PENNDOT DISTRICT 9-0
FULTON COUNTY

THOMAS A. PRESTASH, P.E.

DISTRICT EXECUTIVE

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DEPARTMENT OF TRANSPORTATION

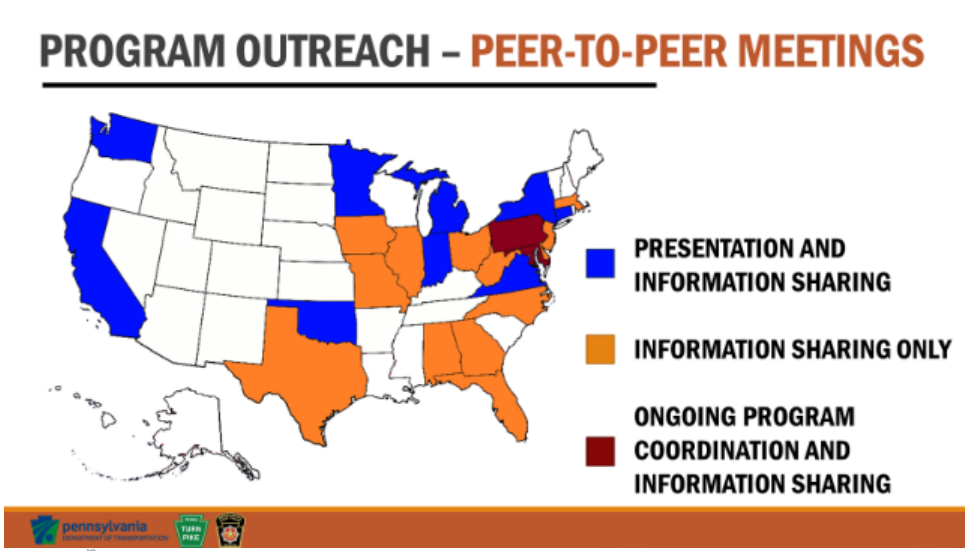
AGENDA

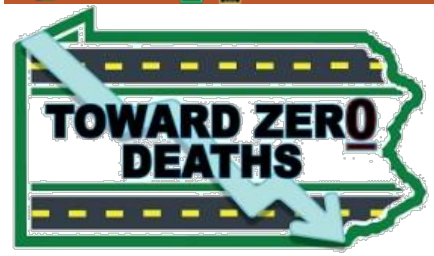
- **Thomas Prestash, District Executive**
  - Greeting and Introductions/Agenda Summary
  - Transportation Update
- **Tom Helsel, Assistant Construction Engineer**
  - Construction Project Update
  - Overview for 2022 Construction Update
- **Mark Yeckley, County Maintenance Manager**
  - Winter Wrap-Up
  - County Funded Improvements
- **Vince Greenland, Assistance District Executive, Design**
  - Future Projects
  - Large Project Overview
- **SAP&DC**
  - Local Technical Assistance Program (LTAP)
- **Questions and Answer Session**

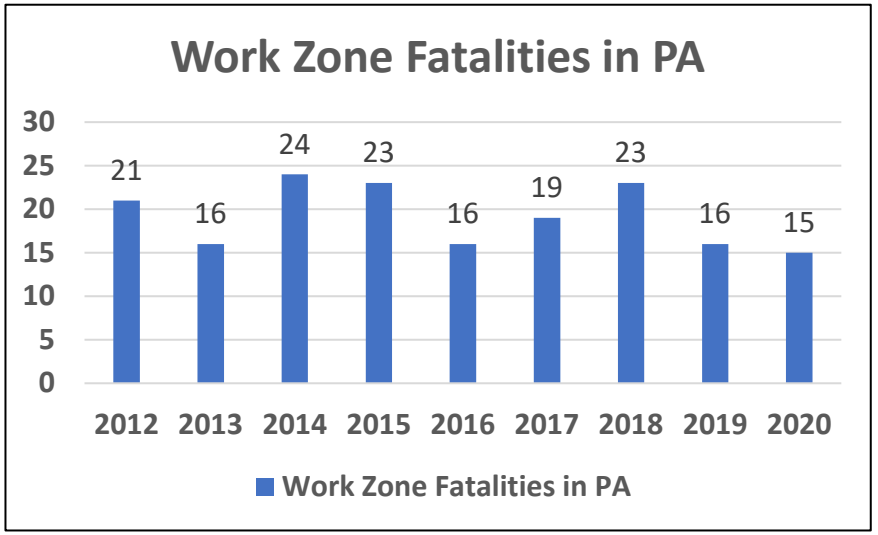
Safety

AUTOMATED WORK ZONE SPEED ENFORCEMENT

- AWZSE







RESULTS:
Excessive Speeds (>11 mph)
~10% April 2020
<3% June 2021

Automated Work Zone Enforcement Deployments - 2021

Deployed on a total of five District 9 projects:

- I-99 Turnpike to Sproul
- US 219 McNally Bridge
- US 22 Cambria Interchanges
- US 219 Meyersdale Bypass
- US 219 Misc Maintenance Work

DISTRICT 9 AWZSE DEPLOYMENTS SUMMARY								
	Number of Deployments	Potential Violations	Violations per Deployment	Violations Issued	Percent over Speed Limit	Percent Excessively Speeding*	Average Excessive Speed	MPH over Threshold Speed
I-99 Section 013	37	216	5.84	182	11.62%	0.24%	73.31	2.31
US 219 Section 46B	57	307	5.39	266	6.23%	0.22%	78.27	2.32
US 22 Section 029	81	57	0.70	46	0.66%	0.02%	79.89	3.89
US 219 Section 003	79	235	2.97	173	10.27%	0.87%	68.47	2.47
US 219 Maintenance	6	1	0.17	1	1.60%	0.02%	82.00	6.00
Total	**260**	**816**	**3**	**668**	**6.07%**	**0.27%**	**76.39**	**3.40**

*Vehicles traveling at or over the threshold speed of 11 mph or over the posted speed limit

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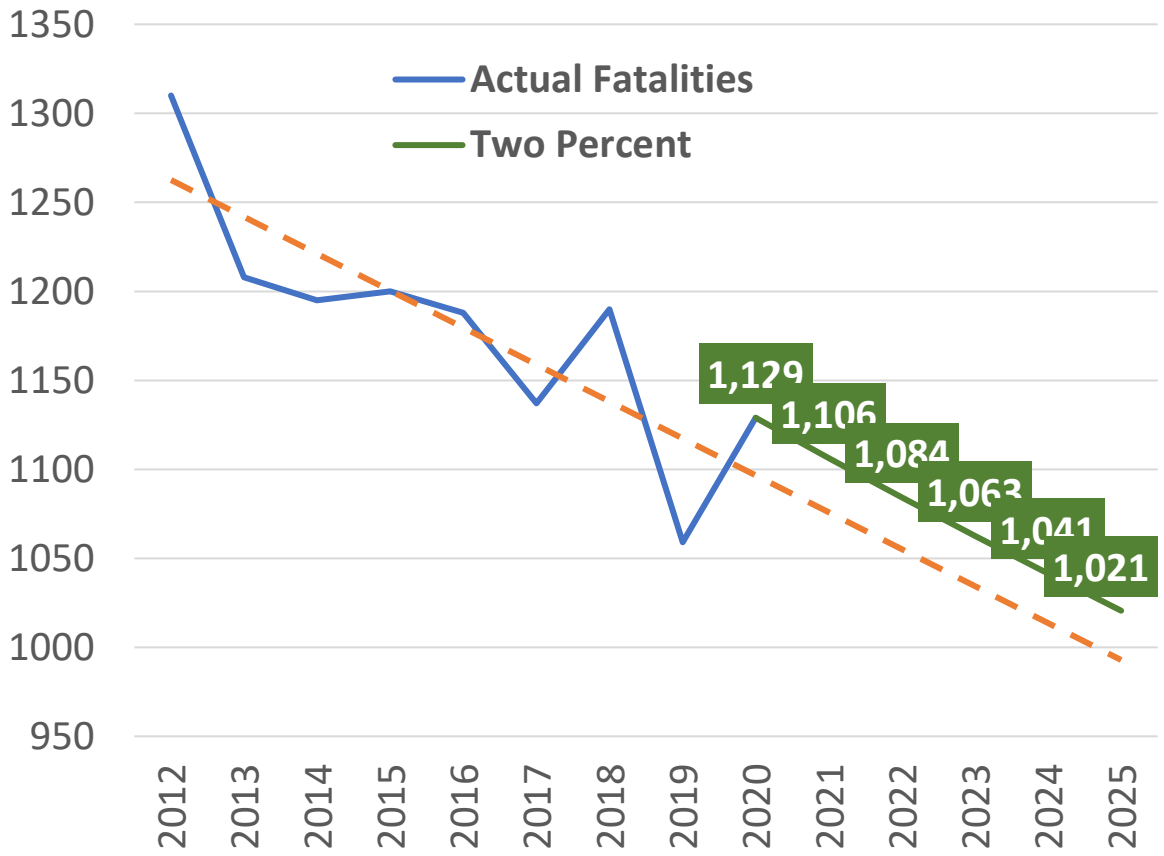
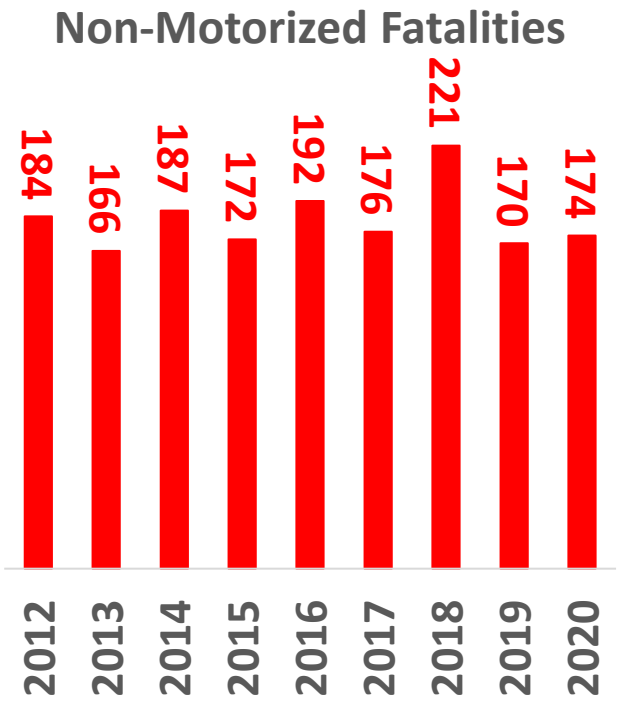
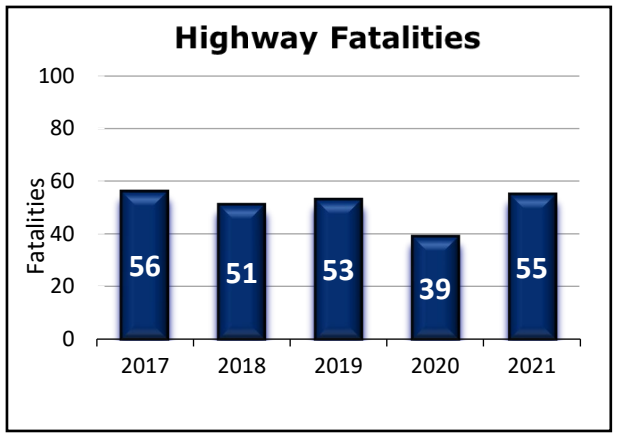
FATALITIES

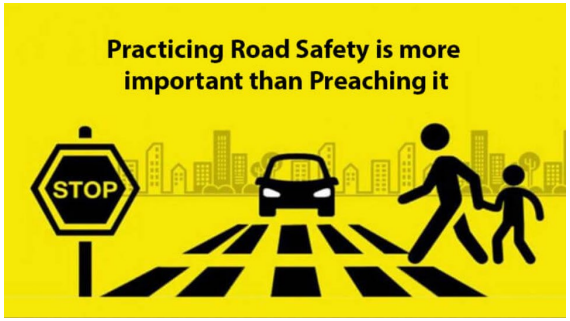

1350
1300
1250
1200
1150
1100
1050
1000
950
Actual Fatalities
Two Percent
1,129
1,106
1,084
1,063
1,041
1,021
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025


Non-Motorized Fatalities
184
166
187
172
192
176
221
170
174
2012
2013
2014
2015
2016
2017
2018
2019
2020

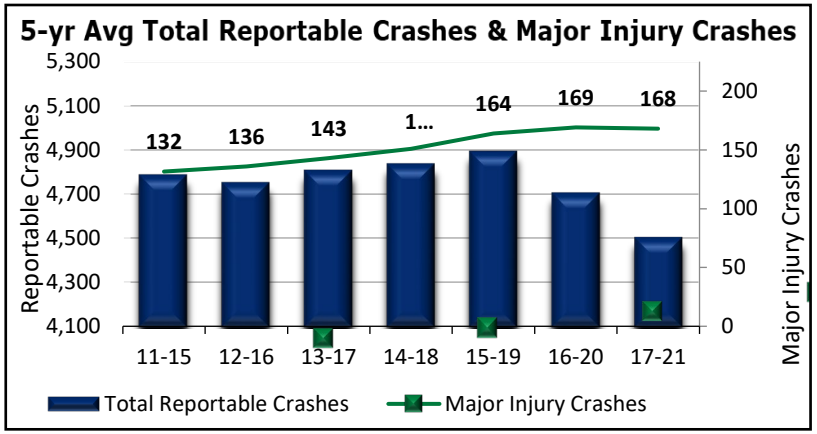
SAFETY



District 9



Beginning 2016 injury definitions changed to align with Model Minimum Crash Criteria 4th Edition



Fatalities and Serious Injuries

Southern Alleghenies

5-Year Rolling Averages 2016 – 2020						
County	**Fatalities Interstate**	**Fatalities State**	**Fatalities Local**	**Serious Injuries Interstate**	**Serious Injuries State**	**Serious Injuries Local**
Bedford	0.2	7.8	0.4	1.0	23.2	2.8
Fulton	0.8	3.5	0.4	1.4	9	3.2
Huntingdon	0.0	4.6	0.6	0.0	12.2	4.2
Somerset	0.0	8.4	2.6	0.0	25.4	8.0
S. Alleghenies	**0.25**	**6.08**	**1.0**	**0.6**	**17.45**	**4.55**

District 9 Assets
Bridge & Roadway

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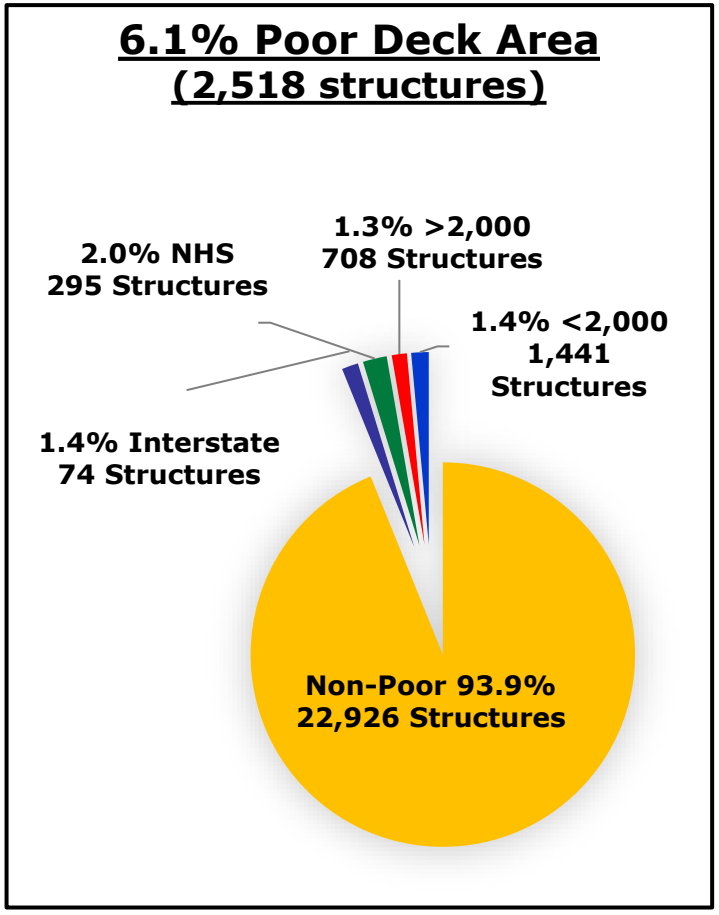
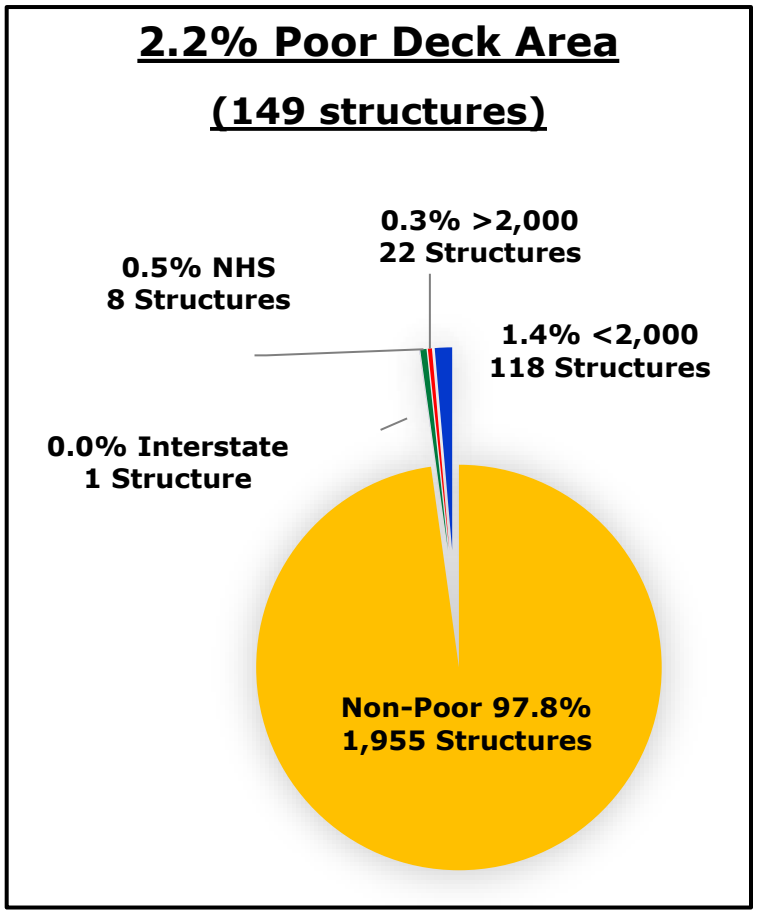
Bridge Assets

Statewide



District 9



Data from 2020 Annual Performance Measures Reports

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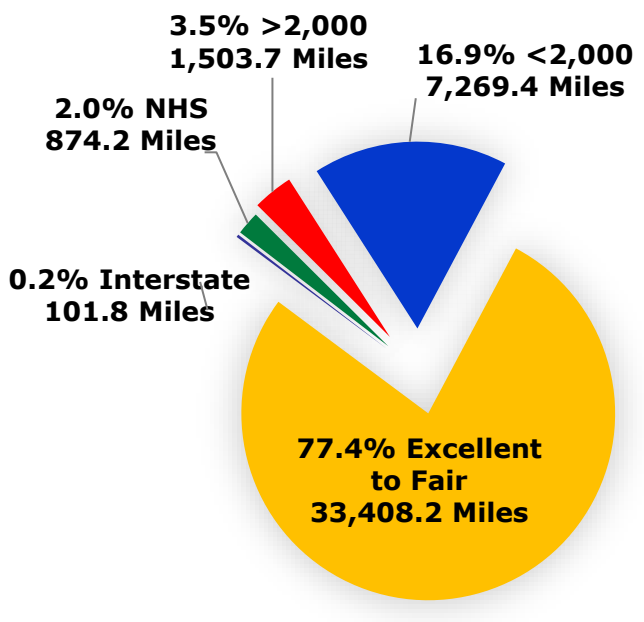
Roadway Assets

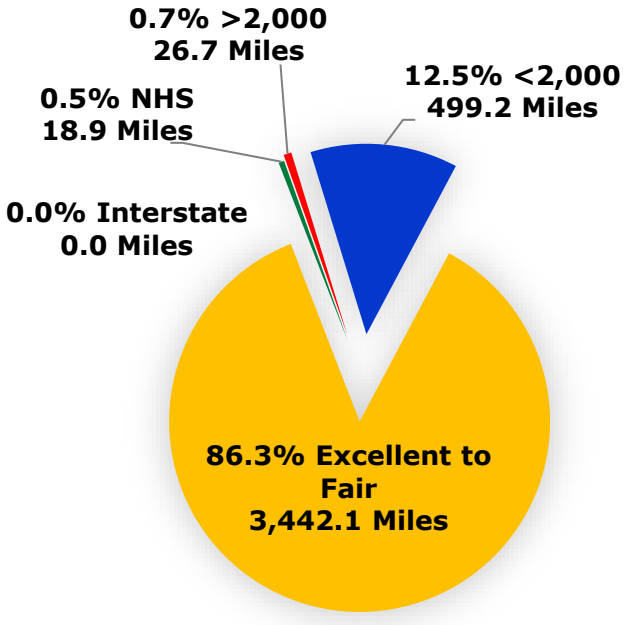
Statewide

22.6% Poor IRI
(9,749.1 miles)



District 9

13.7% Poor IRI
(544.8 miles)



Data from 2020 Annual Performance Measures Reports

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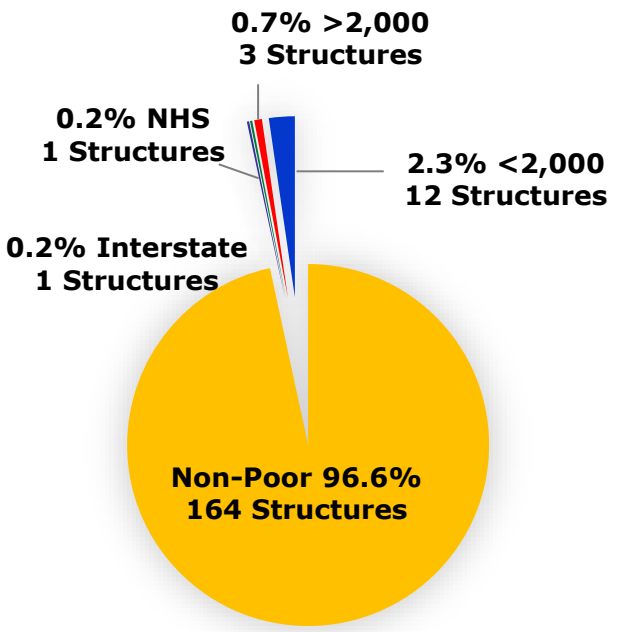
Fulton County

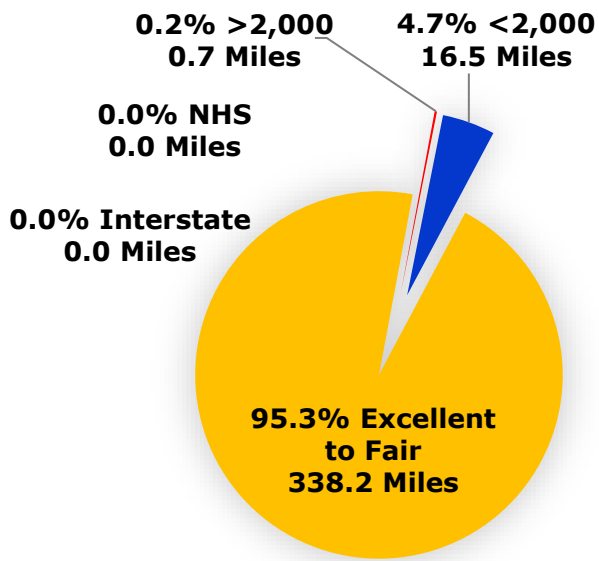
Bridge

3.4% Poor Deck Area
17 Structures



Roadway

4.8% Poor IRI
(17.2 miles)



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FUNDING

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INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

- Signed into law November 15, 2021
- Also known as the “Bipartisan Infrastructure Law (BIL)”
- Funds highway programs for five years (FY 22-26)
- Invests $350.8 Billion for highway programs over five years
- Pennsylvania
  - Based on formula funding, Pennsylvania would receive approximately $13 billion over five years in Federal highway formula funding for highways and bridges
    - Approximately 40% increase than previous federal funding levels

2022 FUNDING: BIL

FFY 2022 IIJA Additional Funding ($000's)	
Blair MPO	$4,343
Cambria MPO	$5,920
S Alleghenies RPO	$12,838
District 9	***$24,101***

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

	Original Guidance FFY 2023-2026 ($000's)	IIJA Estimates FFY 2023-2026 ($000's)	Increase ($000's)	Increase (%)
Blair MPO	$44,750	$66,222	$21,472	**47.98%**
Cambria MPO	$65,669	$95,208	$29,539	**44.98%**
S Alleghenies RPO	$134,284	$197,748	$63,464	**47.26%**
District 9	***$244,703***	***$359,178***	***$114,475***	***46.78%***

SA RPO 2023 TIP SUMMARY

	($000s)	#	($000s)	#	% of Funding Total
	Original (December 2021)		Revised (January 2022)		
Base Financial Guidance Amount	$134,284	85	$197,748	122	-
Roadway Total	$83,410	31	$106,140	35	54%
Raised Pavement Markings ($200K/year)	$400	2	$400	2	0.5%
Safety (Includes 2026 Line Item)	$9,825	3	$11,477	3	6%
Highway Restoration	$73,185	26	$93,683	28	47%
I-70 TSMO (50% Match)	-	-	$580	2	0.5%
Bridge Total	$50,874	54	$91,608	87	46%
Bridge Preservation Line Item	$1,747	1	$1,407	1	0.5%
State Bridges (Includes Overlay and Painting Contracts)	$35,350	39	$69,306	69	35%
Local Bridges (Includes PE Line Item for local bridge bundle)	$13,777	14	$20,895	17	10.5%

FULTON COUNTY IIJA 2023 DRAFT TIP CHANGES

- Condensed large cash flows to pay off larger projects in fewer fiscal years
- 4 bridge projects advanced
  - 3 State bridges
  - 1 Local bridges
- 7 Projects added
  - 3 State bridge projects
  - 2 Local bridge projects
    - Local bridge bundle
    - Local bridge replacement
  - 2 Transportation System Management and Operations (TSMO) projects (50% match)

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FULTON COUNTY FFY 2022 ADDITIONAL PROJECT

Project	Project Type
US 30 - Sideling Hill Mtn to Breezy Point Rd	Resurfacing (6.7 miles)

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ADDITIONAL INFORMATION

For additional information on TIP Priorities:

Justin Evans
Planning and Mapping Director
Fulton County Planning Commission
814-485-3717
planning@co.fulton.pa.us

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PROGRAM

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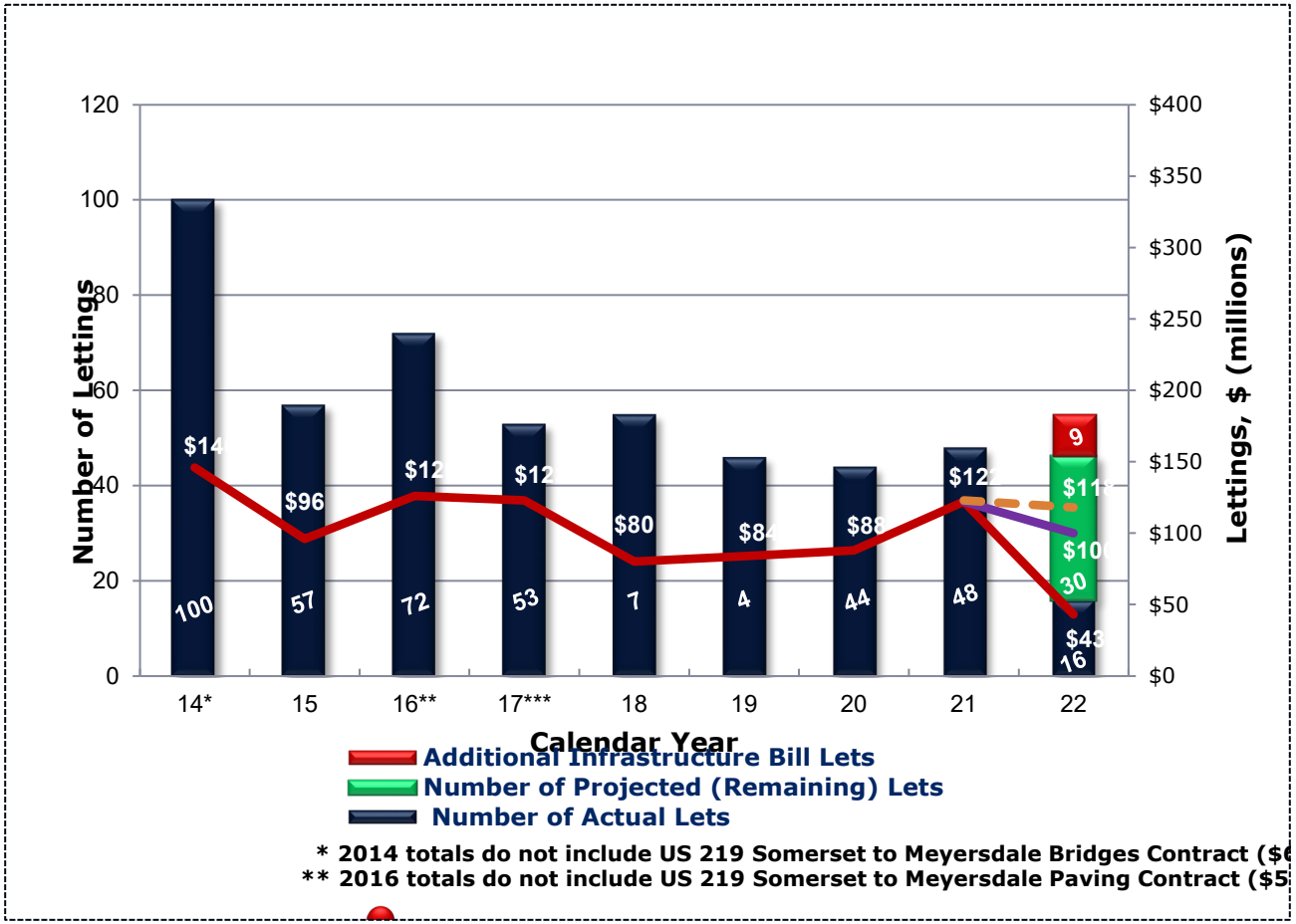
DISTRICT 9-0 PROJECT LETTINGS



2020-2022 CY Lettings District 9-0

	2020	2021	2022
Construction Estimate	$88 million	$122 million	$118 million
Project Count	44	48	55
Miles Resurfaced	73	184	150
Number of Bridges	51	45	45
Safety Projects	8	5	3

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CONCERNS

- **Total Projects let to Date: 23**
  - Contractors Total Bid to Date: $72,022,748.09
  - Design Estimate Total to Date: $65,735,391.31
    - Difference to Date: 9.56%

TRANSPORTATION REVENUE OPTIONS COMMISSION

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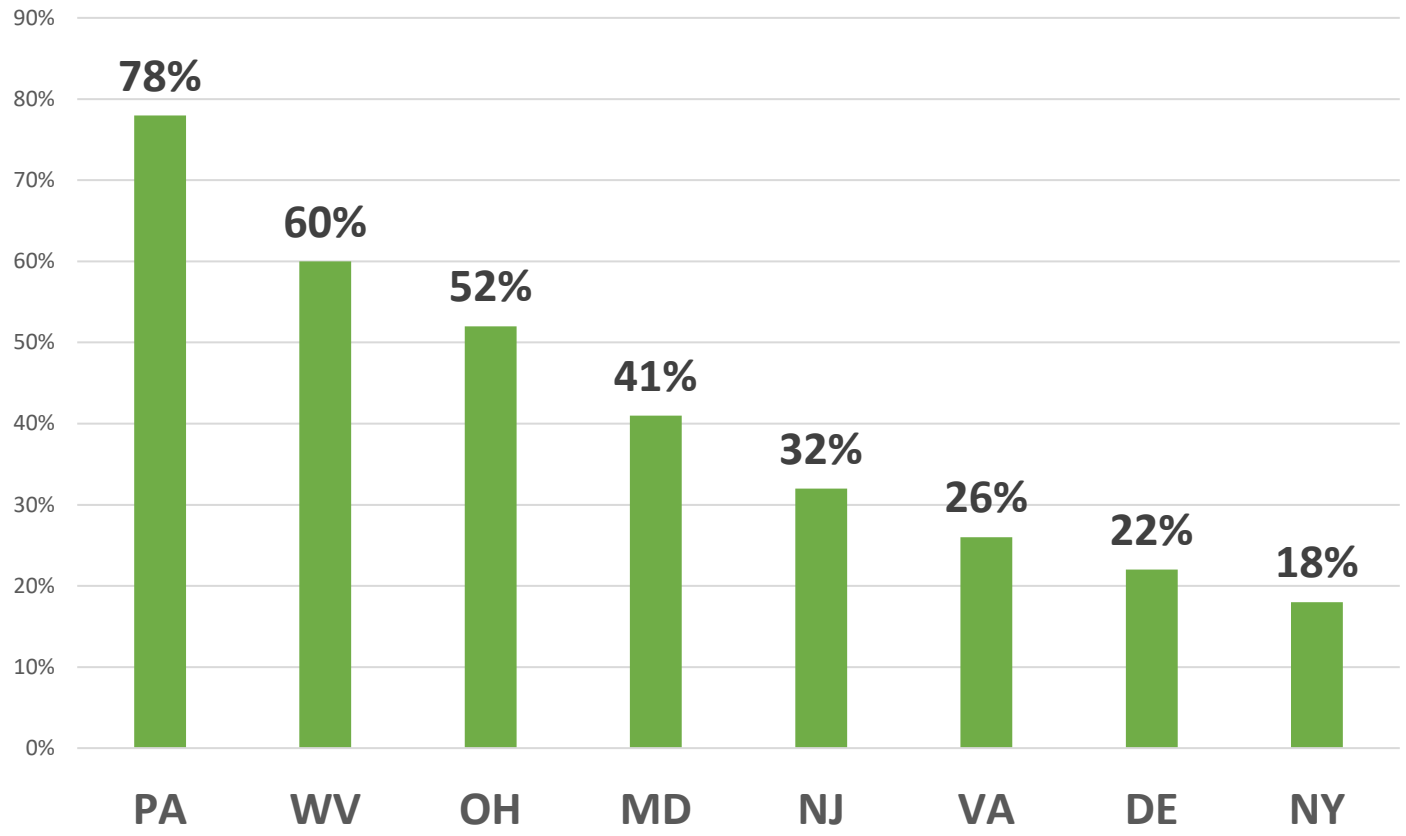
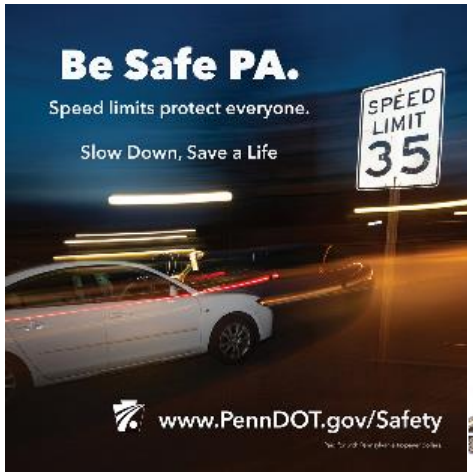
% of Total Revenue from Gas Tax



BE SAFE ON OUR ROADWAYS!



Thank You – Questions?

FULTON COUNTY CONSTRUCTION PROJECTS

THOMAS HELSEL

CONSTRUCTION MANAGER 3

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AWARDED CONTRACTS

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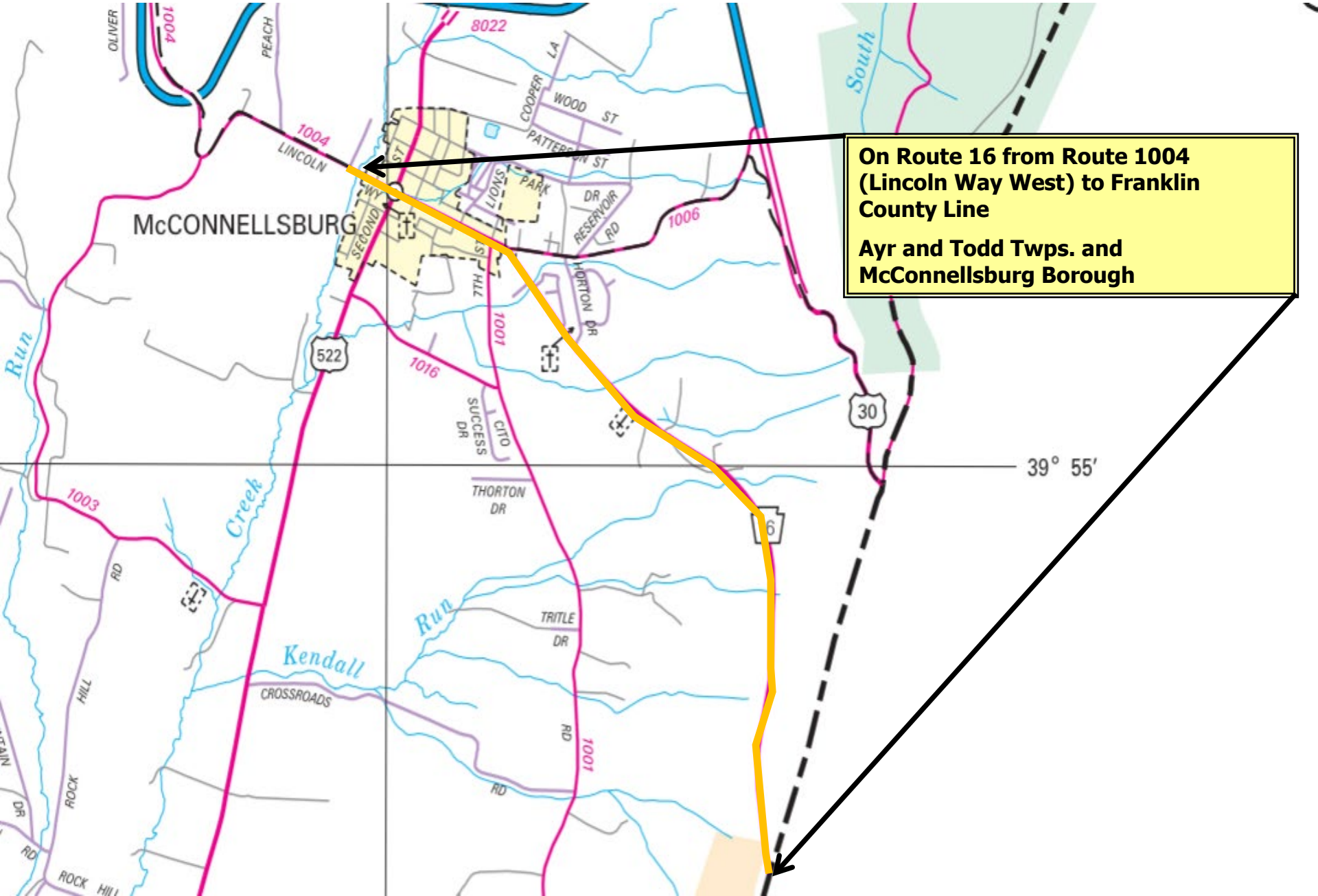
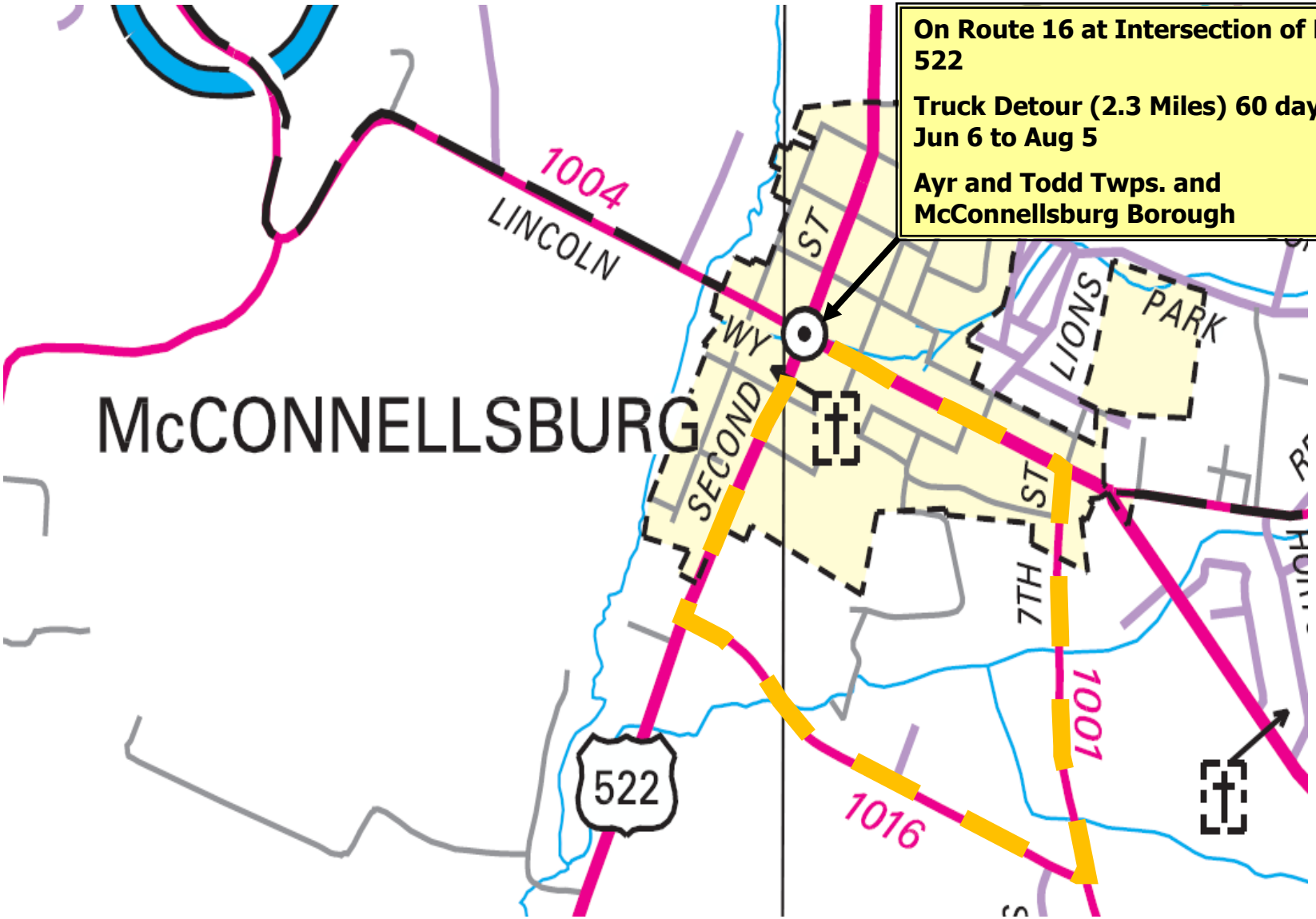
ROUTE 16: ROUTE 522 TO FRANKLIN COUNTY

- **Scope:** Resurfacing and Safety Improvements (3.63 Miles)
- **Construction Timeframe:** Nov 2021 – Nov 2022
- **Traffic Control:** Daylight Flagging & Detours
- **Detour Lengths:** 3.0 Miles and 2.3 Miles
- **Detour Implementation Dates:** Apr 4, 2022 & Jun 1, 2022
- **Anticipated Date Detour to be Lifted:** Jun 1, 2022 & Aug 1, 2022
- **Contractor:** George S. Hann & Son/P&W Excavating
- **Current Contract:** $4,328,849

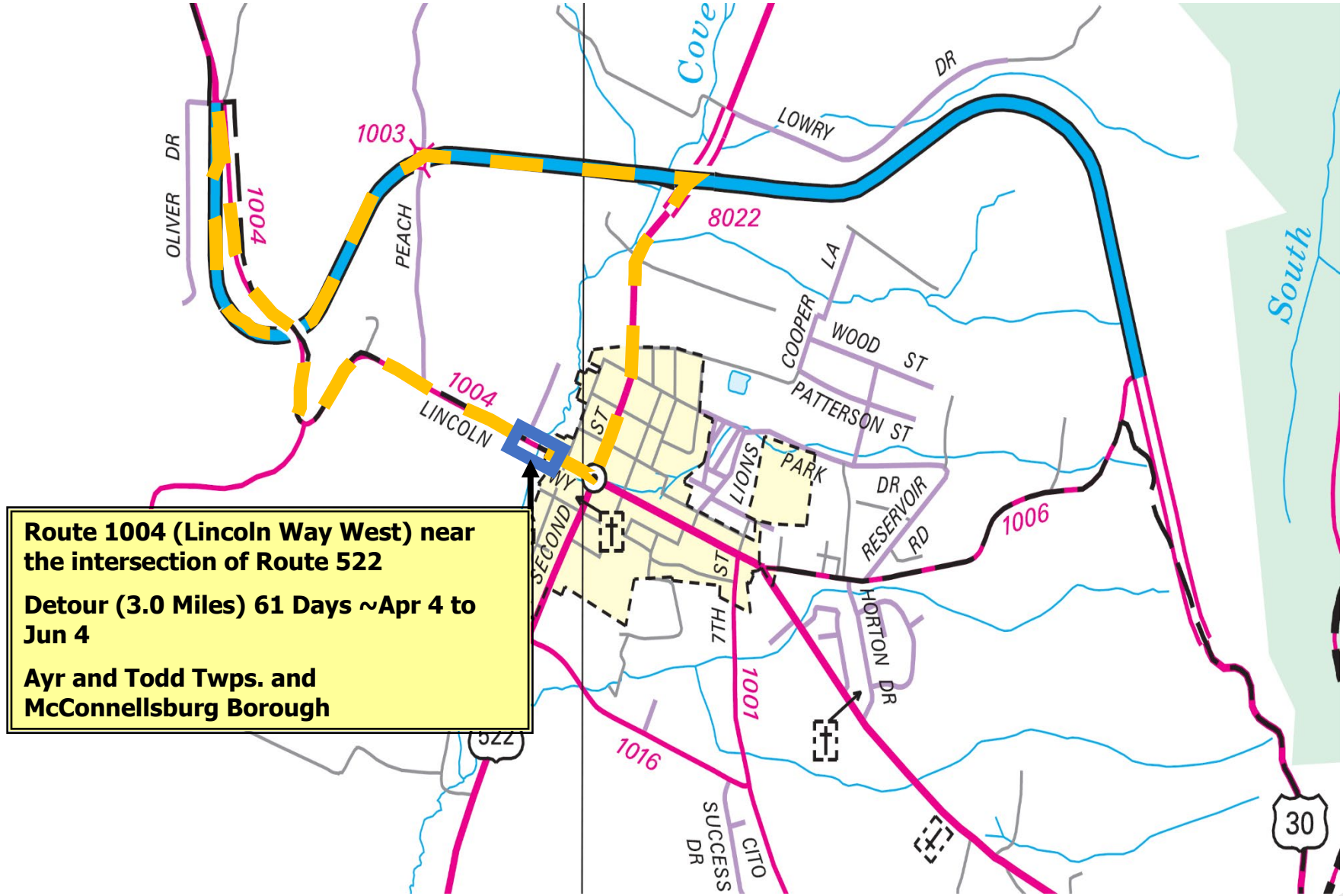
ROUTE 16: ROUTE 522 TO FRANKLIN COUNTY



ROUTE 16: ROUTE 522 TO FRANKLIN COUNTY



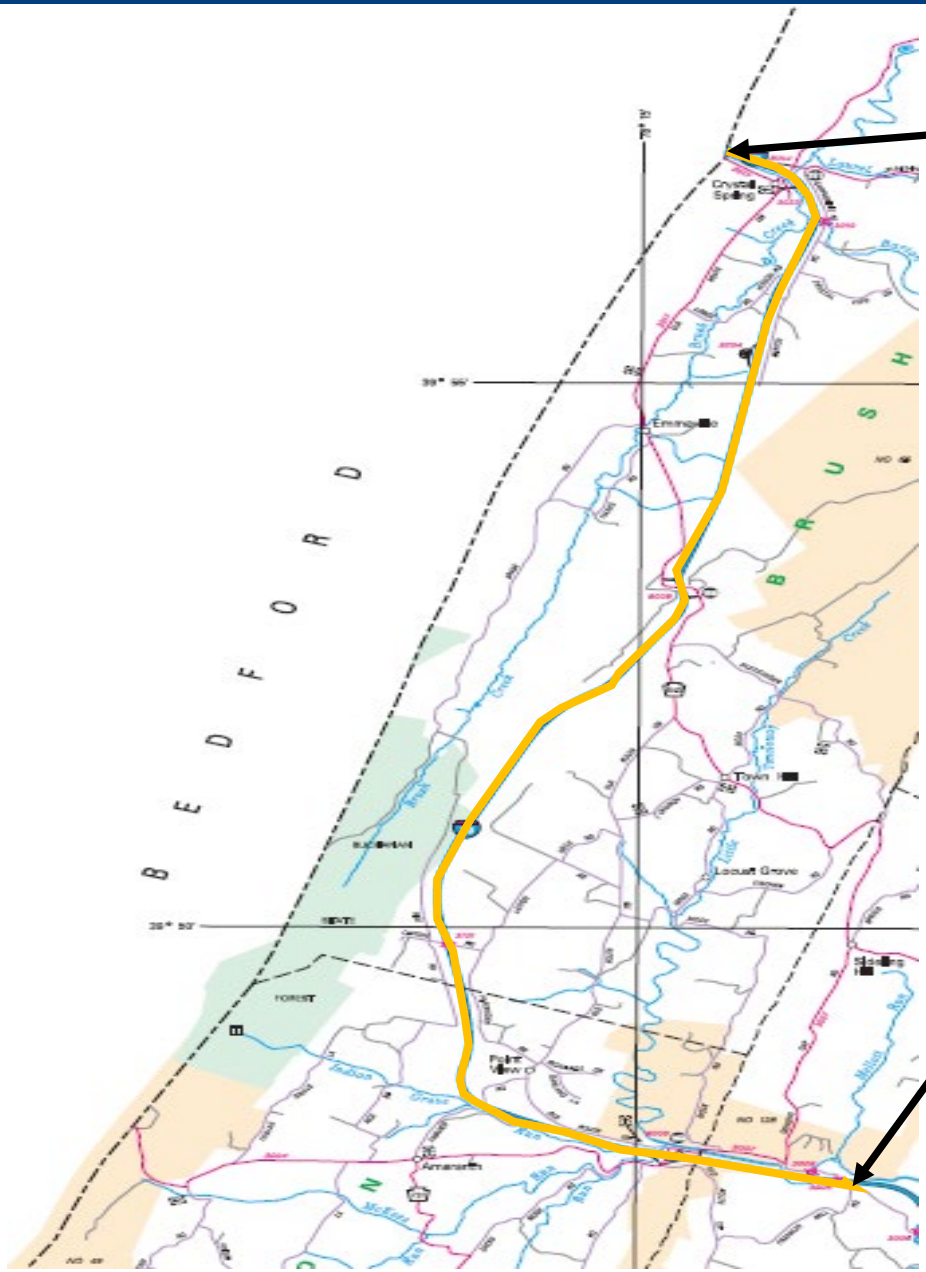
ROUTE 16: ROUTE 522 TO FRANKLIN COUNTY



ROUTE 70: WB AMARANTH TO BEDFORD COUNTY LINE

- **Scope:** Resurfacing, Structure Rehabilitation and Replacement, Drainage and Guiderail Upgrades (14.8 Miles)
- **Traffic Control:** Long Term Traffic Control – Phased Setups
- **Construction Timeframe:** Apr 2022 – Nov 2023
- **Contractor:** New Enterprise Stone & Lime Co., Inc.
- **Current Contract:** $11,099,000

ROUTE 70: WB AMARANTH TO BEDFORD COUNTY LINE



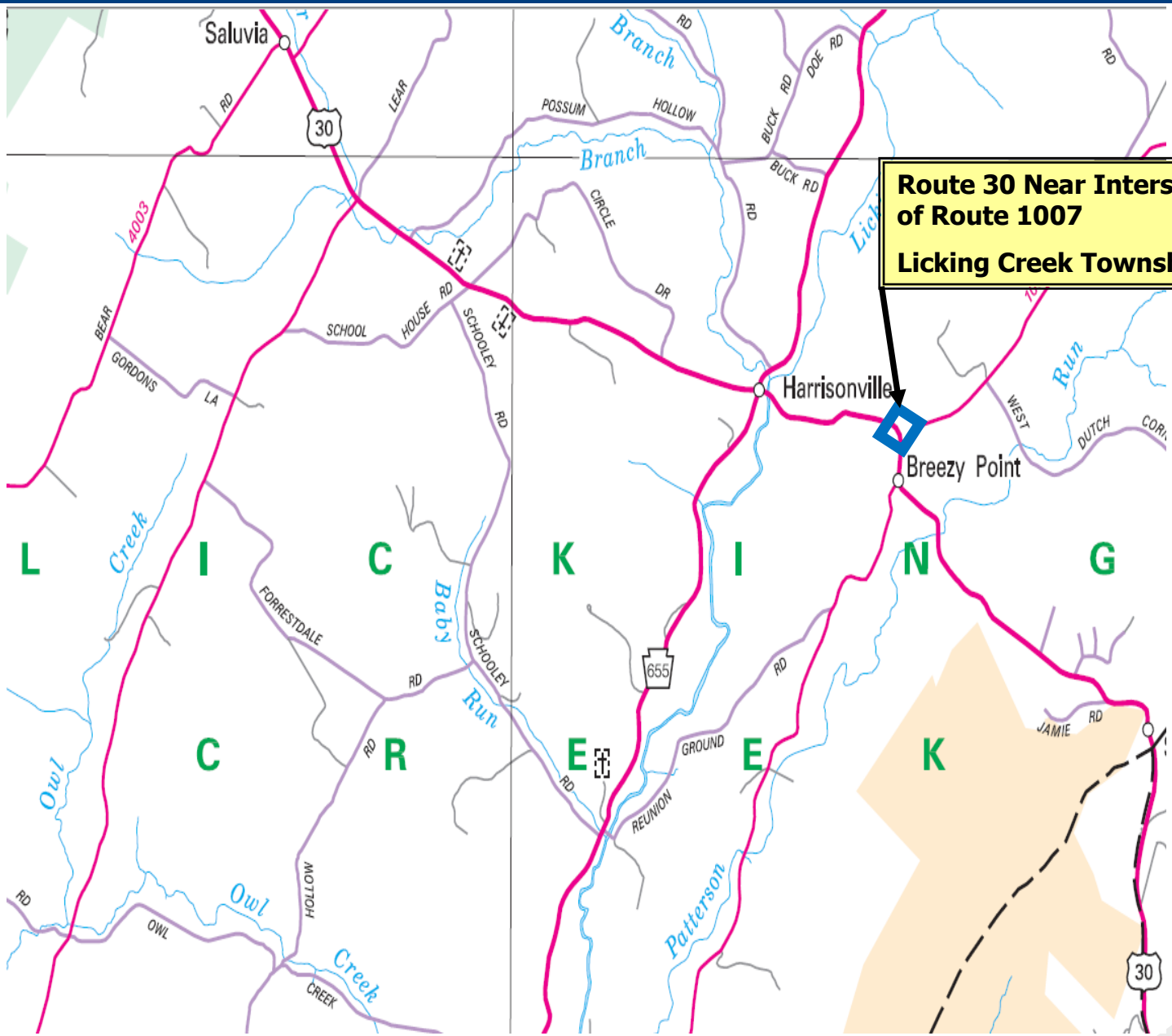
Route 70 WB from Amaranth to the Bedford County Line

Union, Bethel, and Brush Creek Townships

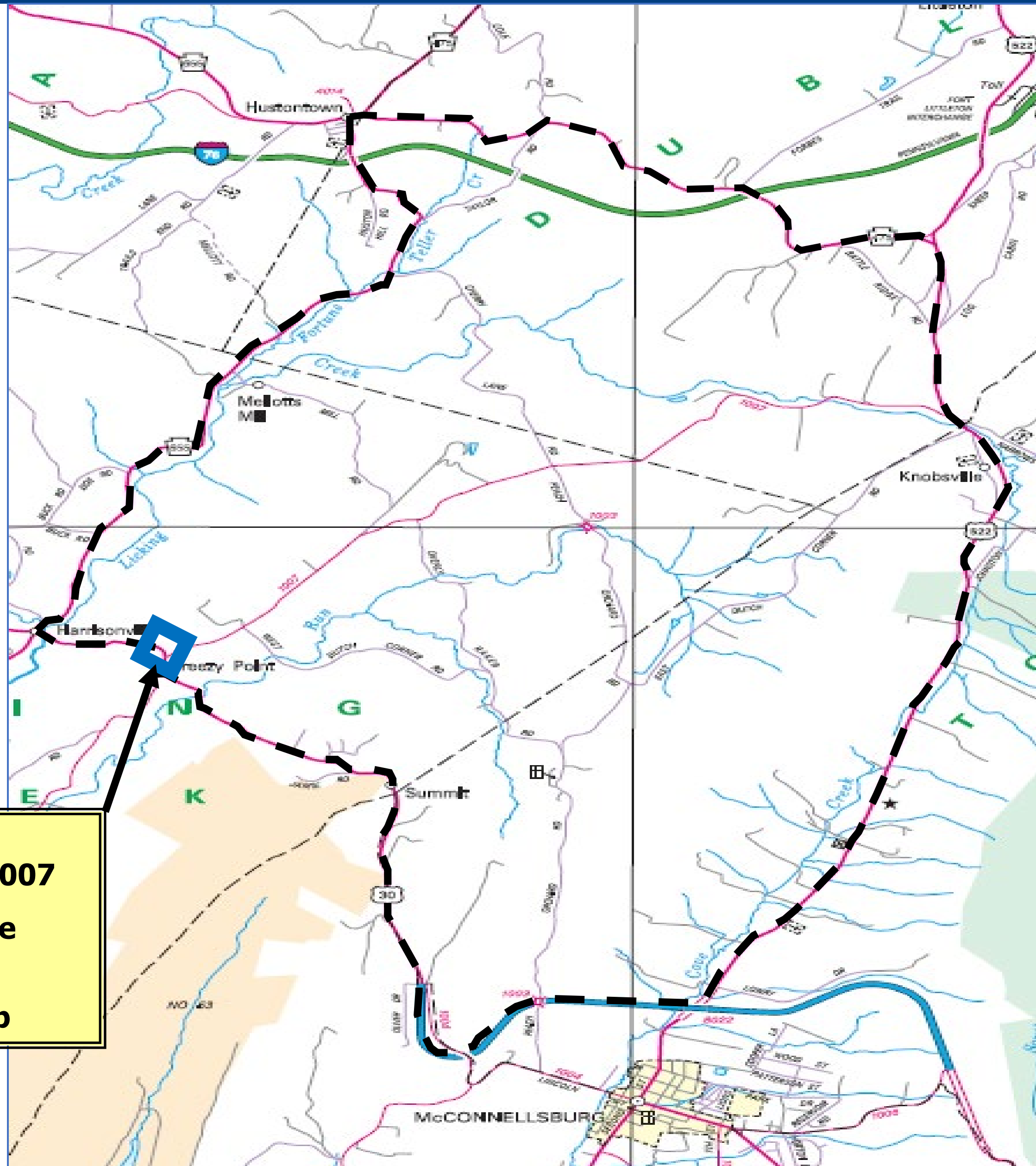
ROUTE 30: PIPE REPLACEMENT

- **Scope:** Drainage Upgrade
- **Construction Timeframe:** May 2022 – Sept 2022
- **Traffic Control:** Detour
- **Detour Length:** 20.8 Miles
- **Detour Implementation Date:** Jun 17, 2022
- **Anticipated Date Detour to be Lifted:** June 20, 2022
- **Contractor:** Allison Park Contractors, Inc.
- **Current Contract:** $320,000

ROUTE 30: PIPE REPLACEMENT



ROUTE 30: PIPE REPLACEMENT



Route 30 near the intersection of Route 1007

Detour (20.8 Miles) One weekend only in June

Licking Creek Township

CONTRACTS TO BE BID

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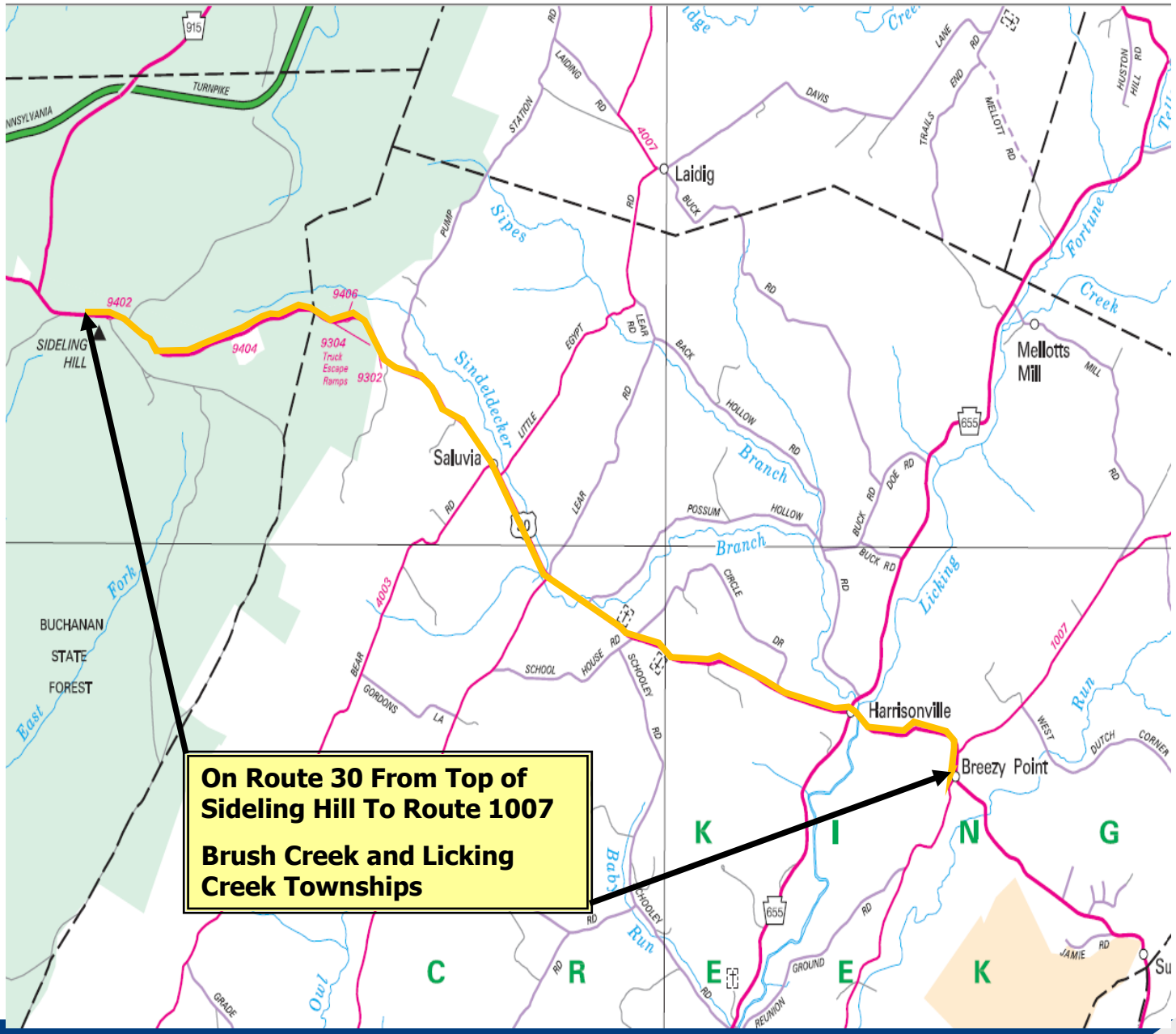
ROUTE 30: TOP SIDELING HILL TO ROUTE 1007

- **Scope:** Resurfacing (6.2 Miles)
- **Traffic Control:** Daylight Flagging
- **Construction Estimate:** 1 to 5 Million
- **Anticipated Let:** 2nd Quarter 2022

ROUTE 30: TOP SIDELING HILL TO ROUTE 1007



Thank You

Questions?

FULTON COUNTY MAINTENANCE ACTIVITIES

DAVID KAMMERER, P.E., ADE - MAINTENANCE
MARK J. YECKLEY, COUNTY MANAGER

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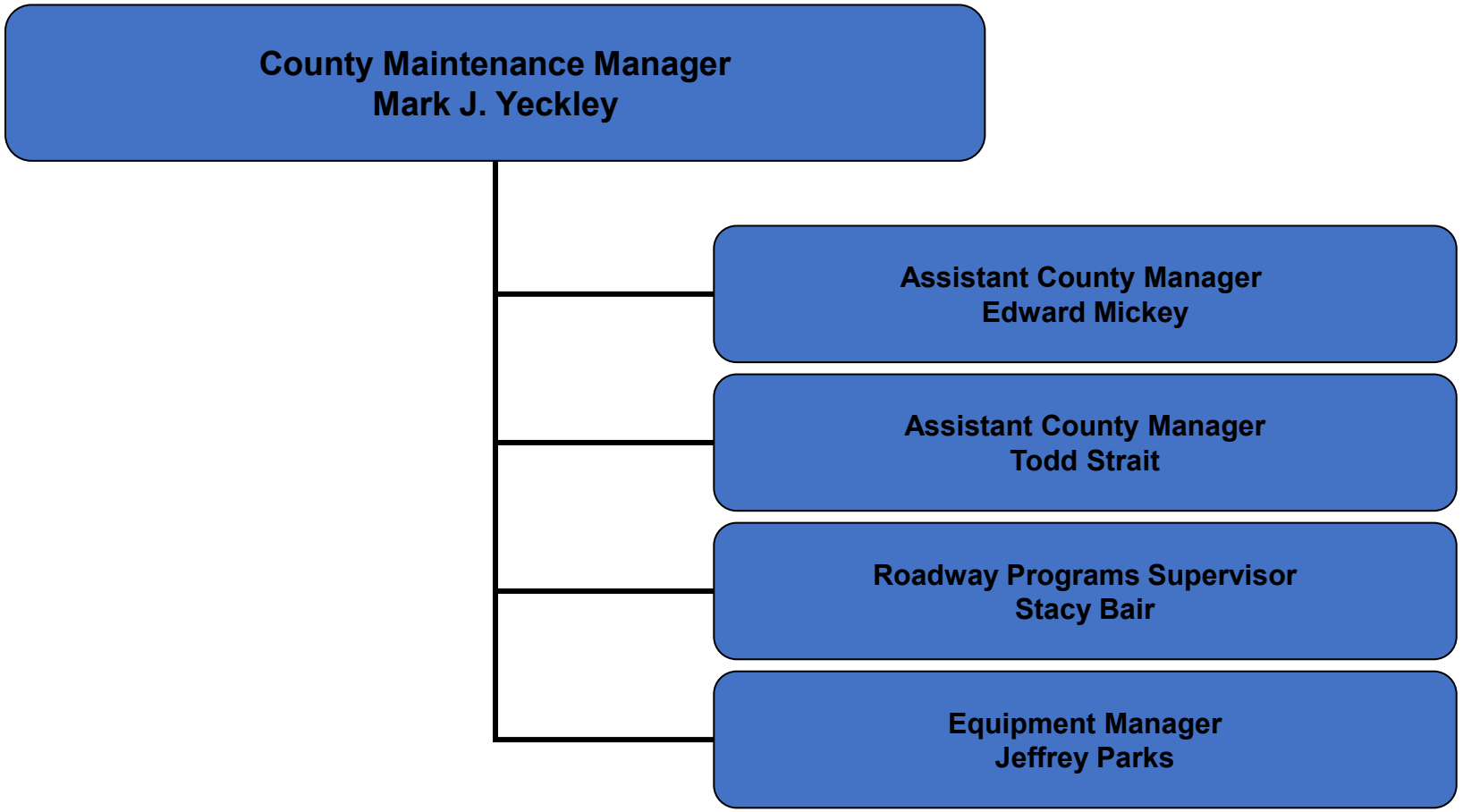
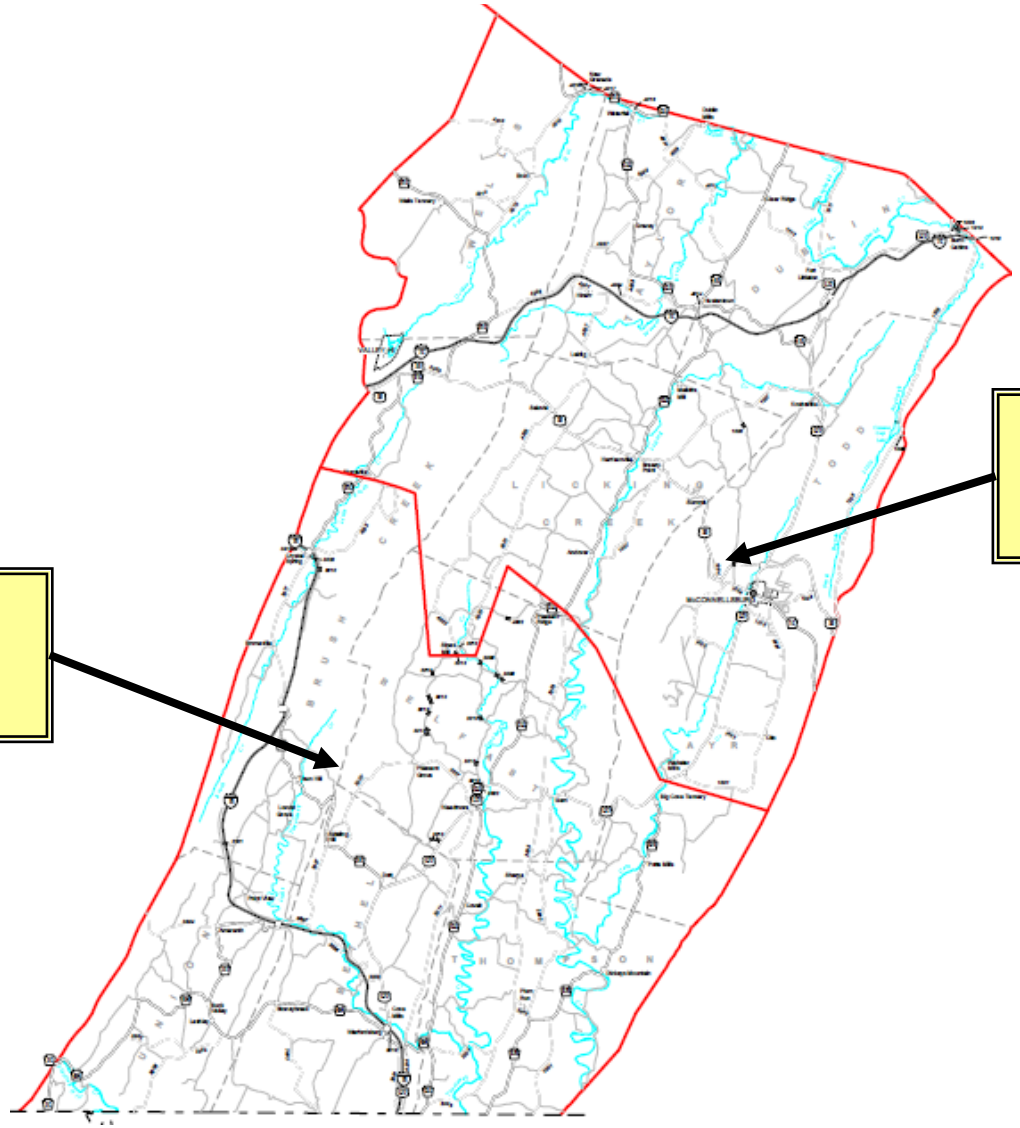
FULTON COUNTY STAFF



WHO TO CONTACT IN YOUR AREA



Todd Strait
717-485-3816
dstrait@pa.gov

Edward Mickey
717-485-3816
emickey@pa.gov

2021 WINTER AGREEMENTS & 5 YEAR DEPARTMENT HISTORY

No Winter Municipal Service Agreements at this time.

Avg. Rate - $ 1,427 / mile

5 Year Department Winter Material Usage & Cost*

	2017	2018	2019	2020	2021
SALT (tons)	4,344	6,639	2,434	4,954	3,850
SKID (tons)	5,705	9,125	2,913	6,773	4,079
BRINE (gals)	70,634	111,043	39,483	105,201	89,383
COST (000's)	$ 1,568	$ 2,132	$1,896	$2,481	$2,175

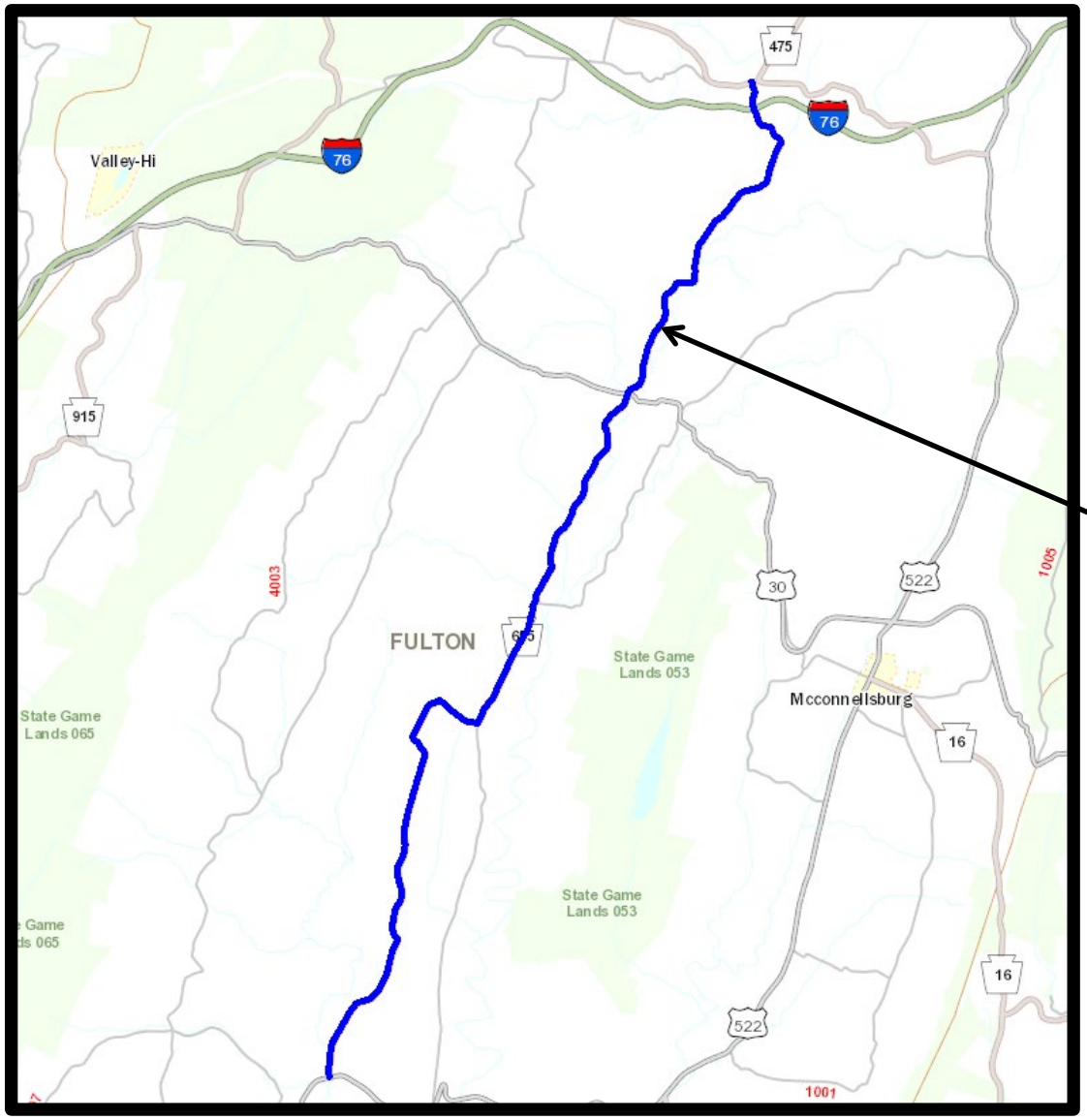
*as of 3/18/22

PUTTING MONEY ON THE ROAD

2022 Department Force Work Summary

- **Seal Coating**
  - 20.47 miles on 2 routes
  - Estimated Cost - $ 665,000

2022 DEPARTMENT FORCE SEAL COATING

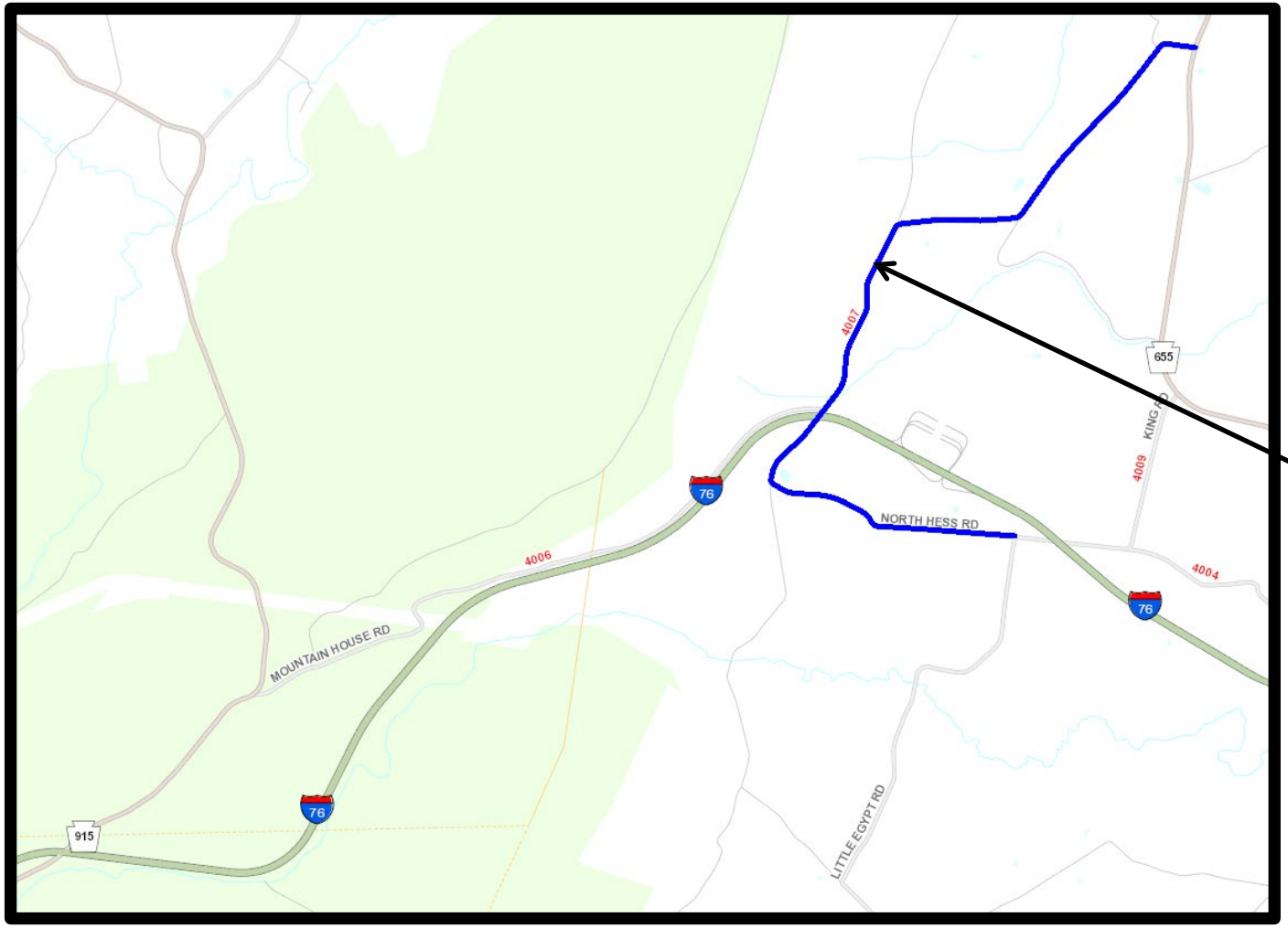


Route 655

Pleasant Ridge Road/Pitt Street/ Church Street

16.66 miles

2022 DEPARTMENT FORCE SEAL COATING



Route 4007
North Hess Road
3.81 miles

AGILITY AGREEMENTS

No active work plans are in place at this time

Possible Activities

- Line Painting
- Salt Brine
- Sign Replacements
- Crack Sealing
- Shoulder Cutting
- Pipe Replacement

ADDITIONAL COUNTY ACTIVITIES

Patching

Guiderail Repairs and Upgrades

Sign Replacements

Crack Sealing

Shoulder Cutting

Bridge Maintenance

Pipe Replacement & Flushing

Mowing

MUNICIPAL LIQUID FUELS (MLF)

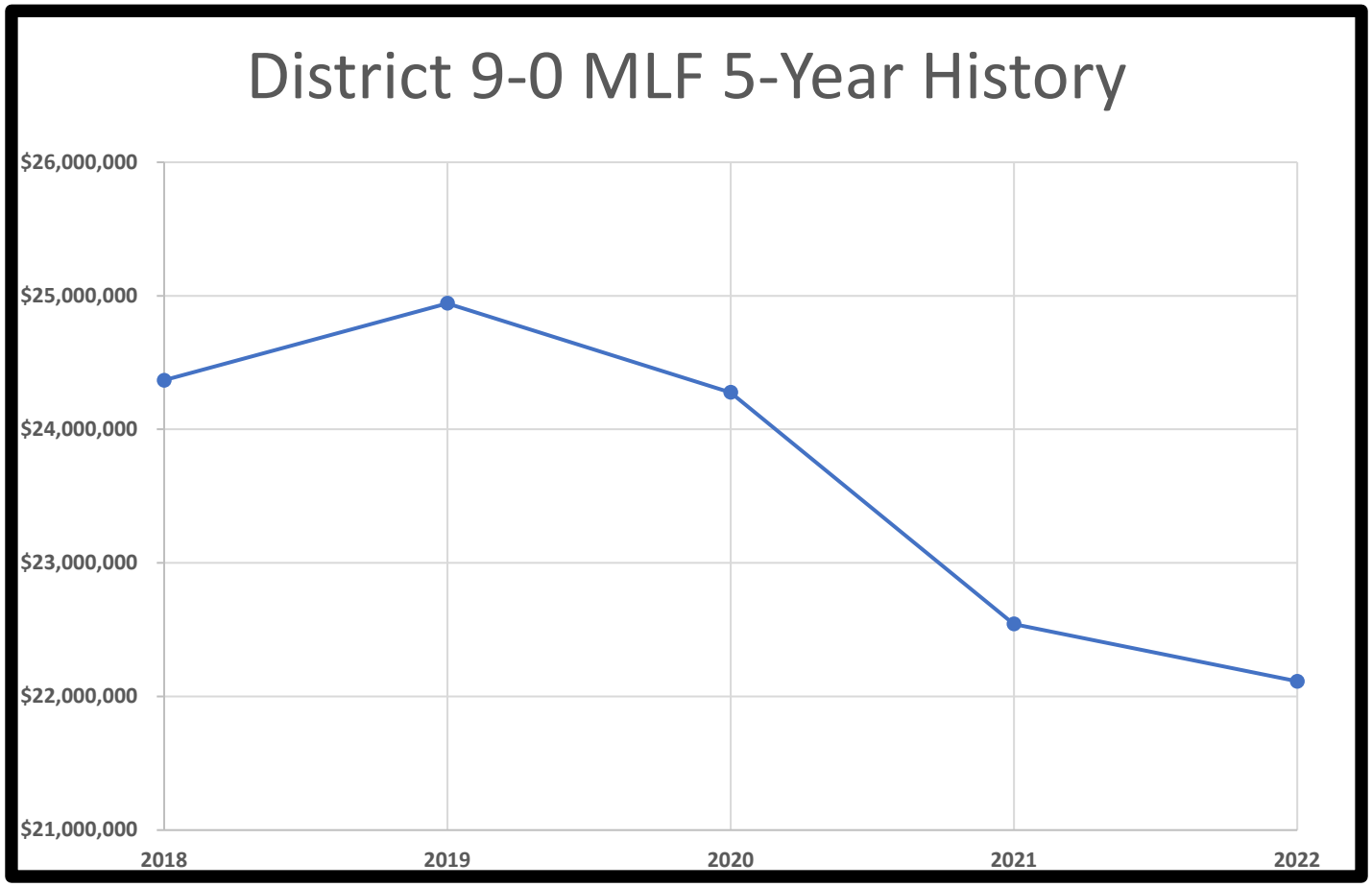
Municipal Liquid Fuels Allocation – Fulton County

- 2021 = $1,192,233.11
- 2022 = $1,188,775.04
- -0.03 % decrease in MLF between 2021 and 2022

Statewide Municipal Liquid Fuels Allocation

- 2021 = $ 452,694,000
- 2022 = $ 455,884,953

MUNICIPAL LIQUID FUELS (MLF)



QUESTIONS?

THANK YOU
FOR YOUR ATTENTION!

FULTON COUNTY DESIGN OVERVIEW

VINCE GREENLAND
ASSISTANT DISTRICT EXECUTIVE - DESIGN

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Bus
Stop

LOCAL BRIDGE INSPECTIONS

LOCAL BRIDGE INSPECTIONS

- Annual Notification Letters were mailed on March 10, 2022
  - Addresses numerous bridge inspection topics
  - Includes list of required bridge inspections
  - Includes list of scour critical bridges

LOCAL BRIDGE INSPECTIONS

- Inspection Agreements
  - Three umbrella agreements in place to perform inspections
    - PennDOT manages agreement
    - Local share (20%) is withheld the following year from Liquid Fuels disbursement
  - Individual, municipal agreements
    - Local owner manages agreement
    - Local owner pays 100% of inspection costs up front
    - PennDOT reimburses 80% Federal share
    - Currently only have 1 within the District
- Owner can inspect with qualified in-house staff
  - PennDOT reimburses 80% Federal share
- Inspection Scheduling
  - Maximum frequency is 24 months
  - Reduced frequency may be required due to bridge condition
  - All NBIS Length bridges (> 20’ Length)
  - Fracture Critical Bridges must be hands-on

LOCAL BRIDGE INSPECTIONS

- Critical Structural Deficiencies
  - Deficiencies must be addressed in a timely manner
  - Priority rating system in place for all maintenance items
    - Priority 0 – Critical Deficiency
      - Involves a structural component
      - Poses an immediate threat to public safety
      - Physical work required within 7 days
    - Priority 1 – High Priority
      - Involves a structural component
      - May lead to an immediate threat if left unattended
      - Must be repaired or mitigated within 6 months
    - Priority 2 – Priority work to be scheduled
    - Priority 3 – Add to scheduled work
    - Priority 4 – Routine structural, can be deferred
    - Priority 5 – Routine non-structural, can be deferred
  - Plan of Action (POA) is required for all PR 0 and 1 items

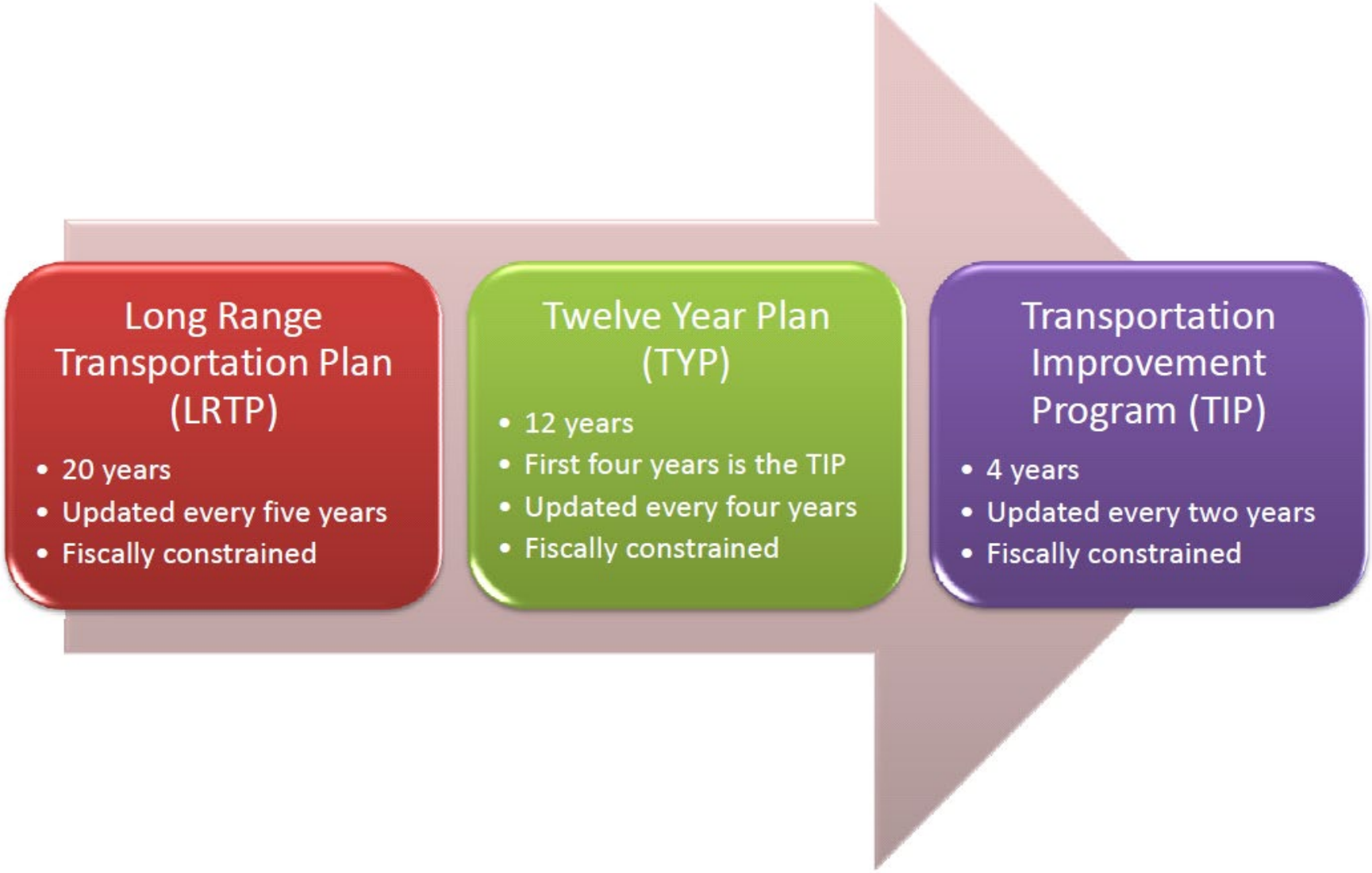
LOCAL BRIDGE INSPECTIONS

- Scour Critical Bridges
  - Scour Categories A, B, C, and D
    - Category is dependent on inspection findings and can change from one inspection to another
    - Scour Plan of Action updated as part of each inspection
    - Category A bridges are the most vulnerable to scour
  - Post-flood monitoring may be necessary
    - Flood intensity – Central Office performs calculations and identifies required bridges based on scour category

LOCAL BRIDGE FUNDING
8/27/21, 11:00 AM
+40.380452,-77.878009
Mount Union

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Federal requirement
- 4-year listing of projects
- Updated every 2 years
- TIP adoption in even years
- Developed and managed by Metropolitan and Rural Planning Organizations
- Fiscally constrained by year
- Public Involvement requirements
- 1st 4-years of Twelve Year Program
- Detail of every project over the next 4 years


Long Range Transportation Plan (LRTP)
• 20 years
• Updated every five years
• Fiscally constrained
Twelve Year Plan (TYP)
• 12 years
• First four years is the TIP
• Updated every four years
• Fiscally constrained
Transportation Improvement Program (TIP)
• 4 years
• Updated every two years
• Fiscally constrained

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Public Input
  - TYP input is solicited bi-annually through the State Transportation Commission in odd years
  - TIP project needs are solicited via MPOs/RPOs through each County Planning Commission
    - Schedules and procedures differ by county
    - Municipalities can submit requests for local bridges during this solicitation
      - Outside of solicitation timeframe, municipalities can reach out to County Planning Commission or the RPO
- Local Bridge Project Selection
  - Local bridges are selected for TIP funding through a collaborative process by the MPOs/RPO
  - Local Bridge Risk Assessment used as a decision-making tool
- 2025 TIP Tentative Schedule
  - Second half of 2022: Public input solicited
  - Dec 2023: Draft TIPs developed
  - Spring/Summer 2024: Public Comment Period
  - October 1, 2024: TIP takes effect

Local Bridge Eligibility & Funding

- Structures 20’ in length or greater are eligible for 5% local match
- Structures less than 20’ in length are eligible for 20% local match

Pub 740 Policy Changes

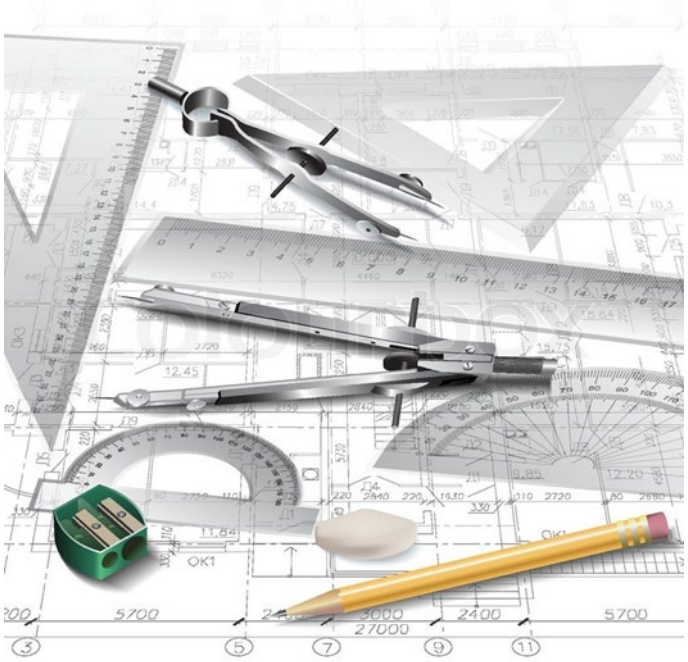
- PennDOT can now take leadership role in project development
- Bridge bundling for multi-sponsor contracts
- Bundled projects do not require Bridge Bill/Capital Budget

PENNDOT MULTIMODAL TRANSPORTATION FUND (MTF)

- Competitive grant program that provides financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization
- Municipalities are eligible applicants
- Requires 30% local CASH match
- Funds can be used for improvements to eligible local road and bridge projects
- Project total cost between $100,000 - $3,000,000
- Projects solicited annually

https://www.penndot.pa.gov/ProjectAndPrograms/MultimodalProgram

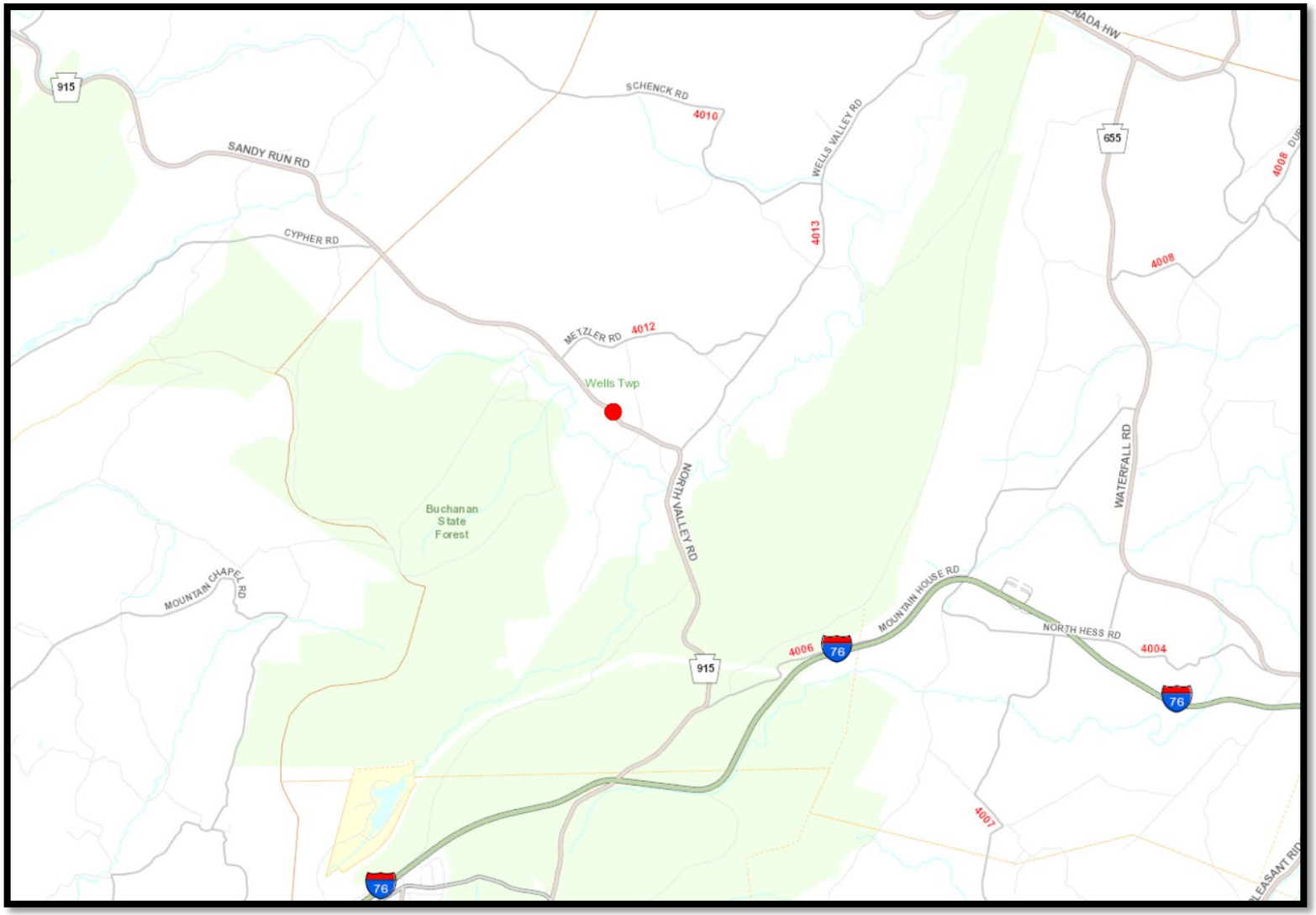
Current Design Projects



ROUTE 915 OVER SIDELING HILL CREEK

- **Issue:** Structure inspection performed in Jan. 2022 identified critical section loss to the beams
- **Bridge Posting:** Restriction will limit the weight of vehicles crossing it to 31 Tons except combinations 40 Tons.
- **Impacts:** Vehicles exceeding the posted weight limit are required to use alternative routes. Primary vehicles impacted are fully loaded triaxles (average 3 per day). Tandem axle single units and tractor trailer combinations are permitted.
- **Anticipated Effective Date:** April 11, 2022

ROUTE 915 OVER SIDELING HILL CREEK



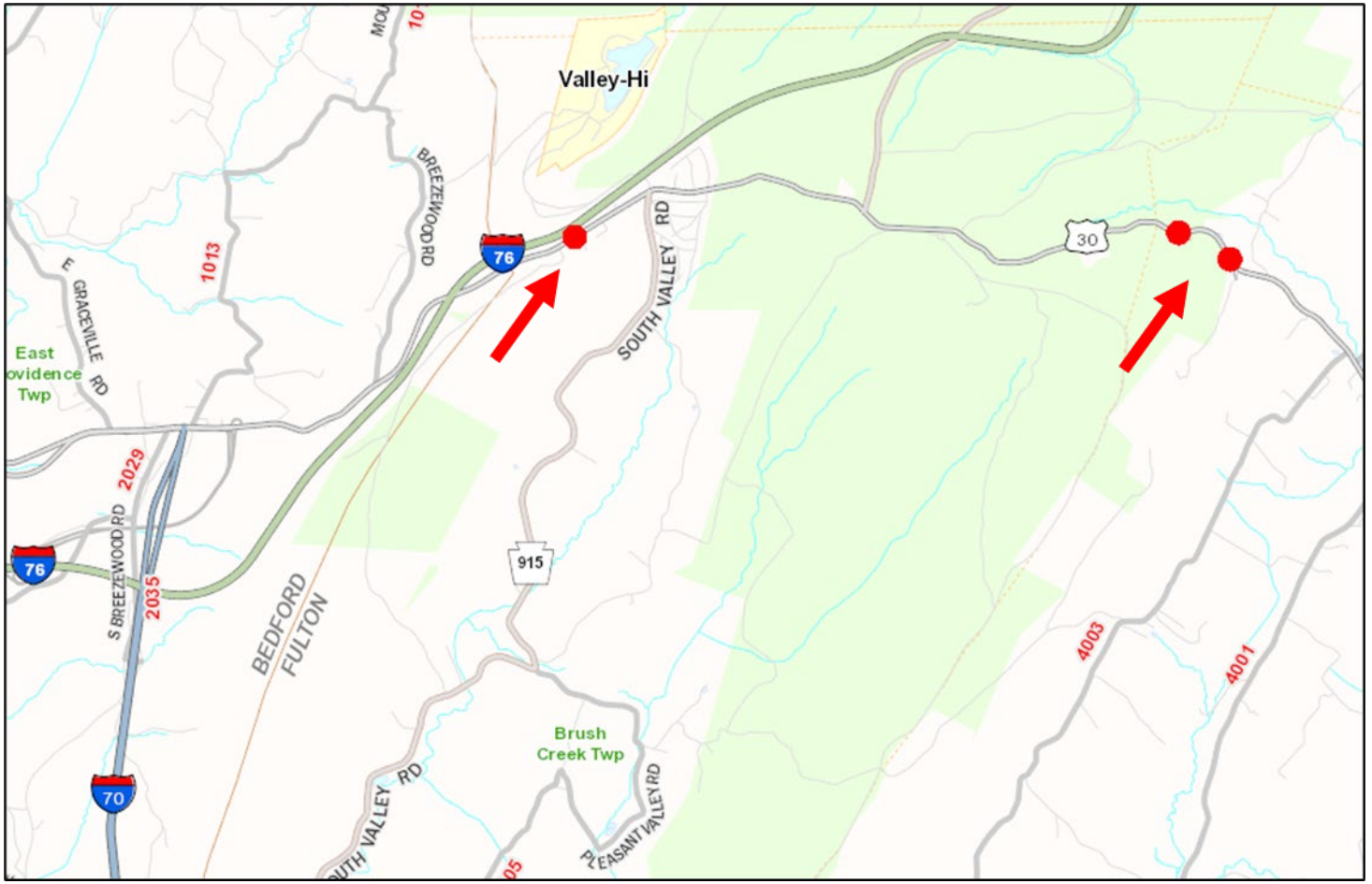
ROUTE 915 OVER SIDELING HILL CREEK

- **Project Type:** Permanent Repair - Bridge Replacement
- **Location:** Replacement of existing bridge on Route 915 over Sideling Hill Creek in Wells Township
- **Construction Estimate:** $1.0 - $5.0 Million
- **Anticipated Bid Opening:** Advance to 3rd Quarter 2024

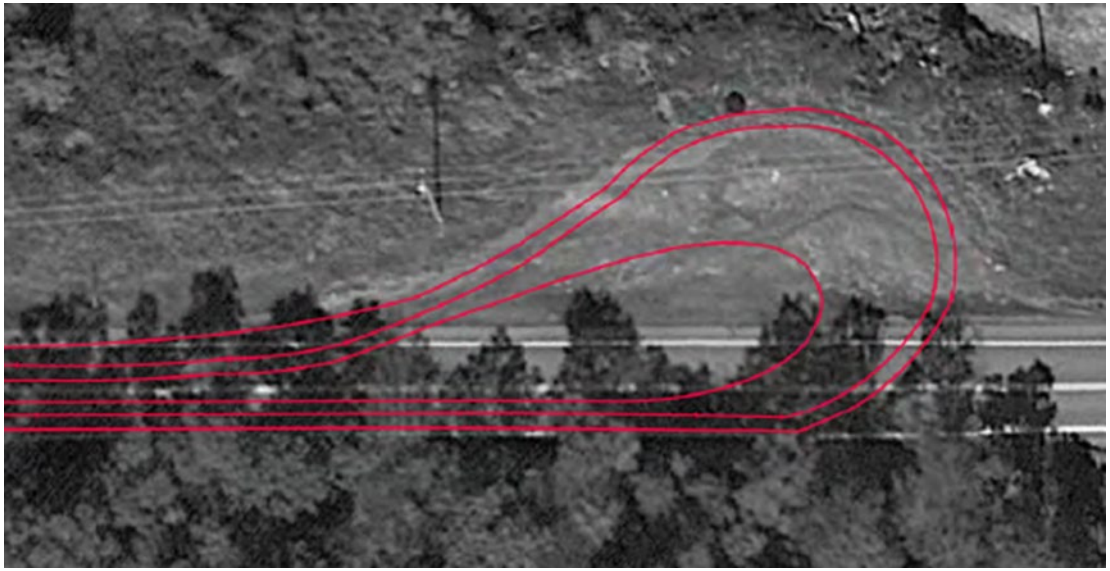
US 30 TRUCK TURNAROUND

- **Project Type:** Truck Turn Around
- **Location:** US 30 (Lincoln Highway) near the intersection of Thunderrock Rock Road in Brush Creek Township
- **Construction Estimate:** Less than $1.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2025

US 30 TRUCK TURNAROUND



US 30 STUDY TRUCK TURNAROUND



- Recommendation from US 30 Breezewood Truck Study
- 2.5 miles from Breezewood
- In an appx 220-ft wide strip of land between US 30 and the Turnpike
- Appears to be already utilized as a turnaround by some
- Provides opportunity to avoid the existing truck restriction on US 30
- Cost $750K to $1 million

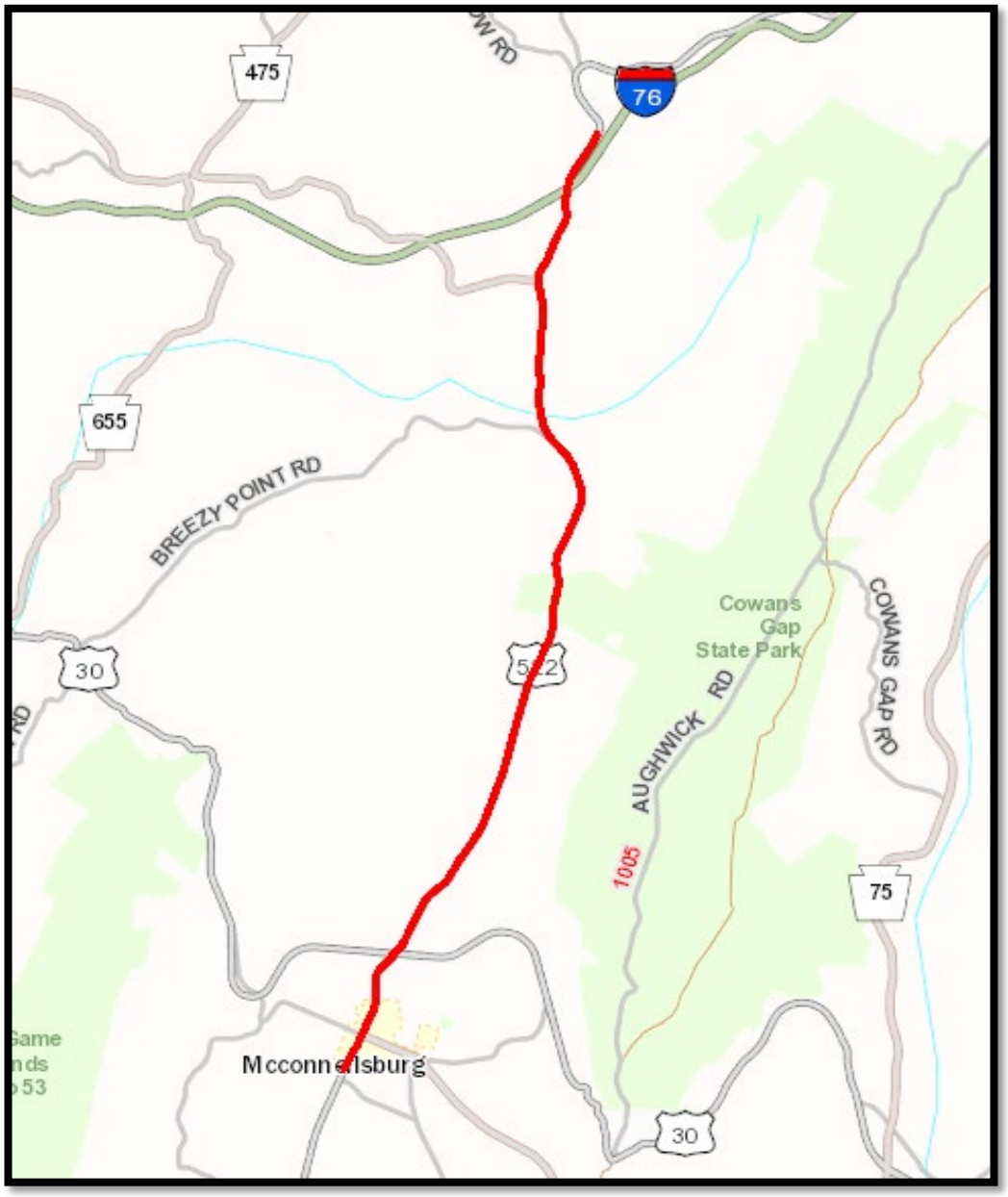
US 30 STUDY TRUCK TURNAROUND

US 30 STUDY TRUCK TURNAROUND

US 522 – US 30 TO PA TURNPIKE

- **Project Type:** Resurfacing
- **Location:** US 522 (Great Cove Rd) from Lincoln Way to the Pennsylvania Turnpike in McConnellsburg Borough and Todd and Dublin Townships
- **Construction Estimate:** $5.0 - $10.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2024

US 522 – US 30 TO PA TURNPIKE



US 522 WHITE OAK RUN BRIDGE

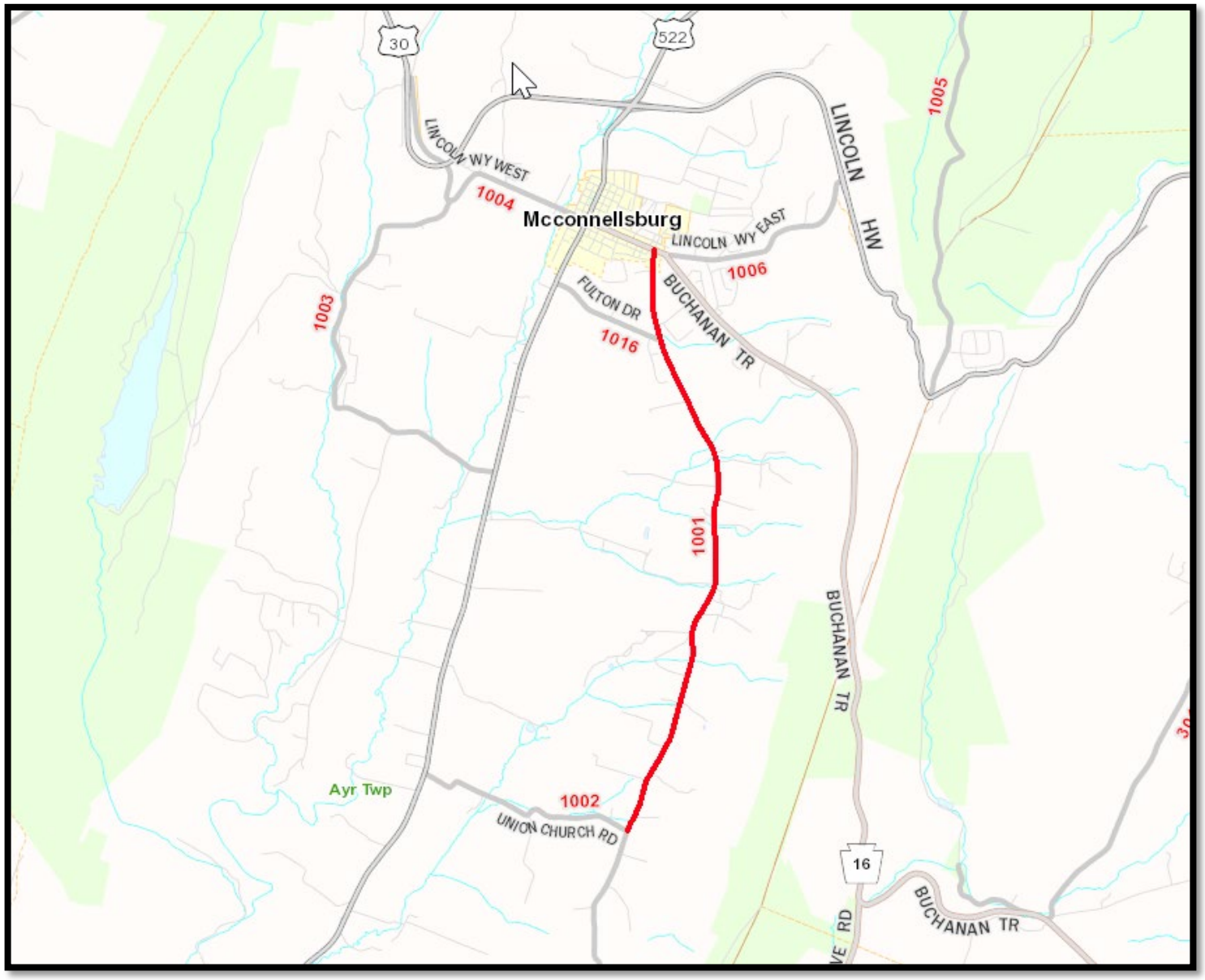
- **Project Type:** Structure replacement and safety improvements
- **Location:** Replacement of existing structure with a box culvert on US 522 near intersection of T-328 Bethel Church Road in Bethel Township
- Sight distance and safety improvements at US 522 & T-328 Bethel Church Rd intersection
- **Construction Estimate:** $1.0 - $5.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2023

US 522 WHITE OAK RUN BRIDGE

ROUTE 1001 – ROUTE 1002 TO PA 16

- **Project Type:** Resurfacing
- **Location:** Route 1001 **(**Cito Road) from Route 1002 (Union Church Road) to PA 16 (Buchanan Trail) in Ayr Township and McConnellsburg Borough
- **Construction Estimate:** $1.0 - $5.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2022

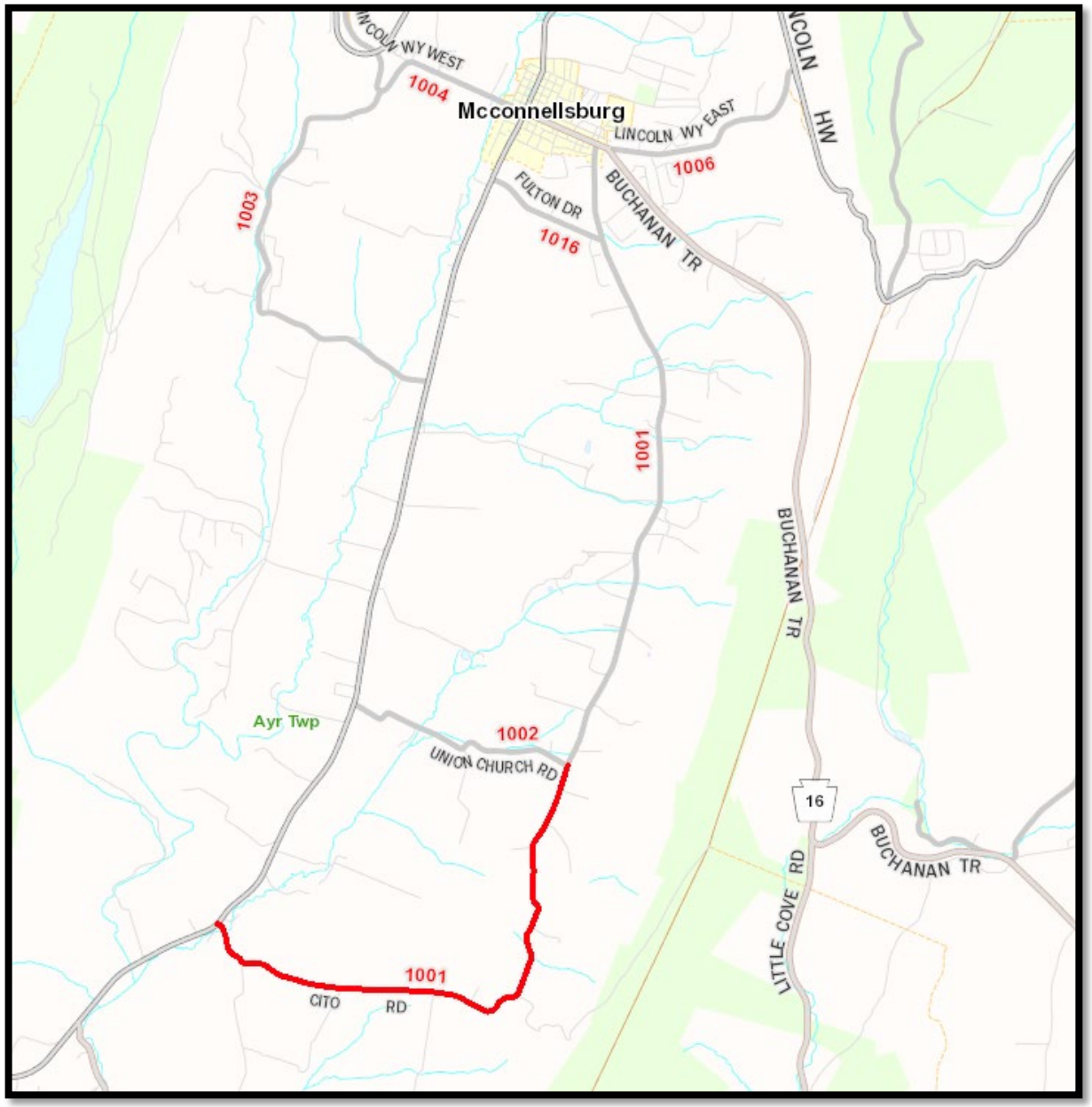
ROUTE 1001 – ROUTE 1002 TO PA 16



ROUTE 1001 – US 522 TO ROUTE 1002

- **Project Type:** Resurfacing
- **Location:** Route 1001 (Cito Road) from Route 1002 (Union Church Road) to the US 522 intersection in Ayr Township
- **Construction Estimate:** $1.0 - $5.0 Million
- **Anticipated Bid Opening:** 4th Quarter 2022

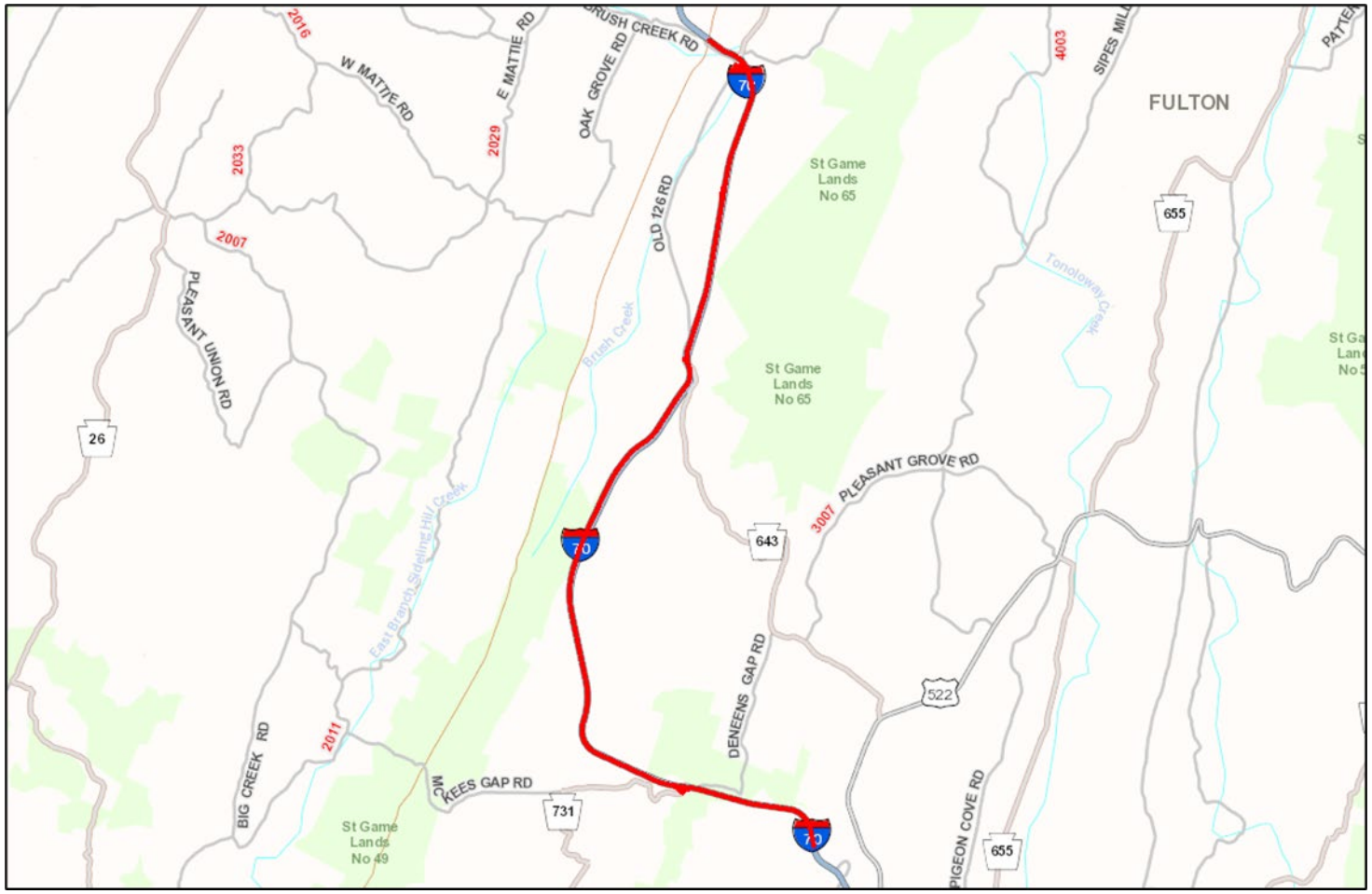
ROUTE 1001 – US 522 TO ROUTE 1002



I-70 EAST BOUND AMARANTH TO BEDFORD

- **Project Type:** Mill and overlay
- **Location:** I-70 East Bound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Townships
- **Construction Estimate:** Greater than $10 Million
- **Anticipated Bid Opening:** 1st Quarter 2023

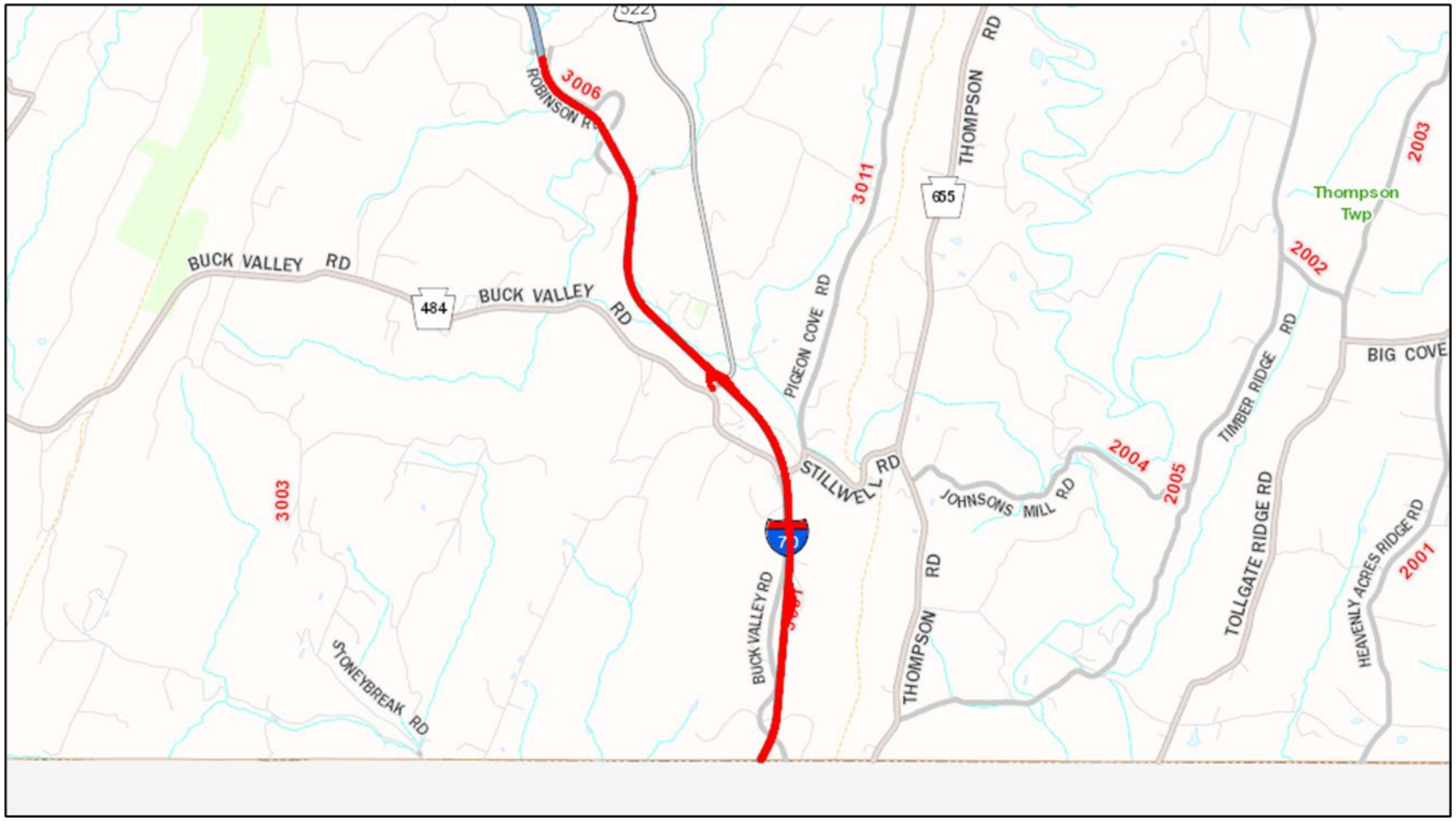
I-70 EAST BOUND AMARANTH TO BEDFORD



I-70 AMARANTH INTERCHANGE TO MD STATE LINE

- **Project Type:** Mill and overlay
- **Location:** I-70 from Amaranth interchange (PA 731) to the Maryland state line in Bethel Township
- **Construction Estimate:** $5.0 to $10.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2023

I-70 AMARANTH INTERCHANGE TO MD STATE LINE



QUESTIONS?

Thank You!