Practice Motorcycle Tests. The apps give users a realistic representation of the actual knowledge tests. Practice questions help users prepare for the PennDOT knowledge tests, or refresh their knowledge to help them become better drivers and riders. The applications also host valuable information for licensed drivers to stay safe, informed and compliant on the roads. Scores can be shared with friends and family via Facebook, Twitter or email.

Each app contains questions from the actual PennDOT knowledge tests that are randomly generated for a new user experience each time. High scores are maintained and displayed on the home page of the app so the user is aware of the highest score achieved.

When each test is over, the user is shown the correct answers to every incorrect response logged. In addition, the user is given the opportunity to participate in two PennDOT programs designed to save lives, Yellow DOT and Emergency Contact, by clicking on icons provided within the app. A future release of the app will include a link to the actual driver’s/ rider’s manuals to assist the user in learning the next steps toward obtaining their license.
A Double Take on Intersection Improvement – Pennsylvania’s First Double Roundabout

By Jamie Legenos, Information Specialist, PennDOT

Pennsylvania’s State Transportation Innovation Council (STIC) has been promoting the use of intersection and interchange geometric designs to improve safety performance on our state roadways and limit or reduce points of conflict. Points of conflict include any area in which drivers, bicyclists or pedestrians cross paths; it also refers to areas where motorists can change directions or make turns.

PennDOT’s District 12 decided to take a new approach to dealing with the skewed intersection of Route 519 and Route 1055 (Brownlee Road to the south and Thomas Eighty Four Road to the west) located in North Strabane Township, Washington County. The intersection posed a bit of a problem as it was in the shape of an “X” controlled by a stop sign on Route 1055 and a “Stop Except Right Turn” on one leg of Route 519.

Historically, the intersection was utilized as a short cut; however, unfamiliar drivers are confused by the intersection and, as such, the intersection has seen a higher than expected crash rate.

The district evaluated four potential design alternatives to address both the current challenges of the intersection as well as prepare for projected traffic during peak hours. The four design options were dual signalized intersections, dual roundabout intersections, combined signalized and single roundabout or single elongated or oval roundabout intersections. It was found that only one of these, could handle the capacity, congestion, and enhance safety through lower operating speeds and fewer points of conflict.

The choice, dual intersections with roundabouts design, involves a complete realignment of the intersection with four approach roadways to be relocated and controlled by two roundabouts. This design will encourage motorists to travel between 25 – 30 mph, allow for increased traffic volumes, and provide continuity for Route 519 and continuous traffic flow between Route 519 and Route 1055. In addition, the dual roundabout eliminates the potential for high-speed angle crashes and reduces the potential for rear-end crashes.

Not only does this design enhance safety, but it also has the smallest impact on environmental and cultural resources compared to the other alternatives studied. For instance, the dual roundabout design avoids all impacts related to historic resources in the area and reduces the impact on a high quality stream. In addition, the chosen design benefits the community by reducing the residential and property impacts on nearby residents and business owners.

All in all, roundabouts offer improved safety over other forms of intersections because roundabouts have fewer conflict points, slower speeds, and offer easier decision making. When comparing a single-lane roundabout to a signalized intersection, studies show that roundabouts experience a 90 percent reduction in fatal crashes, 75 percent fewer injury-causing crashes, a 30 – 40 percent reduction in pedestrian crashes, and a 10 percent reduction in bicycle crashes. These reductions are due to the elimination of most head-on, left turning across oncoming traffic, and right angle crashes.

Although District 12’s dual roundabout design is different and includes two lanes in its design, it still offers all the benefits and safety improvements of a typical roundabout. The project is anticipated to be completed in the fall of 2015.
On October 20, 2014, Driver and Vehicle Services introduced a new partnership to help keep teen drivers safe and save the commonwealth nearly $70,000 in annual printing costs.

“The Parent’s Supervised Driving Program,” developed by the Safe Roads Alliance and sponsored by State Farm Insurance and Sheetz, provides parents with a printed handbook designed as a simple, easy-to-follow guide to help their teens become safe and responsible drivers. The alliance is a non-profit organization dedicated to improving highway safety by improving driver education with particular emphasis on behind-the-wheel training.

The Program focuses on the role of the parent in the teen driver education process and encourages parents and teens to drive together in a variety of weather conditions and in unfamiliar settings, whether it be on rural roads or on highways, in cities and in other heavy traffic situations. The Program offers an enhanced supervised driving experience and energizes parents and guardians to extend the supervised driving period beyond the state requirement of 65 hours.

Booklets have been distributed to driver license centers statewide and will be provided to all teen drivers when a learner’s permit is issued. “The Parent’s Supervised Driving Program” booklet replaced an existing Driver and Vehicle Services publication, and because the new guide is underwritten by the sponsors, it is saving the Commonwealth nearly $70,000 in annual printing costs.
New Hydroleaders Raising Productivity, Raising New Results

PennDOT is saving time and resources with the addition of two new hydroleader machines in Chester and Montgomery counties.

“These new hydroleaders allow our maintenance crews to apply seed, fertilizer, and mulch on site in one fast, efficient application,” said acting PennDOT District 6 Executive Chris Reilly. “Hydroleading is an effective solution to hand seeding or hiring an outside contractor to perform the work. Traditional hand seeding methods can take half a day, while the same work can be hydroleaded in just over an hour.”

PennDOT’s hydroleaders have already been put to use on Route 82 at Cedar Knoll Road in West Brandywine Township, Chester County (pictured on the right), and on Route 29 at U.S. 422 in Upper Providence Township, Montgomery County. In both instances, the hydroleader was used to reestablish green areas where PennDOT crews had cleared out trees and brush to improve traffic safety.

Hydroleading is also a significantly more effective method to hand seeding especially when inclement weather strikes.Often times after hand seeding an area, wet weather can wash away the seed which lessens the quality and desired results, and diminishes the germination process. The hydroleader provides an evenly covered area that forms a protective barrier to keep the seed stabilized and retains moisture, fertilizer and other healthy growth-enhancing nutrients, resulting in a fuller, healthier and a longer lasting grass surface.

Each hydroleader can customize the application of different grass seed preferences to meet traffic needs, surrounding environments and aesthetic appeal.

The hydroleaders are equipped with a mulch grinder, hose and turret gun capable of spraying distances of up to 145 feet to cover large, difficult and inaccessible areas, such as slopes and shoulder stabilization projects that are too steep for sod applications.

Transportation Information at Your Fingertips

PennDOT’s Facebook account provides resources and information on highway safety, driver’s license and motor vehicle operations, a variety of other public services, and job opportunities. To view and “like” the PennDOT Facebook page, visit www.facebook.com/PennsylvaniaDepartmentofTransportation.

In addition to the main “@PennDOTNews” Twitter feed, the department also maintains eight regional Twitter accounts allowing followers to get updated traffic alerts from the 511PA system and local PennDOT news. Visit www.511PA.com for the regional accounts and find @PennDOTNews at www.twitter.com/PennDOTnews.