



District Executive's Message

As I write my thoughts for this progress report, I reflect on what a transition March brings to PennDOT operations.

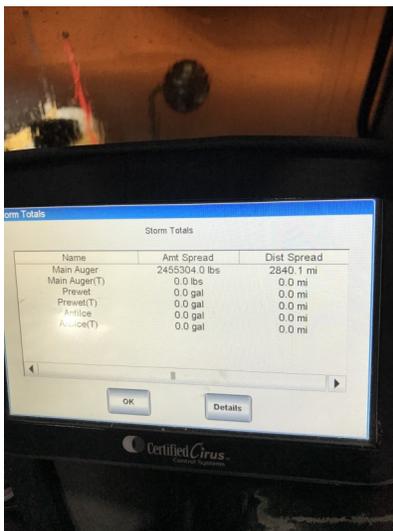
I finally got to fulfill one of my goals of accompanying some of our snowplow operators during a snowstorm on Saturday March 12 on what I had hoped may be our last snowstorm of the season. I did not get to do that in 2020/2021 winter season due to COVID restrictions among other things. Needless to say, I came away from the experience with an even higher appreciation for our folks doing that work (along with their counterparts working in municipalities) and what they do to make our roads safe and passable.

The first stop I made that night was in Greene County. Foreman Ryan Samek met me at the stockpile and gave me a summary of how operations were going that night and set me up to ride with Wesley Shaffer. Mr. Shaffer explained to me that the truck was not running 100% up to par, but the garage staff had been "limping it along" until we get out of winter for fear once it goes to the dealer for repairs it may be out of service for some time. Like the rest of the nation, we are having difficulty getting parts due to the supply chain disruptions. A truck without full power was better than no truck at all.

We travelled SR 21 and another route that was considerably narrower. I have driven in hard snowstorms before and know how difficult the lack of visibility can make it to drive. However, I never had driven in these conditions while also controlling a front plow, wing plow, and spreader, while also keeping a close eye on passing motorists. We also had to stop to remove snow from the plow lights to help with visibility. Fortunately, it was the wee hours of the morning and traffic volumes were low.

From there I traveled to Fayette County to meet up with another crew. County Manager Jason Spangler told me if I was going on a trip, I had to go to the mountains to get the full appreciation. He was correct, it was an experience. At the summit shed, I met up with Foreman John Tucker who set me up with Operator Kent Lowry. As we got started, Kent explained the difference in the way the Summit is treated depending on the rate of snowfall. On this night, the snow was coming down hard, so two trucks were working in concert to keep the mountain passable. By the time we made a trip from the stockpile up one side of the mountain and down the face, and plowed some of the interchange at the bottom, as we went back up the snow had totally covered the pavement again. One impressive item is the peripheral activities taking place at the same time. Kent as well as the other driver were constantly in touch with Mr. Tucker about vehicles struggling to get up the mountain, as well as those descending pulling trailers and others that appeared to be having problems. The Foreman and the Assistant County Manager Tom Younkin were moving around to inform the trucks of the status of those vehicles and offering help the motorists, if needed. They know that keeping the mountain open so the snowplow trucks can get through is critical to keeping the mountain open. As vehicles, particularly trucks get stuck, it has a domino effect on the ability to plow and treat; which then makes the conditions quickly worsen. They were also on the radio juggling snow routes to cover for staffing shortages and needs to adjust based on the severity of the storm.

Although the two different routes I observed that night were very different; there were some notable similarities. First, the trucks are very complicated with many controls to operate all while driving. (See the photos below.) Second, although the job is challenging, both operators were very skilled. Plowing in low visibility and staying close to guiderail and barrier while controlling plows and spreaders is not easy work. Third, and most importantly the crews both take a lot of pride in their work. It was very evident that these were "their routes" and they intended to do a good job on them.



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My takeaways were that I was impressed with the equipment, technology, and mostly the people involved. I almost can't wait until next winter to go out and learn more. (I did say almost). Kudos to all who keep our roads safe and passable through the winters, regardless if they work for PennDOT or any other organization.

In the event you would like to see a few short video clips from that night, you can find a few here:

If you would like to watch a YouTube video to see what it is like riding in a plow truck, visit <https://youtube.com/shorts/Zlevmnaxfjs?feature=share>.

Going back to the transition. We closed out March by having a media event for our Construction kickoff season. This is going to be an exciting construction season. We have many projects getting started which are all badly needed.

As many of you have heard, the federal government passed an infrastructure bill that will provide badly needed federal money for Infrastructure projects of many types to Pennsylvania and across the country. You may have heard it referred to as the Infrastructure Investment and Jobs Act (IIJA) or the Bipartisan Infrastructure Law (BIL). From this point on, we will simply refer to it as BIL.

BIL will help Pennsylvania Roads and Bridges in many ways. BIL provided for funding set aside specifically for bridges, and also for "Off-system" bridges. Those bridges off the federal system include some state-owned bridges on lower volume roads, but also many locally owned bridges. It also does include funding for roadway projects, and systems to support the ever-growing number Electric Vehicles.

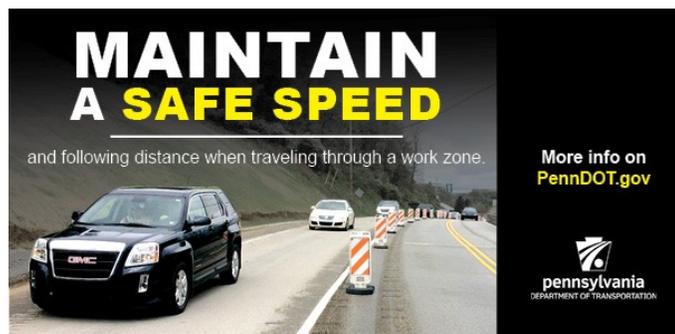
These funds have allowed us to add some "betterment" type projects to the Transportation Improvement Plan. These projects include resurfacing, but also include other items which are critical to sustainable roadways such as improvements to drainage, guide rail, delineation, and others. These projects were declining due to steadily decreasing revenue, but we are happy to bring some back.

You will find more information about the upcoming construction season in this issue.

As we kick off the Construction season, I also want to remind everyone to please stay alert in work zones. Obeying posted speed limits is critical not only to the safety of our workers, but to your safety as motorist as well. Let's all work together to bring every Pennsylvania highway worker home safely each night for the entire season.

Sincerely,

William L. Kovach, P.E.
District Executive





Wolf Administration Previews Bipartisan Infrastructure Law Impact in Southwest Region 2022 Construction Season

Wolf Administration officials recently highlighted more than 94 projects anticipated to be under construction this year in the four-county southwest region and discussed the benefits coming to regional roads and bridges due to the federal Bipartisan Infrastructure Law (BIL).

“Pennsylvania will now be able to move forward with additional infrastructure projects with the passing of the Bipartisan Infrastructure law,” said Governor Tom Wolf. “We are grateful for the funding and the ability to address additional infrastructure needs.”

“The BIL provided a much-needed increase in federal funding, critical to the southwestern Pennsylvania region in advancing many high priority projects that would have otherwise been delayed,” said Southwestern Pennsylvania Commission (SPC) Deputy Executive Director of Programs Andy Waple.

The total value of District 12 projects that will be in a construction status in 2022 is approximately \$462 million. Overall highlights in the 2022 construction season for Pennsylvania Department of Transportation’s (PennDOT) District 12, which covers Fayette, Greene, Washington, and Westmoreland counties, include:

- approximately 606 miles of paving or roadway maintenance;
- approximately 54 bridges will be preserved, with 35 bridges rehabilitated or replaced; and
- approximately 26 slides will be repaired.

These improvements include projects supported and accelerated by the BIL. In 2022 alone the BIL is bringing at least \$21 million in additional funding provided through the SPC to the four counties of District 12 plus \$20 million provided through the Interstate Transportation Improvement Program.

“We are very pleased to be able to address many additional road and bridge projects in 2022, and for the next several years due to the increased funding provided by the BIL,” PennDOT District 12 Executive Bill Kovach said. “This allows us to add badly needed projects that we would otherwise not have been able to fund, as well as accelerating other projects.”

Notable ongoing projects that will continue this year include:

- Interstate 70 Yukon/Madison Interchange Project to reconstruct and widen I-70, replace four structures, and update on and off ramps in Westmoreland County, \$92.8 million;
- Route 18 upgrades to signals and intersections with improved access to I-70 in the City of Washington in Washington County, \$10.2 million;
- Route 819 to Norvelt, part of the Laurel Valley Traffic Improvement Project will upgrade the Route 981 corridor from Mount Pleasant to Route 30 in Unity Township, Westmoreland County, \$55.2 million;
- Route 119 roadway reconstruction improving safety in Youngwood Borough, Westmoreland County, \$23.8 million; and
- Route 356 safety improvements including realigning several intersections in Allegheny Township, Westmoreland County, \$15.9 million.

Notable projects that are expected to begin this year include:

- Widening and reconstructing I-70 and the Route 51 Interchange (Exit 46) to eliminate the substandard cloverleaf interchange and replace it with a Diverging Diamond Interchange, Rostraver Township, Westmoreland County, \$125 million – \$150 million;
- Replacing the existing, six-span steel superstructure of the Route 711 Crawford Avenue Bridge located in the City of Connellsville, Fayette County, with a new wider superstructure consisting of continuous composite steel plate girders, \$5 million – \$10 million; and
- Replacing a three-way, stop-controlled intersection with a single-lane roundabout at the intersection of Route 1010 (Valley Brook Road) and Route 1019 (Bebout Road) in Peters Township, Washington County, \$1 million – 2.5 million.

As construction projects are underway in the region, the traveling public can anticipate seeing many work zones and are urged to keep in mind their safety and the safety of highway workers. When encountering a work zone, please drive the posted speed limit, turn on your headlights, pay close attention to signs and flaggers and avoid all distractions. In high traffic locations, motorists are encouraged to use both lanes of travel to the merge point and to take turns merging into the open lane.

Motorists can check 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 1,000 traffic cameras.



2022 Construction Projects – Progress through 3/30/22

Districtwide and Multi County

Highway Lighting 12-20-LM1 – Located Districtwide – This contract is for the maintenance of highway lighting in Fayette, Greene, Washington, and Westmoreland counties. District-wide Highway Lighting and overhead sign structure lighting repairs and maintenance on I-70, I-79, Route 22, Route 119, and other various routes, Park & Rides, Rest Area and Welcome Centers. The contractor for this \$596,000 project is Kriger Construction, Inc. The Notice to Proceed Date was October 1, 2020. The Anticipated Completion Date is June 30, 2022.

Update (3/21/22) – The material has been ordered to complete lighting repair work on the Point Marion Bridge and light pole replacements on Interstates 70 and 79.

BPN 1 Guide Rail Improvements – Located Districtwide – This project is for the review and upgrade of guiderail, end treatments, and grading on business plan network 1 (Interstates) including ramps. The upgrades will comply with the Manual for Assessing Safety Hardware (MASH) standards or acceptable National Cooperative Highway Research Program (NCHRP) 350 or MASH 2016 standards. This work will take place on the entire I-70 and I-79 roadway network in District 12 at various locations within the limits of the interstates. The contractor for this \$7.9 million project is Kriger Construction, Inc. The Notice to Proceed Date was February 15, 2022. The Anticipated Completion Date is November 17, 2023.

Update (3/21/22) – Construction is set to begin the first week of July 2022.

12-21-CJR – Located Districtwide – This project is for the milling and paving of center and edge line joints of bituminous pavements, full width milling, and paving mainline bituminous pavements and other miscellaneous work on Interstate 70 and Interstate 79 in various municipalities throughout Greene, Washington and Westmoreland Counties and Route 119 and Route 40 in Fayette County. The contractor for this \$5.7 million project is Eurovia Atlantic Coast LLC. The Notice to Proceed Date was February 22, 2022. The Anticipated Completion Date is October 28, 2022.

Update (3/30/22) – Construction is scheduled to begin the week of April 11, 2022 with work on I-70 in Westmoreland County between Belle Vernon and Arnold City lasting for 4 to 5 weeks. This work will require nightly lane closures from 6 p.m. to 6 a.m. Monday through Thursday.

Fayette County

(Local Project) York Avenue Bridge – Located in the City of Connellsville – This project includes the replacement of the superstructure carrying York Avenue over Mounts Creek. Work will include replacing the prestressed concrete adjacent box beam superstructure with a prestressed concrete PA Bulb-Tee superstructure. There will also be minor approach work along with minor drainage improvements on York Avenue from approximately the intersection with Highland Avenue and approximately the intersection of Connell Avenue. The contractor and project cost are to be determined. The project has a Bid Date of March 31, 2022. The Anticipated Completion Date is May 8, 2023.

Update (3/25/22) – Work is expected to begin in May 2022 with a road closure expected from June 2022 to October 2022.

(Local Project) Fayette County #73 – Located in Connellsville Township and Bullskin Township – The project includes the replacement of the structure carrying Buttermore Road (T-907/T-906) over White's Run. Work will include removal of the existing structure and replacing it with a single span concrete spread box beam bridge with integral abutments, reconstruction of the roadway on both sides of the bridge to tie into the existing pavement and other miscellaneous construction. Work will begin at approximately the intersection of Rohm Way and Buttermore Boulevard and extend to the intersection of Texas Avenue and Buttermore Boulevard. The contractor and project cost are to be determined. The project has a Bid Date of March 31, 2022. The Anticipated Completion Date is May 5, 2023.

Update (3/25/22) – Work is expected to begin June 2022. The road has been closed for several years due to this bridge but will be reopened in the Fall of 2022.

(Local Project) Sheepskin Trail – Southern Extension (Map ID 1) – Located in Springhill Township – This project is an extension of the current Sheepskin Trail along the Cheat River just outside of Point Marion for approximately 2 miles. The work will consist of trail surfacing, minor paving for connectivity, landscaping, signage, shared use markings, and other miscellaneous construction. The contractor for this \$653,250 project is Plum Contracting Inc. The Notice to Proceed Date was February 8, 2022. The Anticipated Completion Date is September 2, 2022.

Update (3/21/22) – The contractor is currently performing clearing and grubbing activities. Once complete, the contractor plans to begin trail drainage work and excavation.

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Surface Improvement Project (12-20-S11-1) – Various locations of Fayette County – The project includes surface improvements to various state routes in Fayette County. Construction consists of milling, base repair, asphalt paving, pavement markings, drainage, and other miscellaneous construction on the selected state routes. The Contractor for this \$2.9 million project is Golden Eagle Construction Company. The Notice to Proceed Date was August 30, 2021. The Anticipated Completion Date is May 6, 2022.

Update (3/21/2022) – Construction is set to begin the week of April 4, 2022, with milling on Route 40 in Brownsville and patching of pipe trenches on Route 40 in Henry Clay Township. Work will be performed during daylight hours.

Surface Improvement Project (12-22-S11) – Various locations of Fayette County – The project includes surface improvements to various state routes in Fayette County. Construction consists of milling, base repair, asphalt paving, pavement markings, and other miscellaneous construction on Routes 40, 381, 1037, and 4017. The contractor and project cost are to be determined. The project has a Bid Date of April 14, 2022. The Anticipated Completion Date is September 30, 2022.

Route 1037 over Trump Run (Map ID 2) – Located in the City of Connellsville – The project involves the replacement of the existing bridge structure with a precast concrete box culvert, reconstruction of the approach roadway, and other miscellaneous construction. The contractor for this \$734,000 project is Plum Contracting, Inc. The Notice to Proceed Date was January 25, 2022. The Anticipated Completion Date is September 21, 2023.

Update (3/24/22) – No physical work will occur in 2022.

Route 21 Bridge over Route 166 – (Map ID 3) – Located in German Township – The scope of work consists of the replacement of the existing structure carrying Route 21 (Roy E. Furman Highway) over Route 166 including approach roadway along Route 21. In addition, Route 166 will be reconstructed (lower the vertical grade) beginning at the Route 166 and Route 8021 (Ramp B) intersection and ending at the Route 166 and Route 8021 (Ramp E) intersection. The project also includes upgrades to the drainage, installation of a stormwater management facility, signing and pavement marking, and guide rail upgrades. Several detours will be implemented for the Route 166 roadway improvements and other miscellaneous construction. The contractor for this \$8.2 million project is Plum Contracting, Inc. The Notice to Proceed Date was March 24, 2022. The Anticipated Completion Date is December 5, 2023.

Update (3/23/22): Phase 1 work will be completed this year. This includes a closure of the westbound lanes of Route 21 and ramps as well as Route 166. Route 166 will be detoured while traffic on Route 21 will utilize the eastbound lanes for bi-directional flow. The Phase 1 temporary paving for widening the eastbound lanes will begin the week of April 18th. The westbound lanes of Route 21 will be closed beginning May 2nd.

Route 4038 2022 Layton Bridge Preservation (Map ID 4) – Located in Perry Township – The project involves re-pointing of the brick within the tunnel and structural steel repairs on the floor systems of the spans over the Youghioghenny River. Additionally, the timber sidewalk and timber curb will be removed and replaced with new steel barrier rub rail. The contractor for this \$1.3 million project is Allison Park, Inc. The Notice to Proceed Date is April 18, 2022. The Anticipated Completion Date is October 31, 2022.

Update (3/25/22) – The bridge will be closed to traffic during these repairs from early June 2022 through late August 2022.

Greene County

Route 19 Bridge over Dunkard Creek – (Map ID 1) – Located in Perry Township – This project is the replacement of the existing slab bridge carrying Route 19 over Shannon Run with a precast reinforced concrete box culvert and other miscellaneous construction. The contractor for this \$782,385 project is Frank Gavlik & Sons, Inc. The Notice to Proceed Date was November 22, 2021. The Anticipated Completion Date is August 16, 2022.

Update (3/23/22): The contractor is currently working on relocating the existing stream. There are currently no lane restrictions. A traffic detour is currently anticipated to be implemented in July 2022.

Surface Improvement Project (12-22-S12) – Various locations of Greene County – The project consists of surface improvements to various state routes in Greene County. Construction consists of milling, base repair, asphalt paving, pavement markings, and other miscellaneous construction on Routes 19 and 188. The contractor for this \$3.1 million project is A. Folino Construction Inc. The Notice to Proceed Date was March 11, 2022. The Anticipated Completion Date is June 3, 2022.

Update (3/21/22) – The contractor is set to begin construction the week of April 4, 2022 with resurfacing work being performed on Route 188.

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SR 3001 Bridge over Crabapple Creek – (Map ID 2) – Located in Richhill Township – The project consists of the replacement of the existing structure carrying Route 3001 over Crabapple Creek with a pre-stressed concrete spread box beam bridge and other miscellaneous construction, for approximately 800 feet along Route 3001 near the intersection of Route 4002. The contractor for this \$994,000 project is Carmen Paliotta Contracting, Inc. The Notice to Proceed Date is April 4, 2022. The Anticipated Completion Date is October 26, 2022.

Update (3/30/22) – The contractor is set to begin construction at the end of April. Route 3001 is anticipated to be detoured the first or second week of May.

Washington County

Route 18 T10 – Route 18 Signal Upgrades (Map ID 1) – Located in the City of Washington – This project consists of traffic signal upgrades, roadway reconstruction and resurfacing, as discussed below. This project consists of two new traffic signals at Route 18 (Jefferson Avenue) and Route 8014 (I-70 eastbound exit/entrance ramps), and Route 4022 (Wylie Avenue) and Route 8014 (I-70 westbound entrance/exit ramps) and the replacement of the following three existing traffic signals – Route 18 (Jefferson Avenue) at Route 4022 (Wylie Avenue), Route 18 (Jefferson Avenue) at Route 844, and Route 4022 (Wylie Avenue) at Allison Road. Route 18 will be reconstructed from the Route 18 and Tyler Avenue intersection to the Route 18 and East Wylie Avenue intersection and includes a right turn lane for the I-70 eastbound entrance ramp. East Wylie Avenue will be reconstructed from the Route 18 and East Wylie Avenue intersection to 560 feet east of the East Wylie Avenue and I-70 westbound entrance/exit ramps intersection including installing a right turn lane on the westbound off ramp. In addition, Route 18 will be resurfaced including base repair from the Route 18 and East Wylie Avenue intersection to the Route 18 and Route 844 (Henderson Avenue) intersection and other miscellaneous construction including new sidewalks, ADA ramp installations, upgrades to drainage, and signing and pavement markings. The contractor for this \$10.2 million project is Plum Contracting, Inc. The Notice to Proceed Date was April 28, 2020. The Anticipated Completion Date is July 10, 2023

Update (3/21/22) – The contractor has completed all work on East Wylie Avenue, with the exception of placement of final wearing surface on the roadway. Starting in early April, the contractor will be performing full depth construction work on Jefferson Avenue between East & West Wylie Avenue and Tyler Avenue. This work will involve a detour, with traffic only being permitted to travel in the southbound direction of Route 18 and will last until approximately the end of June 2022. A northbound detour for Route 18 will be posted and utilized at this area. The contractor will also be performing milling, base repairs, bituminous paving, installation of drainage, new curbs & sidewalks, and signals along Jefferson Avenue between East & West Wylie Avenues and Henderson Avenue and the Route 844 split.

Route 4012 Robb Run Bridge (Map ID 2) – Located in McDonald Borough – The project consists of the replacement of the superstructure carrying Route 4012 (East Lincoln Ave.) over Robb Run near the intersection of Arabella Street. The structure will remain on existing alignment and will match the existing roadway width. Minor approach roadway work will be required along with drainage, sidewalk and curb ramp replacement, as well as signing and pavement markings. The contractor on this \$944,313 project is Golden Triangle Construction. The Notice to Proceed Date was November 17, 2021. The Anticipated Completion Date is September 1, 2022.

Update (3/21/2022) – The contractor is scheduled to begin work the week of April 4, 2022. The project will involve alternating single lane traffic controlled by a temporary signal. A nighttime detour may be utilized in an effort to set the new bridge slabs/beams only.

Route 2027 Speers Bridge over I-70 (Map ID 3) – Located in Speers Borough – The project consists of the replacement of the existing bridge on Route 2027 (Maple Drive) that spans Interstate 70 at the Speers Interchange. The proposed bridge will be raised to give adequate clearance of 16.5 feet over the interstate thereby requiring adjustments to the Route 2027 approach roadways to the bridge, as well as Guttman Avenue and eastbound I-70 on and off ramps at their tie ins with Route 2027. The new bridge will be wider to provide a southbound left turn lane for traffic making the left onto the eastbound I-70 on ramp and the span over I-70 will be increased in length to accommodate future reconstruction and widening of I-70. Additionally, the project will include signing, pavement markings, sidewalks, ADA ramps, guide rail, and drainage. The contractor for this \$5.6 million project is Beech Construction. The Notice to Proceed Date was February 18, 2022. The Anticipated Completion Date is November 21, 2022.

Update (3/21/22) – The contractor was scheduled to begin work on March 28, 2022. The Route 2027 bridge over I-70 will be built in phases. Only the southbound lane will remain open during construction. A detour will be posted for the northbound direction. There will be short-term closures on I-70 for bridge demolition and beam erection only, as well as a weekend closure of the I-70 ramps to perform work at the eastbound on and off ramps.

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Surface Improvement Project (12-22-SI4) – Various locations of Washington County – This project includes surface improvements to various state routes in Washington County. Construction consists of milling, base repair, asphalt paving, pavement markings, and other miscellaneous construction on Routes 18, 40, 50, 231, 519, 1017, 1018, 1025, 1055, 2025 and 4020. The apparent low bidder for this \$9.3 million project is Golden Eagle Construction Company. The Bid Date was March 17, 2022. The Notice to Proceed Date is to be determined. The Anticipated Completion Date is April 28, 2023.

Westmoreland County

Westmoreland County Epoxy Overlay – 2020 – Various locations of Westmoreland County –

The scope of this project involves bridge preservation activities including the application of a 3/8" epoxy-based surface treatment for bridge deck, minor deck repairs, replacement of neoprene compression and strip seals, and other miscellaneous construction on 18 bridge structures throughout Westmoreland County. The contractor for this \$670,000 project is Allison Park Contractors, Inc. The Notice to Proceed Date was April 6, 2021. The Anticipated Completion Date is September 30, 2022.

Update (3/22/22) – The contractor has completed 100% of the concrete deck repairs. The sub-contractor has completed 9 of the 19 epoxy overlays in 2021. Work will resume once weather permits. The contractor still needs to complete seals on the remaining bridges. All work for this project is utilizing temporary short-term single-lane closures.

Interstate 70 Yukon and Madison Interchanges (Map ID 1) Located in South Huntingdon Township, Sewickley Township, and Hempfield Township – This project is for the reconstruction and widening of Interstate 70, full reconstruction of the Yukon (Exit 53) and Madison (Exit 54) interchange, replacement of four mainline I-70 structures, one mainline culvert, a proposed culvert at the Yukon eastbound on and off ramps and maintenance work for a structure on Route 3010. Additionally, the project includes new interchange signing and overhead sign structures, highway lighting at the Madison Interchange, ITS, drainage, guiderail, pavement markings, storm water mitigation, including basin construction, stream relocation and mitigation and other miscellaneous construction. The contractor for this \$92.8 million project is Trumbull Corporation. The Notice to Proceed Date was January 22, 2020. The Anticipated Completion Date is September 27, 2022.

Update (3/22/22) – Work restarted on Monday, March 14th, 2022, after winter shutdown. Significant traffic pattern changes were installed - both eastbound and westbound lanes are shifted to the north between the Madison and New Stanton interchanges and the roadway width is reduced with no shoulders. A traffic lane split is set up on the temporary eastbound lanes at the eastern end of the project. This will allow for construction of the new eastbound lanes. **Automated speed enforcement will be on site.**

Route 119 Youngwood Reconstruction (Map ID 2) – Located in Hempfield Township, New Stanton Borough, and Youngwood Borough. This project is for the reconstruction of Route 119. The project limits are between Burton Avenue and Stouts Carpet. The project includes the addition of chicanes (slight curves in the road) which forces traffic from right to left and back serving as traffic calming to slow down traffic. It also involves the construction of sidewalks along both sides of Route 119. The contractor for this \$23.8 million project is Golden Triangle Construction Co., Inc. The Notice to Proceed Date was June 4, 2020. The Anticipated Completion Date is August 31, 2023.

Update (3/22/22) – The contractor will continue work on reconstructing the northbound Route 119 passing lane. Single-lane restrictions on northbound Route 119 from the intersection of Hillis Street to Stouts Carpeting are in place. The restrictions will continue into Summer 2022 to allow the contractor to work on drainage placement and roadway excavation. Limited traffic stoppages from 6 a.m. to 5 p.m. Monday through Friday will also be utilized. In conjunction with this work, the contractor also plans to implement a temporary short-term lane closure on southbound Route 119 to work on drainage placement. This work will be on an intermittent basis as time permits.

Route 4019 Bridge over CONRAIL RR (Ardara Bridge) (Map ID 3) – Located in North Huntingdon Township – This project is for the restoration of Route 4019 (Ardara Road) over Brush Creek from Leger Road to Irwin Trafford Road. Also included is roadway approach work, drainage upgrades, guiderail upgrades, signing and pavement marking upgrades, and other miscellaneous construction. The contractor for this \$2.1 million project is C.H.& D. Enterprises Inc. The Notice to Proceed Date was June 4, 2020. The Anticipated Completion is in September 2022.

Update (3/22/22) – Traffic control and detour remain in place for Route 4019 (Leger Road). The contractor was anticipated to start back to work on March 28, 2022, after winter shutdown and will be prepping abutment #2 side of the structure for the concrete box beams placement the week of April 4, 2022.

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(Local Project) Westmoreland County #29 (Map ID 5) – Located in the City of Latrobe – This project includes the replacement of the superstructure carrying Ligonier Street over Loyalhanna Creek. Work will include replacing the 3-span prestressed non-composite adjacent box beam superstructure totaling approximately 175 feet with a reinforced concrete spread box beam superstructure. There will also be minor utility work, drainage improvements, approach work to tie into the existing pavement and other miscellaneous construction on Ligonier Street, from approximately the City Brewing Company entrance to approximately the intersection of West 1st Avenue. The contractor for this \$2.4 million project is Beech Construction Inc. The Notice to Proceed Date was April 20, 2021. The Anticipated Completion Date is May 3, 2022.

Update (3/21/22) – Physical work is complete on this project and the bridge is open to traffic. Miscellaneous work may occur this spring with no disruption to the travelling public.

Route 356 Safety Improvement (Map ID 6) – Located in Allegheny Township – This project is for safety improvement on Route 356 from White Cloud Road to just north of the Route 56 intersection. Included in the project is the realignment of several intersections, milling and pavement overlays, storm water maintenance and the replacement of four culvert boxes. The contractor on this \$15.9 million project is Ligonier Construction Co. The Notice to Proceed Date was March 1, 2021. The Anticipated Completion Date is November 9, 2023.

Update (3/22/22) – A full closure of Route 356 will be implemented on April 4, 2022, between Route 56 and White Cloud Road. This closure will remain in effect for the entire 2022 construction season while various phases of full depth reconstruction are completed. Residents of Route 356 encompassed by this closure will have areas of ingress and egress established. The first full depth area of construction will be between Piper Road and Indian Hill Road. All through traffic from Freeport to Route 56 will need to follow the posted detour. There are two detours posted, one for trucks and one for cars. Side roads will remain open for residential access only and will be closed where they intersect Route 356.

Route 3103 over Jacks Run – (Map ID 7) – This project is the replacement of the existing bridge structure with a cast-in-place concrete box culvert, reconstruction of the approach roadway, and other miscellaneous construction. The contractor for this \$1.5 million project is CH&D Enterprises, Inc. The Notice to Proceed Date was July 6, 2021. The Anticipated Completion Date is November 30, 2022.

Update (3/23/22): The contractor is currently working on relocating the existing waterline. There are currently no lane restrictions.

Route 981 Reconstruction, Phase 1, Route 819 to Norvelt (Laurel Valley Transportation Improvement Project) (Map ID 8) – Located in Mount Pleasant Township and Unity Township – The LVTIP project will upgrade the Route 981 corridor from the intersection with Route 819 in Mount Pleasant Township to the intersection with Route 30 in Unity Township and is broken into 3 separate projects. The southernmost section will involve reconstruction of Route 981 from the intersection with Route 819 north to a point just south of the town of Calumet. The contractor for this \$55.2 million phase of the project is Walsh Construction Co. The Notice to Proceed Date was September 13, 2021. The Anticipated Completion Date is September 27, 2024.

Update (3/22/22) – For the 2022 construction season, work will be concentrated in several areas as discussed below. Work will begin in the area around the Route 819 and Route 981 intersection. A new box culvert will be installed where a future roundabout is to be constructed. Work will begin in the area north of this intersection and involves reconstruction of a portion of Route 981 near Cherry Blossom Drive. Work will also begin in late summer at the intersection of Route 981 and Hecla Road where a future roundabout will be constructed. Rock excavation will also be performed throughout the corridor. For all phases, there will be lane shifts to maintain 2 lanes of bi-directional traffic. There will be a significant amount of daylight single lane closures controlled by flaggers. A detour for Route 819 south of the Route 981 intersection is anticipated to be implemented in late summer 2022. A 10-day detour is anticipated for Route 981 in late summer for drainage and widening of Route 981 under the Pennsylvania Turnpike.

(Local Project) D12 SPC 4c SINC-UP – Located in North Huntingdon Township, Penn Township and Irwin Borough – This project is sponsored by the Southwestern Pennsylvania Commission (SPC) and includes traffic Signal Coordination with Equipment Upgrades (SINC-UP) at various locations on Route 30 in Westmoreland County. The contractor for this \$287,782 project is Bronder Technical Services, Inc. The Bid Date was March 17, 2022. The Notice to Proceed Date is to be determined. The Anticipated Completion Date is June 3, 2023.

Continued on next page.

PROGRESS REPORT - PennDOT District 12

FAYETTE, GREENE, WASHINGTON & WESTMORELAND COUNTIES

TOM WOLF, GOVERNOR | YASSMIN GRAMIAN, P.E., SECRETARY

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Continued from previous page.

Surface Improvement Project (12-20-S15-2) – Various locations of Westmoreland County – This project includes surface improvement on various state routes in Westmoreland County. Construction consists of milling, base repair, asphalt pavement, pavement markings, and other miscellaneous construction on portions of Routes 136, 819, 981, 1020, 2013, 3021, 3053, 4036, and 4077. The contractor for this \$5.5 million project is Tresco Paving Corp. The Notice to Proceed Date was July 26, 2021. The Anticipated Completion Date is May 20, 2022.

Update (3/21/22) – Construction is set to begin the week of April 4, 2022. All work is to be performed during daylight hours.

Surface Improvement Project (12-22-S15) – Various locations of Westmoreland County – This project includes surface improvement on various state routes in Westmoreland County. Construction consists of milling, base repair, asphalt paving, pavement markings, and other miscellaneous construction on all or portions of Routes 30, 66, 119, 217, 366, 819, 981, 1014, 1041, 2014, 2039, 3014, 3034, 4032, 4052, 4085, 8004, and 9104. The contractor and project cost are to be determined. The Bid Date is March 31, 2022. The Anticipated Completion Date is June 30, 2023.

Route 22 Concrete Repair (Map ID 9) – Located in Derry Township, Export Borough, Murrysville Borough, New Alexandria Borough, and Salem Township – This project is for concrete rehabilitation and other miscellaneous construction on Route 22 from Route 819 in Salem Township to Route 982 in New Alexandria. The contractor for this \$2.9 million project is Swank Construction Company. The Notice to Proceed Date was January 28, 2022. The Anticipated Completion Date is July 2, 2022.

Route 22 and Route 819 Intersection Improvements (Map ID 10) – Located in Salem Township – The project includes updating a red signal ahead sign and adding high friction surface at the intersection as well as other miscellaneous construction at the intersection of Route 22 and Route 819. The contractor for this \$258,254 project is RAM Construction Services of Michigan, Inc. The Notice to Proceed Date was February 28, 2022. The Anticipated Completion Date is September 30, 2022.

Route 22-03M – Westmoreland Co. Epoxy Overlay Preservation – Various locations in Westmoreland County – The scope of this project includes bridge preservation activities including a 3/8" epoxy-based surface treatment, minor bridge deck repairs, replacement of neoprene compression and strip seals, and other miscellaneous construction on sixteen routes and 22 structures. The contractor for this \$2.08 million project is MEKIS Construction. The Notice to Proceed Date was March 9, 2022. The Anticipated Completion Date is February 3, 2023.

Route 3007 over Interstate 70 (Map ID 12) – Located in North Belle Vernon Borough – This project involves the replacement of the existing structure carrying Route 3007 (Fayette Street) over Interstate 70, including approach roadway along Route 3007, upgrades to the drainage, signing and pavement marking, and guide rail. In addition, the existing structure carrying Route 201 (Rostraver Road) over I-70 will be raised approximately eight (8) inches to provide adequate vertical clearance over I-70, including replacing the bridge approach slabs, reconstructing the roadway, replacing the concrete curb, and updating the pavement marking and other miscellaneous construction. The contractor and project cost are to be determined. The project has a Bid Date of March 31, 2022. The Anticipated Completion is November 2022.





District 12-21 Raised Pavement Marker Project

PennDOT District 12-0 is pleased to announce the completion of the 2021 Raised Pavement Marker (RPM) Project. A raised pavement marker includes a lens imbedded in the pavement that enhances visibility by retroreflecting vehicle headlights during low light situations and inclement weather. The 12-21 RPM project was a district wide contract that consisted of various lens replacements and the installation of new raised pavement markers on state-owned highways throughout Fayette, Greene, Washington, and Westmoreland Counties.

Westmoreland County was the location for much of the contract work, with both two lane and four lane state routes scheduled for lens replacements along with specific areas designated for new RPMs for recent paving and sealcoat projects.

As in previous RPM contracts, numerous lenses were replaced on Interstates 70 and 79 and include the adjoining ramps for the interchanges. The contractor was required to perform all work between the hours of 8:00 PM and 6:00 AM on the interstate highways to avoid backups.

Safety is the most important aspect on all construction projects. The 2021 RPM project is no exception. The contractor utilized two shadow vehicles with truck mounted crash attenuators to provide safe traffic control for mobile operations on divided highways. In addition, all two-lane routes were set up for flagging operations. As a result, no accidents were reported during work hour operations. The contractor took extra measures to ensure that the traveling public did not impact the new lenses until the epoxy anchors had sufficient time to set up.

Green Acres Contracting performed the work for the 2021 RPM Project. The contract amount was bid at \$473,765.50. All work is complete with the project coming in under budget.





Projects to be Bid

Tentative Lettings April 14, 2022

SIP 12-22-S11 – This is for the resurfacing of various state routes in various municipalities throughout Fayette County.

Tentative Lettings April 21, 2022

I-70 @ PA 51 Interchange – This project is the widening and reconstruction of Interstate 70 along with reconstruction of the Route 51 Interchange (Exit 46) to eliminate the substandard cloverleaf interchange and replace it with a Diverging Diamond Interchange in Rostraver Township, Westmoreland County. Project involves several intersecting roads including the relocation of Finley Road to form plus intersection with Route 981 and construction of three cul de sacs. Project includes work to rehabilitate or replace several structures including the replacement of the bridge carrying Route 51 over I-70. Additionally, the project will include stormwater management basins, traffic signals, new interchange signing including overhead sign structures, pavement markings, guide rails, drainage, highway lighting, ITS relocation work, and other miscellaneous construction.

Tentative Lettings April 28, 2022

Westmoreland County Red Signal Ahead Signage – This project will target signalized intersections where there is a crash history due to sight distance approaching the signalized intersection along with a crash pattern of rear ends due to high speed and distance between signals at various locations throughout Westmoreland County.

Projects that Have Been Bid

Bids March 3, 2022

2022 Layton Bridge Preservation – This project for preservation activities for the Layton Bridge located in Perry Township, Fayette County. The apparent low bidder on this \$1,350,000.00 is Allison Park Contractors, Inc.

Bids March 17, 2022

SIP 12-22-S14 – This project is for the resurfacing of various state routes in various municipalities throughout Washington County. The apparent low bidder on this \$9,380,908.90 is Golden Eagle Construction Company.

D12 SPC 4c SINC-UP – This project is for the safety improvements and minor traffic signal upgrades and retiming of signalized intersections at various locations in various municipalities in Westmoreland County. The apparent low bidder on this \$287,782.39 is Bronder Technical Services, Inc.

Bids March 31, 2022

Route 3007 Over I-70 – This project the replacement of the structure carrying State Route 3007 (Fayette Street) over Interstate 70 in North Belle Vernon Brough, Westmoreland County. The apparent low bidder on this \$8,398,970.28 is Golden Triangle Construction Company, Inc.

SIP 12-22-S15 – This project is for the resurfacing of various state routes in various municipalities throughout Westmoreland County. The apparent low bidder on this \$10,063,858.60 is Tresco Paving Corporation.

Fayette County #73 – This project is the replacement of the structure carrying Buttermore Road (Township Road-906) over White's Run in Bullskin Township, Fayette County. The apparent low bidder on this \$1,062,995.28 is Carmen Paliotta Contracting Inc.

York Avenue Bridge – This project is the rehabilitation of the structure carrying York Avenue over Mounts Creek in the City of Connellsville, Fayette County. The apparent low bidder on this \$924,777.77 is Pugliano Construction Co. Inc.



PennDOT Invites Pennsylvanians to Share Feedback on Winter Services

Statewide Online Survey Available Until April 29

The Pennsylvania Department of Transportation (PennDOT) is seeking the public's feedback on winter services [through an online survey](#).

"Winter operations are among our core services and our team takes pride in their mission," said PennDOT Secretary Yassmin Gramian. "Through this survey, the public can help us measure expectations and identify education opportunities."

The survey is available through April 29 and should take about five minutes to complete. All responses are completely anonymous.

The 17-question survey asks respondents about their timeline expectations for safe and passable roadways, how they rank snow-removal priorities, and how they rate PennDOT's winter services.

Respondents are also asked how they receive PennDOT roadway information, and whether or how they use the state's 511PA traveler information services. During the winter, www.511PA.com offers its standard traffic and incident information while adding PennDOT plow-truck locations, winter roadway conditions, and other services.

At any time, motorists can check conditions on more than 40,000 roadway 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 1,000 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](#).

As construction season begins, information on projects occurring or being bid this year is viewable at www.projects.PennDOT.gov. Subscribe to travel alerts in a specific area on the [Regional Offices page](#) or subscribe to [statewide PennDOT news](#).

SECURE YOUR LOAD

PA law mandates that any vehicle driven on a highway must be loaded in a way that prevents its load from dropping, shifting, leaking, or otherwise escaping.

KEEP RIGHT EXCEPT TO PASS

PASSING LANE

PennDOT.gov



Archaeology at PennDOT

The Pennsylvania Department of Transportation (PennDOT) is bound by Federal and State law and regulations to consider the effects of its actions on all aspects of the environment. The laws include the National Historic Preservation Act (NHPA) of 1966 under which the Section 106 process is defined <https://www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106>. Section 106 and the NHPA are part of compliance under the National Environmental Policy Act (NEPA) umbrella of laws and regulations

PennDOT is committed to the identification, evaluation, and protection of our cultural resources to ensure that these resources are available for future generations. To fulfill this mandate PennDOT has created a Cultural Resource Unit consisting of a management team in our central office and District Cultural Resource Professionals (CRPs) distributed throughout the state. Each District has a team of two CRPs, one for above-ground resources and one for below-ground resources. Each CRP [apart from our consultant CRPs and District 6] covers not one but two districts! These CRPs are responsible for reviewing and facilitating every Design project in their Districts. CRPs act as a liaison between PennDOT, Design Consultants and local governments as well as consult with federal and state agencies and consulting parties. Another responsibility of the PennDOT Cultural Resources Unit and its CRPs is to disseminate the results of Cultural Resource work to both the professional community and to the public.

For many projects that we are tasked to facilitate, by using our Programmatic Agreement with the Federal Highway Administration (FHWA) and Pennsylvania Historical and Museum Commission (PHMC) / State Historic Preservation Office (SHPO) we can either exempt via approved criteria, clear with minimal additional paper work, or avoid and/or minimize impacts by working with Project Managers and Design Consultants, allowing us to move forward with the Section 106 process without schedule delays. PennDOT's Programmatic Agreement [executed on March 18, 2010] delegates to the CRPs certain aspects of the Section 106 process from FHWA to PennDOT qualified staff. This agreement streamlines the Section 106 process by combining steps, reducing paperwork, and greatly reduces the number of projects requiring SHPO comment and consultation.

On a daily basis CRPs are engaged in project review and clearance. This can involve email, phone or face to face communication with District staff and/or design consultants, background research on a particular project, attendance at scoping field views wielding a soil probe and/or a camera to record our observations in the field, conducting in-house archaeology or architectural surveys, and consultant management.

The main goal of all CRPs is to ensure that during the process of delivering a project that our shared cultural heritage is being considered and that we don't inadvertently destroy something that can be avoided or preserved for future generations to enjoy and appreciate.

One of our most recent Section 106 mitigation efforts involved the Salina Bridge Project in Westmoreland County. PennDOT produced an online GIS based Storymap called "[Building along the Kiskiminetas River](#)" which provided a wealth of historical

information about the community of Salina and PennDOT's Cultural Resource efforts for the project. It can be accessed at the link above or via the PennDOT Cultural Resources webpage under [Stories and Highlights/Archaeology](#).

[Building along the Kiskiminetas River \(arcgis.com\)](#)

Written by: Kristin D. Scarr- Historic Preservation Specialist, District 12-0 & 9-0 CRP





PennDOT, State Association of Township Supervisors Announce Municipal Funding, Discuss Bipartisan Infrastructure Law and Local Road and Bridge Needs

The Pennsylvania Department of Transportation (PennDOT) and the Pennsylvania State Association of Township Supervisors (PSATS) recently discussed the Bipartisan Infrastructure Law (BIL) as well as local-governments' road and bridge needs and investment options.

PennDOT has also committed \$455.9 million in liquid fuels payments to help certified municipalities maintain their roads and bridges, approximately 1 percent more than last year.

"We have the fifth-largest state-maintained road system in the country, and the locally owned roadway network is even larger," PennDOT Deputy Secretary for Planning Larry Shifflet said. "The Bipartisan Infrastructure Law's bridge funding will help with some local bridges, but we need to leverage all available state and local-funding solutions to help our municipalities."

There are 120,596 miles of public roads in Pennsylvania. Some 2,560 municipalities manage an estimated 78,000 linear miles of roadway and more than 6,600 bridges longer than 20 feet.

"We appreciate that PennDOT recognizes that local government is an important partner of the transportation network in Pennsylvania, being responsible for 2/3 of the road miles in the Commonwealth," said PSATS Executive Director David Sanko. "This liquid fuels distribution is an integral part of local funding, but by no means enough to cover the costs, of building and maintaining our portion of the network."

In addition to identifying state transportation needs, Governor Tom Wolf's [Transportation Revenue Options Commission](#) outlined that the unmet funding need on locally owned roads and bridges is estimated to be nearly \$3.9 billion per year, growing to \$5.1 billion annually by 2030. This is in addition to the dedicated local funding municipalities receive from PennDOT through previous legislation and approximately 13.5 percent of annual gas tax revenues.

While Pennsylvania will receive \$1.6 billion in new bridge funds – with 15 percent committed to "off-system" local bridges – from the federal BIL, state and locally based solutions are needed. In addition to PennDOT's annual liquid fuels distribution, grant opportunities, and the BIL benefits, local officials can act on options available to them.

For example, counties can implement a \$5 fee for each vehicle registered to an address within the county and use the funds on locally owned infrastructure. To date, [27 counties have implemented this fee](#). From December 2015 through December 2021, \$180.8 million has been collected and distributed to the respective counties.

Additionally, local governments and other eligible entities may apply for low-interest loans from the [Pennsylvania Infrastructure Bank](#) which helps fund and accelerate transportation projects as well as spur economic development.

PennDOT's annual liquid fuels distributions assist with municipalities' highway and bridge-related expenses such as snow removal and road repaving. There are 73,141 miles owned by municipalities and eligible for liquid fuels. The formula for payments is based on a municipality's population and miles of locally-owned roads.

Act 89 of 2013 made more funding available for locally owned roadways. Before the law, municipalities received \$320.8 million in liquid fuels payments.

To be eligible for liquid fuels, a roadway must be formally adopted as a public street by the municipality, meet certain dimension requirements, and be able to safely accommodate vehicles driving at least 15 mph.

For the complete list of local payments, visit PennDOT's [Municipal Liquid Fuels Program](#) page.



PennDOT, Turnpike, PSP, Highway Safety Network Urge Safe Driving Ahead of Statewide Aggressive Driving Coordinated Enforcement

The Pennsylvania Department of Transportation (PennDOT), Pennsylvania Turnpike Commission (PTC), Pennsylvania State Police (PSP), and the Highway Safety Network are urging safe driving.

“Safety on our roadways is everyone’s responsibility,” said PennDOT Secretary Yassmin Gramian. “PennDOT often urges drivers to slow down, buckle up, and to never drive distracted or impaired, but staying calm and courteous while driving is just as important.”

In 2020, there were 5,615 aggressive-driving crashes, resulting in 91 fatalities and 401 suspected serious injuries. Preliminary 2021 data indicates fatalities in aggressive-driving crashes – crashes involving two or more aggressive driving factors – may have increased by as much as 40 percent.

“Troopers and local law enforcement will be conducting targeted enforcement with the goal of reducing the number of aggressive-driving crashes,” said PSP Colonel Robert Evanchick. “These crashes can be prevented by slowing down and limiting distractions behind the wheel.”

According to 2020 PSP data, Troopers issued more than 107,000 speeding citations, including more than 2,000 for driving 100 mph or faster. In 2021, those numbers saw an increase as speeding citations totaled more than 129,000. In addition, more than 2,200 tickets were issued for driving 100 mph or more.

Speeding is an aggressive driving factor and is usually defined as driving in excess of the posted speed limit or driving too fast for conditions. It can have dangerous consequences by reducing a motorist’s ability to react to changing traffic or road conditions, putting the driver, passengers, and others on the road at risk.

In 2020, there were 24,978 speeding-related crashes, resulting in 433 fatalities and 1,387 suspected serious injuries.

“With the return to the road and more normal work and school schedules, we are finding that many have forgotten safe-driving behaviors and may also experience higher levels of distraction and stress,” said PA Turnpike CEO Mark Compton. “Aggressive driving can be triggered by heavy traffic and drivers in a rush. This type of driving plays a major role in crashes and fatal collisions.”

The coordinated enforcement is part of an aggressive-driving enforcement wave running through April 24 focused on speeding, distracted driving, and work zone awareness. The goal of targeted enforcement is to reduce the number of aggressive driving related crashes, injuries, and deaths on roadways throughout the state. Motorists exhibiting other unsafe behaviors such as driving too fast for conditions, following too closely, or making careless lane changes will also be cited.

PSP, as well as more than 300 municipal agencies from across the state, will concentrate efforts on roadways that are known to have a high number of aggressive-driving crashes using traffic enforcement zones, saturation patrols, speed enforcement details, work zone enforcement, and multi-jurisdictional enforcement details to identify and cite aggressive drivers.

“Aggressive driving involves heightened feelings of stress, anger, or frustration that can lead to dangerous behaviors on our highways,” said Robert Schaeffer, executive director of the Highway Safety Network. “These behaviors can have devastating consequences. Drive patiently and be part of the solution, not the problem.”

Continued on next page.

AGGRESSIVE DRIVING IS:

- SPEEDING** (Icon: car with motion lines)
- RUNNING LIGHTS & SIGNS** (Icon: stop sign and traffic light)
- TAILGATING** (Icon: two cars, one following too closely)
- IMPROPER PASSING** (Icon: car passing a truck in a no-passing zone)
- WEAVING** (Icon: car swerving in a lane)

pennsylvania
DEPARTMENT OF TRANSPORTATION



Continued from previous page.

Aggressive-driving factors include:

- Making illegal u-turn;
- Improper/careless turning;
- Turning from wrong lane;
- Proceeding w/o clearance after stop;
- Running stop sign;
- Running red light;
- Failure to respond to other traffic control device;
- Tailgating;
- Sudden slowing/stopping;
- Careless passing or lane change;
- Passing in no passing zone;
- Making improper entrance to highway;
- Making improper exit from highway;
- Speeding;
- Driving too fast for conditions; and
- Driver fleeing police.

If you encounter an aggressive driver, put your own safety first:

- Get out of their way and stay as far away as possible.
- Do not engage or challenge the driver in any way.
- Stay relaxed, avoid eye contact, and ignore rude gestures.
- Don't block the passing lane if you are driving slower than most of the traffic.
- Do not attempt to follow or pursue the vehicle.
- You or a passenger may call the police. But, if you use a cell phone, pull over to a safe location. If you can, note the license plate and a description of the car.

While many people associate aggressive driving with road rage, they are two different behaviors. Road rage is a criminal offense and is often the result of aggressive driving behavior that escalates into an assault with a vehicle or other dangerous weapon.

PennDOT Eliminates Truck Weight Class Stickers

The Pennsylvania Department of Transportation (PennDOT) announced that in a continuing focus on modernization and streamlining processes as well as an added convenience to customers the use of weight class stickers has been eliminated, effective January 29, 2022.

"Historically, trucks with a registered weight of 5,001 pounds or greater were required to display a truck weight class sticker on the inside of their vehicles windshield," PennDOT Secretary Yassmin Gramian said. "This was an antiquated and unreliable indicator for law enforcement and inconvenient for the industry/vehicle owners. The reliable way to determine the vehicle's registered weight is for the law enforcement officer to review the current registration card."

A vehicle's weight classification is printed on the vehicle's registration card carried within a vehicle and produced during a vehicle stop. Eliminating weight class stickers will have no bearing on revenue as application fees are collected in accordance with established fee schedules.

PennDOT published its intent to eliminate weight class stickers in the Pennsylvania Bulletin in May of 2020.

"Elimination of weight class stickers is a win-win for PennDOT and the trucking industry, saving costs and cutting needless red tape," Rebecca Oyler, Pennsylvania Motor Truck Association (PMTA) President and CEO said. "PMTA has long supported this change and is pleased with this final rulemaking, which will benefit the owners of an estimated 1.6 million commercial and non-commercial vehicles."

All motor vehicle forms and publications related to weight class stickers are being updated to remove the reference of a "weight class sticker." The updated forms will be available on our website at www.dmv.pa.gov.

More information can be found on PennDOT's Driver and Vehicle Service website under the [Elimination of Truck Weight Class Stickers](#) page.