

KEEPING YOU UP
TO DATE WITH ALL
OF PENNDOT'S
PROJECTS AND
INNOVATIONS
THROUGHOUT
THE YEAR



Winter Operations & Safety



PennDOT's Job
and How We Do It

Abandoned Turnpike Tunnels
Make for an Exciting Ride

Paint the Plow
Part Deux

Secretary Richards Reminds Motorists to Take Steps Now to Get Ready for Winter in Pennsylvania

Norristown was the site for a news event designed to raise awareness of PennDOT's role and the steps that motorists can take in preparation for winter in Pennsylvania.

The secretary took the opportunity to let the travelling public know that each of the more than 2,200 PennDOT-owned and rented plow trucks will be equipped with AVL technology — meaning the public can view the trucks on interstates and expressways this winter at www.511PA.com.

Regardless of whether there's snow on the ground, you can take steps to prepare yourself for winter and all that it brings. Preparation is key to successfully navigating Pennsylvania's winter roads. Winter weather can bring unexpected conditions, so make sure that your vehicle is ready for ice and snow.

For the majority of Pennsylvania, all-season radial tires that are mud and snow rated are appropriate for winter driving. In areas of the state that experience more snow, motorists may choose to install dedicated winter tires or carry a set of tire chains or cables.

In addition to preparing your vehicle, carrying an emergency kit in your car is an easy but important way to make sure you're ready for the season.

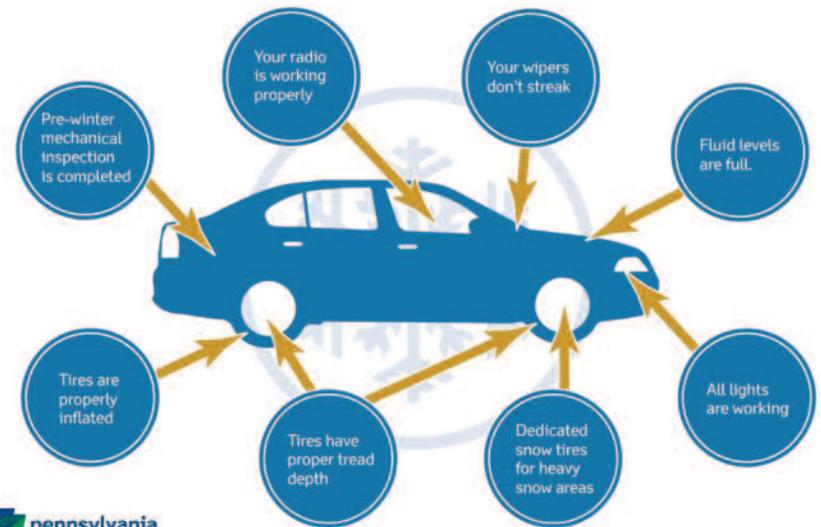
PennDOT has compiled all of its information about winter services, driving tips and more at www.penndot.gov/winter.



Secretary Richards greets one of PennDOT's winter maintenance operators at the winter preparedness press event in Norristown.

Getting Your Vehicle Ready for Winter

Motorists should ensure that...



Pack your emergency travel kit before you need it.



Emergency Travel Kits Won't Pack Themselves!

Is Your Mailbox Ready for Winter?

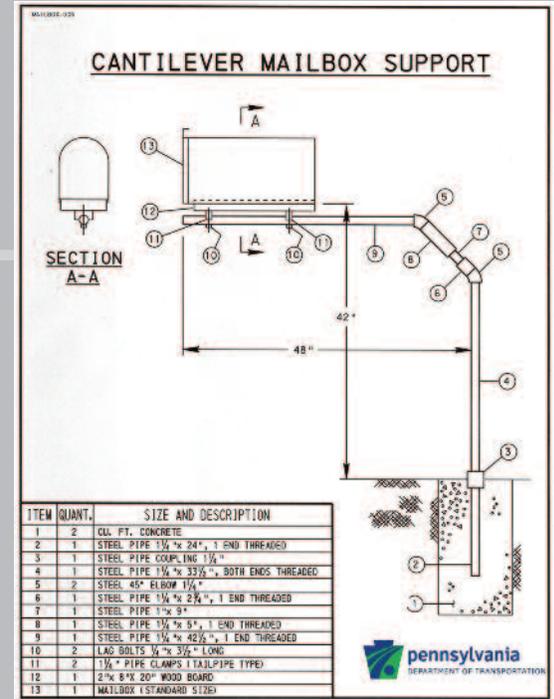
PennDOT allows property owners to place mailboxes within the limits of the legal right-of-way, out of respect for the U.S. Postal Service's need to deliver, and mail customers' convenience of delivery. But because those boxes are within the right-of-way, damages are the responsibility of the property owner.

Be sure your mailbox has a strong support. You may also wish to use reflective tape or other material to make it easier to see during storms or during dark hours.

Check your box and support often, clearing snow from it and depositing the snow properly and in a manner to allow you and motorists proper sight distances (and never on the roadway).

Homeowners who have followed these tips in the past and have still experienced damaged mailboxes may wish to consider installing a cantilevered mailbox support that will swing a mailbox out of harm's way.

www.penndot.gov/TravelInPA/Winter/Documents/mailboxdiagram.pdf



Take Advantage of PennDOT's Winter Driving Guide

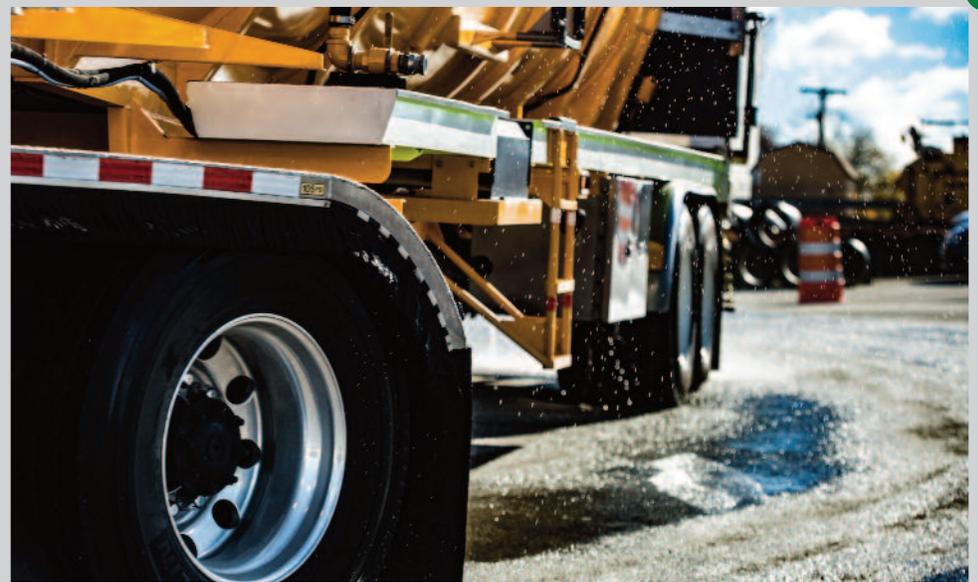
Pennsylvania
Department of
Transportation's



Winter
Driving Guide

www.penndot.gov/winter

PennDOT's Job and How We Do It



PennDOT maintains nearly 40,000 miles of roads and 25,000 bridges statewide, which translates into nearly 96,000 snow-lane miles — enough to circle the globe nearly four times! To tackle this task, PennDOT uses 2,200 trucks, plows and salt spreaders, operated by 4,800 licensed department operators. The department also rents about 270 trucks and their operators to assist with snow removal operations. During last year's winter,

PennDOT used 858,000 tons of anti-skid and 1.1 million tons of salt to keep Pennsylvania drivers moving.

If winter does strike, PennDOT will have crews treating roadways around the clock, but the department's aim is to keep roads passible, not completely free of ice and snow. However, PennDOT will continue to treat roadways throughout the storm until precipitation stops and roads are clear.

Paint the Plow Part Deux

By Tara Callahan-Henry, Community Relations Coordinator, District 9

District 9's popular "Paint the Plow" program wrapped up in October, having expanded from one county in the district to schools in five of the six districts participating in 2016.

The program began in Cambria County last year with eight schools painting nine plows in the region. This year five schools in Blair County painted six plows, Bedford County had three schools participating, Cambria County had 12 schools painting 13 plows, Somerset County had six schools participating and Huntingdon County had two high schools participating with one elementary school piloting the program.

Each participating county had a "Fan Favorite" and an overall contest winner. The "Fan Favorite" was chosen by Facebook users by

"liking" their favorite in the contest photo albums on the PennDOT Facebook page, while overall winner was chosen by a panel of judges in each county.

This year's theme "Don't Crowd the Plow" had to be incorporated into the designs for judging.

The Paint the Plow programs gives high school students the opportunity to think about safety before the winter driving season. "Don't Crowd the Plow" stresses the importance of being patient and giving PennDOT operators the room they need to do their jobs effectively.

And the winners are.....



Bedford County

Overall Winner and Facebook Fan Favorite: Tussey Mountain High School



Blair County

Overall Winner: Bellwood Antis High School



Blair County

Facebook "Fan Favorite": Claysburg-Kimmel High School



Cambria County

Overall Winner: Greater Johnstown Career and Technology Center



Cambria County

Facebook "Fan Favorite": Conemaugh Valley High School



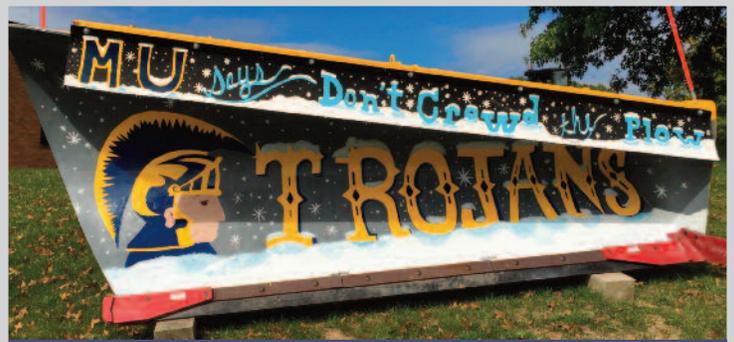
Somerset County

Overall Winner: Turkeyfoot Valley High School



Somerset County

Facebook "Fan Favorite": Somerset High School



Huntingdon County

Overall Winner and Fan Favorite Mt. Union High School

Paint the Plow Comes to Districts 2 and 11

Following in District 9's footsteps, District 2 offered the "Paint the Plow" contest for the very first time this year. Since District 2 is rather large geographically, they decided to start small and concentrated contest efforts just in Clearfield County. Five of the thirteen high schools in Clearfield County chose to participate. This year's schools are Clearfield, Curwensville, DuBois, Harmony, and Moshannon Valley. Plows were delivered to the schools September 7, 8, and 9 and all plows were picked up on October 7.



Clearfield Area High School was the winner

4

In District 11, schools in Beaver and Lawrence Counties participated, with Beaver County's Western Beaver County High School winning both Judges' Pick and Facebook Fan Favorite. In Lawrence County, the Judges' Pick was Shenango Area High School, with Mohawk High School the Facebook Fan Favorite.



Western Beaver County High School



Shenango Area High School

Abandoned Turnpike Tunnels Make for an Exciting Ride

In October, PennDOT Secretary Leslie S. Richards, along with the Department of Conservation and Natural Resources (DCNR) Secretary Cindy Dunn, jointly rode the proposed Pike2Bike trail in Bedford and Fulton counties, which uses the former right of way of the Pennsylvania Turnpike.

Their ride promoted bicycling in Pennsylvania and allowed the secretaries to see firsthand the potential for adding this route to the state's growing network of bicycle routes and trails.

The Pike2Bike trail is an 8.5-mile section of abandoned Pennsylvania Turnpike right of way that includes two tunnels, Rays Hill and Sidling Hill. Rays Hill is 0.7 miles long and Sidling Hill is 1.3 miles long. A potential first phase would entail repairing drainage structures and concrete in the tunnels, improving the trail surface and building ADA compliant trailheads including parking just east of Breezewood off of U.S. 30 and near the Sidling Hill Travel Plaza on the Turnpike. Bedford and Fulton counties are planning an update to an existing master plan, which will address the issues of ownership, operation, phasing of the project and funding.



Secretary Richards (C) rides the Pike2Bike trail with Deputy Communications Director Wayne Mears (L) and Bicycle Pedestrian Coordinator Roy Gothie (R).

Pennsylvania Signs Reciprocal Driver License Agreement with Korea

5

PennDOT Secretary Leslie Richards recently presided over a ceremonial signing of a reciprocal driver license agreement between PennDOT and the Republic of Korea.

The agreement acknowledged that Pennsylvania and Korea share comparable knowledge and driving skill requirements for non-commercial drivers, and allows for a citizen of the Republic of Korea with a valid driver's license to exchange it for a Pennsylvania driver's license when he or she establishes legal residency in the commonwealth and vice versa.

Joining Richards in the ceremonial signing was Gheewan Kim, Consul General of the Republic of Korea in New York.



PennDOT Honors 87th Fallen Worker at the Site of the PennDOT Workers' Memorial

The PennDOT Workers' Memorial in Riverfront Park, Harrisburg was the setting for a special tribute to PennDOT's 87th fallen worker, Howard "Don" Whipple. Don died as result of crash injuries he sustained while riding in car with a colleague from a job site. The memorial was attended by management staff from PennDOT Engineering District who were participating in their District's business meeting with the secretary. District 3 District Executive Sandra Tosca said of Don, "He had a great sense of humor. He loved people. He loved life. He was very generous with his time. He would mentor new employees. Just a very, very caring person."

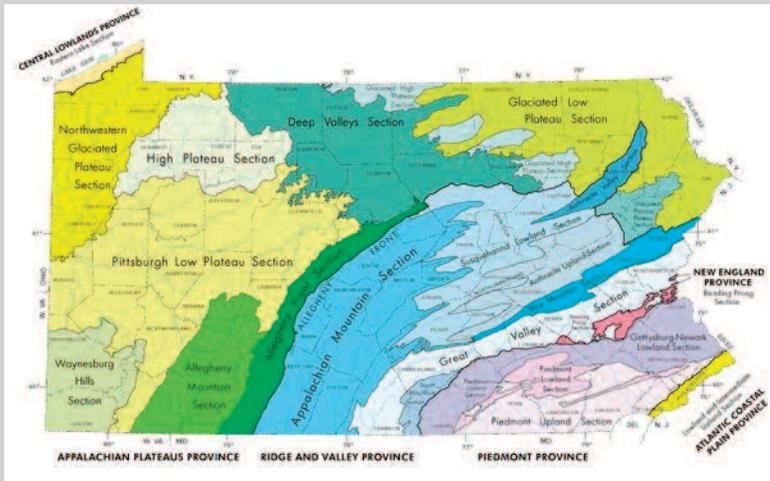
Don served PennDOT as a bridge and structural draftsmen designer.



Slide into District 12

By Ray Deep, Community Relations Coordinator, District 12

Photo courtesy of Pennsylvania DCNR



Pennsylvania has a wide variety of landslide occurrences every year and Western Pennsylvania, in particular District 12 is a region that is prone to landslides. The Greater Pittsburgh Urban area has the best documented and most publicized issues, but all areas of the commonwealth are prone to slides for an assortment of reasons.

Western Pennsylvania's natural geological conditions, particularly the Waynesburg Hill Section with steep hills, and soft and slippery underlying rock layers make the region one of the most landslide prone areas in the United States. This map shows landslide prone areas of Pennsylvania. Landslides cause damage to roads and highways, transportation routes, railroads, utilities, buildings, private property and can in some instances cause serve injury or death.

There are two natural conditions that occur in Western Pennsylvania that are most responsible for landslide problems. First, in many places the bedrock consists of shales and claystones. Shales and claystones are soft rocks that are very prone to weathering based on their chemical composition. The softer the underlying rock is, the easier it is to move, and if the rock is too soft it commonly deteriorates into a mass of clay. Clay is a material that does not allow water to drain through it. As the clay layer is exposed to water it becomes wet. The wet clay layer serves as a slippery lubricant enabling a slide to occur.

The primary culprits in District 12 are the predominately weak soil types formed from the weathering of shale and claystone bedrock. When exposed to water they tend to lose strength with each seasonal freeze and thaw cycle. The water that collects in this layer has little chance to drain and

escape. This creates instability and subsequently the slope cannot support itself and fails.

The second naturally occurring condition responsible for landslides in District 12 is the area's topography. Steep slopes and valleys aid gravity induced earth movement, particularly in areas of the Waynesburg Hills section.

There are three basic types of landslides; falls, slides and flows. These basic landslides can be further subdivided into many subtypes and categories by both geologists and engineers. In Western Pennsylvania only four types and subtypes of landslides occur with regularity. They are slumps, earth flows, debris flows and rockfalls.

You can determine the type of slide by understanding the basic characteristics of each. Slumps are a downward sliding of rock, soil or fill material moving as an entire unit along a curved slip plane - usually a clay surface. Slumps often occur along streams and rivers where erosion of the banks allows the soils above the erosion to flow into the stream or river. Slumps cause an extensive amount of private property damage.

Earth flows are similar to slumps. Earthflows are a visible, down-slope flow of soil and weathered rock acting as a thick, sticky fluid, typically flowing over a layer of bedrock or clay. Earthflows are least common in District 12, and rarely occur.

Debris slides are rapid down slope movements of masses of soil, rock, and debris. The mass slides forward and ends up as an irregular deposit of soil rock and debris at the toe of the slope. Many of the landslides in Pennsylvania act as debris slides during their movements.

Rockfalls are masses of newly detached bedrock that fall from cliffs, steep slopes and shear faces. Hard layers of sandstone or limestone underlain by weaker less stable shale and claystone layers occur throughout Western Pennsylvania. Rapid erosion and disintegration of the soft rocks due to weathering leaves the harder rock layers hanging as unsupported ledges. These ledges eventually fail due to weathering and stresses from gravity. Rockfalls can be any size and usually occur during the spring after freeze and thaw periods weaken the unsupported layers. Rockfalls may be the most familiar slides as they tend to occur along vast stretches of highways that are frequently traveled.

The Pennsylvania Department of Transportation incurs substantial costs due to landslide damage, added construction costs for new roads in landslide prone areas, and for mitigation and maintenance of roads in slide prone areas. Annually District 12 spends millions repairing slides. Currently a 3 million dollar district wide slide contract is in construction. County maintenance forces designate special crews to slide repairs annually; Washington County spent upwards of 3,500 hours on slide repair this summer.

Landslides are certainly not a new phenomenon to western Pennsylvanians and District 12. They will continue to be a part of our regional lives due to the topographic and geological features of our area. Recognition of landslide prone areas, identifying the type of landslide and implementation of control methods and mitigation devices are key to the Pennsylvania Department of Transportation improving roadway safety and reliability for the traveling public.

Collaborative Workshops – New Cross Walks and Pedestrian Laws

By Roy Gothie, PennDOT Bicycle Pedestrian Coordinator

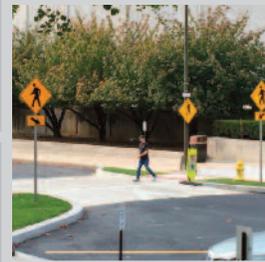


PennDOT was proud to host a collaborative workshop on walkable communities in September. The goal was to highlighting state and local agency efforts and develop a collaborative action plan that supports walking and walkable community design.

The workshop was attended by more than 50 staff members representing many different sectors including those from state agencies, public health managers, transportation planners, those from non-profits and organizations representing townships and boroughs and municipalities. The workshop included an hour-long roundtable discussion among five secretaries and deputy secretaries on their agency's efforts and vision for creating walkable communities.

From left to right: Secretary Leslie Richards (PennDOT); Secretary Cindy Dunn (Pennsylvania Department of Conservation and Natural Resources); Deputy Secretary Tony Payton, Jr. (Pennsylvania Department of Economic and Community Development); Deputy Secretary Loren Robinson (Pennsylvania Department of Health); Secretary Teresa Osborne (Pennsylvania Department of Aging).

New Capitol Crosswalks, Improvements Enhance Safety



PennDOT has a mission to make pedestrian travel safe around the Capitol Complex for state employees, bicyclists, and members of the community. If you visit Harrisburg, be sure to take note of the new raised pedestrian crosswalks. PennDOT's multimodal staffers were out and about in August to remind pedestrians to use the new crosswalks.

What does Pennsylvania law say about using crosswalks?

Pedestrian laws help ensure the safety of everyone on the road. Below is an overview of laws that apply to pedestrians in Pennsylvania.

You have the right of way – motorists must yield to you:

- In crosswalks and intersections where there are no traffic signals.
- When you're walking on a sidewalk that extends across an alley, building entrance, road or driveway used by motorists.

You must yield to motorists:

- If you're not within a crosswalk at an intersection or marked crosswalk.
- When crossing a roadway where there is a pedestrian tunnel or overhead crossing available.
- When walking along the side of a roadway.

Other regulations:

- Pedestrians must obey police officers or other officials who are authorized to direct traffic.
- In urban districts, you cannot cross at any place except a marked crosswalk between intersections where traffic-control signals are in operation.
- You cannot cross an intersection diagonally unless authorized by official traffic-control devices, a police officer or other authorized traffic control person.

Altoona and Hollidaysburg Area High School Park the Phone Initiative

By Anthony Scalia, Safety Press Officer, District 9



In October PennDOT District 9 partnered with the Altoona and Hollidaysburg Area High Schools on a new initiative to educate students, parents, and the general public, about the dangers of distracted driving called “Park the Phone and Drive.” PennDOT provided “Park the Phone and Drive” minicades that were placed within the school zones and other areas on campus to raise awareness. Pamphlets were also distributed to the school district that were filled with facts, statistics, and information about what distracted driving is and just how dangerous it can be.

Students had the opportunity to participate in a presentation in their driver’s education class about distracted driving and the negative repercussions that it can have on their lives. The presentation included content from the National Highway Traffic Safety Administration and PennDOT. Students learned that distracted driving comes in many forms. Using cell phones or other electronic devices, applying makeup, eating food, and even adjusting the radio are all potential distractions that could lead to deadly consequences.

The students learned that Pennsylvania’s texting while driving ban prohibits the use of a wireless phone, personal digital assistant, smartphone, or similar devices that are used to send text based messages. Violators of this law are charged with a summary offense which includes a \$50 fine plus other costs and fees.

Real-life stories about teens that decided to drive distracted and suffered terrible consequences were included in order to show students that poor choices can result in life changing situations that in most cases aren’t for the better. This material gives the students a chance to relate to people their own age who have been through these situations and who are speaking out against these behaviors in hopes that their suffering won’t have to be endured by someone else. If the program make one student think twice before looking at their phone or doing something else that takes their attention away from the roadway it will have been well worth it.

Signs of the Times

By Paul Sparano, Analyst Supervisor, Bureau of Innovations

Some of you may remember that early 1970’s hit song by the group Five Man Electrical Band titled “Signs.” The lyrics went something like this: “Sign, sign, everywhere a sign. Blockin’ out the scenery, breakin’ my mind. Do this don’t do that, can’t you read the sign.”

Although that song may have taken a less than optimistic impression of the value of signs, the reality is that we would be, ahem, lost without them.

The fact is that signs are a way for of life for all of us and now, thanks to PennDOT’s IdeaLink 20/20 employee engagement system, several PennDOT employees have submitted ideas to use signs as ways to enhance customer service and safety.

Patricia Sharp, a Clerk 3 in PennDOT’s Bureau of Motor Vehicles, submitted an idea to add signage to PennDOT’s Riverfront Office Center (ROC) customer service area informing customers of what transactions can be completed online rather than in person at PennDOT. Today, Patricia’s idea has become a reality and signs have recently been added to the customer service area. Sharp was one of 13 employees recognized for her idea at the 2016 IdeaLink 20/20 awards ceremony in August.

Matthew West, a Tourist Information Counselor from PennDOT’s Tioga County Welcome Center, submitted an idea to install signs along roads in advance of Welcome Centers to remind customers that free Wi-Fi is available at those facilities. The signs will begin to be installed over the coming months.

Yet another sign idea came from Robert George, PennDOT’s Tioga County Welcome Center Supervisor, who submitted an idea to create PennDOT Workers’ Memorials to honor workers killed in work zone accidents. PennDOT Welcome Center signs are now helping to make the driving public aware of the consequences of not practicing proper driver safety in work zones across the state. George was another of the 13 employees recognized for his idea at the 2016 IdeaLink 20/20 awards ceremony in August.

These are just a few of the many innovative ideas submitted through IdeaLink 20/20. As a part of PennDOT’s employee engagement and continuous quality improvement efforts, the Bureau of Innovations administers IdeaLink 20/20 to help empower all PennDOT employees to share innovative ideas.



Thirteen Employees Recognized for Innovative Thinking

More than 500 Employee Ideas Received Through IdeaLink 20/20

By Paul Sparano, Analyst Supervisor, Bureau of Innovations

Celebrating the one-year anniversary of IdeaLink 20/20 this past August, PennDOT Secretary Leslie Richards recognized the valuable contributions of 13 employees whose ideas were selected as the “best of the best.” The employees were recognized for their ideas at the 2016 IdeaLink 20/20 Awards Ceremony in the Atrium of the Commonwealth Keystone Building.



9

IdeaLink 20/20 award winners with Secretary Richards. Pictured, left to right, are Patricia Sharp, Andrew Hamann, Carol Little, Matthew West, Secretary Richards, Robert George, James Emery, Charles Brewer, Harinder Bansal, Kenneth Laudenslager, Mike Rebert (District 5 District Executive accepting for Jacob Turtschanow), Christopher McKiernan, and Joe Szczur (District 12 District Executive accepting for Catherine Helterbran). Jacob Turtschanow, John Watson, and Catherine Helterbran were unable to attend the ceremony.

“Employee engagement is at the very core of our organization,” said Secretary Richards at the IdeaLink 20/20 Awards Ceremony. “It is through such systems as IdeaLink 20/20 that our employees are vocalizing their ideas to help shape the future of PennDOT.”

“There are many more great ideas out there, and I strongly encourage PennDOT employees to submit their ideas through IdeaLink 20/20,” said Secretary Richards. “As you can see from the great ideas put forward by these award winners, IdeaLink 20/20 is working here at PennDOT. Congratulations to the 2016 IdeaLink 20/20 award winners.”

As a part of PennDOT’s employee engagement and continuous quality improvement efforts, the Bureau of Innovations administers the IdeaLink 20/20 system. IdeaLink 20/20 empowers all PennDOT employees to share innovative ideas to improve the department in the areas of efficiency, safety, customer service, cost savings, and revenue generation. Since the launch of IdeaLink 20/20 in August 2015, an average of more than two ideas are submitted every business day, or approximately 500 ideas received so far, and counting.

Continued on Page 10



Continued from Page 9

This year's award winners included:

Harinder Bansal, Highway Administration Deputate, Bureau of Maintenance and Operations, suggested that the PA Driver's Manual include language that clarifies the roles and responsibilities of licensed drivers who must accompany and supervise drivers who have a junior learner's permit.

Carol Little, Driver & Vehicle Services Deputate, Bureau of Driver Licensing, recommended that business cards with PennDOT's Customer Call Center number and website address be available at all PennDOT Driver License Centers and Photo Centers.

Matthew West, Administration Deputate, Bureau of Innovations, Tioga County Welcome Center, suggested the creation and display of an informational board describing the different types of bald eagles and ospreys seen near the Welcome Center.

Charles Brewer, Multimodal Transportation Deputate, Bureau of Aviation, suggested issuing a periodic safety reminder or safety quiz to all Department employees.

Jacob Turtschanow, Retired, Highway Administration Deputate, District 5-5, recommended that information on work zone safety be included in senior driving classes offered by the American Association of Retired Persons (AARP).

Andrew Hamann, Highway Administration Deputate, Engineering District 8-0, suggested a media campaign to remind heavy equipment haulers to "load once and check the height twice" prior to traveling.

James Emery, Highway Administration Deputate, Engineering District 3-0, suggested that PennDOT's VideoLog application, which is used by PennDOT staff to view images of state-owned roads and pavement conditions, be refined to allow users to customize and maintain the size of roadway imagery as well as to bookmark specific site locations for ongoing monitoring or routine review.

John Watson, Driver and Vehicle Services Deputate, Bureau of Driver Licensing, suggested that PennDOT provide information to customers through PennDOT's website directing them to the appropriate locations where vehicle-related services are offered.

Patricia Sharp, Driver and Vehicle Services Deputate, Bureau of Motor Vehicles, recommended that appropriate signage be installed at PennDOT's Riverfront Office Center to inform customers of the services and forms PennDOT offers online.

Catherine Helterbran, Highway Administration Deputate, Engineering District 12-0, recommended an alteration of PennDOT's employee Travel Expense Form to ensure consistency with appropriate expense documentation requirements.

Robert George, Administration Deputate, Bureau of Innovations, Tioga County Welcome Center, recommended that PennDOT Worker Memorials be displayed at each Pennsylvania Welcome Center in Pennsylvania.

Christopher McKiernan, Highway Administration Deputate, District 1-5, suggested reducing the number of electrical connections in the battery boxes of equipment by moving these connections to the fuse panel inside a truck cab.

Kenneth Laudenslager, Highway Administration Deputate, District 5-3, recommended that PennDOT better promote the agency's Highway Beautification programs by encouraging Adopt-A-Highway Program Coordinators to contact businesses, and civic and fraternal organizations to make them aware of and encourage their participation in the Adopt-A-Highway program.

Deer Activity Increasing, Motorists Cautioned to be Alert

By Craig Yetter, Community Relations Coordinator, Driver and Vehicle Services

With the change in seasons comes an increase in deer activity, prompting a reminder to drivers to watch carefully for deer darting across and along roadways.

Deer become bolder and pay less attention as they move around more and travel greater distances during their breeding season. Primarily nocturnal feeders, deer are most active between sunset and sunrise.

Over the past five years, PennDOT statistics show more than 56 percent of all reportable crashes involving a deer occurred in the months of October, November and December. More than 83 percent of the total crashes in the past five years involving deer occurred between the hours of 5 p.m. and 6 a.m. Last year, there were 3,623 crashes statewide involving deer, resulting in 639 injuries and 6 fatalities.

By following a few safety tips, motorists and outdoor enthusiasts can help reduce the possibility of being involved in a crash with a deer. Remember to:

- Be on the alert for individuals entering the woods early in the morning and leaving in the late evening hours;
- Pull vehicles as far off of the roadway as possible and remember that parking along limited access highways is prohibited except for emergencies;
- Seek permission before parking on private property;
- Wear reflective clothing and carry a flashlight or a glow stick to help increase your visibility;
- Make young drivers aware of increased deer movement;
- Slow down and use caution, particularly where deer crossing signs are posted and increase following distance between vehicles;
- Be especially watchful during morning and evening hours when wildlife is most active;
- Exercise caution when one deer crosses a roadway. Since deer often travel in small herds, one deer will usually be followed by others;
- Always wear your seat belt;
- Never drink and drive; and
- Turn on your headlights if your wipers are on – it's the law.

11

If a dead deer presents an obvious safety hazard on state roadways, motorists can call 1-800-FIX-ROAD to have the deer removed.

WATCH OUT FOR DEER

Believe us — they're not thinking about traffic.



"SEE THAT HANDSOME BUCK ON
THE OTHER SIDE OF THE ROAD?"
"DARE ME TO SAY SOMETHING?"