



District Executive's Message

I recently had an opportunity to spend some time with one of our two District Traffic Line painting crews. I monitor the production levels through reports, but figured that I would learn many more details of this end of the business. I would like to take this opportunity to pass along some things that you may find to be interesting.

The crew I was visiting had the newer of the two paint trucks owned by the District. This truck was about 8 years old and had a lot of computerized equipment. The other truck in the fleet is about 18 years old. As you can imagine, these are the most expensive pieces of equipment that we own, so they must have meticulous maintenance so they can be kept a long time.

The start of the day involved loading the equipment with the supplies needed for the day. The paint truck is designed to have suction pumps to draw the paint from totes (275 gallons) that it is purchased in into the tanks of the truck. The trucks hold about 400 gallons of white paint and 600 gallons of yellow. They also must be filled with the glass beads that cover the paint and improve reflectivity. The beads come in 2000-pound boxes. The truck suctions the beads as well. The truck holds 7400 pounds of beads. The truck also has a water tank for cleanup. In addition, depending on the paint location either one or two supply trucks are part of the operation. They carry additional totes of paint and pallets of glass beads, and also double as "crash trucks" to protect the crew and motorist that would enter the work zone. These trucks pull crash attenuator trailers that cushion the impact in the event a vehicle fails to slow down or change lanes behind the truck.

Once all of the equipment is loaded, the trucks travel to the site where the painting takes place. On this day, we were painting on Rt. 51. I am sure all of you have experienced seeing lines painted, but I want to point out a few items that I can offer safety tips on. Behind the paint truck are two to three vehicles that trail the paint truck to keep people from driving over the fresh paint. They are spread out at a distance that by the time the last truck in the painting "train" comes through, the paint will be dry enough to cross. The distance they stay back from the truck varies because the drying time of the paint varies due to temperature and humidity.

I rode in the front of the paint truck to learn more about the operation of the truck. The operator was Bruce Goodwin. I commented that the truck must have cruise control because it stayed on exactly 15 MPH. He said it did not, that he controlled the speed. Also, he had to keep the truck at exactly the edge of the lane, which he had a laser to help with that guidance. Two operators in the back had to watch ahead to switch back and forth between solid and skip lines at exactly the right times, and also steer the paint nozzles to the exact location the paint needed to be applied.

I then spent some time riding in the first truck to prevent motorist from passing, who was operated by Highway Foreman Randy McClelland. Randy was monitoring the lines for quality, planning locations where they would drop back to paint turning lanes and ramps, figuring where they could stop to reload, etc. He gave me a good education on the issues they deal with on a daily basis. One of the challenges we discussed was an issue I was well aware of, which is a shortage of paint. We dealt with this last year as well and is the very same supply chain disruption that you hear about in everything from computer chips for new cars to baby formula. Yes, it has affected traffic paint as well. As you can imagine, four lane roads that have 6" wide lines and have high production go through paint much faster than a rural two-lane road. Also, there are days where small painting is done by hand such as Railroad crossings which use very little paint in an entire day. They are constantly planning the work so as not to run out of paint. That is one reason you may see some higher volume roads not getting painted as early in the year as they normally would.

Like most jobs, there are a lot of things taking place behind the scenes that you do not know until you do it. But I have a few take-aways that I would like to conclude with.

1. The entire paint crew is very good at the work they do, and every one of them take pride in doing quality work. Please show them some patience and respect when you come upon their operation.
2. Stay behind the train if on a two-lane road. It is not only much safer than passing, but it will keep you from tracking fresh paint onto your vehicle. If you look and believe you can pass one vehicle at a time, you will get in between vehicles that are there to keep you from crossing the lines, and you will not only get paint on your car but endanger yourself and the crew members.
3. In our case, we were on a four-lane road, so motorist were permitted to pass in the open lane. However, even with all four trucks with arrow boards and signs warning of wet paint, I witnessed a number of cars crossing the lines and getting in line behind one of the vehicles. When you are on a road where you can safely pass the paint train (such as multi-lane roads), do not come back over into the lane being painted until you see that you are past the truck spraying the lines. In other words, not until you see paint that is obviously not fresh.
4. When you see these trucks parked in a parking lot or along the road, they are reloading the trucks for more painting. It is not unusual for them to reload a few times per day, since they can apply more paint in a day than the paint truck is capable of carrying. The supply trucks allow them to reload on site rather than drive all the way back to the storage area.
5. Most importantly, the signs and flashing lights on the trucks are there for your safety and the safety of our crews. Please follow the messages and stay safe.

Bill

PS: In one season District 12 uses 132,734 gallons of paint and 934,037 pounds of glass beads to paint the lines four counties.



Interstate 70/79 Dynamic Message Sign Board Project

PennDOT District 12-0 is pleased to announce the completion of the D12 Interstate 70/79 Dynamic Message Sign (DMS) Board Project. This project included the installation of dynamic message signs, cameras, poles, foundations, electrical services, fiber optics, electrical cable, and conduit on I-70 and I-79 in Washington and Allegheny counties. There were also miscellaneous construction items such as upgraded guide rail and new flexible delineator posts that improved safety within the project. This work took place on I-70 from the WV/PA line to approximately Exit 27, Dunningville, and on I-79 from Allegheny/Washington line to South Junction with I-70. This contract added 6 dynamic message signs and 7 traffic cameras. These 13 devices incorporated miles of new conduit with new fiber optic cable and several junction boxes and splice cabinets.

The completion of this contract provides the traveling public additional resources when planning trips or simply real-time traffic information while driving. The PennDOT Traffic Management Center will utilize the additional cameras to monitor traffic conditions and relay important information via the new dynamic message signs to the motoring public. This will provide safer, more innovative sections on I-70 and I-79 with an overall better traveling experience for Pennsylvanians and our friends from other states traveling through our state. The contractor for this \$2.4 million project was Power Contracting Company of Carnegie, PA.



BICYCLE HAND AND ARM SIGNALS

- To signal a left turn, extend the left hand and arm horizontally.
- To signal a right turn, extend the right hand and arm horizontally, or extend your left hand and arm upward.
- To signal a stop or decrease in speed, extend the left hand and arm downward.

LEFT TURN STOPPING RIGHT TURN ALTERNATE RIGHT TURN

Learn more at www.Penndot.gov/TravelInPA/RideaBike



Department Force Bridge Project

Route 286 Alcorns Cross Road – Westmoreland County

As a continuation of the Department Force Bridge article series, this article will concentrate on a project completed by the Westmoreland County bridge crew at the end of August 2021. Mentioned in the first article of this four-part series, our District 12 Department Force Bridge crews complete a total of 12 projects per year. Starting in early -mid April, each of the four counties in District 12 starts the first of three projects for the construction season.

This article is concentrating on Route 286 (Alcorns Cross Road) in Westmoreland County. This was the Westmoreland County bridge crew's second project of 2021, which started in June. Unlike most jobs completed by the Department Force program and the county bridge crews, this project involved the rehabilitation of a box culvert instead of a full precast replacement.

A bridge rehabilitation is very different than that of a full replacement. Making new construction mesh with old construction can be challenging at times because one can never be sure of what may be encountered once the work begins. The goal of this project was to demolish the existing headwalls/wingwalls and cast new ones in place. The barrel of the box culvert was still in good condition as were the footings of the wings. After the new wing walls



were poured on the existing footings, the stream was to be relined with some large rock for scour protection.



Rehabilitation work often requires extensive forming and modification for existing field conditions. This project, however, did have some benefits. While this rehabilitation job did require a full detour be in place, no utility relocation or continuous stream pumping was necessary. There was no extensive excavation on either end of the culvert, and the stream remained low enough to avoid pumping for most of the duration. There were no contractors involved as this project required no crane, precast structure, paving, or guiderail.

The first step of the process was closing the road and providing continuous access to the jobsite, which required mobilization of barrier and signs to the site as well as removal of guiderail.

Continued on next page.

PROGRESS REPORT - PennDOT District 12

FAYETTE, GREENE, WASHINGTON & WESTMORELAND COUNTIES

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

Volume 5 Issue 7



Continued from previous page.

Temporary parking and/or staging areas were also vital to accommodate all the equipment and materials on site. After the site was laid out and closed off to drivers, minor excavation and demolition of the existing wings followed. The key with the rehabilitation was to carefully demolish the areas in poor condition until an interface with good sound concrete was met. This concrete was then used to attach the newly constructed wings and headwalls. Following the demolition, the existing footers were cleaned off so construction of the new wings could begin. As shown in the photos, the formwork was very involved as all of it was on a skew relative to the road and the existing box. Also, the top finished elevation of the headwalls was to mimic the slope of the roadway, making the forming more difficult. The upstream and downstream ends of the box culvert were very similar, however, and thus required similar forming and rebar. Holes were drilled into the existing structure and wing footings to attach the existing barrel to the new wings via rebar. Rebar framework was tied inside the formwork and concrete was cast-in-place.



The day of the pour is usually the toughest as everyone is needed at once and when problems occur, solutions are needed promptly to avoid a loss of the concrete and/or formwork. On this project, the pour went perfectly and faster than expected. Following the concrete curing, entire days are spent tearing down and disassembling the forms. Once the concrete was cured, finished, stripped of forms, and all cleaned up, the stream was relined with rock. Next, the area behind the walls was backfilled with stone and brought up to the edge of the road to serve as shoulder backup. All access areas were cleaned up and/or removed and seed and straw was placed where necessary. The Westmoreland County bridge crew left a clean site representing what was there before aside from brand new end structures for an existing box culvert.

The Department Force ten-year program started in 2015 and has covered nearly 90 projects since its inception. As earlier mentioned, not all projects are box culvert bridge replacements; accordingly, some are

pipe installations and rehabilitations. Rehabilitations are not as straightforward as box culverts, but still save hundreds of thousands of dollars on average. Rehabilitations are some of the tougher jobs completed by the county bridges crews, but they have all become more efficient and capable over the last 7 years through teamwork and learning.

PROGRESS REPORT - PennDOT District 12

FAYETTE, GREENE, WASHINGTON & WESTMORELAND COUNTIES

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Projects to be Bid

Tentative Lettings July 14, 2022

Chartiers Creek #53 – This project is the replacement of the structure carrying T-623 (North Hewitt Avenue) over Chartiers Creek in Canton Township, Washington County.

Tentative Lettings July 28, 2022

PA 231 over Branch of Templeton Run – Department Force Bridge (DFB) – This project is the replacement/rehabilitation of the structure carrying PA 231 (East Finley Drive) over a branch of Templeton Run in East Finley Township, Washington County (Lead Project). **PA 331 over Branch of Brush Run-DFB** – This project is the replacement/rehabilitation of the structure carrying PA 331 (Brush Run Road) over a branch of Brush Run in Independence Township, Washington County (Companion Project). **Route 3021 over Branch of Mid Wheeling Creek-DFB** – This project is the replacement/rehabilitation of the structure carrying SR 3021 (McGuffey Road) over a branch of Middle Wheeling Creek in West Finley Township, Washington County (Companion Project).

Greene Co Bridge #15 – This project is the replacement of the structure carrying T-634 (Mohr Road) over Muddy Creek in Cumberland Township, Greene County.

Projects that Have Been Bid

Bids June 9, 2022

Bridge Bearing Cleaning – This contract is for the bridge bearing cleaning on various structures throughout District 12 in the counties of Fayette, Greene, Washington, and Westmoreland. The apparent low bidder on this \$369,999.00 is Green Acres Contracting Co., Inc.

12-22-CJR – This project is for the District-wide contract for milling and paving centerline joints and full lane width paving on I-79 in Greene and Washington counties, and I-70 in Washington and Westmoreland counties. The apparent low bidder on this \$6,821,769.50 is Eurovia Atlantic Coast LLC.

Bids June 16, 2022

Loyalhanna Creek Trail Segments 5 & 6 – This project is for the construction of segments 5 and 6 of the Loyalhanna Creek Trail in Derry Township, Westmoreland County. The apparent low bidder on this \$653,250.87 project is Plum Contracting, Inc.

Route 1051 over Mounts Creek – Department Force Bridge (DFB) – This project is for the replacement of the structure carrying Route 1051 (Breakneck Road) over Mounts Creek in Bullsken Township, Fayette County (Lead Project). **Route 4001 over Rush Run 0050-2-DFB** – This project is for the replacement of the structure carrying Route 4001 (Rush Run Road) over Rush Run (BMS: 26 4001 0050 0582) in Luzerne, Township Fayette County (Companion Project). **Route 4001 over Rush Run 0050-DFB** – This project is for the replacement of the structure carrying SR 4001 (Rush Run Road) over Rush Run (BMS:26 4001 0050 0000) in Luzerne Township, Fayette County (Companion Project). The apparent low bidder on this \$933,000.00 project is Allison Park Contractors, Inc.

Bids June 30, 2022

On Demand Bridges 12-0 – This project is for bridge repairs to various structures that have high priority needs throughout District 12 in the counties of Fayette, Greene, Washington, and Westmoreland. The apparent low bidder on this \$2,450,000.00 is Allison Park Contractors, Inc.

Public Meetings

Roseytown Road Railroad Tunnel Repair (MPMS# 111650) – Presenting construction plans, traffic control, and project construction schedule. The virtual public display plan will be available on the D-12 webpage with a potential date of July 18, 2022.

Route 982 over Stony Run (MPMS# 98860) – Presenting construction plans, traffic control, and project construction schedule. The virtual public display plan will be available on the D-12 webpage with a potential date in late July 2022.

SR 2040 over Redstone Creek (MPMS# 93507) – Presentation to collect community comments and opinions as it relates to the project and final design plans, environmental features and the anticipated construction schedule. In addition to the live presentation, project information will be posted to the D-12 webpage on July 21, 2022 from 5:00-6:30pm.



Wolf Administration Reminds Riders, Drivers to Practice Safety

With both temperatures and the number of motorcycles travelling on Pennsylvania roadways on the rise, the Wolf Administration reminds drivers and motorcyclists to share the road, obey traffic laws and watch out for one another throughout the riding season.

“As more and more people enjoy the fun and excitement of motorcycling, it is in the best interest of both motorcyclists and motorists to share the road safely,” said PennDOT Secretary Yassmin Gramian. “Staying aware while driving or riding, obeying speed limits and being responsible will help lower fatalities and injuries from unnecessary crashes.”

There were 3,578 crashes involving motorcycles on Pennsylvania roadways in 2021, resulting in 226 fatalities. Crashes rose by more than 150 from the 2020 number of 3,404, while fatalities also rose from 217 in 2020.

“We encourage riders to slow down, ride defensively, and remember to not drink and ride in order to keep themselves upright and ready for their next riding adventure,” said Major Robert Krol, director of the Pennsylvania State Police Bureau of Patrol. “Enrolling in a free safety training class can help motorcycle enthusiasts of all skill levels refresh their skills or even learn some new techniques.”

Through the Pennsylvania Motorcycle Safety Program (PAMSP), Pennsylvania residents with a motorcycle permit or license can earn a motorcycle license or refresh their skills through a variety of training to help develop safe riding skills, no matter how experienced or inexperienced. The courses include: the Basic Rider Course (BRC); the Intermediate Rider Course (IRC); the Advanced Rider Course (ARC); and the 3-Wheeled Motorcycle Basic Rider Course (3WBRC). Successful completion of a basic or intermediate course waives the requirement to take a skills test at a PennDOT Driver License Center and automatically earns the permit holder their motorcycle license. Motorcycle permit holders who complete a 3-wheel basic course will earn a motorcycle license with restriction prohibiting the operation of a 2-wheel motorcycle.

PennDOT has contracted with several third-party motorcycle training providers to offer these safety training classes free of charge to residents with a motorcycle permit or license. Interested individuals are encouraged to contact training providers directly for class availability, as additional courses may be offered, and providers may offer additional walk-in or waiting list opportunities when individuals fail to report for the training.

Classes can be scheduled at multiple training sites throughout Pennsylvania. Class schedules are coordinated by each third-party training provider for their individual locations. Additional information can be found at www.penndot.pa.gov/PAMSP. PennDOT anticipates additional training sites will become available during the 2022 riding season, and customers are encouraged to check the website for updated class offerings.

To ensure that only properly licensed riders are operating on Pennsylvania roadways, under Act 126 of 2013, after securing their first motorcycle learner’s permit, people may only reapply for a permit up to three times in a five-year period.

Once the person’s motorcycle learner’s permit expires, the individual may retake the knowledge test and reapply for a new permit. If a permit holder is unsuccessful in obtaining a motorcycle license after the third permit reapplication, they must wait the entire five years from the initial issuance of the permit to get another one. This law is aimed at preventing the practice of continually extending the permit without retaking the knowledge test or ever taking the skills test and obtaining a motorcycle license.

Some safety tips motorists should keep in mind when sharing the road with motorcycles include:

- Watch for motorcycles. Be aware that motorcycles are small and may be difficult to see. Check mirrors and blind spots before changing lanes and at intersections.
- Allow more following distance: leave at least four seconds of distance between a motorcycle and your vehicle.
- Always signal your intentions before changing lanes or merging with traffic.
- Respect a motorcycle as a full-size vehicle with the same rights and privileges as any vehicle on the roadway.
- Allow a motorcyclist a full lane width as the motorcyclist needs the room to maneuver safely in all types of road conditions. Never drive impaired.

Motorcyclists can do their part to help avoid crashes by following some simple safety tips:

- Be seen by wearing reflective clothing and put reflective tape on your protective clothing and motorcycle. Also wear face or eye protection and a DOT-approved helmet.
 - Use common sense by riding sober, obeying all speed limits and allowing enough time to react to potentially dangerous situations.
 - Know your motorcycle and conduct a pre-ride check.
- Practice safe riding techniques and know how to handle your motorcycle in adverse road and weather conditions.

For more information on motorcycle safety, visit the [PennDOT website](http://www.penndot.pa.gov).



PennDOT, Safety Partners Raise Awareness on the Dangers of Driving Impaired

The Pennsylvania Department of Transportation (PennDOT) partnered with the Highway Safety Network, the PA DUI Association, AAA East Central, Pennsylvania State Police, Washington County District Attorney, Washington County Commissioners and Washington County Police Department to raise awareness on the dangers of driving impaired.

PennDOT reminds motorists “Don’t Drive Impaired.” Many substances can impair driving, including alcohol, drugs, prescription medication, or any combination of these. Even a small amount of alcohol can affect your ability to drive. Always designate a sober driver.

For more information on impaired driving, visit www.PennDOT.pa.gov/Safety.

PennDOT Urges Caution in Work Zones

Recent crashes put workers, motorists at risk

The Pennsylvania Department of Transportation (PennDOT) is reminding motorists to drive safely in work zones after there have been several incidents of work zone intrusions resulting in motorists hitting PennDOT employees or equipment.

The most recent crash occurred on June 5, 2022 when a PennDOT employee was struck by a motorist while working on a bridge resurfacing project in Allegheny County. The employee suffered injuries requiring medical attention and transportation to a hospital.

“Work zones may be a temporary inconvenience, but these workers all deserve to get home safely,” said PennDOT Secretary Yassmin Gramian. “Please slow down and never drive distracted, especially in work zones where roadway conditions can change every day.”

According to PennDOT data, in 2021 there were 1,649 work zone crashes, resulting in 16 fatalities. Additionally, since 1970, PennDOT has lost 90 workers in the line of duty.

In addition to crash data from police reports, PennDOT monitors work zone safety with internal reports. From January 1, 2020 to June 7, 2022, there have been 300 reported intrusions in PennDOT work zones. Of those work zone intrusions, 31 resulted in injuries to PennDOT employees, 66 caused damage to PennDOT equipment or vehicles only, and 203 did not result in injury or damage but had the potential to do so.

In Pennsylvania, there are two distinct programs related to active work zones. Under Title 75, Section 3326, motorists caught by police driving 11 mph or more above the posted speed limit in an active work zone, or who are involved in a crash in an active work zone and are convicted for failing to drive at a safe speed, automatically lose their license for 15 days. Additionally, fines for certain traffic violations — including speeding, driving under the influence, and failure to obey traffic devices — are doubled for active work zones. The law also provides for up to five years of additional jail time for individuals convicted of homicide by vehicle for a crash that occurred in an active work zone.

Under Title 75, Section 3369, fines are allowed to be administered through the Automated Work Zone Speed Enforcement (AWZSE) program. Pennsylvania’s AWZSE program, first implemented in March 2020, uses vehicle-mounted systems to detect and record motorists exceeding posted work zone speed limits by 11 miles per hour or more using electronic speed timing devices. AWZSE systems are only operational in active work zones where workers are present. Work Zones that have an AWZSE system present and active will have unique signs in advance of the enforcement area, alerting drivers to the upcoming enforcement. Registered owners receive a warning letter for a first offense, a violation notice and \$75 fine for a second offense, and a violation notice and \$150 fine for third and subsequent offenses. These violations are civil penalties only; no points are assessed to driver’s licenses.

For more information on work zone safety visit, www.PennDOT.pa.gov/Safety.

For more information on the Automated Work Zone Speed Enforcement program, including a list of projects where the units are deployed, visit <https://workzonecameras.penndot.gov/>.

Photos and video are available online at PAcast.com.



PennDOT Enhances Customer Information with New Database of Suspended Inspection Stations, Inspectors, Dealers, and Issuing Agents

The Pennsylvania Department of Transportation (PennDOT) recently announced that it has enhanced transparency for customers by launching a new database showing which vehicle inspection stations, inspectors, dealers, and issuing agents are under suspension for infractions of state inspection regulations and laws as well as contract violations.

"Vehicle inspections, license plate issuance, registration and titling are an integral part of ensuring the safety and proper registration of all who travel our roadways, and consumers can use this new tool to help in making an informed decision about those services," said PennDOT Secretary Yassmin Gramian.

Visit the [Suspended Inspection Stations and Inspectors](#) page to see what stations or inspectors are under suspension. Visit the [Suspended Issuing Agents](#) page for a list of dealers or issuing agents under suspension.

These webpages consist of a daily up-to-date listing of suspended inspection stations, inspectors, dealers, and issuing agents within the commonwealth. Suspensions are levied upon an inspection station and/or inspector for a violation of the Pennsylvania Vehicle Equipment and Inspection regulations and/or Emissions Inspections regulations. Suspensions imposed on a station or inspector are the result of violation(s) uncovered during audits or from investigation(s) into complaints regarding a station or inspector. Suspensions only affect a business's ability to perform vehicle safety and emission inspections, not their ability to offer other services. Dealers and issuing agents can be suspended for a variety of reasons when they infringe on the provisions of their contract with PennDOT.

Approximately 17,000 safety inspection stations and approximately 7,700 emission inspection stations are registered in Pennsylvania, monitored by PennDOT Quality Assurance Officers (QAOs). Through regularly scheduled and unannounced visits to inspection stations, these QAOs ensure compliance with the regulations governing the inspectors, vehicle safety inspection and emissions inspection programs as well as the administrative requirements of these programs. They also investigate customer complaints against inspection stations or inspectors reported to PennDOT.

There are approximately 8,000 dealers or issuing agents in the commonwealth contracted to provide services to customers on behalf of PennDOT. They are monitored by PennDOT's Driver and Vehicle Services' Regulated Client Services Section through unannounced audits, scheduled site inspections, analysis of internal reports of title transactions and public reports of suspected wrongdoing via the website.

In cases involving criminal activity by inspection stations or agents, PennDOT turns to the Pennsylvania State Police for investigations.

For concerns regarding inspection stations within the 42 non-emission inspection counties, call 717-787-2895. For concerns regarding inspection stations within the 25 emission inspection counties, call 800-265-0921. You may also call or email the PennDOT tip line at 717-705-9913 or email RA-pdPennDOTTip@pa.gov. Customers with concerns with agents should call 717- 412-5300 or lodge them through a [driver/vehicle contact](#).

