

PENNDOT DISTRICT 9-0 BEDFORD COUNTY

VINCE GREENLAND, P.E.
DISTRICT EXECUTIVE

DISTRICT 9 CONTACTS



Vince Greenland, P.E.
District Executive
vgreenland@pa.gov
(814) 696-7100



Design Related Issues

James Pruss, P.E.
Assistant District Executive—Design
jpruss@pa.gov
Phone: (814) 696-7151



Maintenance Related Issues

Dave Kammerer, P.E.
Assistant District Executive - Maintenance
dkammerer@pa.gov
Phone: (814) 696-7176
Cell: (814) 207-2205



Construction Related Issues

Brad Brumbaugh, P.E.
Assistant District Executive - Construction
brbrumbaugh@pa.gov
Phone: (814) 696-7130
Cell: (814) 932-7839



Blair County Maintenance Issues

Jake Decker
County Manager
jacdecker@pa.gov
Phone: (814) 696-7271
Cell: (814) 329-7374



Bridge Related Issues

Scott Roberts, P.E.
Bridge Engineer
scroberts@pa.gov
Phone: (814) 696-7180
Cell: (814) 414-2556



Traffic Related Issues

Ernest Cascino, P.E.
Traffic Engineer
ecascino@pa.gov
Phone: (814) 696-7231
Cell: (814) 932-8018



Community Relations / Liaison to the Public

Jay Knarr
Press Officer
jknarr@pa.gov
Phone: (814) 696-7101



Cambria County Maintenance Issues

Mike Peachey
County Manager
mpeachey@pa.gov
Phone: (814) 472-7100
Cell: (814) 505-3157



Design Related Issues (Project Specific)

Nicki Donahoe, P.E.
Portfolio Manager
(814) 317-1650



Highway Occupancy Permit Issues

Rodney Hill
Permits Manager
rodhill@pa.gov
Phone: (814) 696-7260
Cell: (814) 934-9584



Fiscal-Related Issues

Matthew Ardary
Fiscal Officer
mardary@pa.gov
Phone: (814) 696-7266



Huntingdon County Maintenance Issues

Tony Tanzi
County Manager
ttanzi@pa.gov
Phone: (814) 643-0150
Cell: (814) 599-0566



Right of Way / Utilities / Environmental Issues

John Ciprich, P.E.
Design Services Engineer
jciprich@pa.gov
Phone: (814) 696-7204



Human Resources Issues

Melissa Matchock
HR Officer
mmatchock@pa.gov
Phone: (814) 696-7240



Bedford / Fulton County Maintenance Issues

Mark Yeckley
County Manager
myeckley@pa.gov
Phone: (814) 623-6144
Cell: (814) 285-2820



Somerset County Maintenance Issues

Joe Kelemen II
County Manager
jkelemen@pa.gov
Phone: (814) 445-7905
Cell: (814) 289-3349



JOIN OUR TEAM!!!

If you have a transportation skills,
PennDOT District 9 has a job for you!

*We are currently seeking candidates for
several essential positions, including:*

- ✓ Engineers
- ✓ Drafters
- ✓ Technicians
- ✓ Interns
- ✓ Inspectors
- ✓ Equipment Operators
- ✓ Diesel Mechanics



Visit employment.pa.gov to apply.



AGENDA

Vince Greenland, District Executive

- Transportation Update

Dave Wolfhope, Assistant Construction Engineer

- Overview for 2024 Construction Season

John Fedesco, Assistant County Maintenance Manager

- Winter Wrap-up
- County Funded Improvements

James Pruss, Assistant District Executive, Design

- Transportation Planning Process
- Future Projects

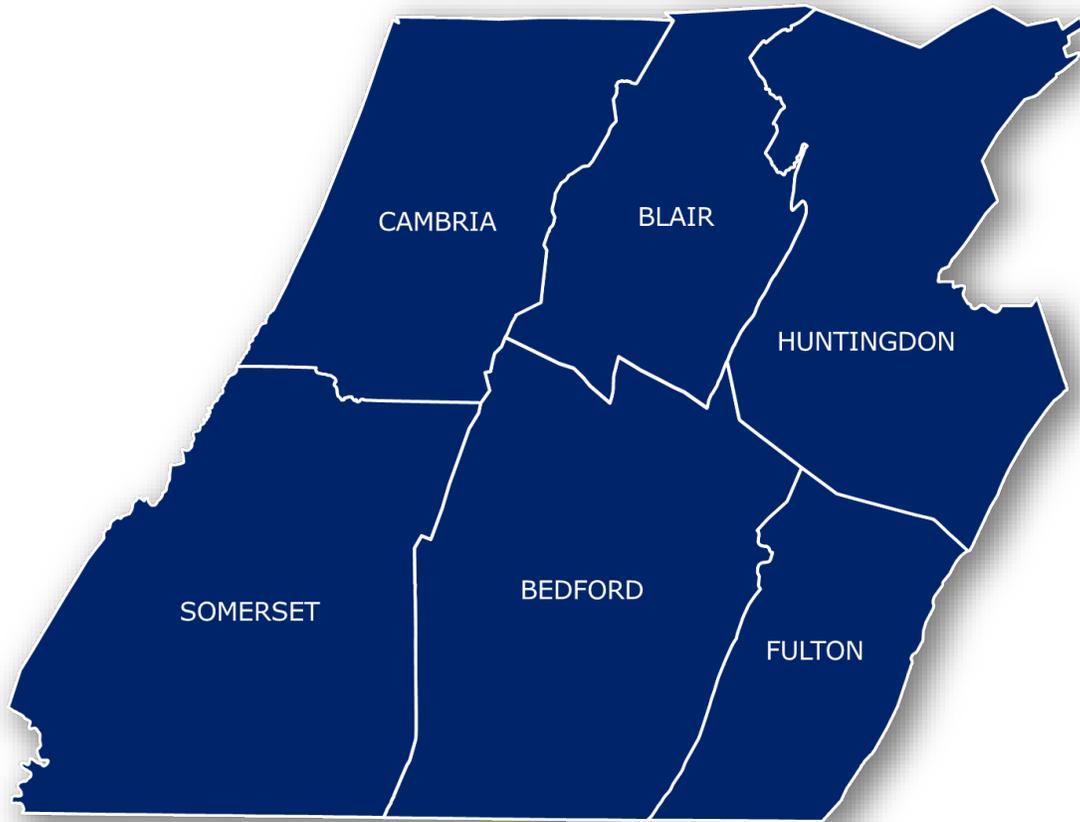
Southern Alleghenies Planning and Development Commission

Matt Bjorkman, Transportation Program Manager

- Local Technical Assistance Program (LTAP)



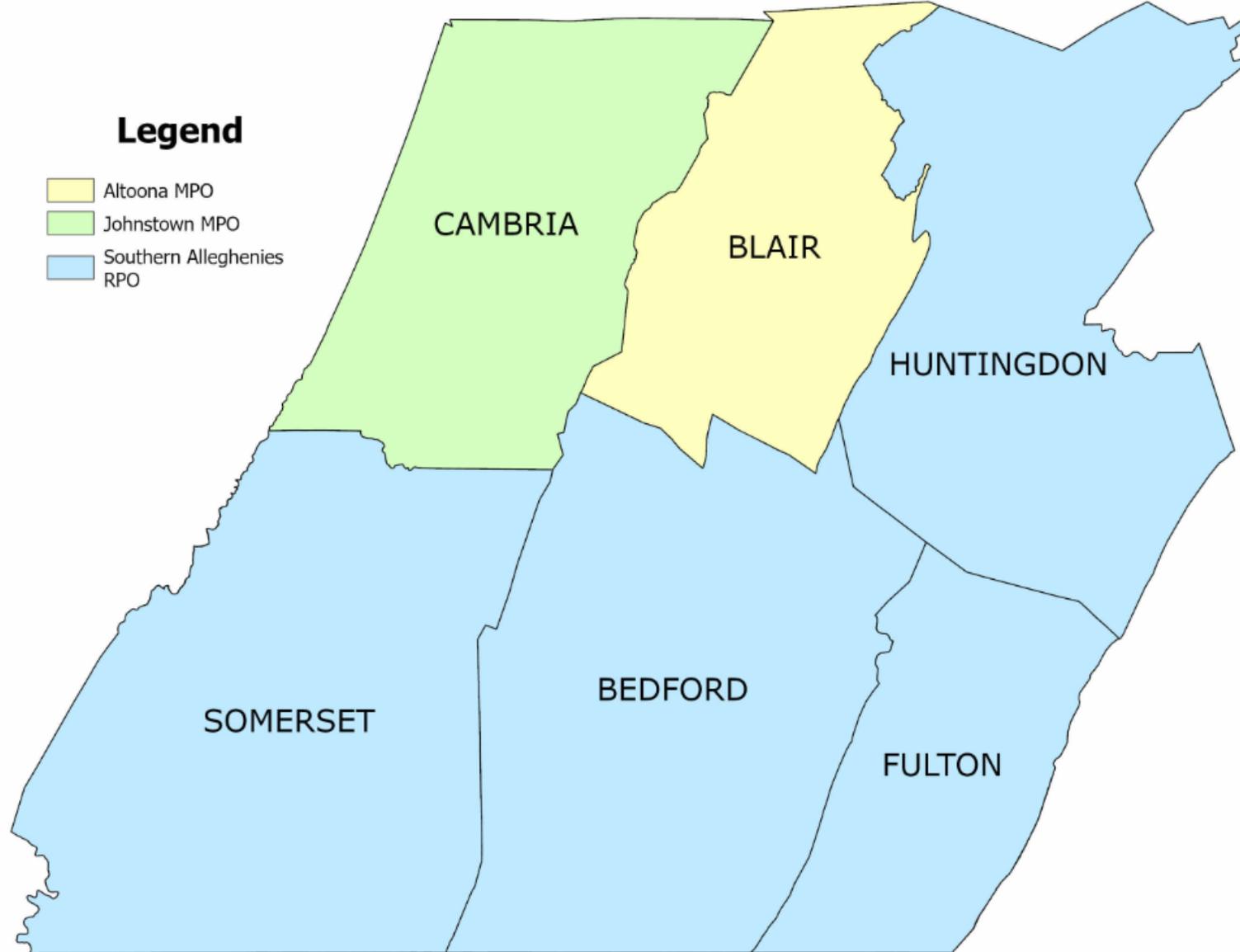
DISTRICT 9: OVERVIEW



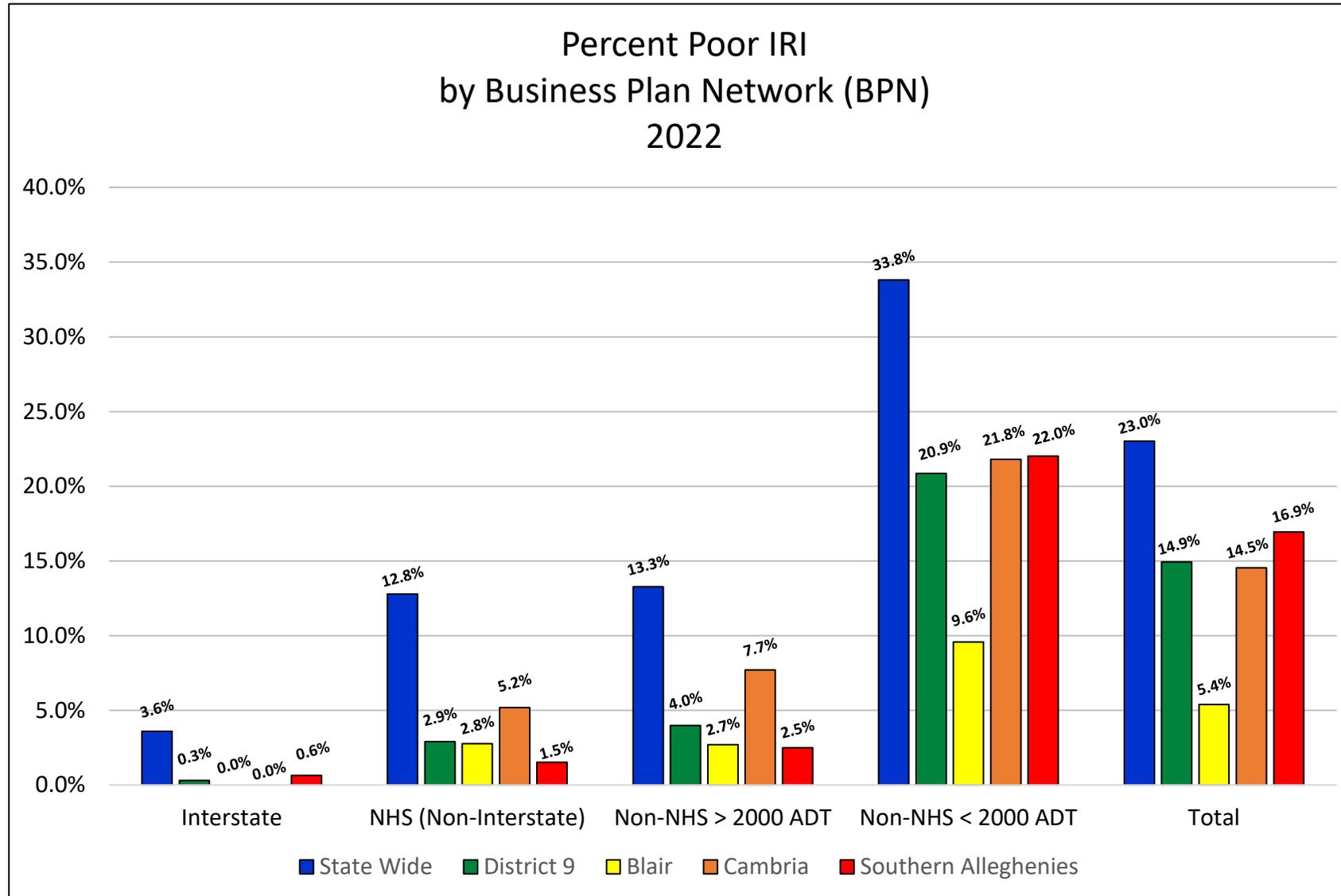
- 6 Counties
- 883 Employees
- Bridges
 - 2,101 State Bridges
 - 2.8% Poor Deck Area
 - 465 Local Bridges
 - 19.0% Poor Deck Area
- 4,004 Miles of Roadway
 - 14.9% Poor IRI



DISTRICT 9: OVERVIEW

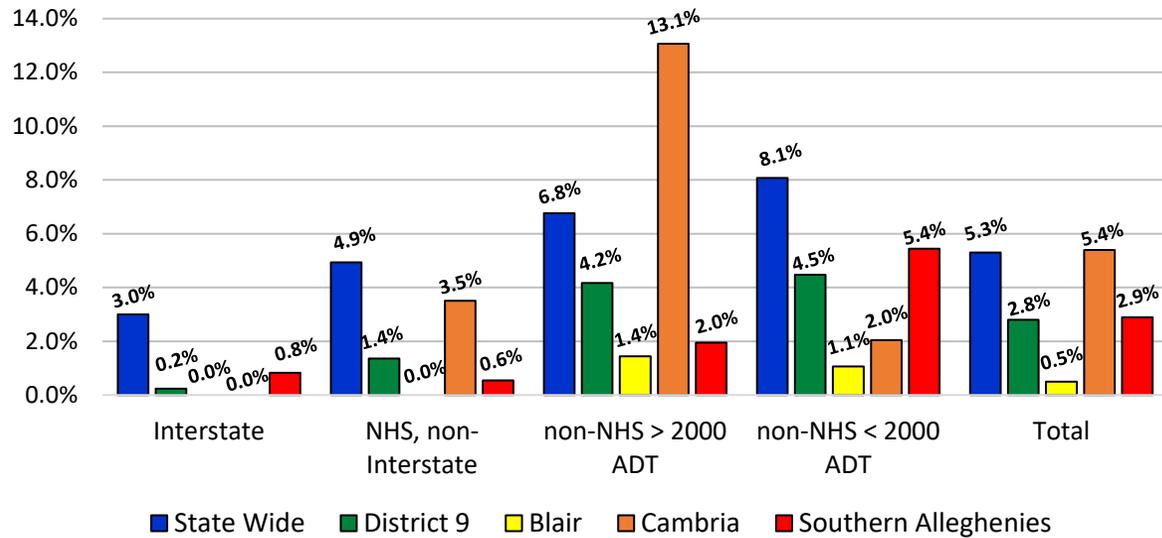


ROADWAY ASSETS

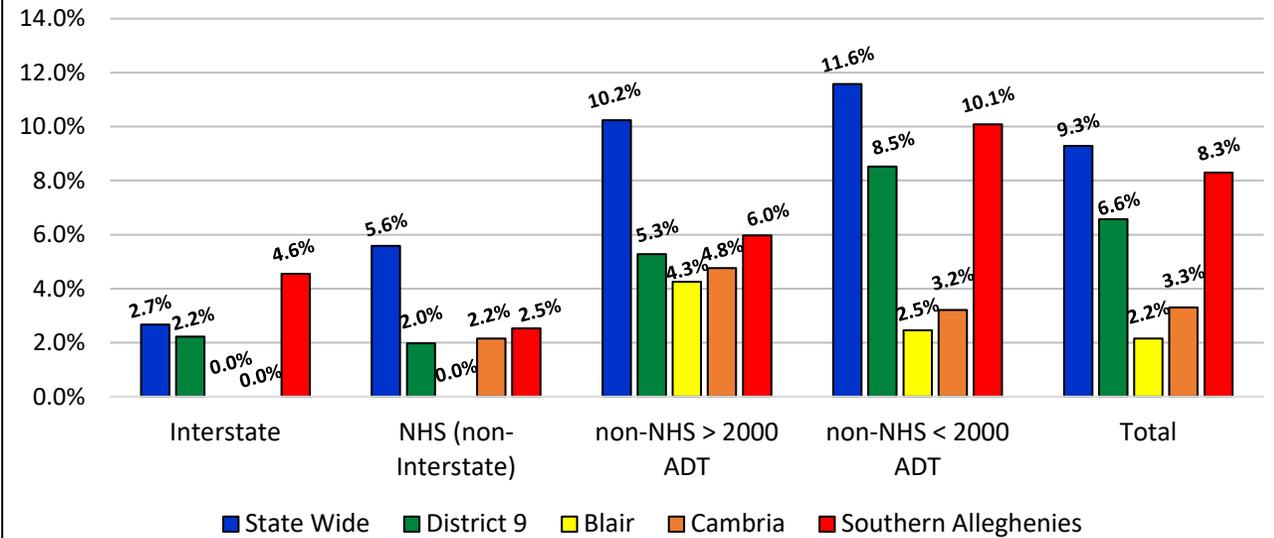


BRIDGE ASSETS

Percent Poor State Owned Bridges by Deck Area (2022)



Percent Poor State Owned Bridges by Count (2022)



LOCAL BRIDGE ASSETS

Poor Local Bridges >20'

Region	2015		Today	
	% Poor by Count	% Poor by Deck Area	% Poor by Count	% Poor by Deck Area
Blair	36.9%	24.9%	28.6% ↓	16.1% ↓
Cambria	43.7%	23.8%	17.4% ↓	9.4% ↓
Southern Alleghenies	41.5%	43.7%	31.2% ↓	26.9% ↓



COUNTY OWNED BRIDGES

- PA Transportation Network History
 - The Road Law of 1762
 - Established the Township as the principal unit for the finance and maintenance of roads
 - Township residences were provided authority to elect road supervisors
 - Enabled supervisors the authority to levy a small road tax for materials and hiring workers
 - Tax could be paid in cash or residents could "work off" the tax burden
 - Special Procedures for Bridges
 - Townships could petition the county courts for relief when the residents believed the cost was too high for them to build
 - Court justices, upon advice from the grand jury, appointed viewers to visit the site and report back their opinion on necessity, placement, and cost of the bridge
 - Justices could then order the county commissioners to take over the bridge from the township or pay for the construction of a new bridge
 - By the end of the 19th century, PA counties assumed responsibilities for thousands of bridges

Source: Report 1998RP00137 - Historic Context for Transportation Networks in Pennsylvania ([Contexts by Topic \(pa.gov\)](#))



COUNTY OWNED BRIDGES

- Sproul Act (May 31, 1911) - Transferred 8,835 miles of highway under control of the Department of Highways
- Penrose Rural Roads Act (June 22, 1931) - Transferred 20,156 miles of rural roads under control of the Department of Highways ("Get the farmer out of the mud" program)

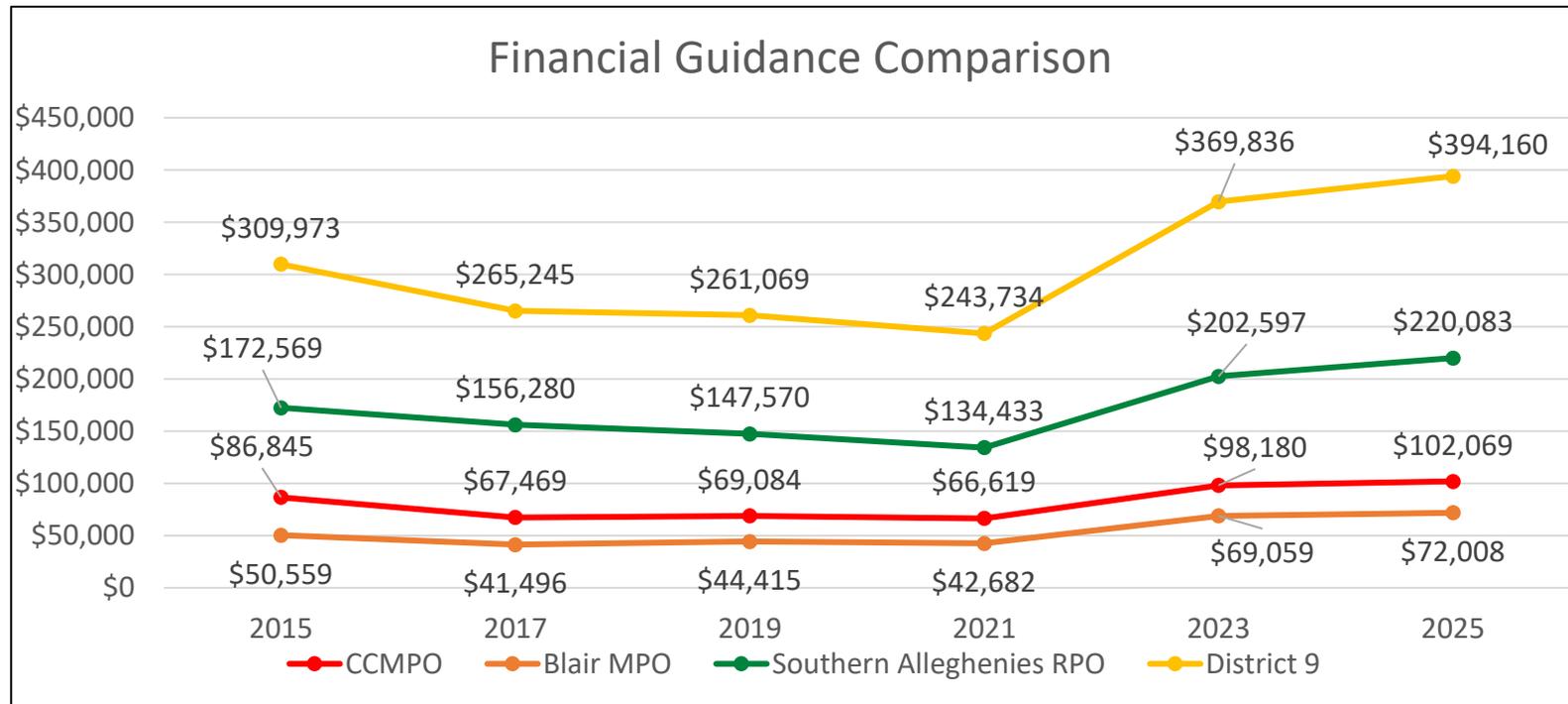
Local Bridge Ownership		
County	County Owned	Township, City or Boro Owned
Bedford	37 (43%)	50 (57%)
Blair	56 (50%)	56 (50%)
Cambria	24 (28%)	62 (72%)
Fulton	3 (12%)	23 (88%)
Huntingdon	20 (35%)	37 (65%)
Somerset	63 (67%)	31 (33%)
District 9	203 (44%)	259 (56%)



2025 PROGRAM HIGHLIGHTS

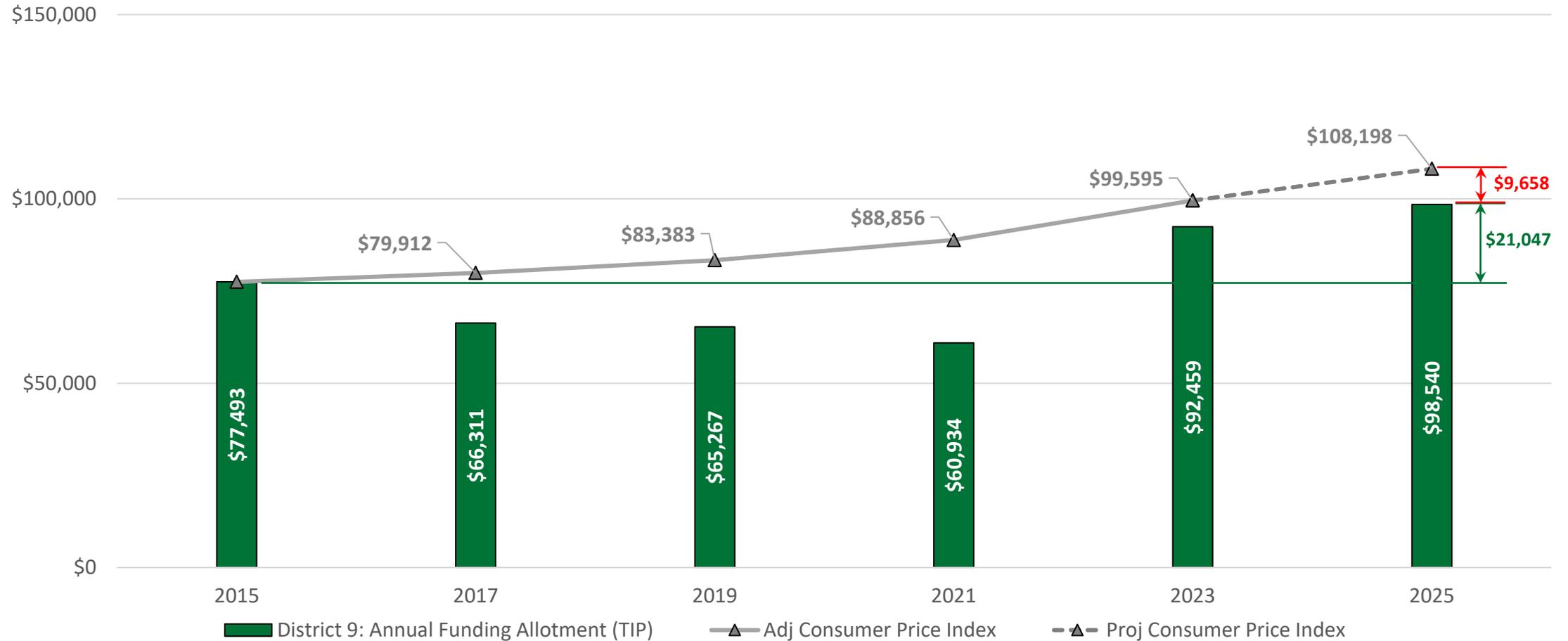
TIP FINANCIAL GUIDANCE COMPARISON

	Act 89				BIL		2023-2025 TIP Difference	
Planning Region	2015 TIP (000's)	2017 TIP (000's)	2019 TIP (000's)	2021 TIP (000's)	2023 TIP (000's)	2025 TIP (000's)	\$ (000's)	%
CCMPO	\$ 86,845	\$ 67,469	\$ 69,084	\$ 66,619	\$ 98,180	\$ 102,069	\$ 3,889	4.0%
Blair MPO	\$ 50,559	\$ 41,496	\$ 44,415	\$ 42,682	\$ 69,059	\$ 72,008	\$ 2,949	4.3%
S Alleghenies RPO	\$ 172,569	\$ 156,280	\$ 147,570	\$ 134,433	\$ 202,597	\$ 220,083	\$ 17,486	8.6%
District 9-0	\$ 309,973	\$ 265,245	\$ 261,069	\$ 243,734	\$ 369,836	\$ 394,160	\$ 24,324	6.6%



LOSS OF BUYING POWER OVER TIME

2015 Buying Power Adjusted For Inflation: Consumer Price Index

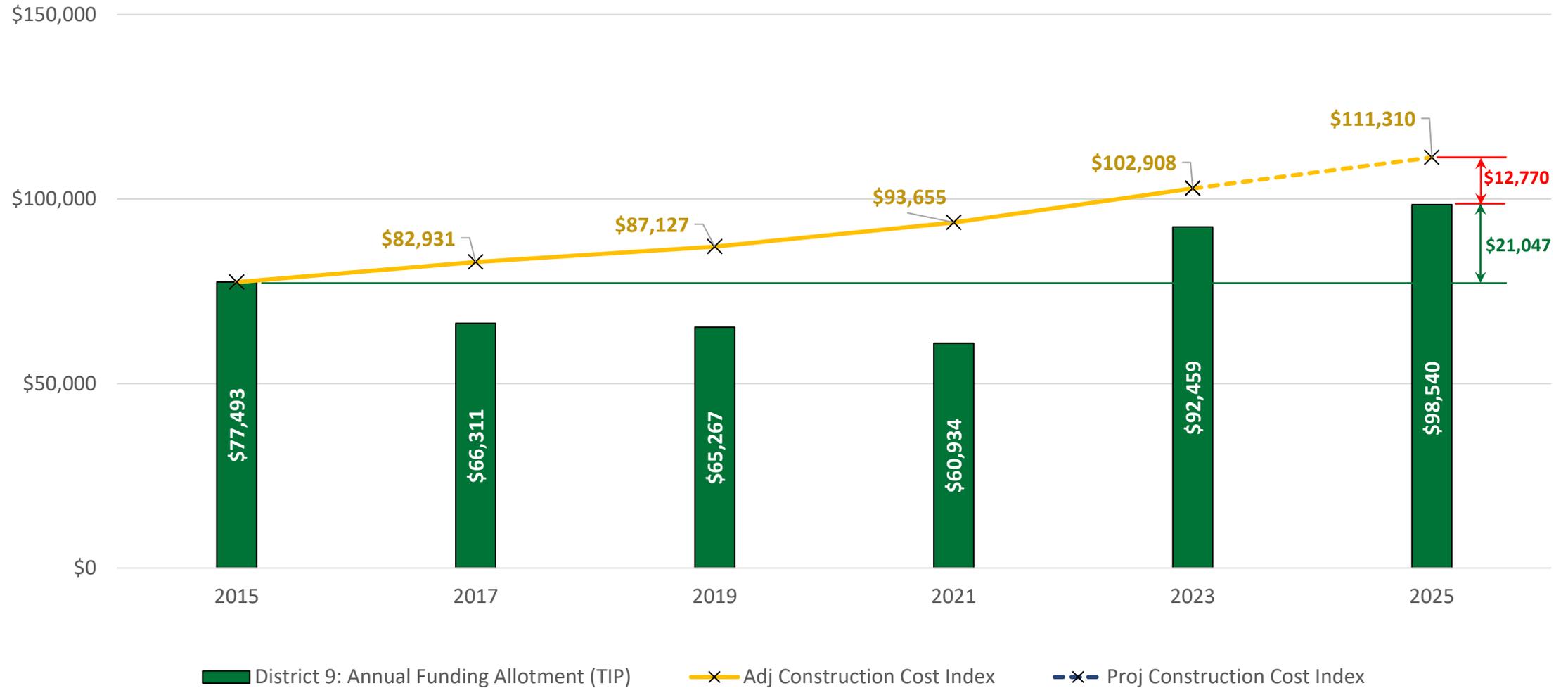


CPI - Measure of average change over time in prices paid by urban consumers for a range of goods and services



LOSS OF BUYING POWER OVER TIME

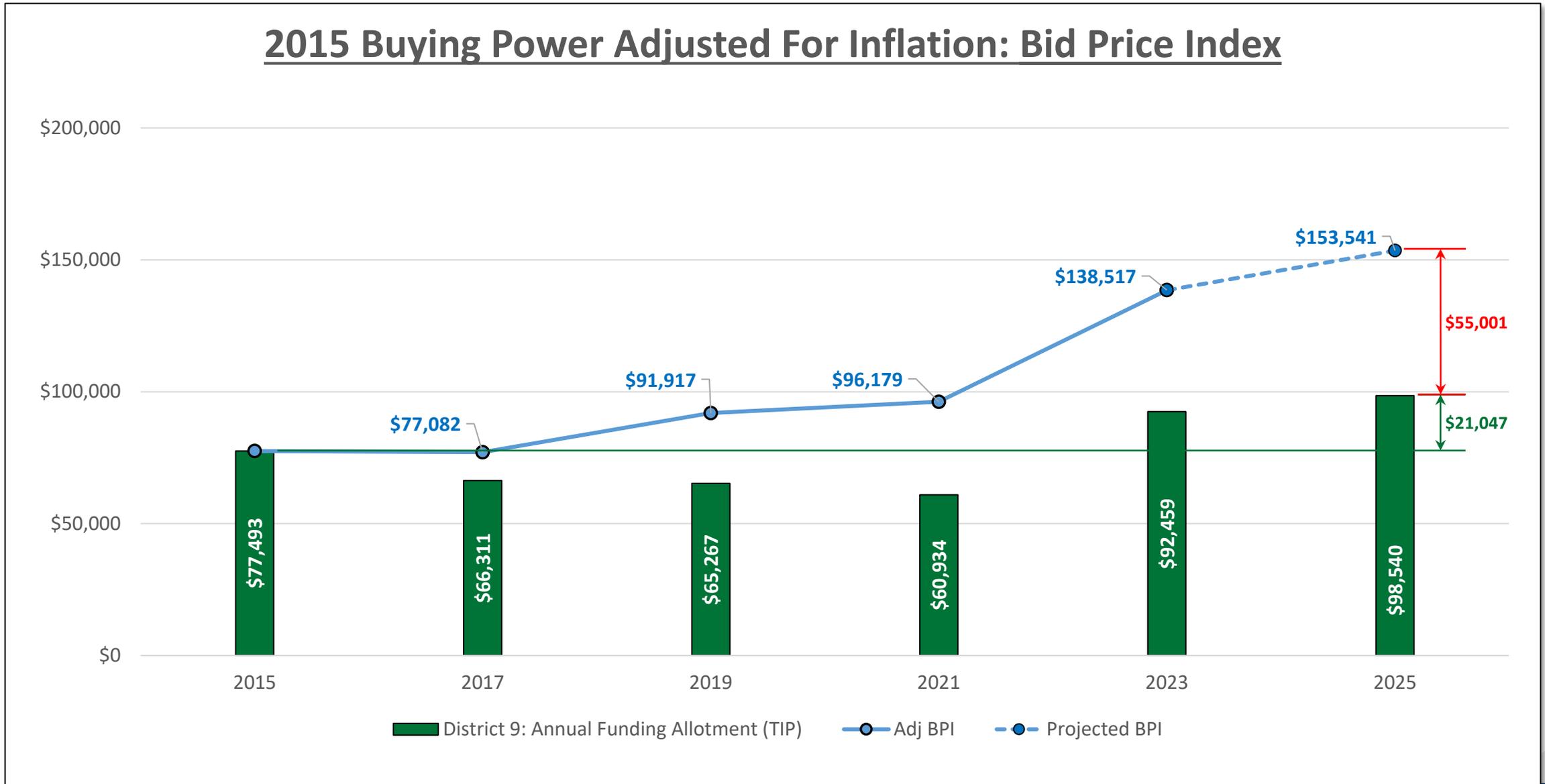
2015 Buying Power Adjusted For Inflation: Construction Cost Index



CCI - Measure of average wage and benefit rates for 20 cities as well as structural steel, bulk portland cement and lumber



LOSS OF BUYING POWER OVER TIME



BPI - Measure of annual cost trends for key PennDOT construction materials: Aggregate, Excavation, Asphalt, Structural Steel, Concrete, Re-Bars



LOSS OF BUYING POWER

Rock Salt

2015 Average price per ton	2024 Average price per ton
\$76.34	\$90.88



Asphalt

2015 Average price per ton	2024 Average price per ton
\$57.95	\$72.83



LOSS OF BUYING POWER

Tandem Plow Truck

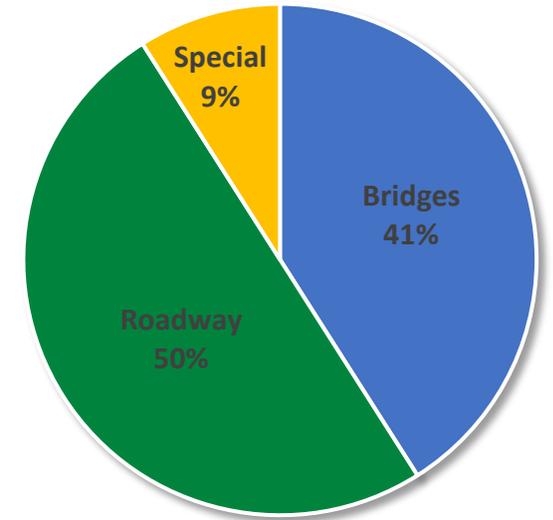
2015 Average cost	2024 Average cost
\$166,907	\$317,218



2025 PROGRAM FUNDING HIGHLIGHTS

Districtwide

- 41% of anticipated funding is dedicated to bridges
 - 28.4% of this bridge funding is dedicated to bridges on local network or low volume/non-federal aid routes
- 50% of anticipated funding is dedicated to roadways
 - 30% of this roadway funding is dedicated to the NHS
- Remaining funding is for special purposes including safety, congestion mitigation and air quality, and carbon reduction improvements



2025 TIP UPDATE PRIORITIES

- MPO/RPO and PENNDOT review the candidate list for possible inclusion in the program
 - Carryover projects
 - Transportation Asset Management Plan/Performance Management
 - Bridge
 - Roadway
 - Strategic Highway Safety Plan
 - Long Range Transportation Plan
 - County/Local Priorities
 - Other plans and studies
- Planning Partners and PENNDOT review project information and establish project priorities



2025 TIP FINANCIAL GUIDANCE

Annual Averages (\$000's)

	Bridge	Roadway	Safety	Other	Total
CCMPO	\$ 9,082	\$ 13,349	\$ 1,102	\$ 1,984	\$ 25,517
BCMPO	\$ 7,955	\$ 8,179	\$ 1,275	\$ 594	\$ 18,002
SARPO	\$ 24,178	\$ 28,203	\$ 1,574	\$ 1,066	\$ 55,021
Total	\$ 41,214	\$ 49,732	\$ 3,951	\$ 3,644	\$ 98,540



SA RPO CARRYOVERS

	(\$000s)
Base Financial Guidance amount	\$220,083
Anticipated carryover amount	<u>- \$170,943</u>
Total funding available for new projects	\$49,140

Carryovers*

Local Bridges: \$12.9 Million

State Bridges: \$54.0 Million

Roadways: \$85.2 Million

Other: \$18.9 Million

*Totals do not include US 219 New 4-Lane

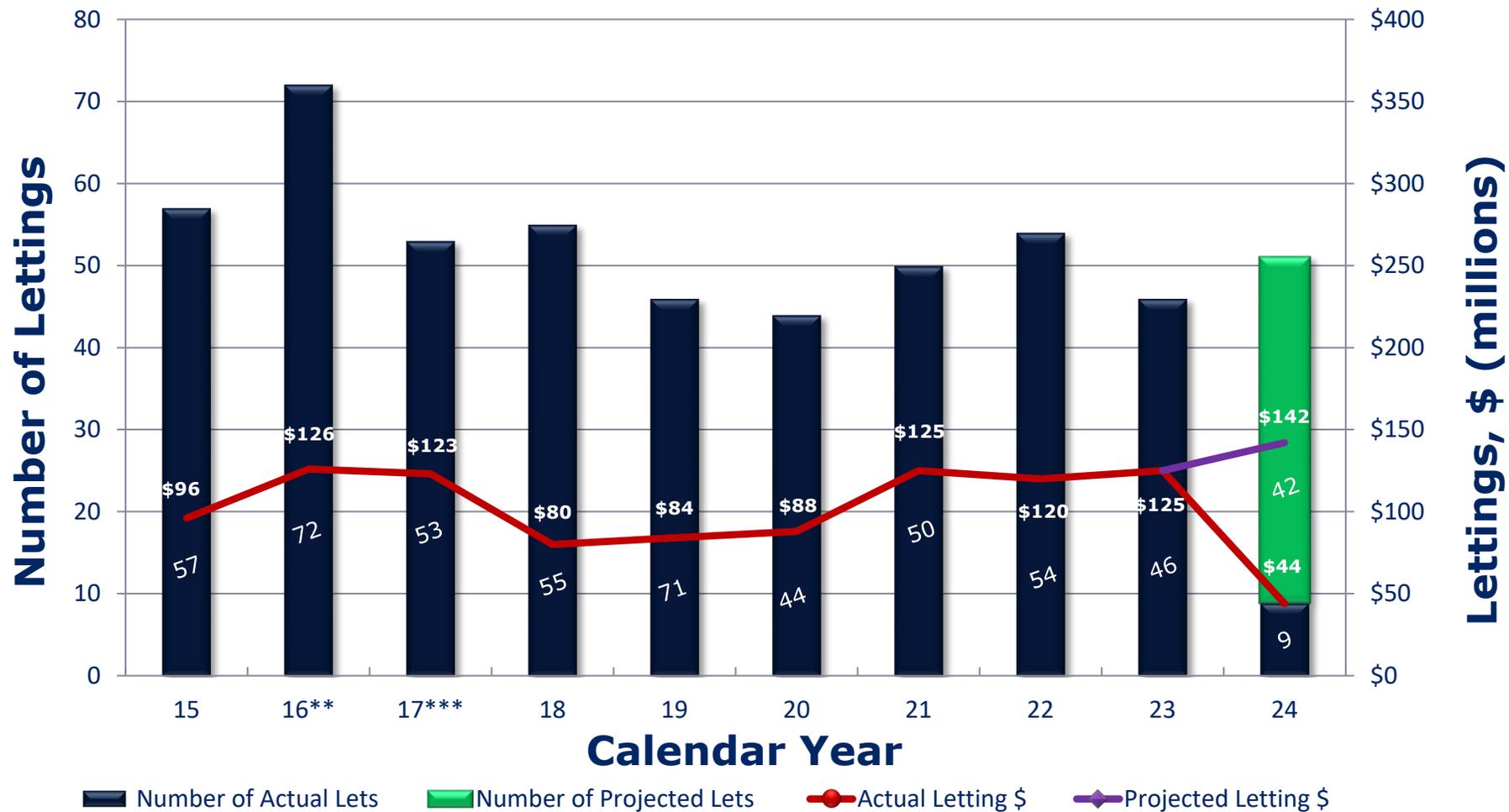


SOUTHERN ALLEGHENIES 2025 TIP SUMMARY

	(\$000s)	#
Base Financial Guidance Amount	\$220,083	156
Roadway Total	\$125,283	43
Raised Pavement Markings (\$200K/year)	\$400	2
Safety (Includes \$334K Line Item)	\$9,555	5
Highway Restoration	\$111,322	36
Environmental Monitoring (Line Item)	\$100	-
Carbon Reduction (Line Item)	\$3,906	-
Bridge Total	\$94,800	113
Bridge Preservation Line Item	\$270	-
State Bridges	\$75,156	97
Local Bridges (Includes Line Item for Bedford #1 Priority)	\$19,374	16



DISTRICT 9-0 PROJECT LETTINGS

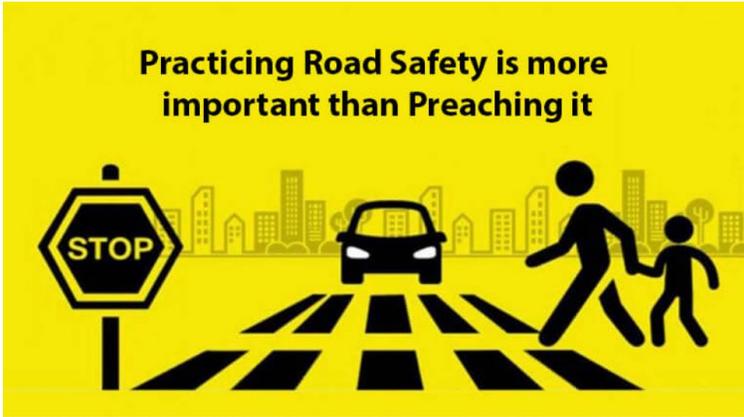


** 2016 totals do not include US 219 Somerset to Meyersdale Paving Contract (\$52M)

*** 2017 totals do not include US 219 ITS Contract (\$1.6M): Includes I-99 (\$27.8M)

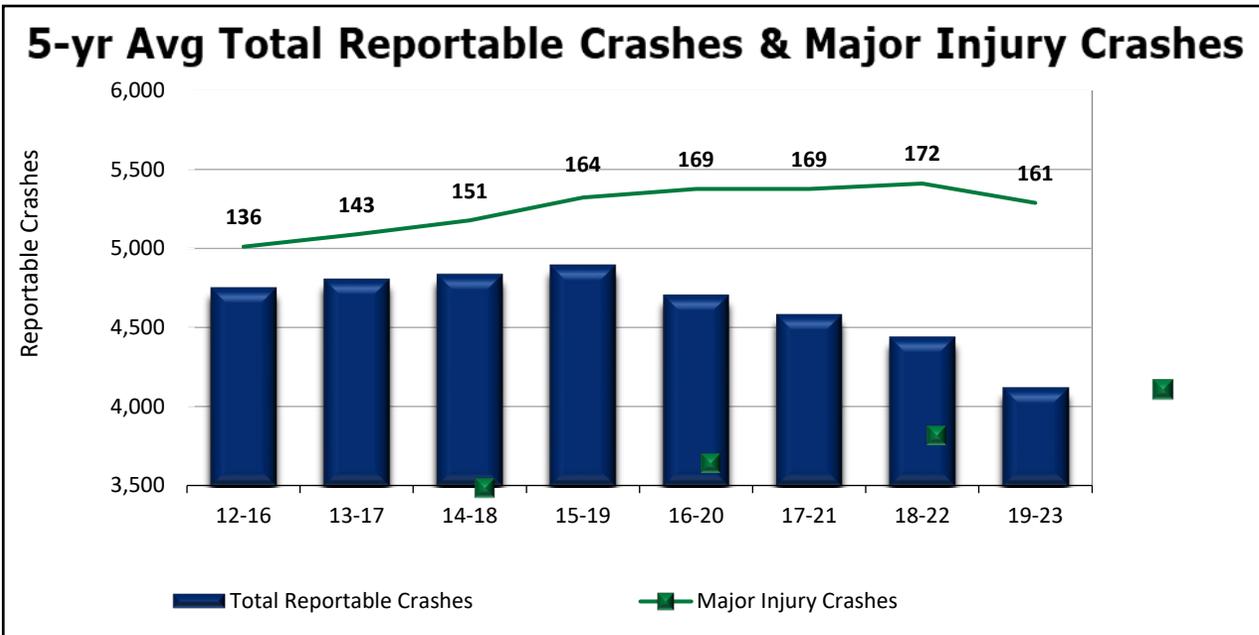
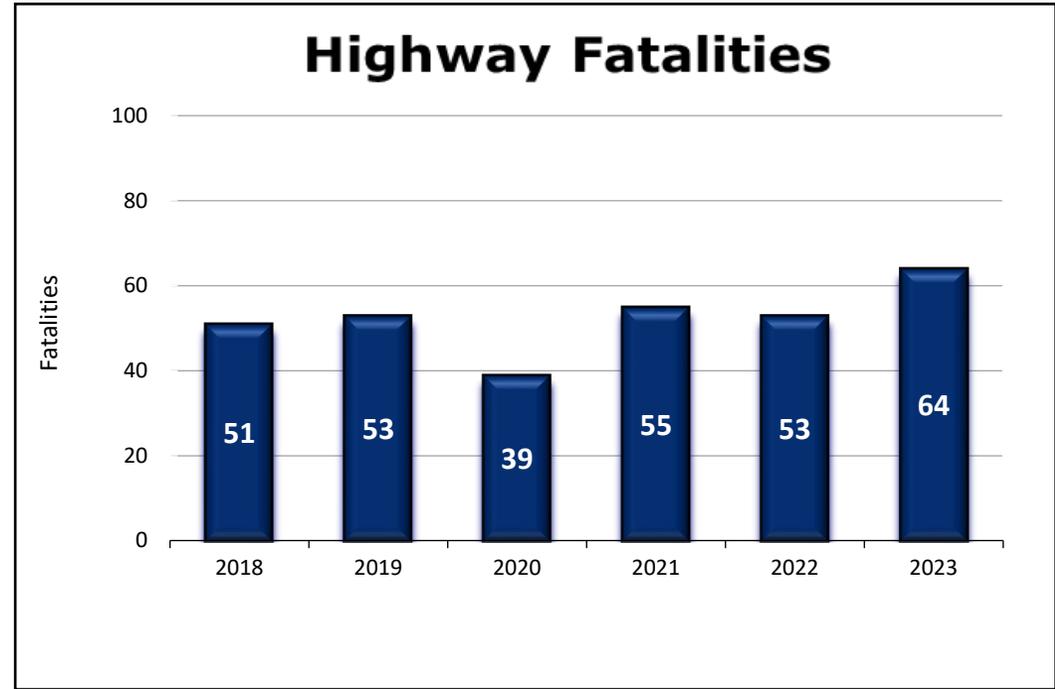


SAFETY

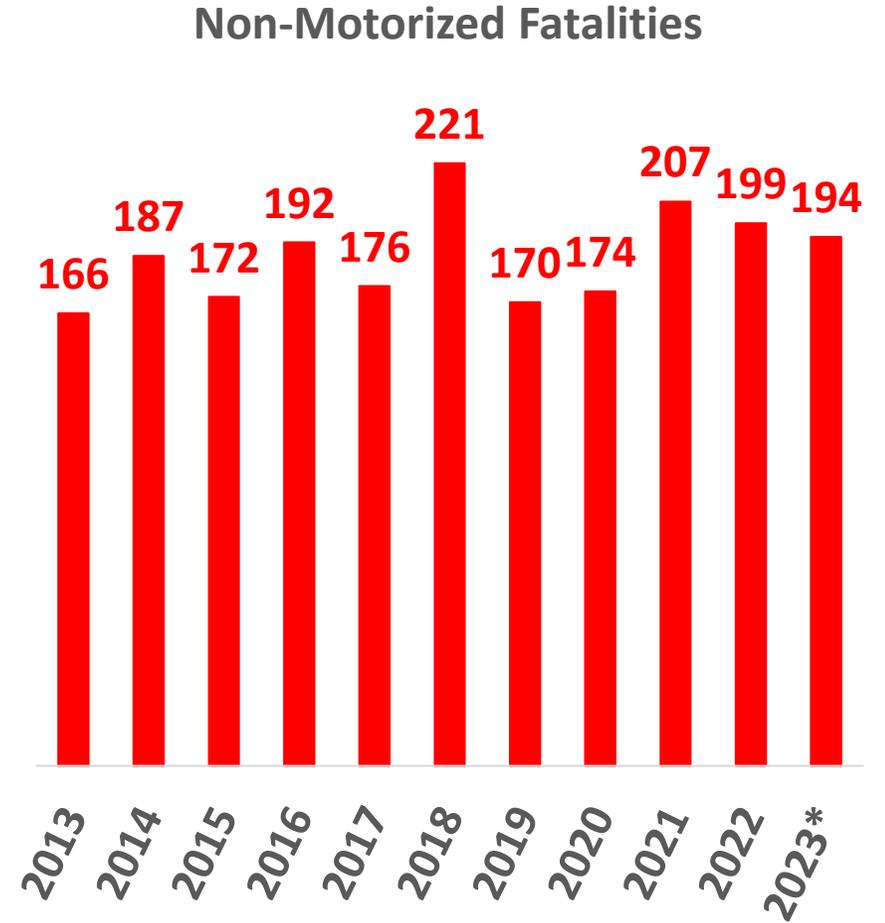
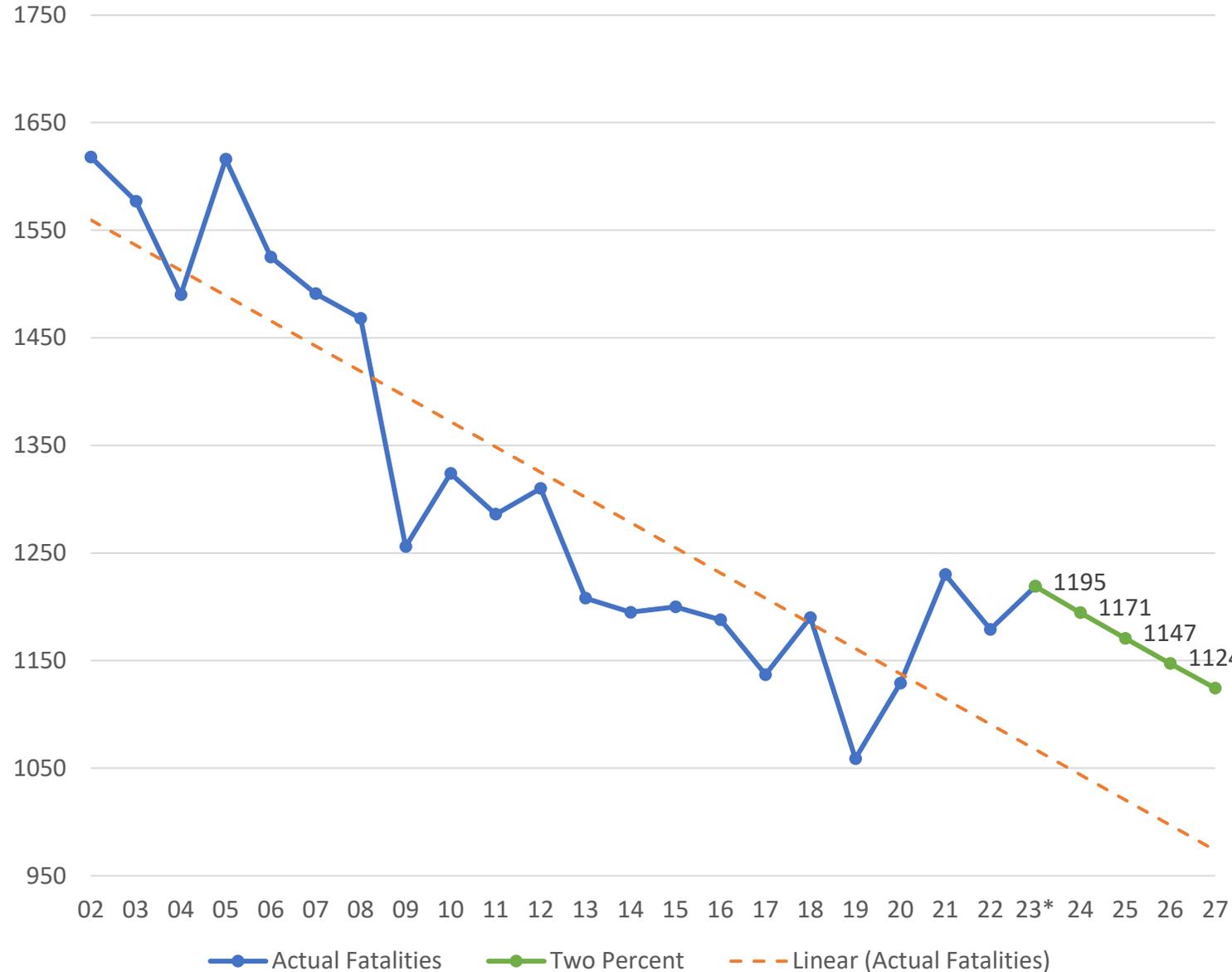


District 9

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



FATALITIES - STATEWIDE



*Reportable crash data for 2023 is not complete



SAFETY

District TTCZ Performance Summary

D9-0				Mobility Metrics					Management Metrics					
2020	Trend from '19	State Avg.												
Safety Metrics				Peak Delay (hr.)		63K		328K	Traffic Control QA/QC		92		90	
TTCZ Crashes per Year		30		129	Non-Peak Delay (hr.)		322K		1,553K	Work Zone Intrusions		10		7.7
Rear-End Crashes		15		50	% Time Queue >1mi.		26%		22%	PSP Assist.		\$65K		\$387K
Veh. Crash Speed over WZSL		32%		28%	TTR: Planning Time Index		1.16		1.20 (on-time arrival TT multiplier)					

TTCZ Crash Location

14

- 20/21
 - Maintenance: 99 Statewide Work Zone Intrusion
 - District 9: 12 with 2 disabling injuries
 - Contractors:
 - District 9: 9 Work Zone Intrusions (2 that required Medical Attention)
- 22/22
 - Maintenance 143 Statewide Work Zone Intrusion
 - District 9: 6 Work Zone Intrusions with No Injuries
 - Contractors:
 - District 9: 4 Work Zone Intrusions (2 that required Medical Attention)
- 23/24
 - Maintenance 154 Statewide Work Zone Intrusion
 - District 9: 15 Work Zone Intrusions with one Injuries



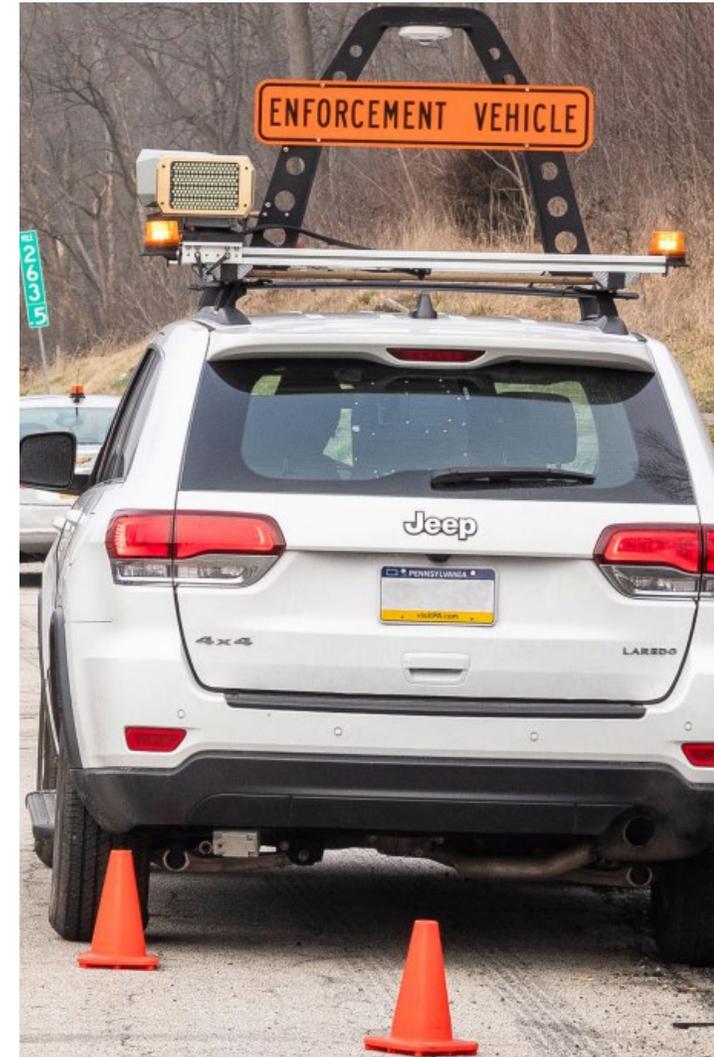
WORK ZONE SPEED SAFETY CAMERAS

- HB 1284 (Act 38)
 - Signed into law December 14, 2023
 - Permanent program February 15, 2024
 - Enhancements to approach signage

WZSSC

- Reduce speeds in work areas
 - Improve driver behavior
 - Save worker and traveler lives
- Complement existing enforcement by PSP
 - Promote work zone safety

www.workzonecameras.penndot.gov



WZSSC

- Candidate Projects
 - Core network
 - Lane closures with free flow traffic
 - Contract or Maintenance
- Work Zone Speed Limit
 - TE-162
 - HSTO Chief Approval for WZSSC
- Annual Meeting
 - District & WZSSC - identify projects
- Project Coordination Meeting
 - WZSSC, IIC, Contractor - overview
- Field Implementation
 - WZSSC weekly schedule
 - Vendor coordinates with Contractor
 - Vendor brings all required traffic devices

DISTRICT 9 DEPLOYMENTS SUMMARY (2023)										
Project	Work Zone Posted Speed Limit	Threshold Speed Limit	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-70 Section 033	55	66	5	52	10	45	12.19%	0.35%	67.30	1.30
I-70 Section 034	55	66	21	198	9	157	12.88%	0.37%	68.01	2.01
I-99 Section TD	60	71	9	81	9	73	6.00%	0.43%	76.40	5.40
US 219 Section 52B	65	76	23	49	2	40	3.05%	0.14%	78.14	2.14
SR 4034 Section 04B (I-99)	60	71	8	279	35	226	14.12%	1.22%	73.70	2.70
US 219 Maintenance	55/65***	66/76***	3	5	2	3	7.59%	0.58%	71.73	2.40
Total	N/A**	N/A**	69	664	10	544	9.30%	0.51%	N/A**	N/A**
Statewide Totals/Averages	N/A**	N/A**	3,161	537,635	170	452,563	23.90%	4.72%	N/A**	N/A**

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

** This metric is not calculated overall due to the varied speed limits present

*** Project posted varying speed limits

Reduced Work Zone Speed Limit

Maintain Normal Speed Limit Through WZ



BEDFORD COUNTY CONSTRUCTION PROJECTS

DAVID S. WOLFHOPE, P.E.

ASSISTANT CONSTRUCTION ENGINEER

AWARDED CONTRACTS

INTERSTATE 70: BREEZEWOOD TO FULTON CO.

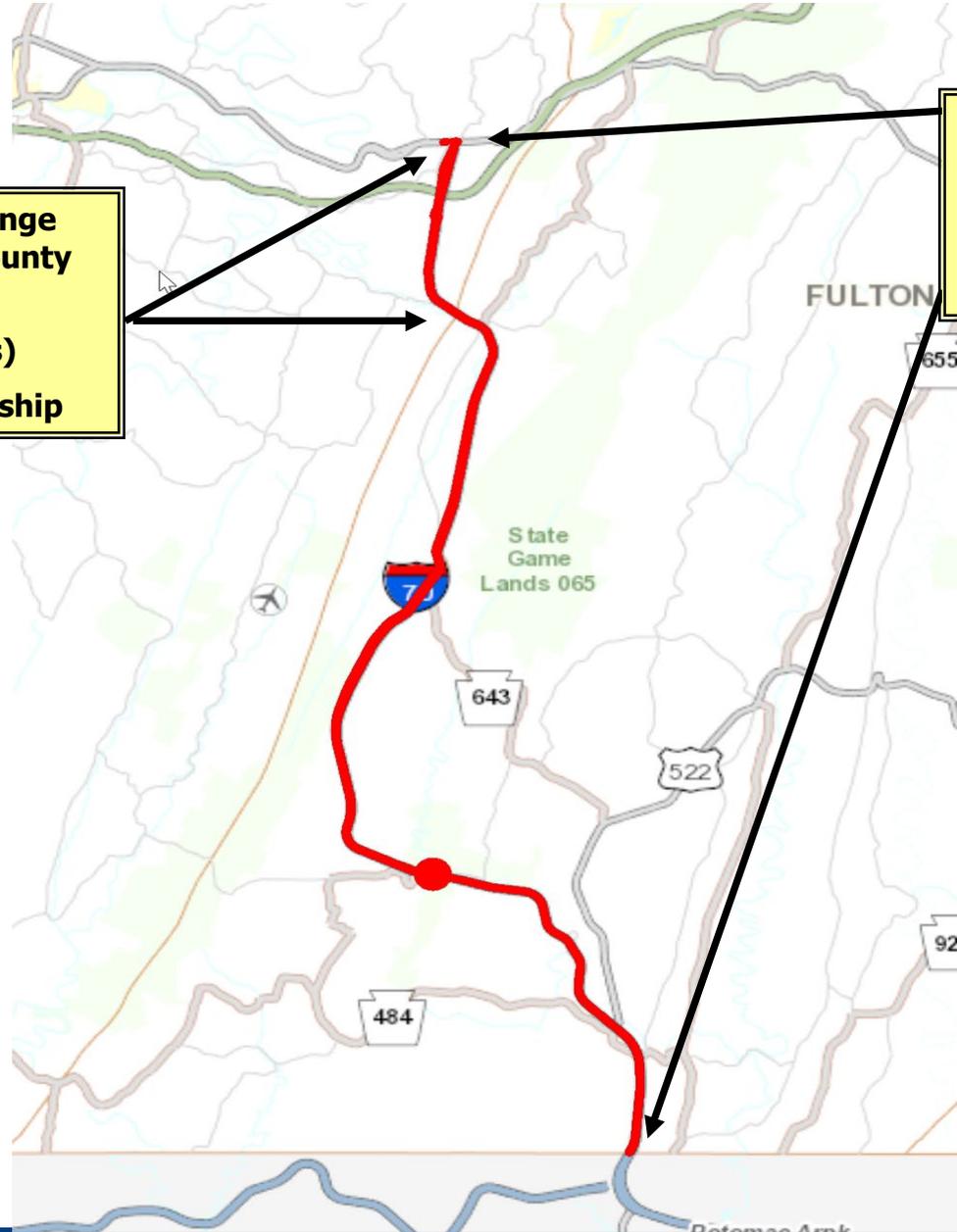


- **Scope:** Resurfacing (4.0 Miles), Guide Rail, Structure Rehabilitation and Drainage Upgrades (to Maryland Line)
- **Traffic Control:** Long Term Traffic Control – Phased Setups
- **Construction Timeframe:** June 2021 – July 2024
- **Contractor:** Cottle's Asphalt Maintenance, Inc.
- **Current Contract:** \$23,514,957



INTERSTATE 70: BREEZEWOOD TO FULTON CO.

**I-70 from 30 Interchange
south to the Fulton County
Line**
Resurfacing (4.0 Miles)
East Providence Township



**I-70 from Route 30
Interchange south to the
Fulton County Line**
**Drainage (To the Maryland
State Line)**



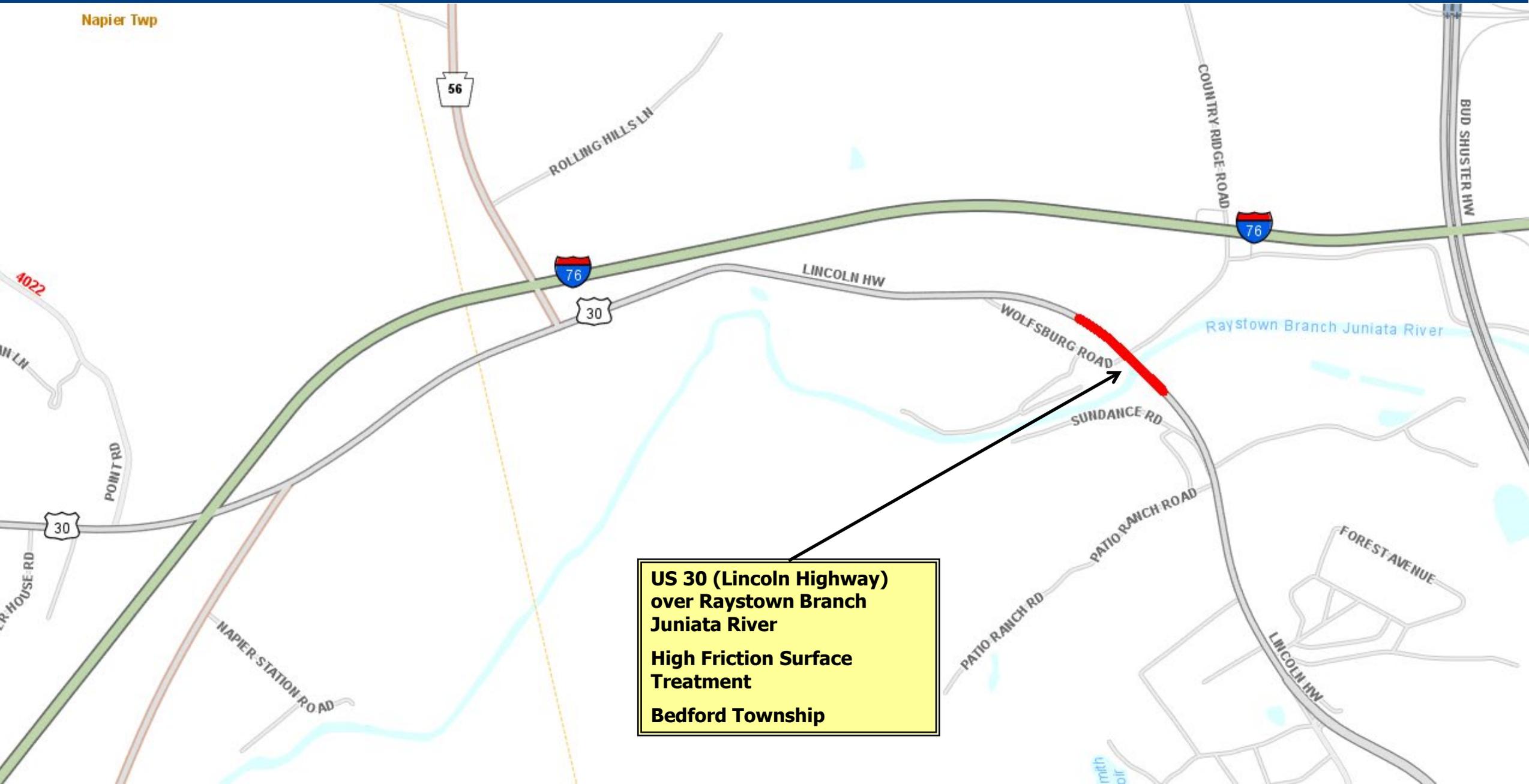
S ALLEGHENIES HFST AND SIGNAL ENHANCEMENT



- **Scope:** Placement of High Friction Surface Treatment (HFST) and signal enhancements in Bedford, Fulton, Huntingdon and Somerset counties
- **Traffic Control:** Daylight flagging
- **Construction Timeframe:** April – October 2024
- **Contractor:** RAM Construction Services of Michigan, Inc.
- **Current Contract:** \$3,441,194



S ALLEGHENIES HFST AND SIGNAL ENHANCEMENT

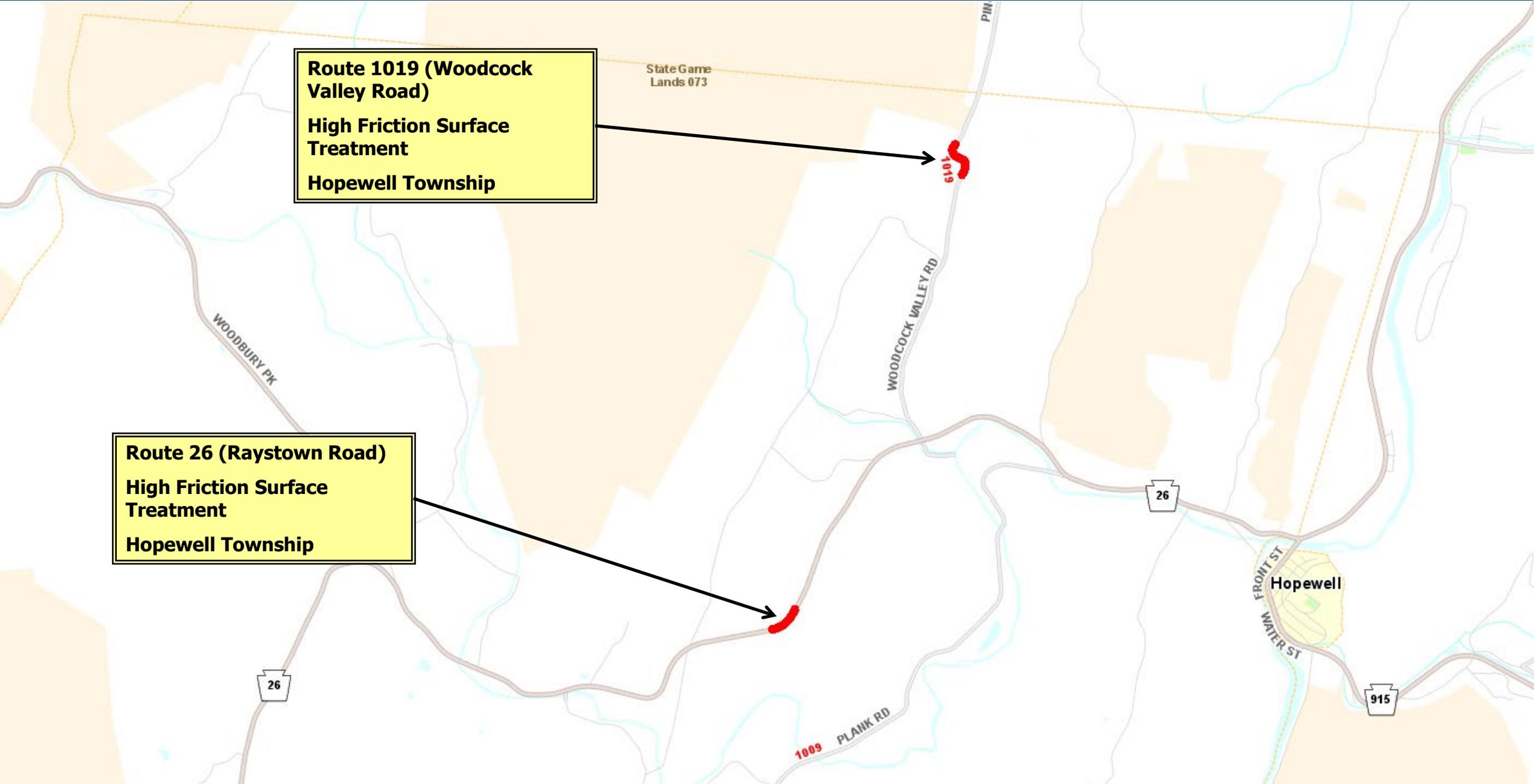


**US 30 (Lincoln Highway)
over Raystown Branch
Juniata River**
**High Friction Surface
Treatment**
Bedford Township

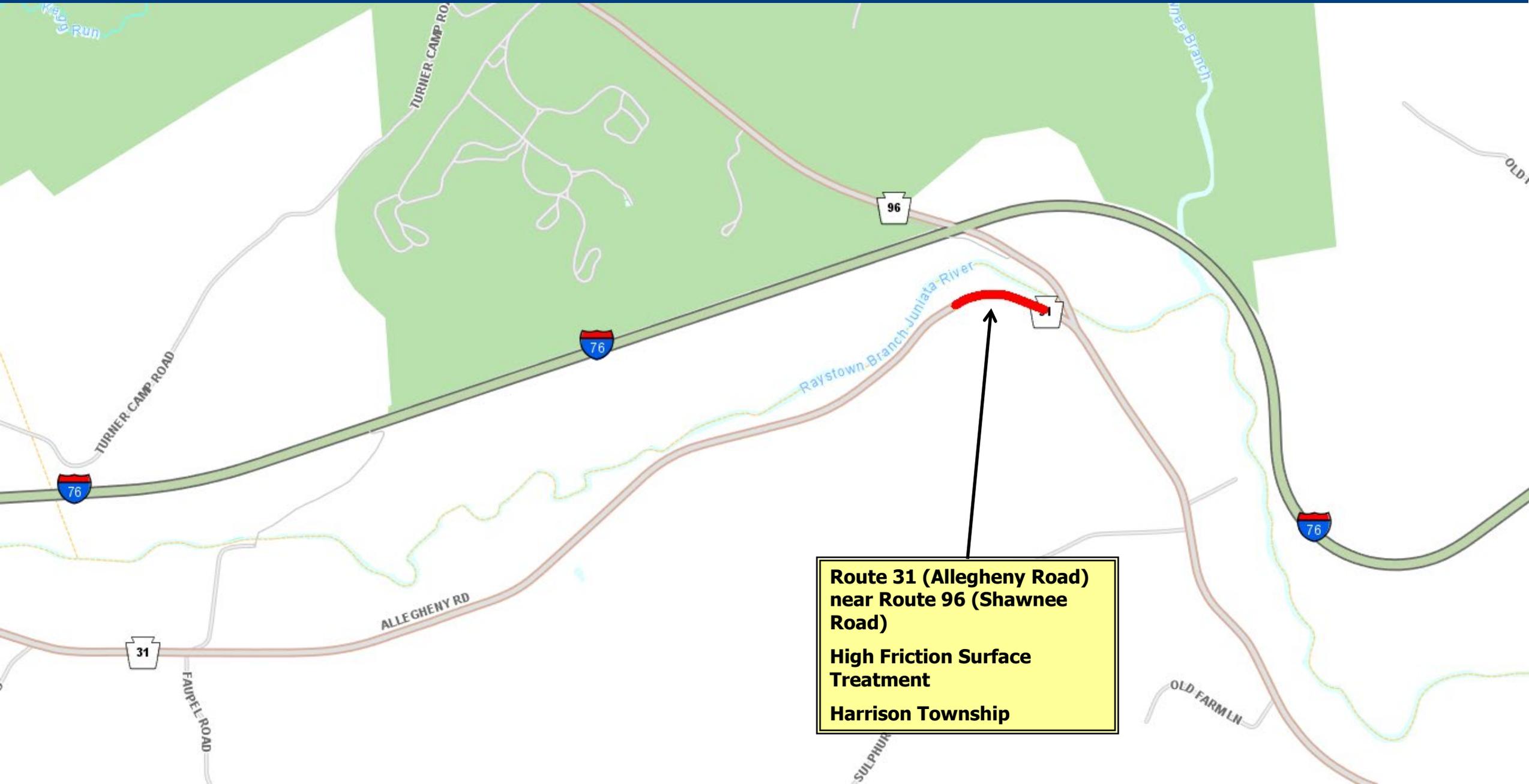
S ALLEGHENIES HFST AND SIGNAL ENHANCEMENT

Route 1019 (Woodcock Valley Road)
High Friction Surface Treatment
Hopewell Township

Route 26 (Raystown Road)
High Friction Surface Treatment
Hopewell Township



S ALLEGHENIES HFST AND SIGNAL ENHANCEMENT



**Route 31 (Allegheny Road)
near Route 96 (Shawnee
Road)**

**High Friction Surface
Treatment**

Harrison Township

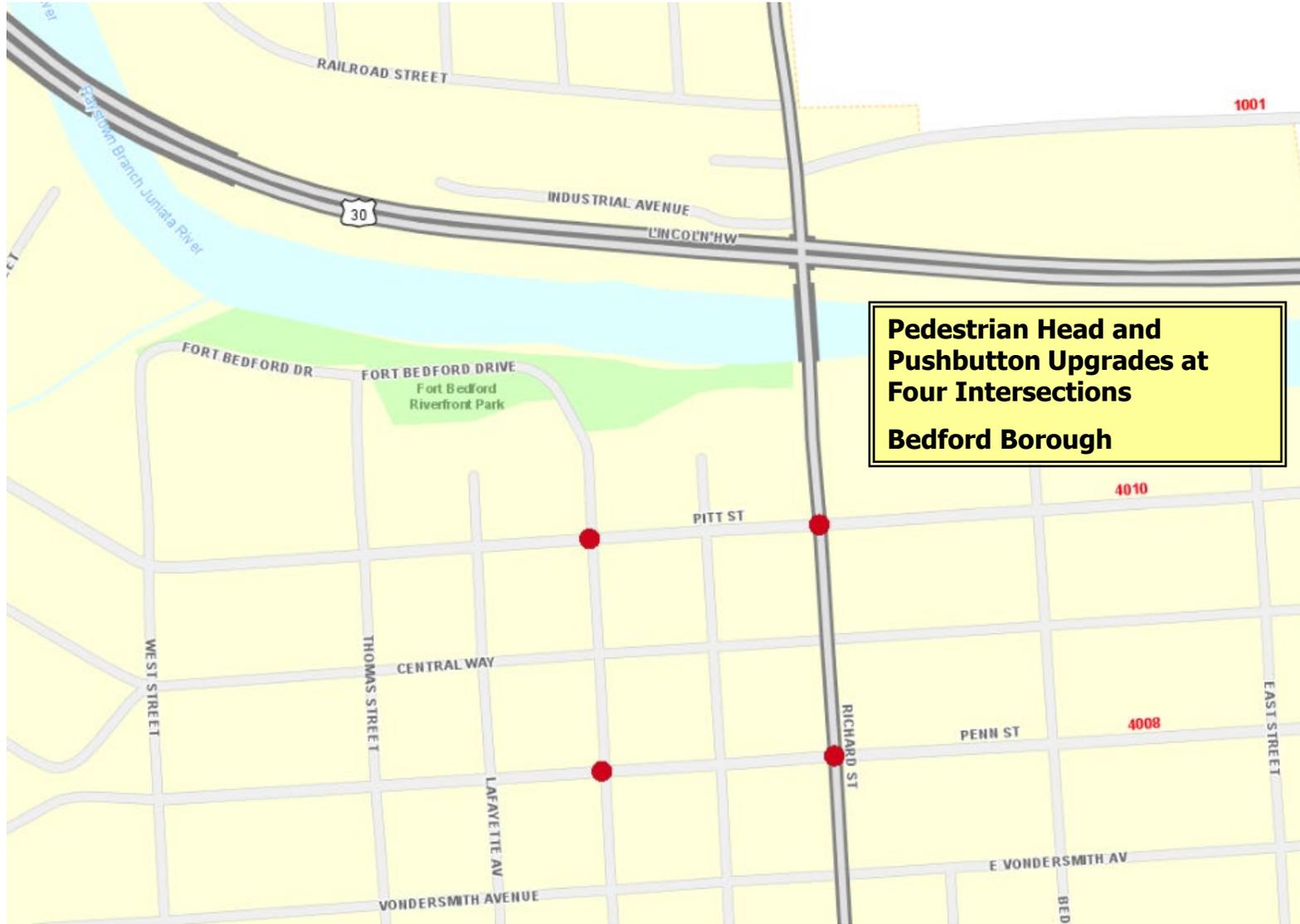
VULNERABLE ROAD USERS: TIER 1 & 2 SIGNALS



- **Scope:** Safety Upgrades to Pedestrian Signal Heads and Push Buttons
- **Traffic Control:** Daylight Flagging
- **Construction Timeframe:** January - October 2024
- **Contractor:** Bronder Technical Services, Inc.
- **Current Contract:** \$242,544



VULNERABLE ROAD USERS: TIER 1 & 2 SIGNALS



2024 S. ALLEGH. INTERCHANGE LIGHTING



- **Scope:** Repair and Maintenance of Highway Lighting and LED upgrades
- **Traffic Control:** Daylight Flagging
- **Construction Timeframe:** April - October 2024
- **Contractor:** Kuharchik Construction, Inc.
- **Current Contract:** \$2,467,050



2024 S. ALLEGH. INTERCHANGE LIGHTING



T-317 MOUNTAIN ROAD BRIDGE



- **Scope:** Structure Replacement with 1-Span Prestressed Concrete Spread Box Beam Bridge
 - Bid with T-305 Bennett Road Bridge
- **Traffic Control:** Detour (8.7 miles)
- **Construction Timeframe:** April - November 2024
- **Anticipated Detour Implementation Date:** April 2024
- **Anticipated Date Detour to be Lifted:** September 2024
- **Contractor:** Wen-Brooke Contracting Inc.
- **Current Contract:** \$740,762



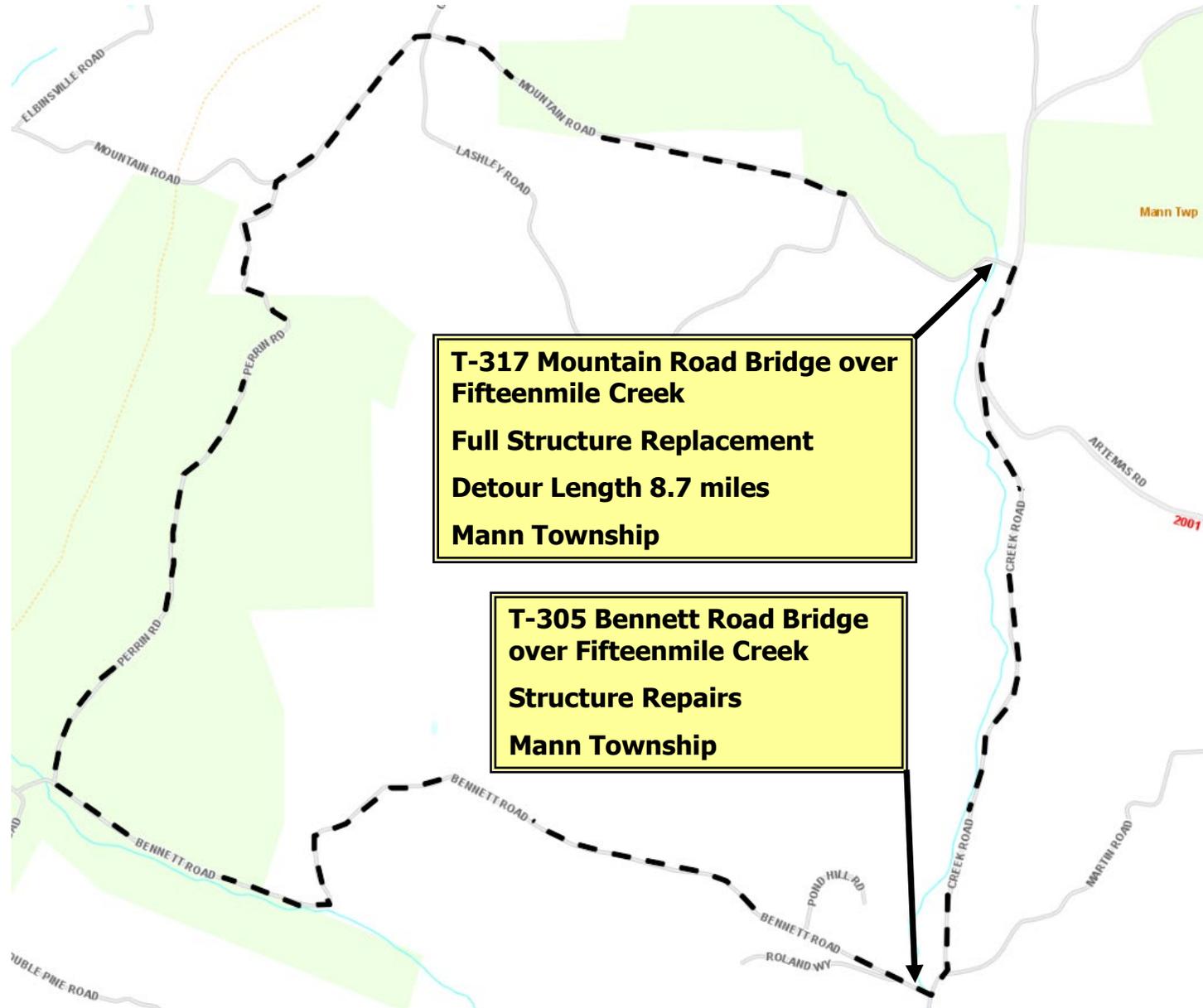
T-305 BENNETT ROAD BRIDGE



- **Scope:** Structure Rehabilitation
 - Bid with T-317 Mountain Road Bridge
- **Traffic Control:** Detour utilizing Mountain Road Bridge Detour (8.7 miles)
- **Construction Timeframe:** April - November 2024
- **Anticipated Detour Implementation Date:** April 2024
- **Anticipated Date Detour to be Lifted:** April 2024
- **Contractor:** Wen-Brooke Contracting Inc.
- **Current Contract:** \$740,762



T-317 MOUNTAIN ROAD BRIDGE - DETOUR



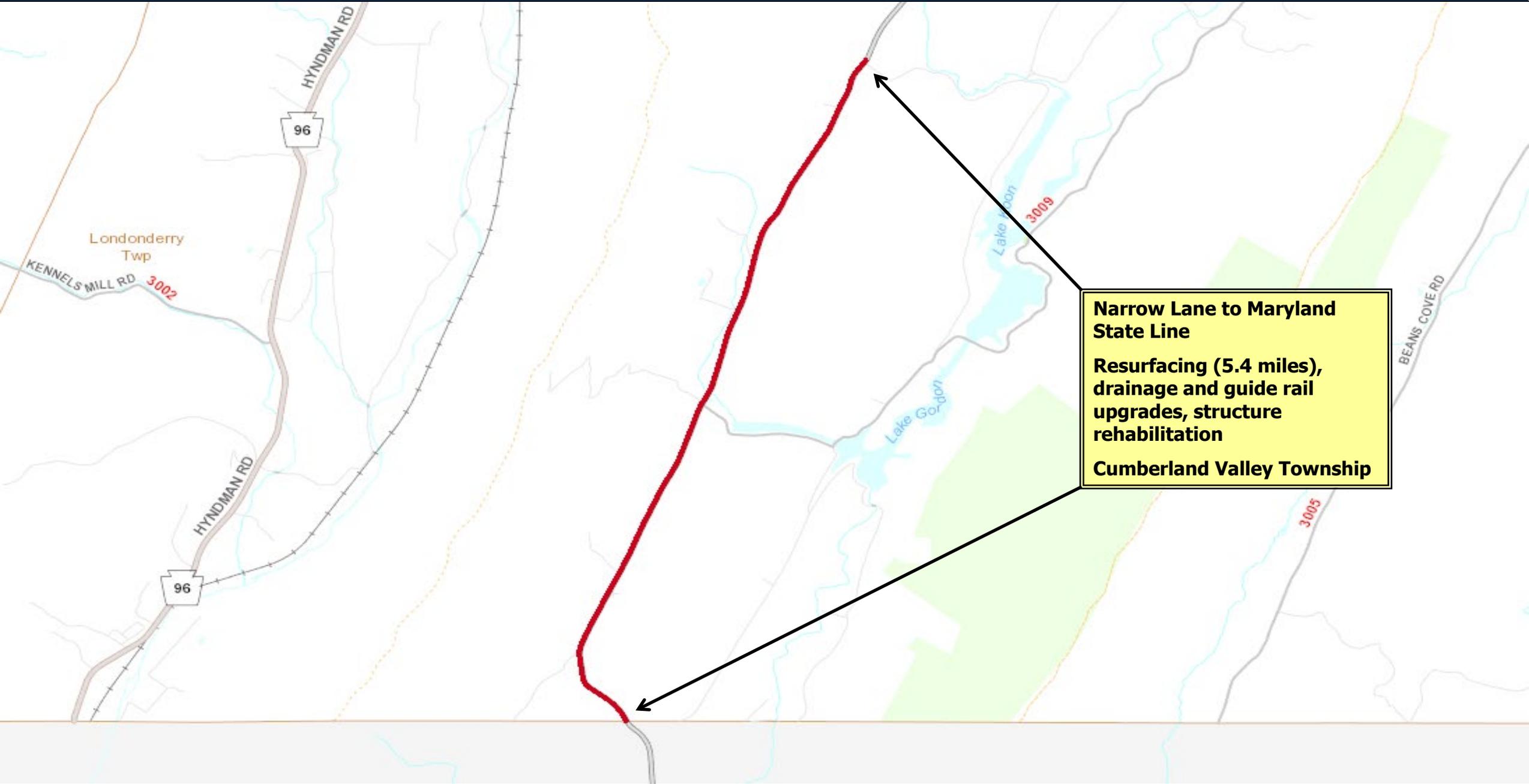
US 220 – MARYLAND STATE LINE TO NARROW LN



- **Scope:** Pavement Preservation (5.4 miles), Drainage Improvements, Guiderail Upgrades, Safety Improvement Lake Gordon Intersection and Narrow Lane, 3 Structure Rehabilitations
- **Traffic Control:** Daylight Flagging, Temp Signals, Lake Gordon Rd. detour (14.0 miles, 14-day max, July 2024), T-337 Narrow Ln. detour (5.9 miles, 28-day max, Aug - Sept 2024)
- **Construction Timeframe:** April 2024 – October 2025
- **Contractor:** New Enterprise Stone & Lime Co., Inc.
- **Current Contract:** \$4,425,000

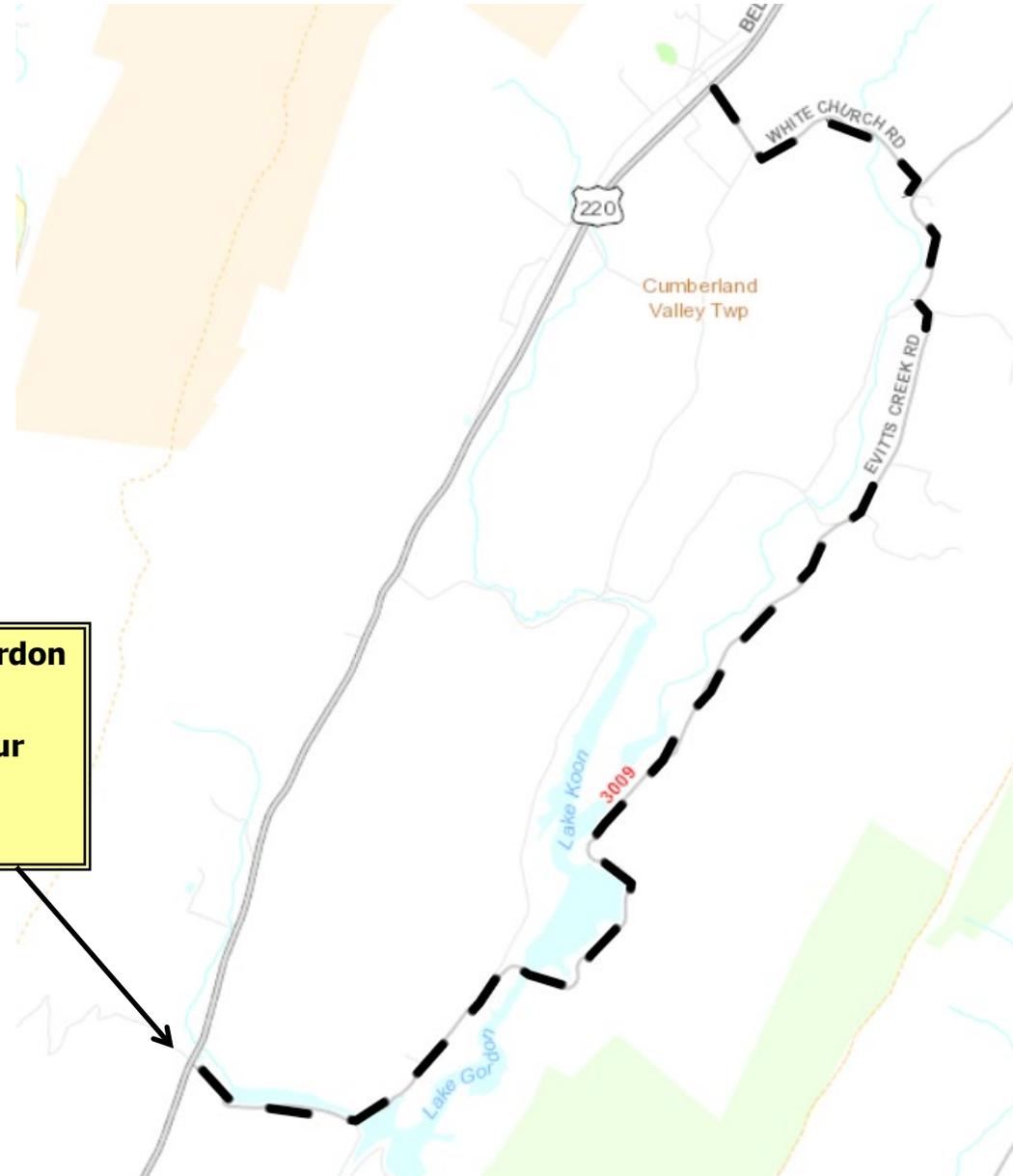


US 220 – MARYLAND STATE LINE TO NARROW LN



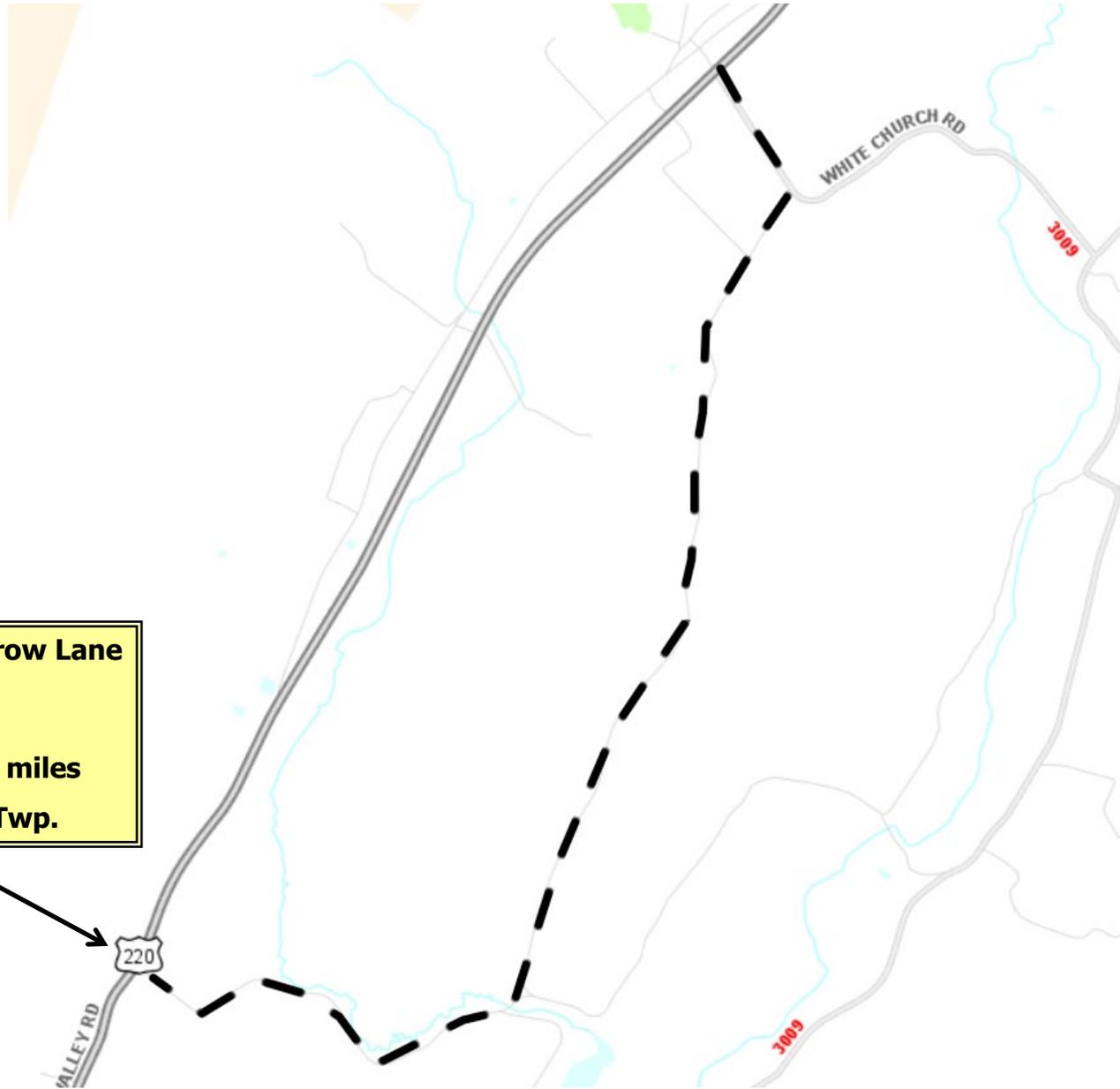
US 220 – DETOUR LAKE GORDON RD. – 14 DAYS

**Realignment of Lake Gordon
Road Intersection**
Lake Gordon Road Detour
Length 14.0 miles
Cumberland Valley Twp.



US 220 – T-337 NARROW LN DETOUR – 28 DAYS

**Realignment of Narrow Lane
Intersection**
**Narrow Lane
Detour Length 5.9 miles**
Cumberland Valley Twp.



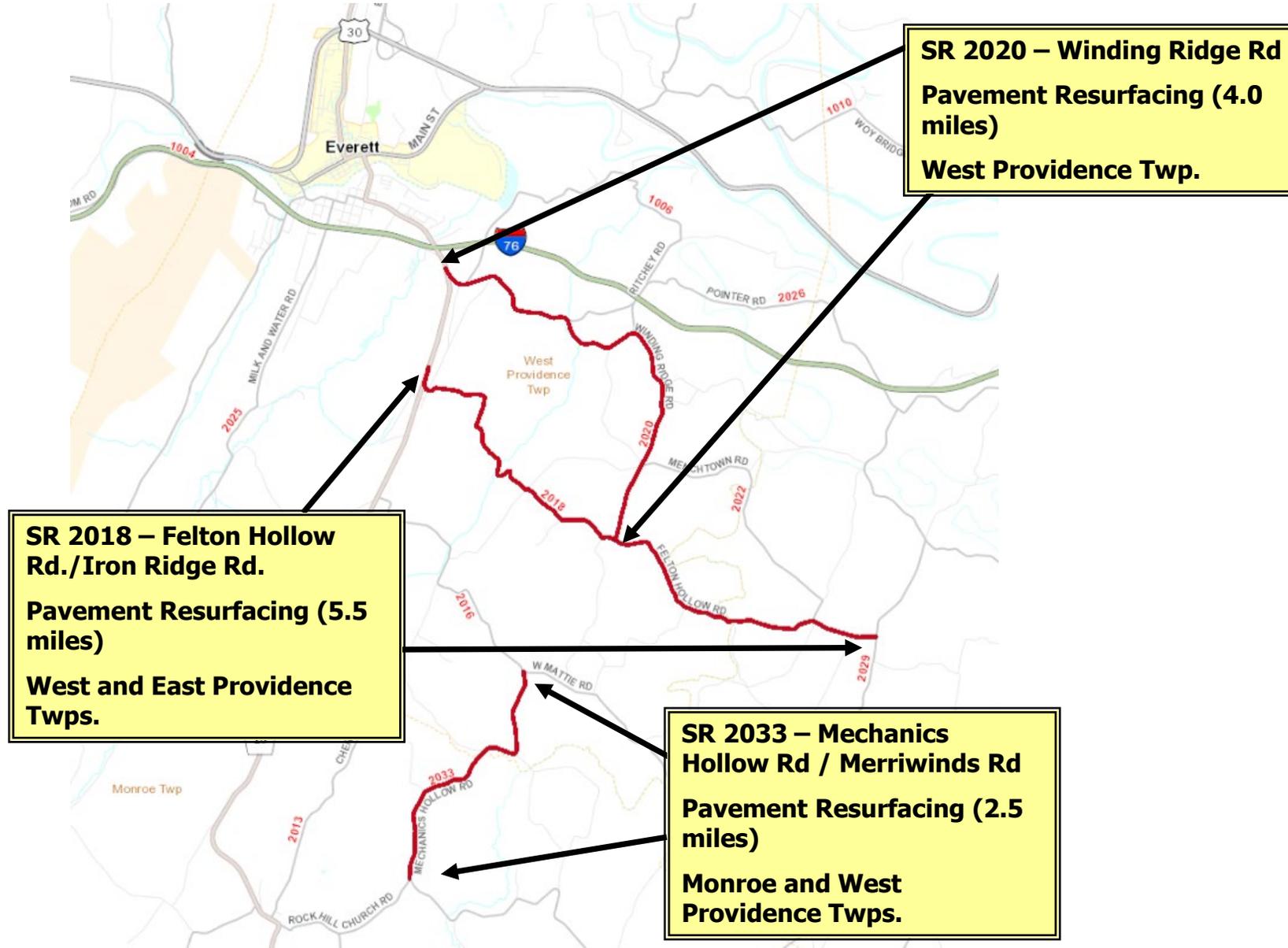
EVERETT AREA PAVEMENT PRESERVATION



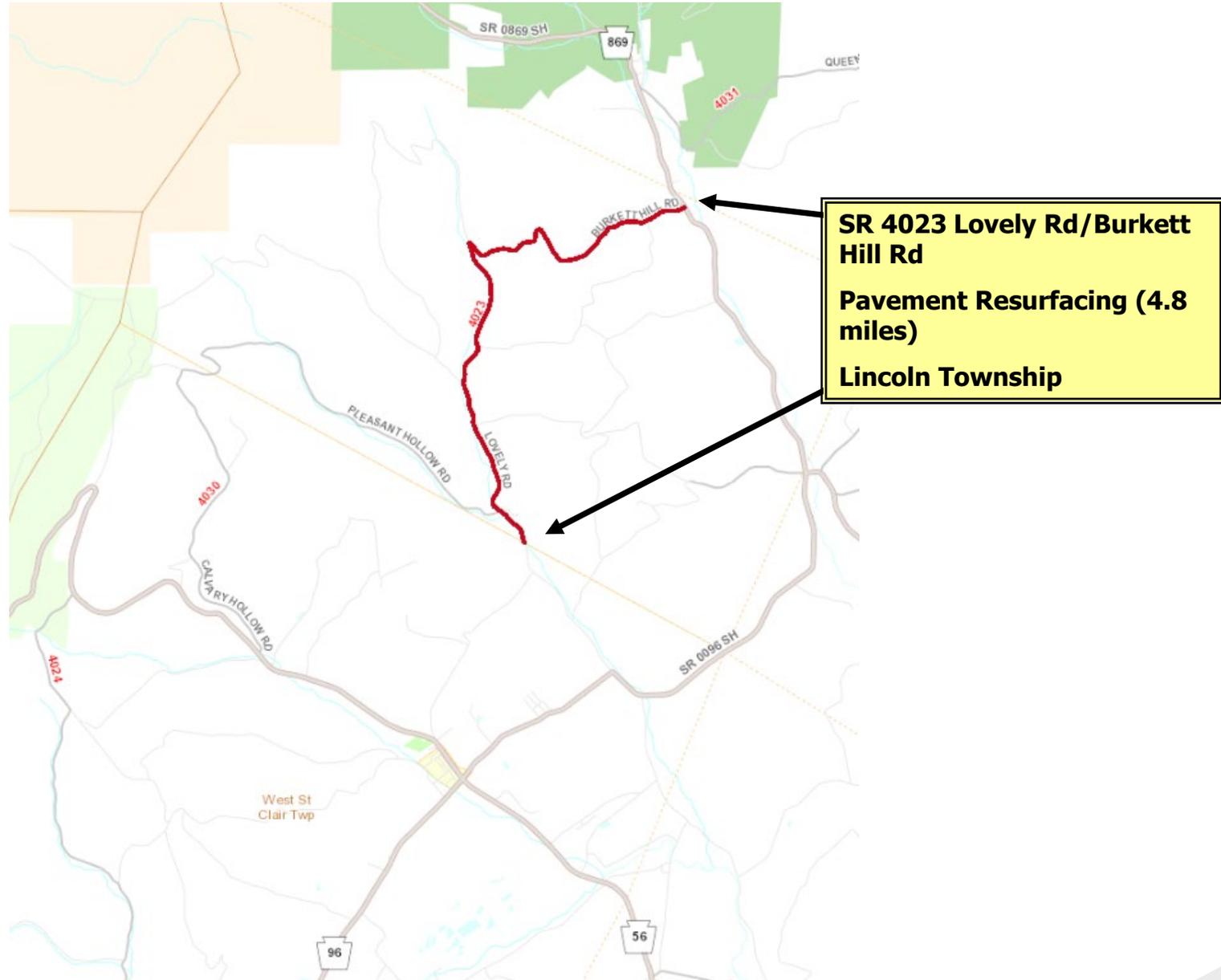
- **Scope:** Pavement Preservation (16.8 miles)
- **Traffic Control:** Short-Term Flagging
- **Construction Timeframe:** May – July 2024
- **Contractor:** Grannas Bros. Stone and Asphalt., Inc.
- **Current Contract:** \$2,712,069



EVERETT AREA PAVEMENT PRESERVATION



EVERETT AREA PAVEMENT PRESERVATION



CONTRACTS TO BE BID

US 30 BRIDGES (OVER SR 8014 WB RAMP)



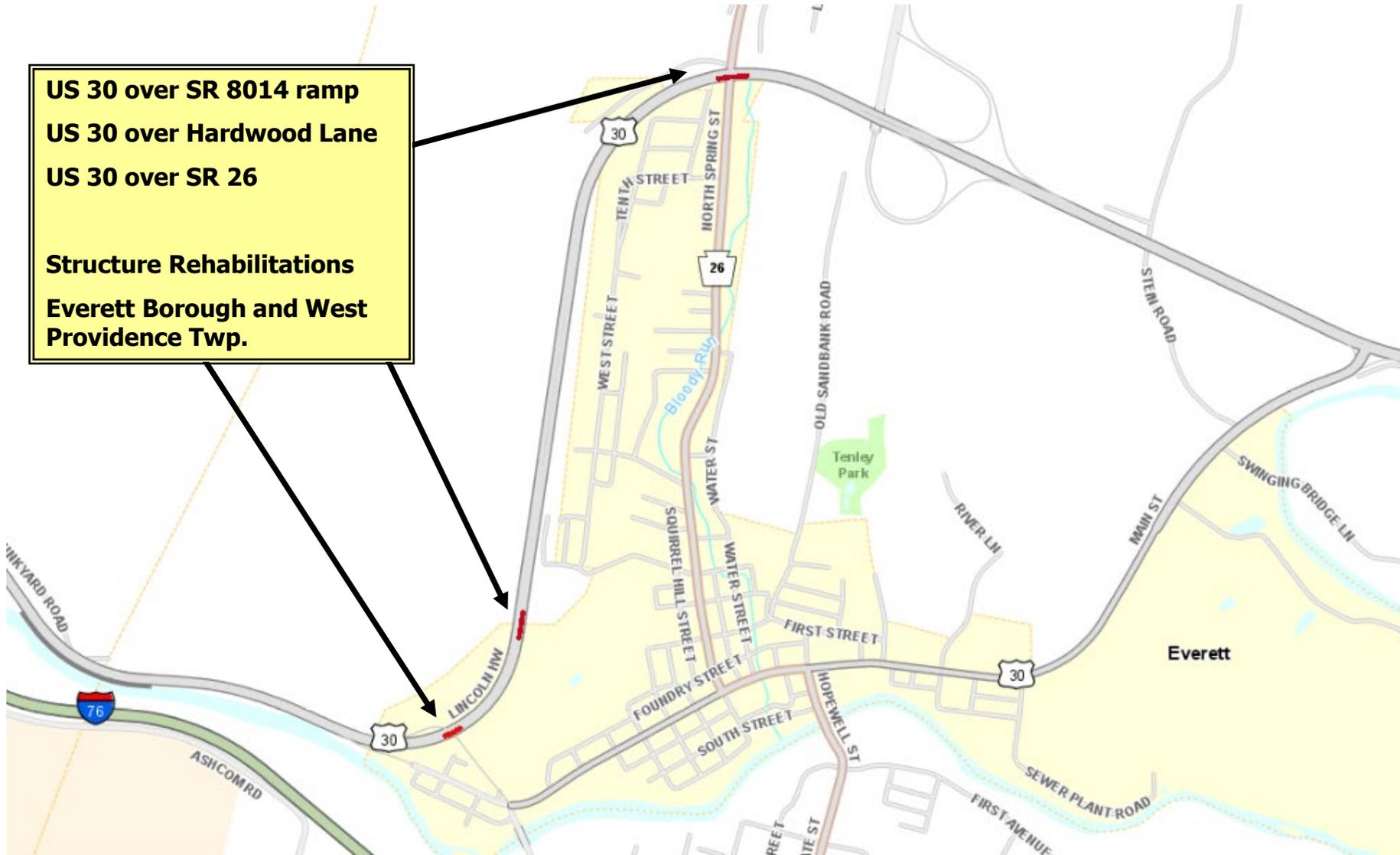
- **Scope:** Rehabilitation of 3 Sets of Dual Bridge Structures
- **Traffic Control:** Anticipated Long-Term Lane Closures
- **Construction Estimate:** \$2,585,000
- **Anticipated Bid Opening:** 2nd Quarter of 2024



US 30 BRIDGES

US 30 over SR 8014 ramp
US 30 over Hardwood Lane
US 30 over SR 26

Structure Rehabilitations
Everett Borough and West
Providence Twp.



PA 96 RESURFACING



- **Scope:** Pavement Resurfacing (17.5 miles), Drainage and Guiderail Upgrades
- **Traffic Control:** Short-Term Flagging
- **Construction Estimate:** \$4,900,000
- **Anticipated Bid Opening:** 2nd Quarter of 2024



PA 96 RESURFACING



**PA 96 @ PA 869 Weyant to
PA 96 @ SR 31 Shawnee
Lake**

**Pavement Resurfacing (17.5
miles)**

**Harrison, Napier, West St.
Clair and King Twps.
Schellsburg, New Paris, and
Pleasantville Boroughs.**



2024 SOUTHERN ALLEGHENIES RPO ICWS IMPROV.



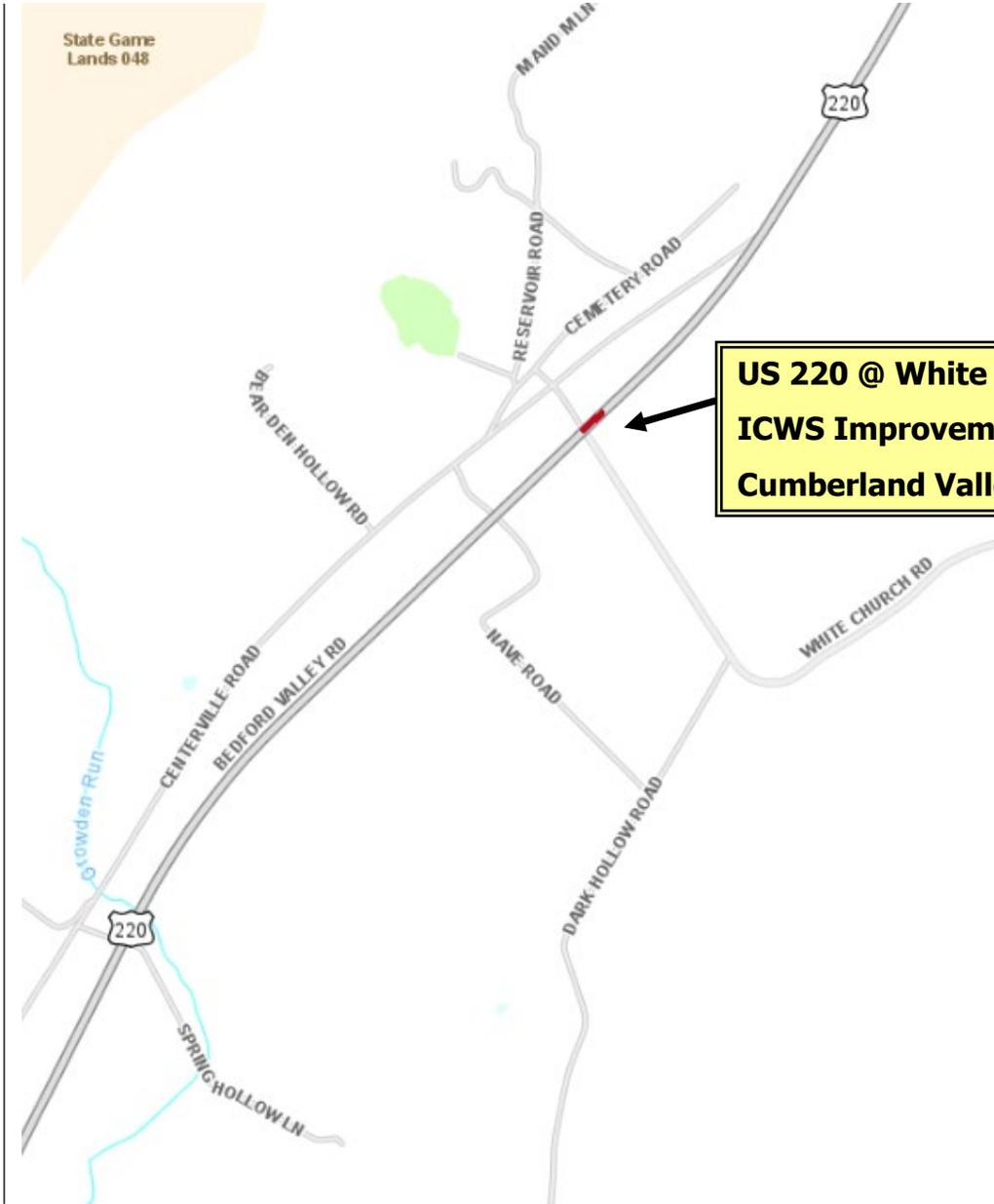
- **Scope:** Intersection Safety Improvements (flashing warning devices and sight line improvements)
 - Business Route 220/Sarah Furnace Road
 - US 220/White Church Road
- **Traffic Control:** Short-Term Flagging
- **Construction Estimate:** \$1,225,000
- **Anticipated Bid Opening:** 2nd Quarter of 2024



2024 SOUTHERN ALLEGHENIES RPO ICWS IMPROV.



**Business 220 @ Sarah
Furnace Road
ICWS Improvements
King Township**



**US 220 @ White Church Road
ICWS Improvements
Cumberland Valley Township**



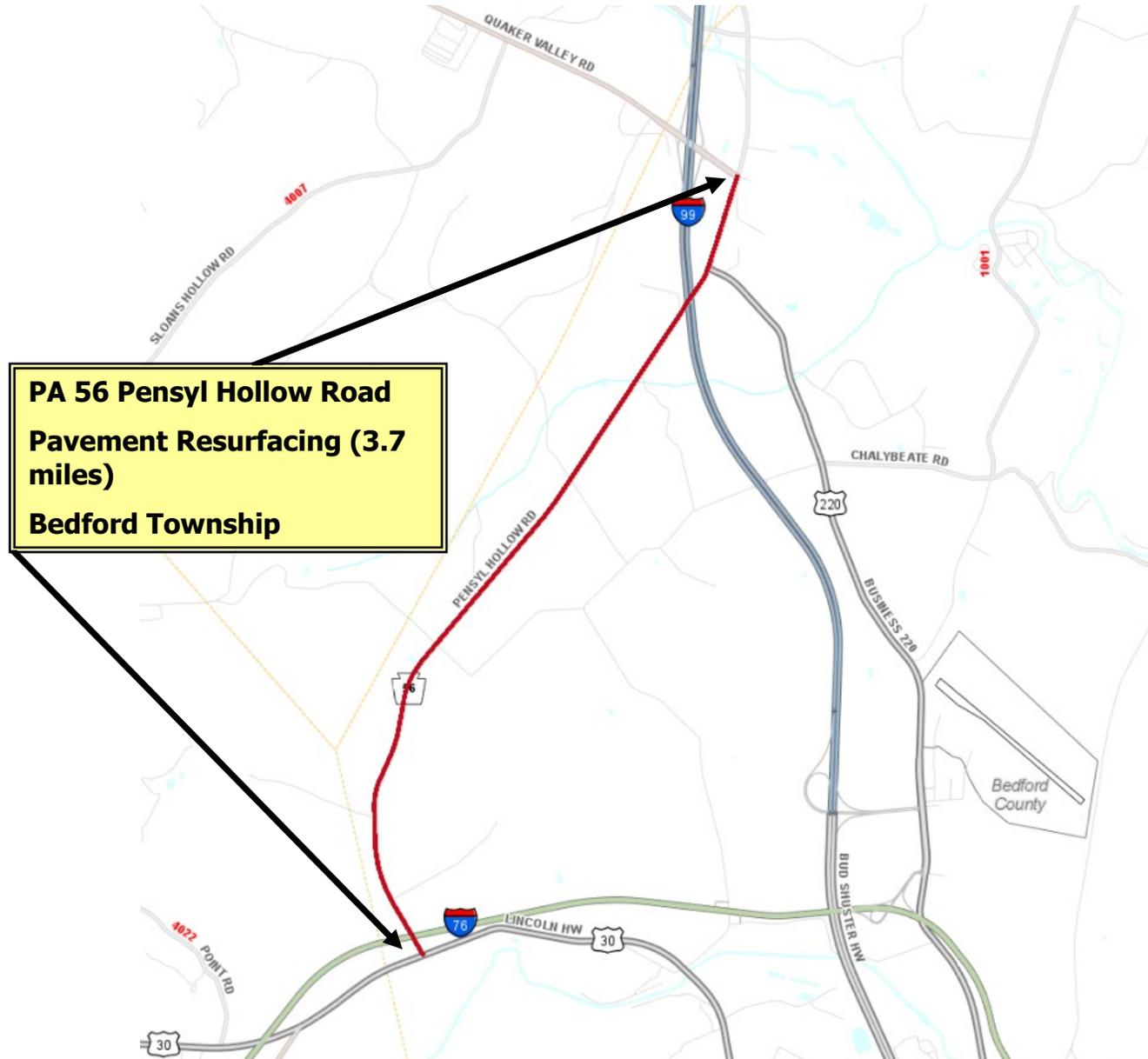
PA 56 PENSYL HOLLOW ROAD



- **Scope:** Pavement Resurfacing (3.7 miles)
- **Traffic Control:** Short-Term Flagging
- **Construction Estimate:** \$1,140,000
- **Anticipated Bid Opening:** 2nd Quarter of 2024



PA 56 PENSYL HOLLOW ROAD



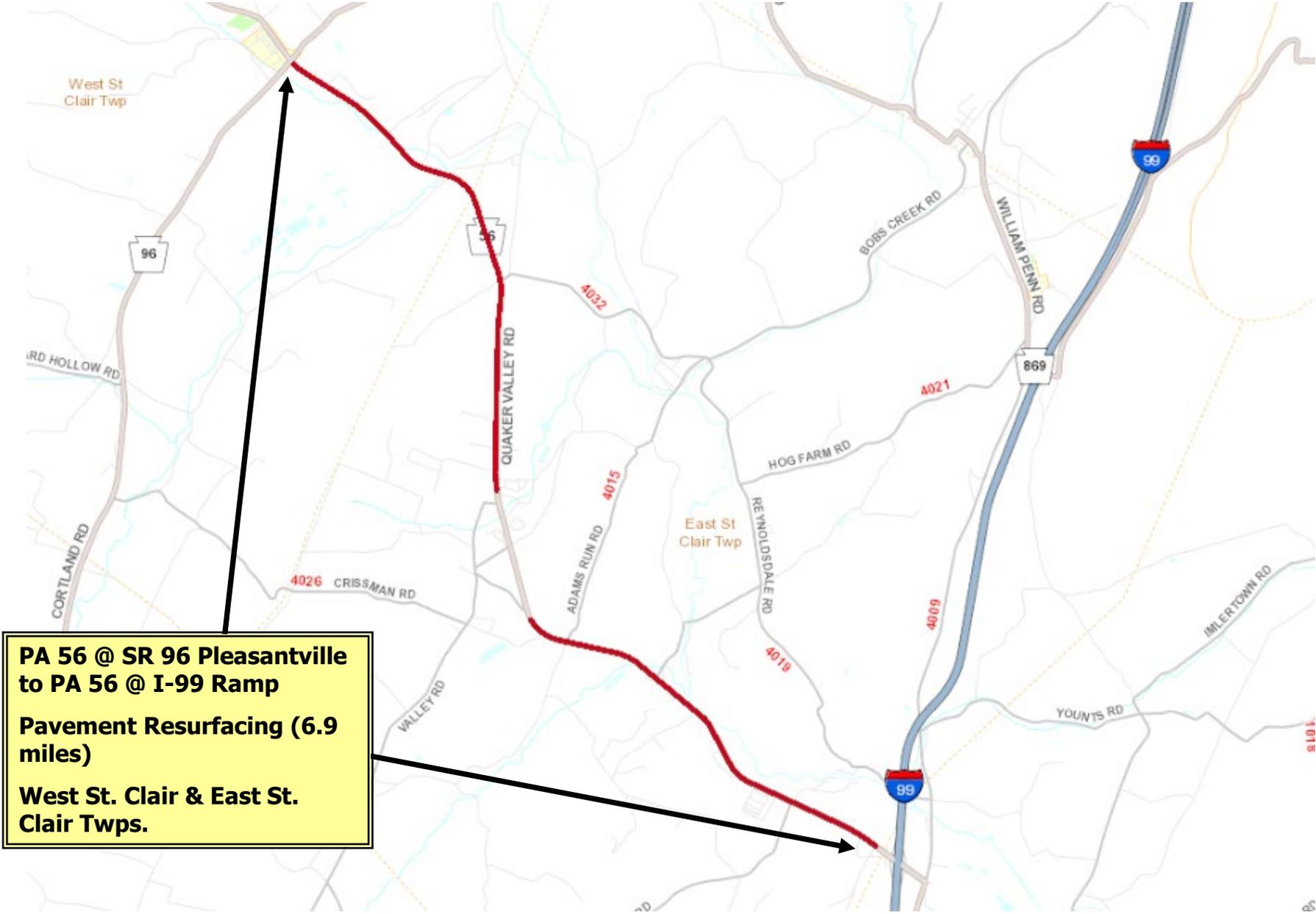
PA 56 RESURFACING



- **Scope:** Pavement Resurfacing (6.9 miles), Structure Replacement w/ RC 63x98 Pipe, Safety Improvements including Salas Hills Intersection Layback
- **Traffic Control:** Long-Term Phased with Temporary Traffic Signal, Short-Term Flagging, and Detour
- **Construction Estimate:** \$8,900,000
- **Anticipated Bid Opening:** 3rd Quarter of 2024



PA 56 RESURFACING

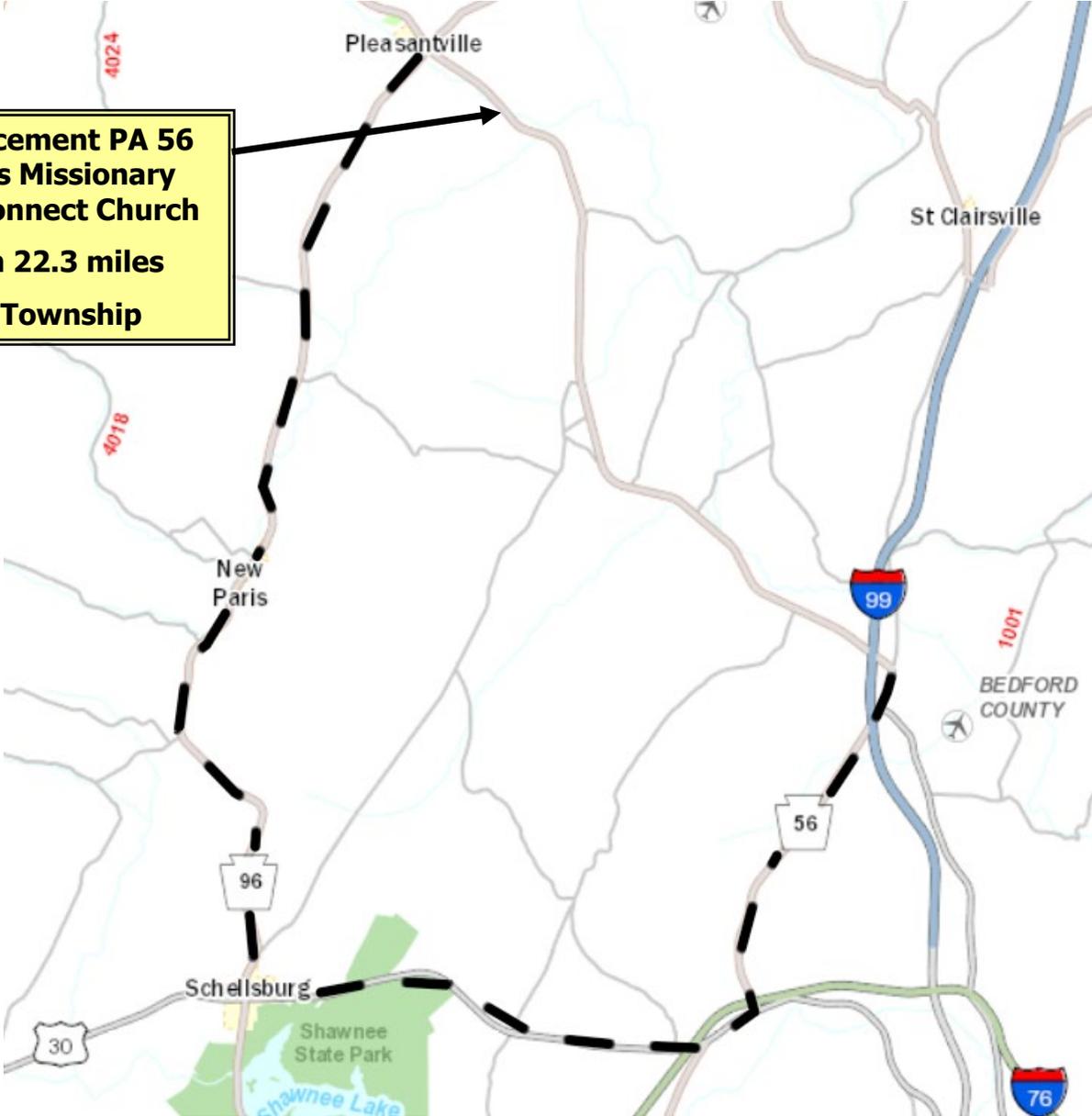


**PA 56 @ SR 96 Pleasantville
to PA 56 @ I-99 Ramp
Pavement Resurfacing (6.9
miles)
West St. Clair & East St.
Clair Twps.**



PA 56 RESURFACING – 59-HOUR DETOUR

**Culvert Replacement PA 56
between God's Missionary
Church and Connect Church
Detour Length 22.3 miles
West St. Clair Township**



Thank You

Questions?

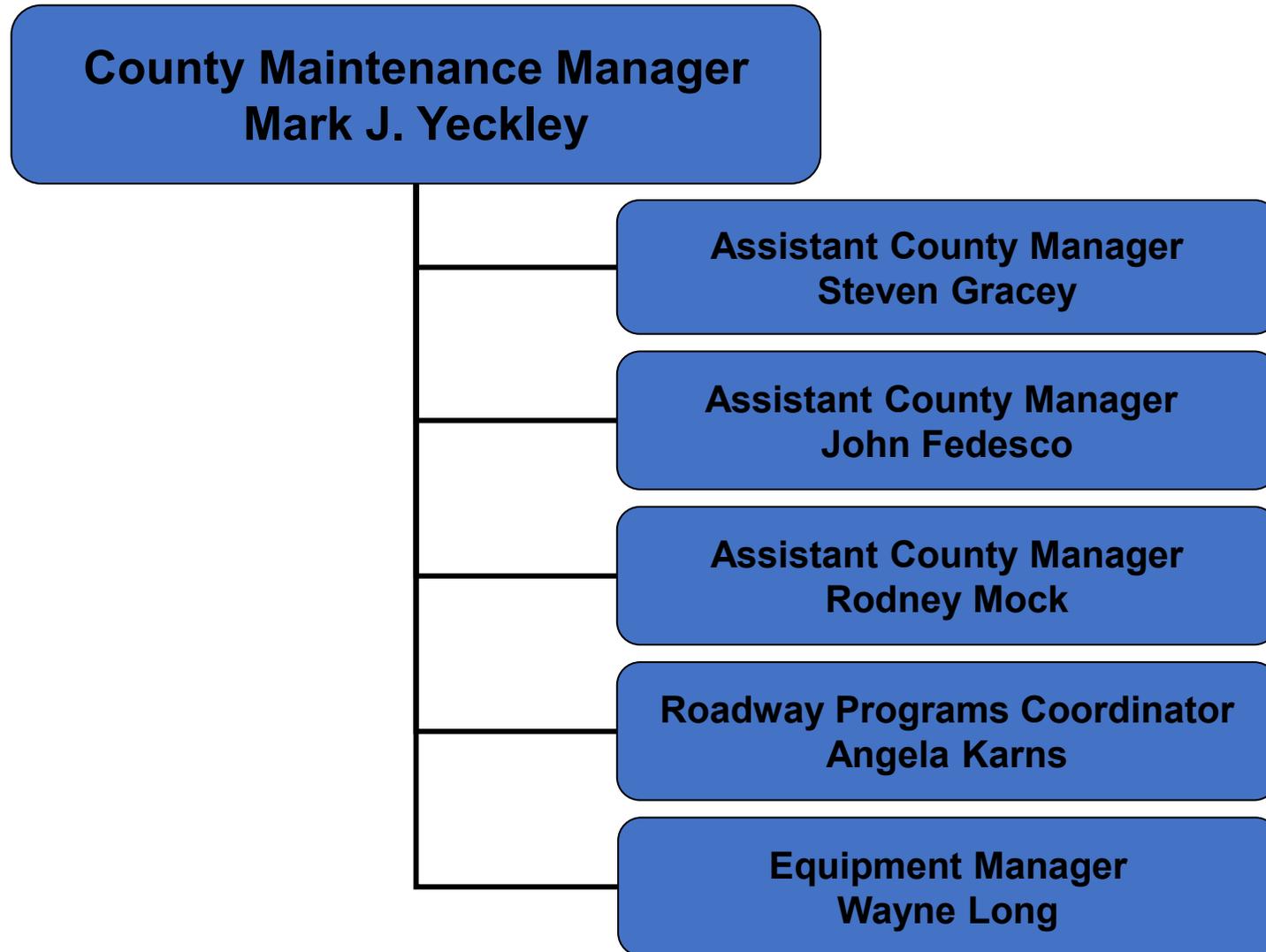




BEDFORD COUNTY MAINTENANCE ACTIVITIES

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

BEDFORD COUNTY STAFF

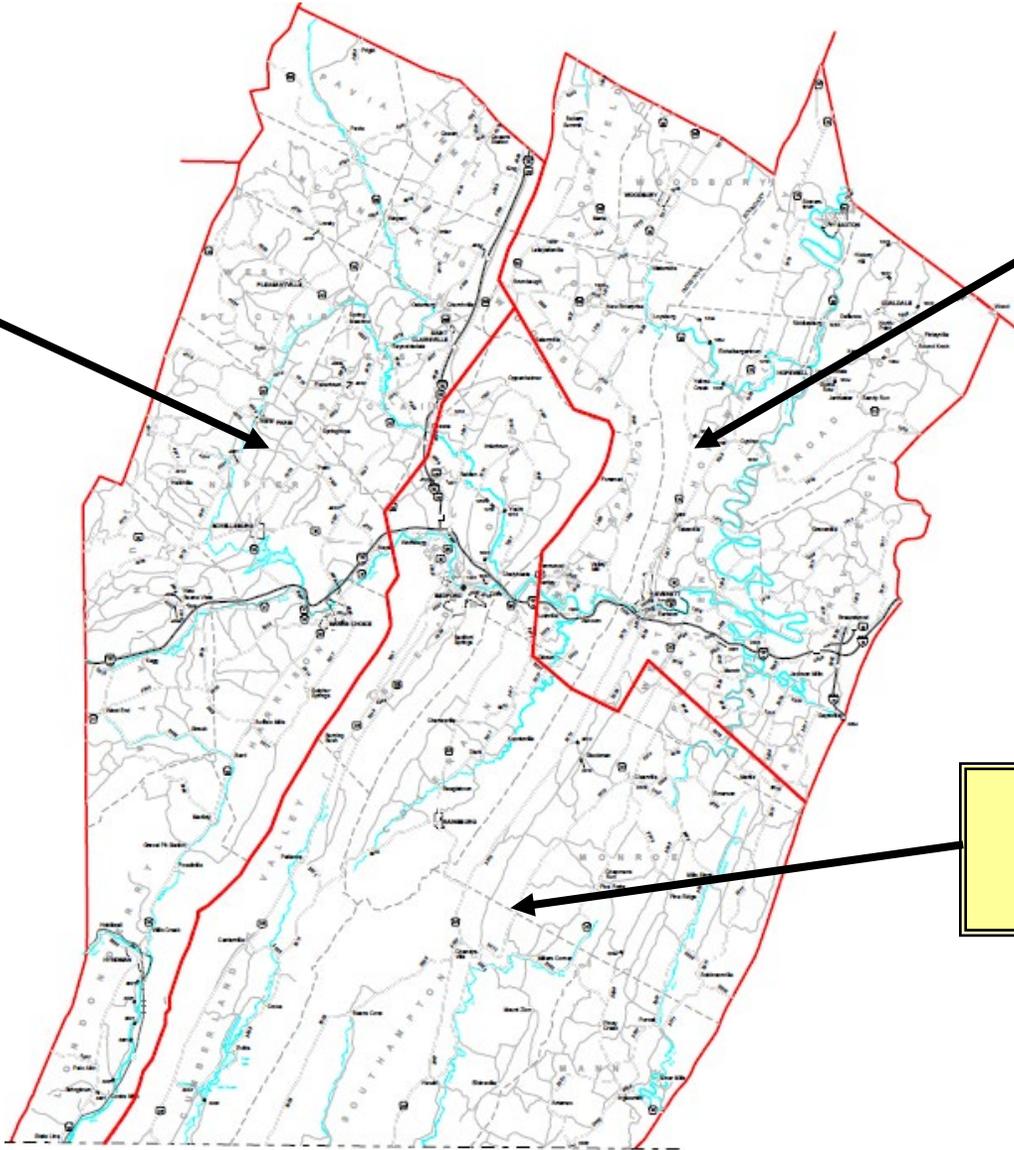


WHO TO CONTACT IN YOUR AREA

Rodney Mock
814-310-3372
rmock@pa.gov

John Fedesco
814-310-3373
jfedesco@pa.gov

Steve Gracey
814-310-3374
stgracey@pa.gov



2023 WINTER AGREEMENTS & 5 YEAR DEPARTMENT HISTORY

5 Winter Municipal Service Agreement Routes
between
**Broad Top, Lincoln, Southampton,
West St. Clair, & Woodbury Townships**

Totaling 29.9 Miles

Avg. Rate - \$ 1,272 / mile



5 Year Department Winter Material Usage & Cost*

	2019	2020	2021	2022	2023
SALT (tons)	5,281	11,699	6,941	6,181	5,354
SKID (tons)	6,093	13,728	7,934	6,946	6,940
BRINE (gals)	54,681	203,228	134,409	98,881	89,920
COST (000's)	\$3,097	\$4,663	\$3,699	\$3,731	\$3,991

*as of 3/21/24



PUTTING MONEY ON THE ROAD

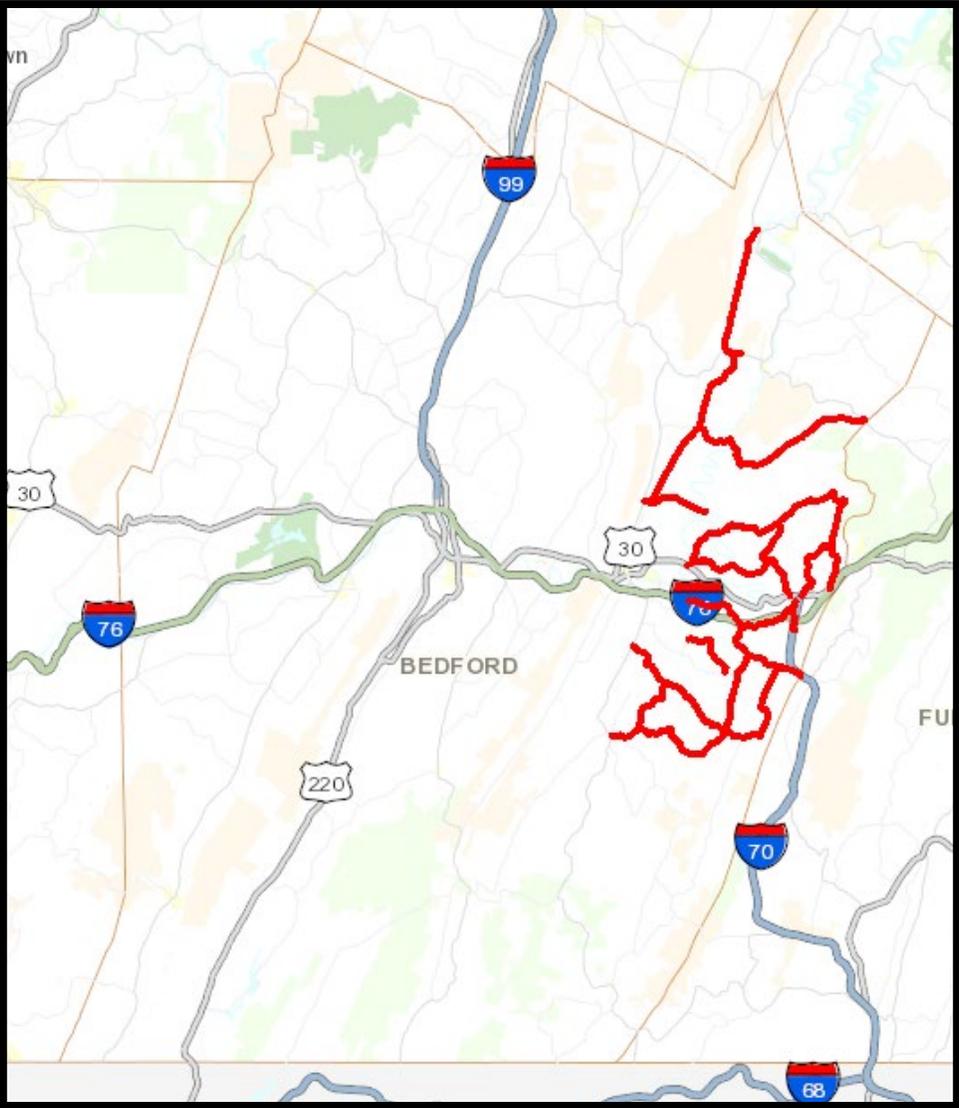
2024 Department Force Work Summary

Seal Coating

- 82.28 miles on 15 routes
- 350,400 Gallons
- Estimated Cost = \$1,270,251



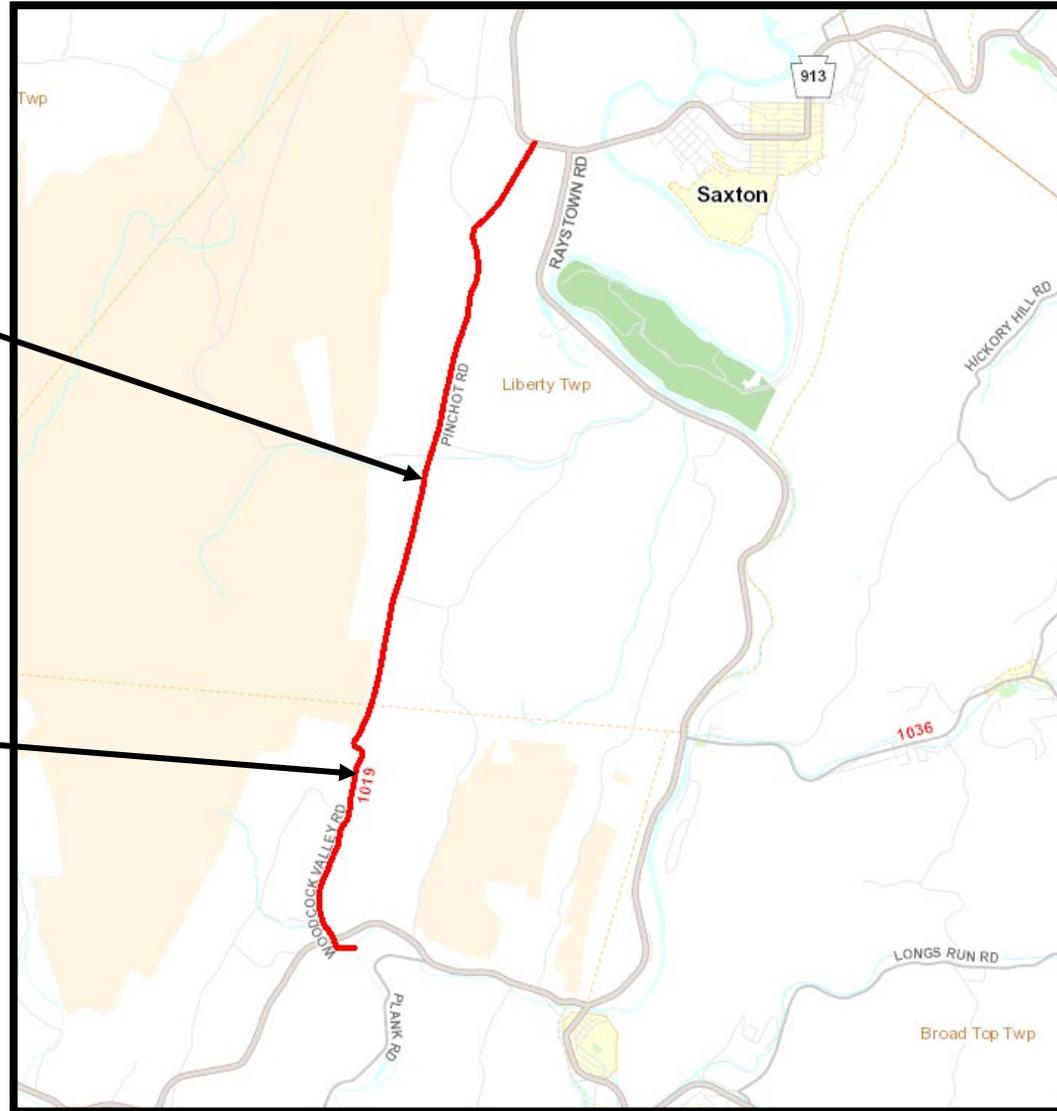
2024 DEPARTMENT FORCE SEAL COATING



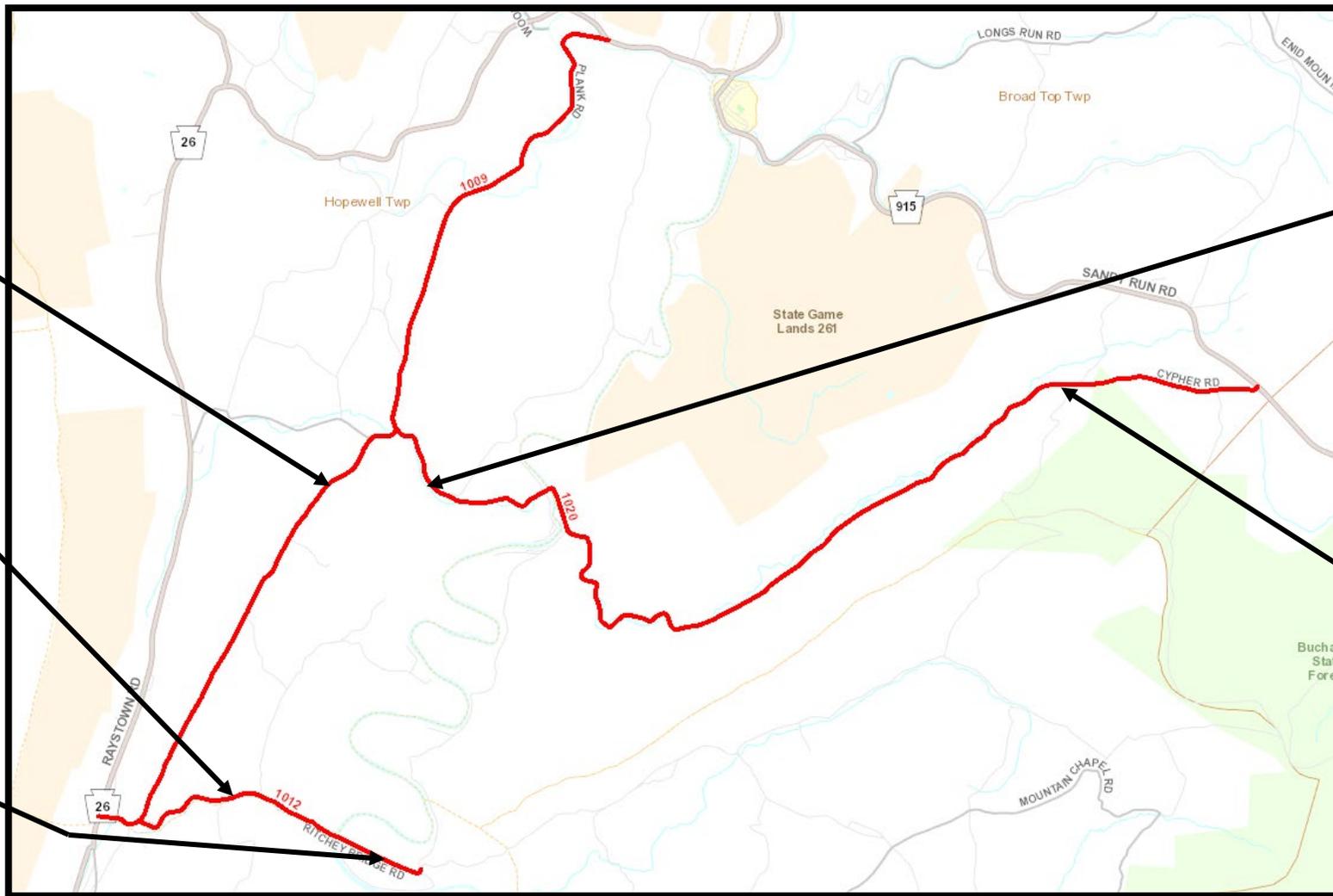
2024 DEPARTMENT FORCE SEAL COATING

Liberty Twp
Route 1019
Pinchot Road
3.85 miles

Hopewell Twp
Route 1019
Woodcock Valley Road
1.56 miles



2024 DEPARTMENT FORCE SEAL COATING



Hopewell Twp
Route 1009
Plank Road
7.83 miles

Hopewell Twp
Route 1012
Ritchey Bridge Road
1.74 miles

West Providence Twp
Route 1012
Ritchey Bridge Road
0.75 miles

Hopewell Twp
Route 1020
Cypher Road
1.58 miles

Broad Top Twp
Route 1020
Cypher Road
7.19 miles



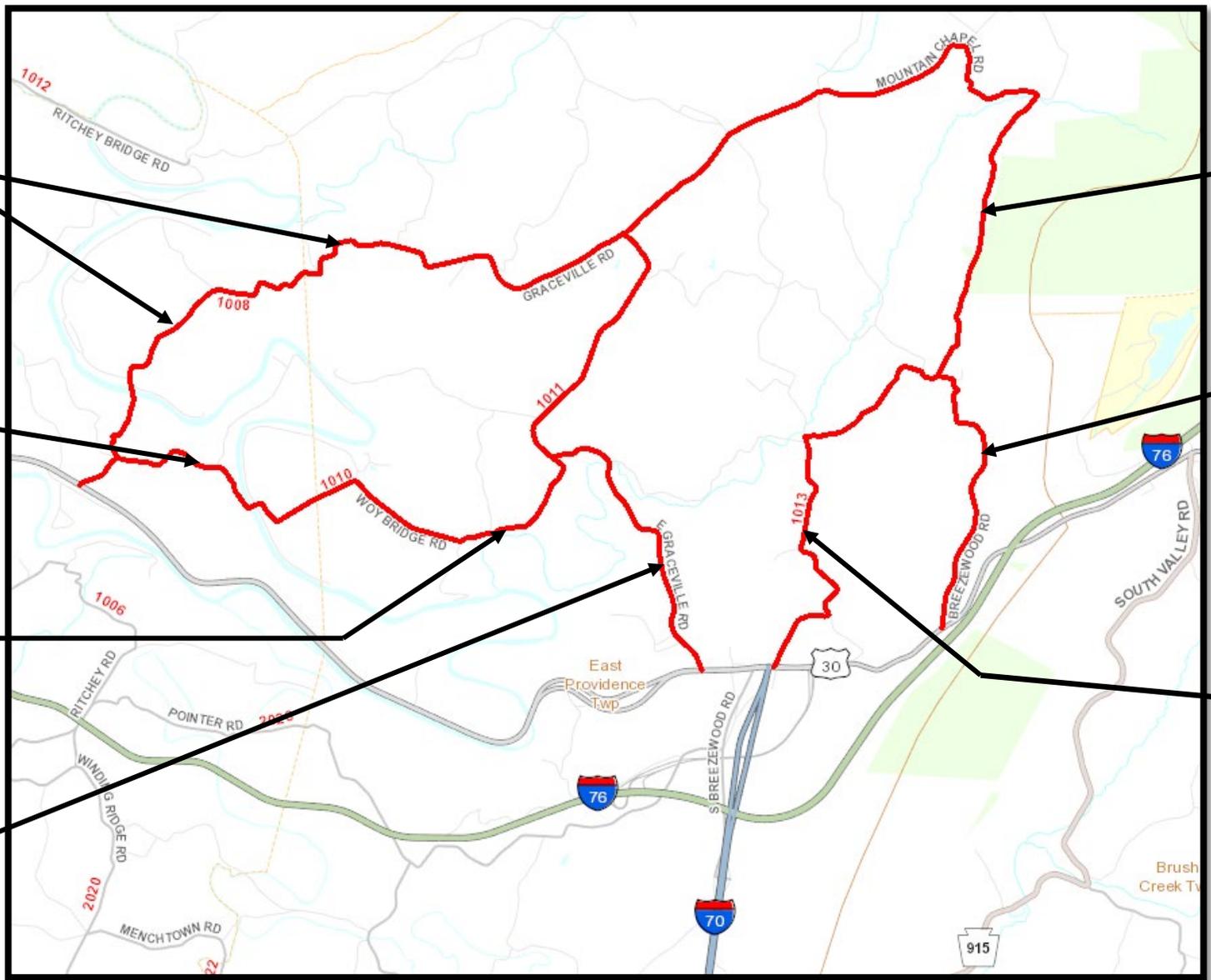
2024 DEPARTMENT FORCE SEAL COATING

**West Providence Twp
East Providence Twp**
Route 1008
Graceville Road
2.53 miles
2.63 miles

West Providence Twp
Route 1010
Woy Bridge Road
1.67 miles

East Providence Twp
Route 1010
Woy Bridge Road
2.2 miles

East Providence Twp
Route 1011
E Graceville Road
4.88 miles



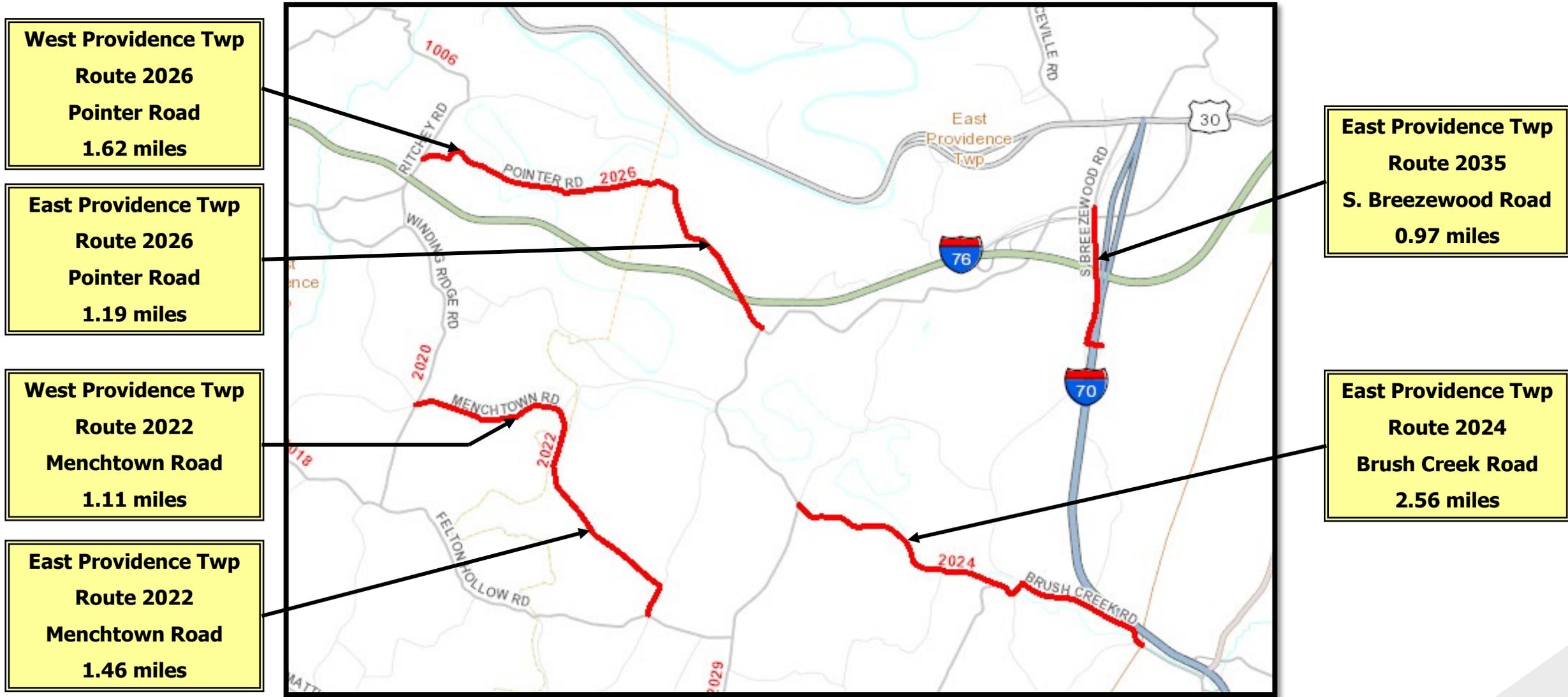
East Providence Twp
Route 1011
Mountain Chapel Road
4.80 miles

East Providence Twp
Route 1011
Breezewood Road
2.0 miles

East Providence Twp
Route 1013
Breezewood Road
3.12 miles



2024 DEPARTMENT FORCE SEAL COATING

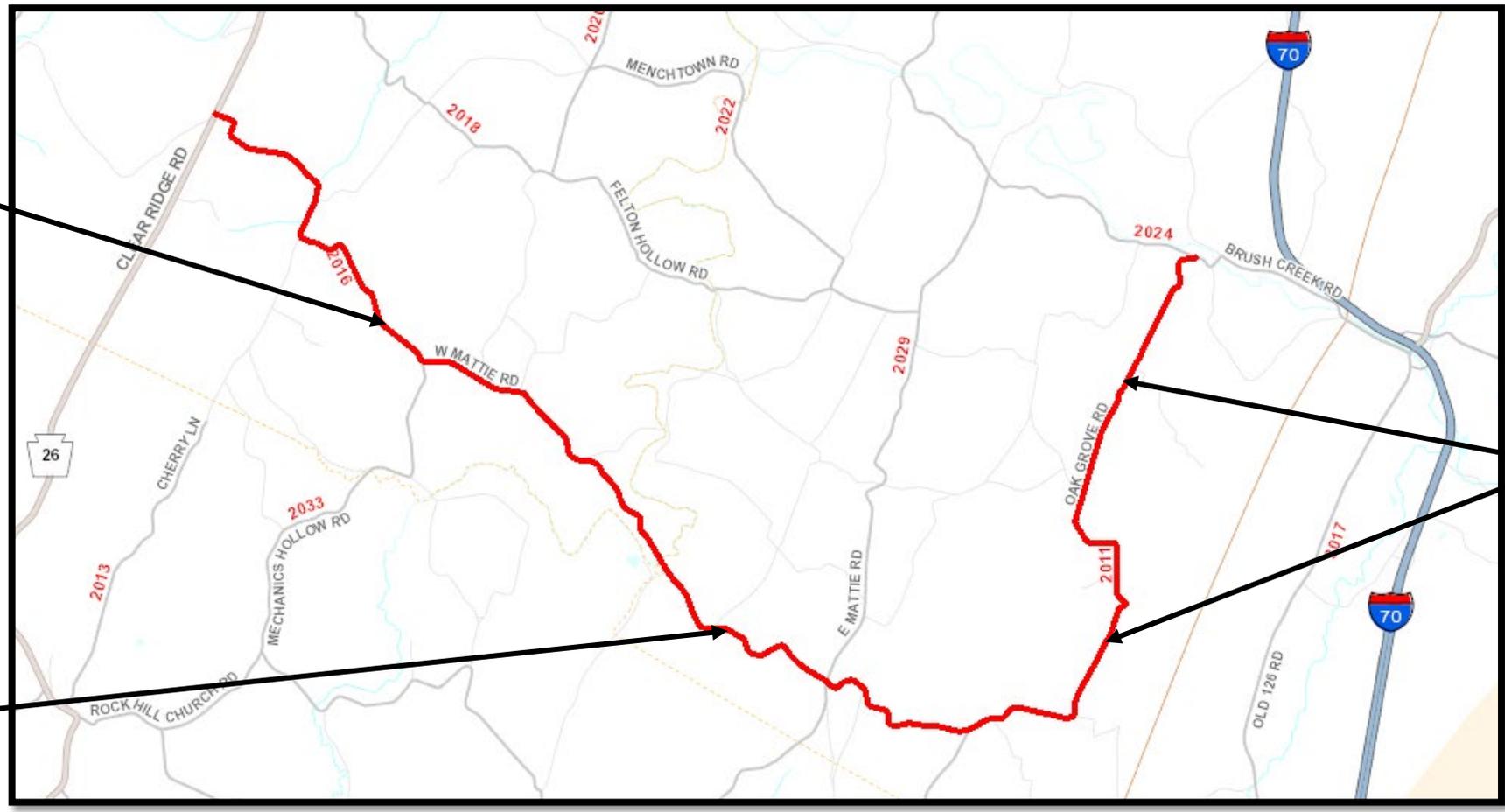


2024 DEPARTMENT FORCE SEAL COATING

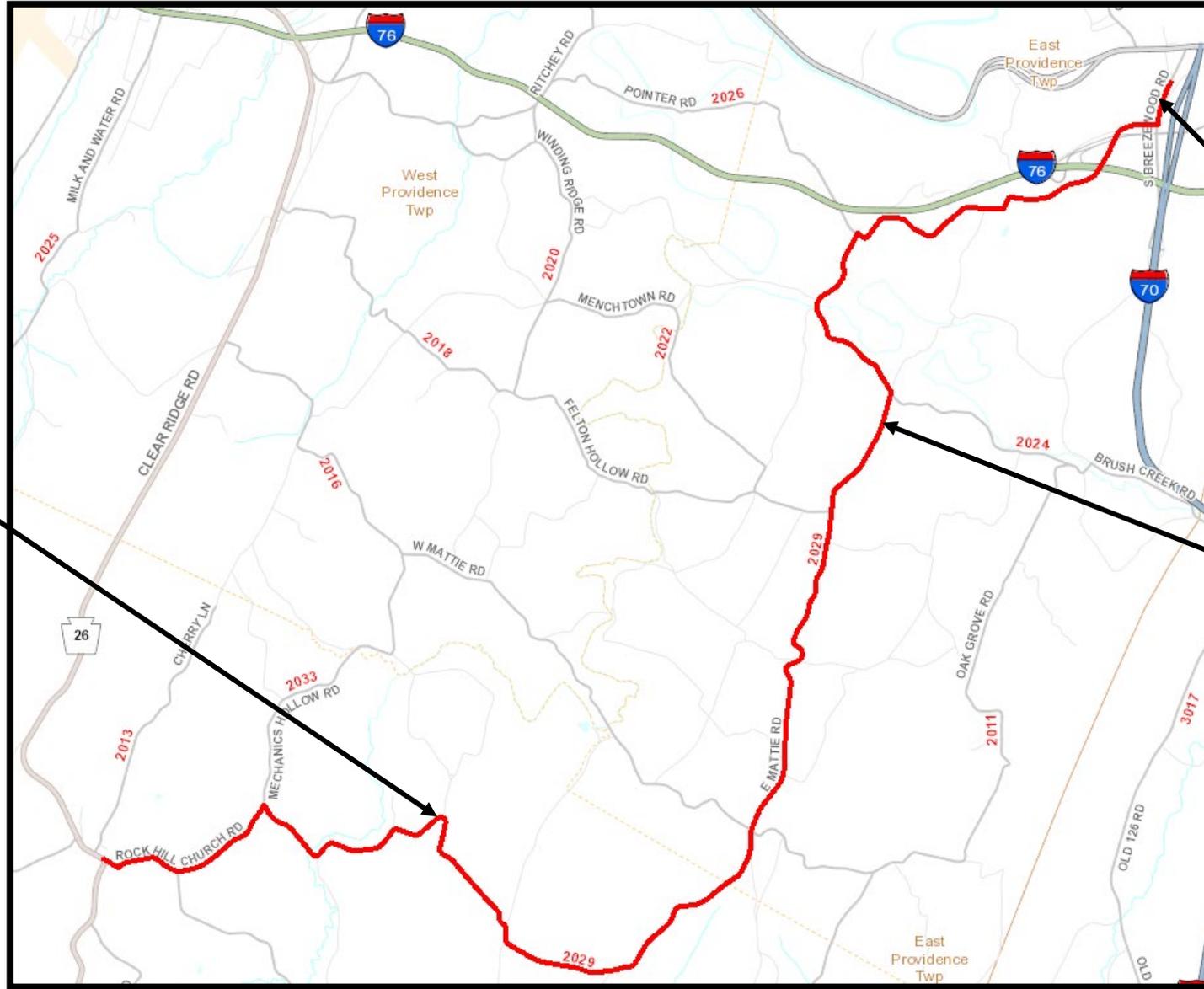
West Providence Twp
Route 2016
West Mattie Road
2.04 miles

East Providence Twp
Route 2016
West Mattie Road
4.83 miles

East Providence Twp
Route 2011
Oak Grove Road
4.01 miles



2024 DEPARTMENT FORCE SEAL COATING



Monroe Twp
Route 2029
Rockhill Church Road
6.36 miles

East Providence Twp
Route 2029
South Breezewood Road
0.3 mile

East Providence Twp
Route 2029
East Mattie Road
7.5 miles



AGILITY AGREEMENTS

**4 Agreements with
Broad Top, Cumberland Valley & Londonderry
Townships and also
Bedford County Fairgrounds**

Mowing
for
Line Painting, Salt Brine and Guide Rail Installation

Use of Facility/Jordan Hall and Grounds
for
Sweeping, bituminous and drainage repair



Other Possible Activities

- Sign Replacements
- Crack Sealing
- Pipe Replacement
- Pipe Flushing



ADDITIONAL COUNTY ACTIVITIES

Patching

Guiderail Repairs and Upgrades

Sign Replacements

Crack Sealing

Shoulder Cutting

Bridge Maintenance

Pipe Replacement & Flushing

Mowing



QUESTIONS?

**THANK YOU
FOR YOUR ATTENTION!**



BEDFORD COUNTY DESIGN OVERVIEW

JAMES T. PRUSS, JR., P.E.
ASSISTANT DISTRICT EXECUTIVE - DESIGN

TRANSPORTATION PLANNING PROCESS

Long Range Transportation Plan (LRTP)

- 20 Years
- Updated every 5 years (4 years in Cambria County)
- Fiscally constrained

Twelve Year Plan (TYP)

- 12 years
- First four years is the TIP
- Updated every two years
- Fiscally constrained

Transportation Improvement Program (TIP)

- 4 years
- Updated every two years
- Fiscally constrained



TRANSPORTATION IMPROVEMENT PROGRAM

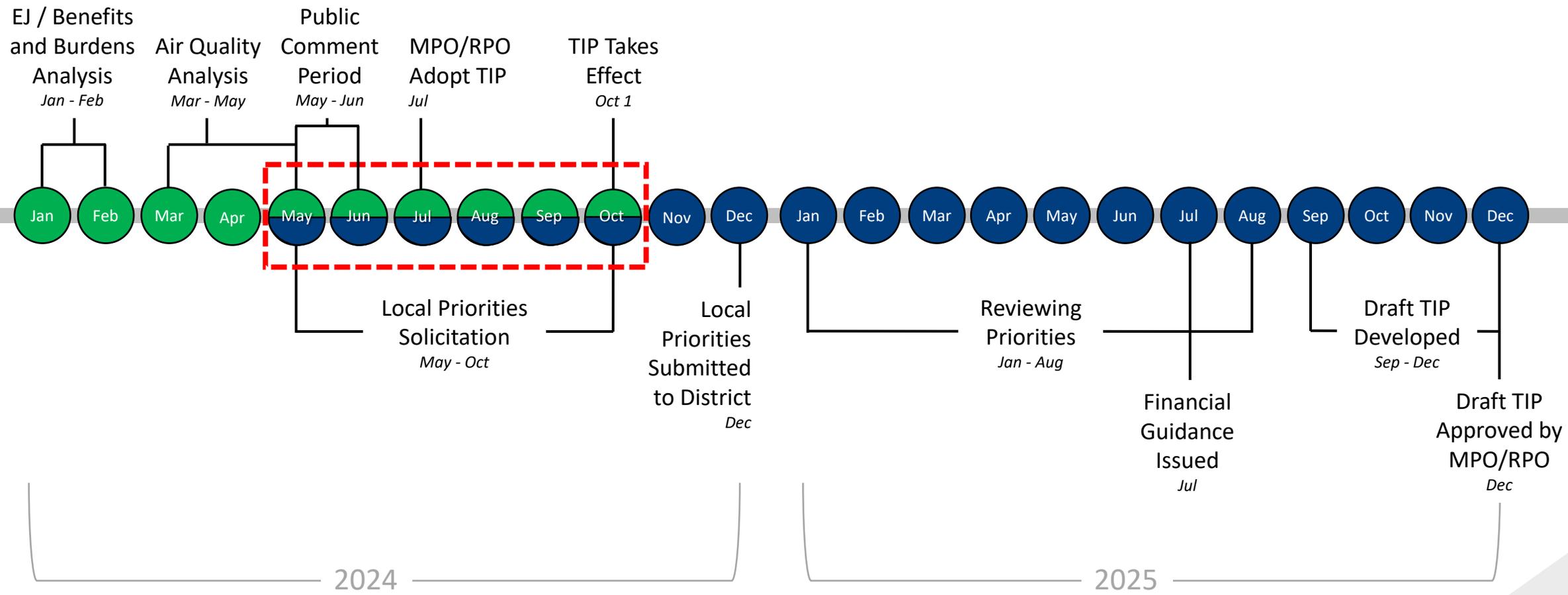
- Detail of every project over the next 4 years
- Federal Eligibility Requirements
- 1st 4-years of Twelve Year Program
- Updated every 2 years
 - Typically solicit new projects in even years
 - TIP adoption in even years
- Developed and managed by Metropolitan and Rural Planning Organizations
- Fiscally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



TIP DEVELOPMENT TIMELINE

2025 Draft TIP

2027 Draft TIP



TRANSPORTATION IMPROVEMENT PROGRAM

- Public Input
 - TYP input is solicited bi-annually through the State Transportation Commission in odd years
 - TIP project needs are solicited via MPOs/RPOs/Counties
 - Schedules and procedures differ by region
- Types of issues solicited include:
 - Local Bridges
 - Drainage
 - Safety
 - Congestion
 - Bike/Ped



TRANSPORTATION IMPROVEMENT PROGRAM

Local Bridge Eligibility & Funding

- Structures greater than 20' are eligible for federal funding with a 5% local match
 - Scope is dependent on Sufficiency Rating
- Structures 8' to 20' are eligible for state funding only with a 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 CONNECTS

IT ALL BEGINS WITH PLANNING



How PennDOT Connects Works

PennDOT and our planning partners meet with local governments to discuss details for each project prior to developing project scopes and cost estimates

PennDOT is...

Investing in a community with each project

Involving communities at the beginning of the planning process

Learning what elements may be important to include in the project to support a community's vision



COMMUNITY AND LOCAL GOVERNMENT ASSISTANCE

Providing a sustainable transportation system and quality services that are embraced by our communities and add value to our customers.



[Google: "PennDOT Community and Local Assistance"](#)



ADDITIONAL RESOURCES

Transportation Improvement Program (TIP)	FUNDING OPPORTUNITIES	Transportation Alternatives Set-Aside (TASA)
<p>Overview</p> <p>Fiscally constrained program of transportation improvements</p> <ul style="list-style-type: none">• Partners include Metropolitan & Rural Planning Organizations• 1st four years of the Twelve-Year Program (TYP)• Updated every other year• Multimodal – includes all modes – highways, bridges, public transit, aviation, rail & bike/ped <p>For more info - Google: PennDOT TIP</p>	<p>Multimodal Transportation Fund (MTF)</p> <p>\$40 million to PennDOT annually, with \$35 million allocated to highway and bridge-related projects and \$5 million available for projects that propose improvements to any mode.</p> <ul style="list-style-type: none">• Awards must be matched by eligible local funding of at least 30% of the amount awarded• Awards are time limited. Sponsors have one year after accepting award to execute reimbursement agreement, which expires three years after execution• Applicants should coordinate project scope, purpose, & need with local authorities, planning region, and PennDOT Engineering District prior to application development and submission• Grants are available for projects with total cost of \$100,000 not to exceed \$3,000,000 <p>Eligibility</p> <ul style="list-style-type: none">• Municipality• Council of Governments• Business/Non-profit• Economic Development Organization• Public Transportation Agency• Ports or Rail/Freight Entity <p>Qualifying Activities</p> <p>Funds may be used for the development, rehabilitation & enhancement of transportation assets including:</p> <ul style="list-style-type: none">• streetscapes• lighting• sidewalk enhancement• pedestrian safety• connectivity of transportation assets• transit oriented development <p>Please note that PennDOT's multimodal program is separate from the Multimodal Transportation Fund administered by the Commonwealth Financing Authority.</p> <p>For more info - Google: PennDOT MTF</p> <p>Contact: RA-PDMultimodalFund@pa.gov</p>	<p>Categories of Eligibility</p> <ul style="list-style-type: none">• Bicycle & Pedestrian Facilities• Bicycle & Pedestrian Education• Rails to Trails• Construction of Turnouts, Overlooks, and Viewing Areas• Preservation & Rehab of Historic Transportation facilities• Vegetation Management• Archaeological Activities• Storm Water Management• Wildlife Mortality Mitigation• Vulnerable Road User Assessment Activity <p>Sponsor Eligibility</p> <ul style="list-style-type: none">• Local Governments• Regional transportation authorities• Transit agencies• Natural Resource or public land agencies, including federal agencies• School districts, local education agencies, or schools• Tribal Governments• MPOs with <200,000 population• Non-profit entities <p>Funding</p> <ul style="list-style-type: none">• Federal cost share program, not a grant program• Projects are funded at 100% of the construction cost• Minimum of \$50,000, maximum of \$1,500,000• Project sponsor is responsible for pre-construction costs <p>For more info - Google: PennDOT TASA</p> <p>Contact: RA-pdTASA@pa.gov or 717-775-3276</p> 
<p>Transportation Infrastructure & Investment Fund (TIIF)</p> <p>A reserve of \$25 million per year in state funds set aside for transportation improvements aimed at improving Pennsylvania's transportation system related to economic development opportunities. Decisions on how to utilize this funding are at the discretion of the Governor and/or the Secretary of Transportation.</p>		
<p>Marcellus Legacy Fund- Act 13</p> <ul style="list-style-type: none">• Impact fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund• Used to fund replacement or repair of locally owned (county; municipal), at-risk deteriorated infrastructure• Fund distributed based on county population (minimum \$40,000) <p>Contact: ra-Act13@pa.gov</p> <p>For more info - Google: PUC Act 13 Impact Fund</p>		



ADDITIONAL INFORMATION

For additional information on TIP Priorities:

Rick Suder

Senior Planner

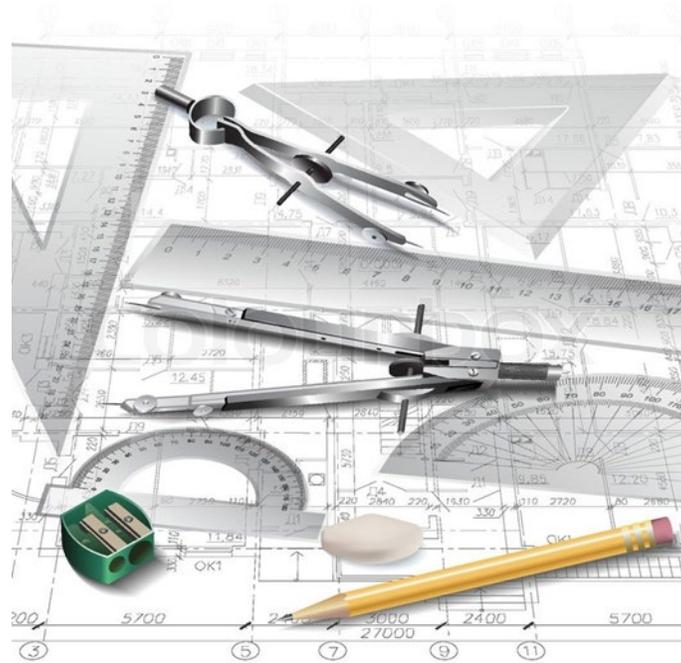
Bedford County Planning Commission

814-623-4827

rsuder@bedfordcountypa.org



Current Design Projects



PROJECTS TO BE PRESENTED

Any projects bid between September 2024 to Dec 2026 that:

- Have a contract cost greater than \$1M

Any projects bid in 2027 and 2028 that:

- Have a contract cost greater than \$2.5M, or

Projects of general interest



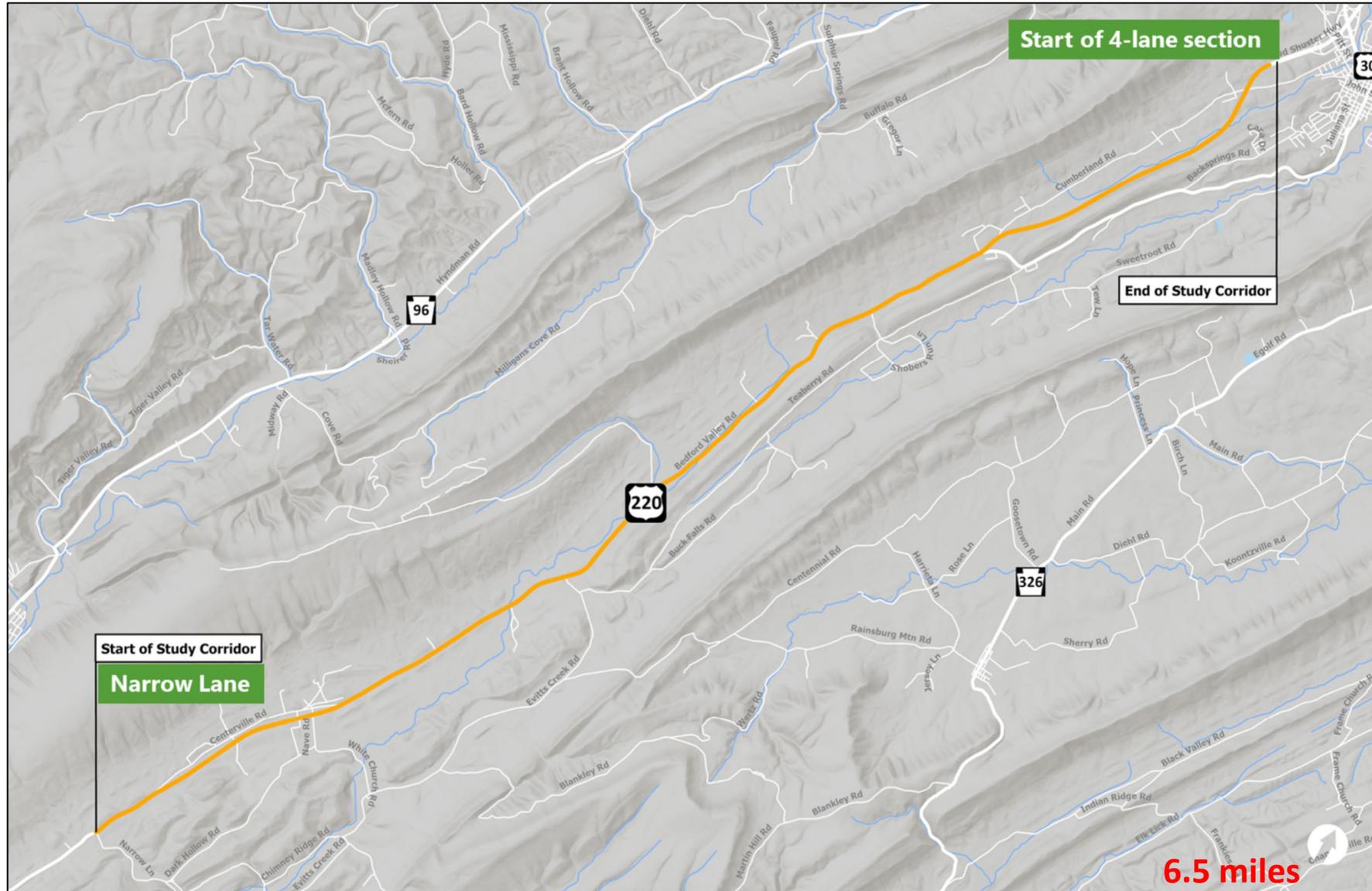
US 220 SAFETY STUDY



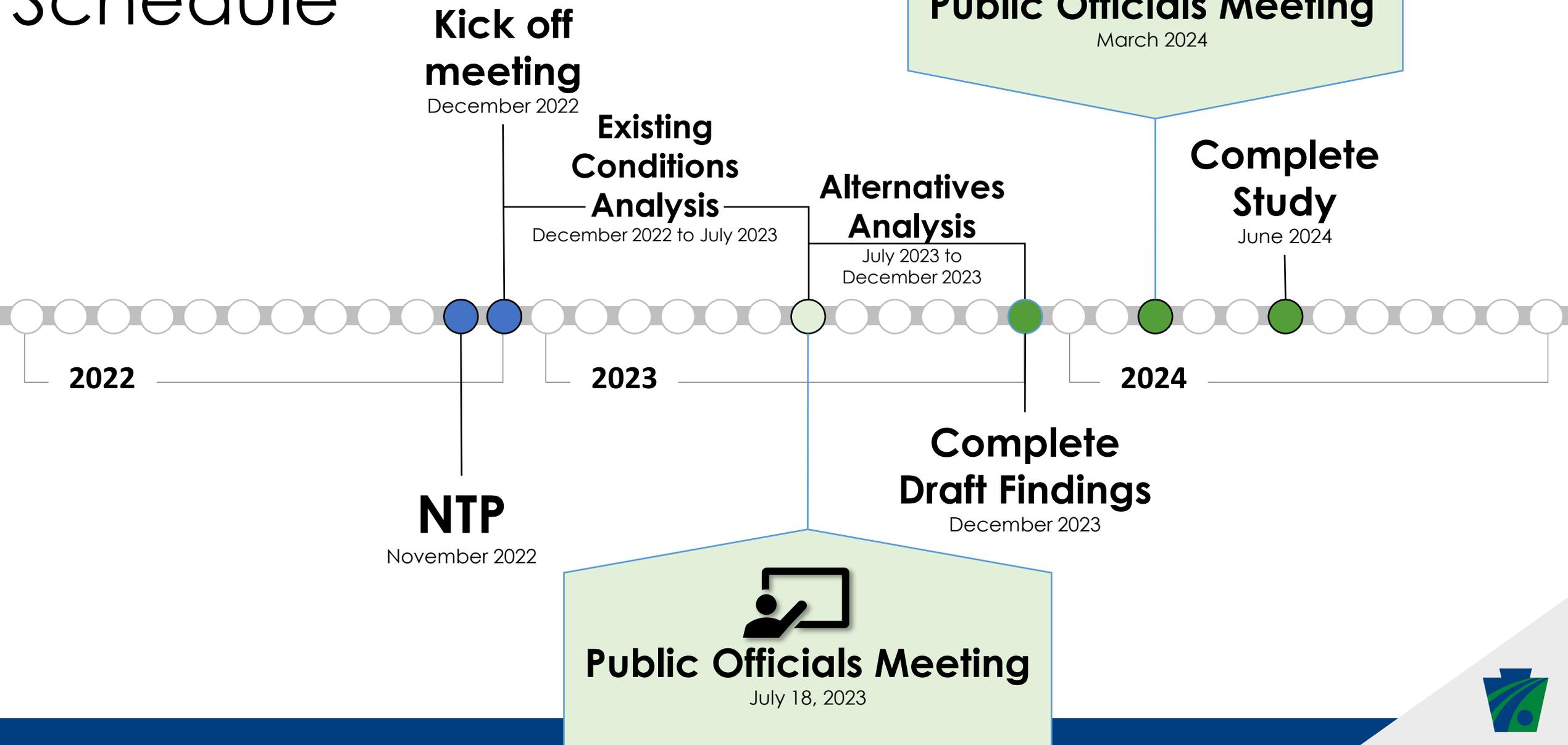
- **Project Type:** Safety Study
- **Location:** US 220 (Bedford Valley Road) from Narrow Lane to the State Route 3021 (Cumberland Road) underpass in Bedford Township
- **Study Cost:** \$300,000
- **Anticipated Completion:** June 2024



US 220 SAFETY STUDY



Schedule



US 220 SAFETY STUDY

Potential Countermeasures

Type	Location	Treatment	Cost per Treatment
Roadway Improvements	Limited access section	Median Barriers	\$\$\$
		Passing Lanes	\$\$\$\$
		No Passing Zone	\$\$
	BUS US 220	Roundabout	\$\$\$
		Turn Lanes	\$\$\$
	Northern Centerville Road	Cul de sac	\$\$
One-way road		\$\$	
Pavement Treatments	US 220 curve, just south of Cumberland Road overpass	High Friction Surface Treatments	\$\$
	All crossroads	Stop bar pavement marking	\$
ITS/Traffic Engineering	US 220 4-lane section	Overhead Warning Sign	\$
		Do Not Enter Sign	\$
	US 220 curve, just south of Cumberland Road overpass	Sequential Dynamic Curve Warning System	\$\$
	Along Cumberland Road	Intersection warning signs	\$
	BUS US 220	Intersection warning signs	\$
	South of Browns Road	Intersection warning signs	\$
	In vicinity of Texas Eastern Rd	Curve Warning Sign	\$
		Sequential Dynamic Curve Warning System	\$\$
	In advance of US 220 horizontal curve, north of Double K Lane	Curve Warning Sign	\$
	Evitts Creek Road	Intersection sight distance	\$
	Multiple crest vertical curves between Evitts Creek Road and Northern Centerville Road	Other warning signs	\$
	Northern Centerville Road	Do Not Enter Sign	\$
		Other warning signs	\$
	Between Centerville Rd intersections	Animal warning signs	\$
	North of Narrow Lane	Curve Warning Sign	\$
		Intersection warning signs	\$
Entire Corridor	Speed limit sign	\$	
	Speed feedback signs	\$	

\$ → under \$100K (can be accomplished under a maintenance contract or with an adjacent contract)

\$\$ → \$100K to \$1M K (can be accomplished under a maintenance contract or with an adjacent contract, but may need to be added to the TIP)

\$\$\$ → \$1MK to \$5M K (will need to be added to the TIP)

\$\$\$\$ → over \$5M K (will need to be added to the TIP)



US 30 - SCENIC DRIVE TO PITT STREET



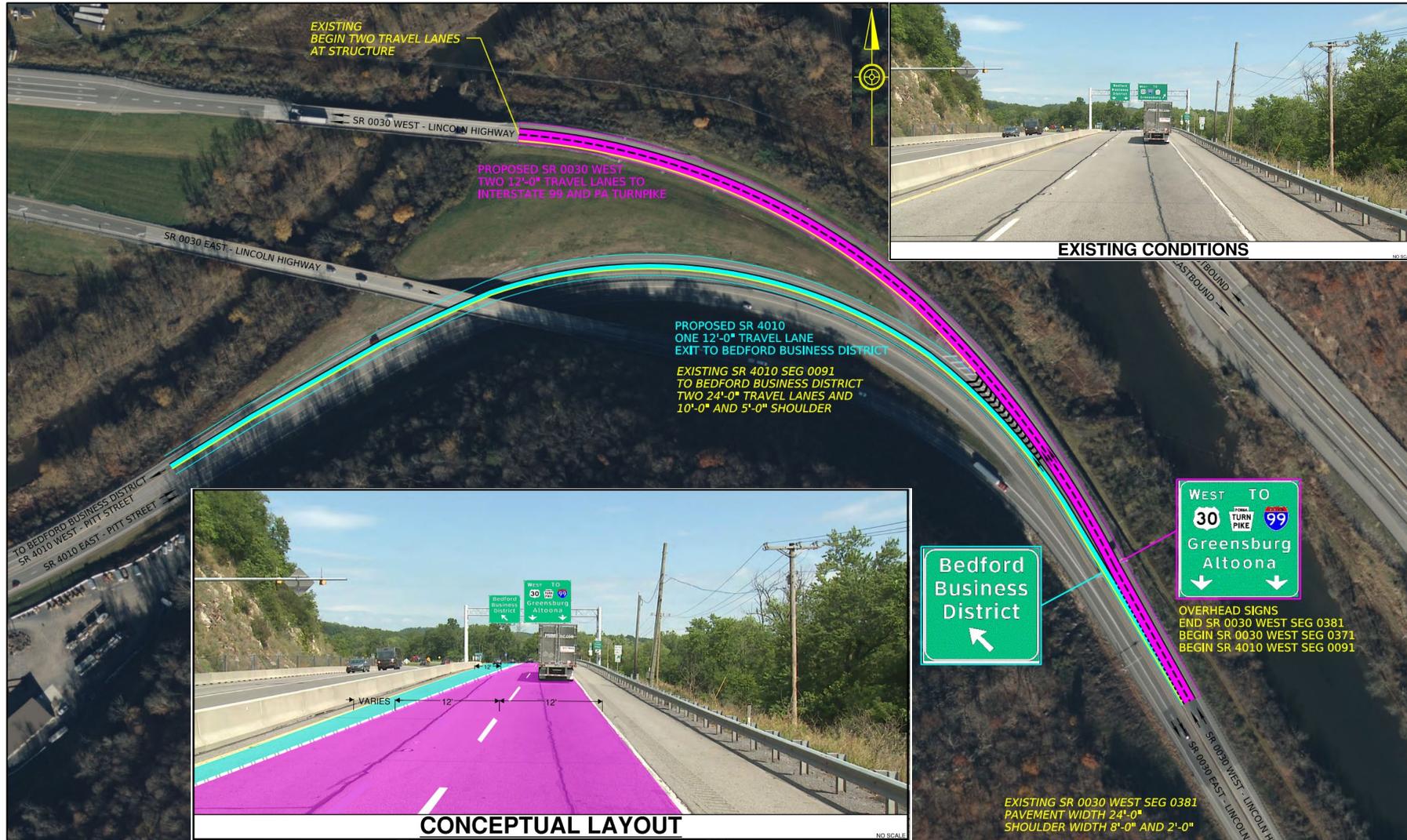
- **Project Type:** Resurfacing
- **Location:** US 30 from Scenic Drive (T-706) to Pitt Street (State Route 4010) in Bedford Borough and Bedford Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 3rd Quarter 2025



US 30 - SCENIC DRIVE TO PITT STREET



US 30 - SCENIC DRIVE TO PITT STREET - LANE RECONFIGURATION



US 30 TRUCK TURNAROUND



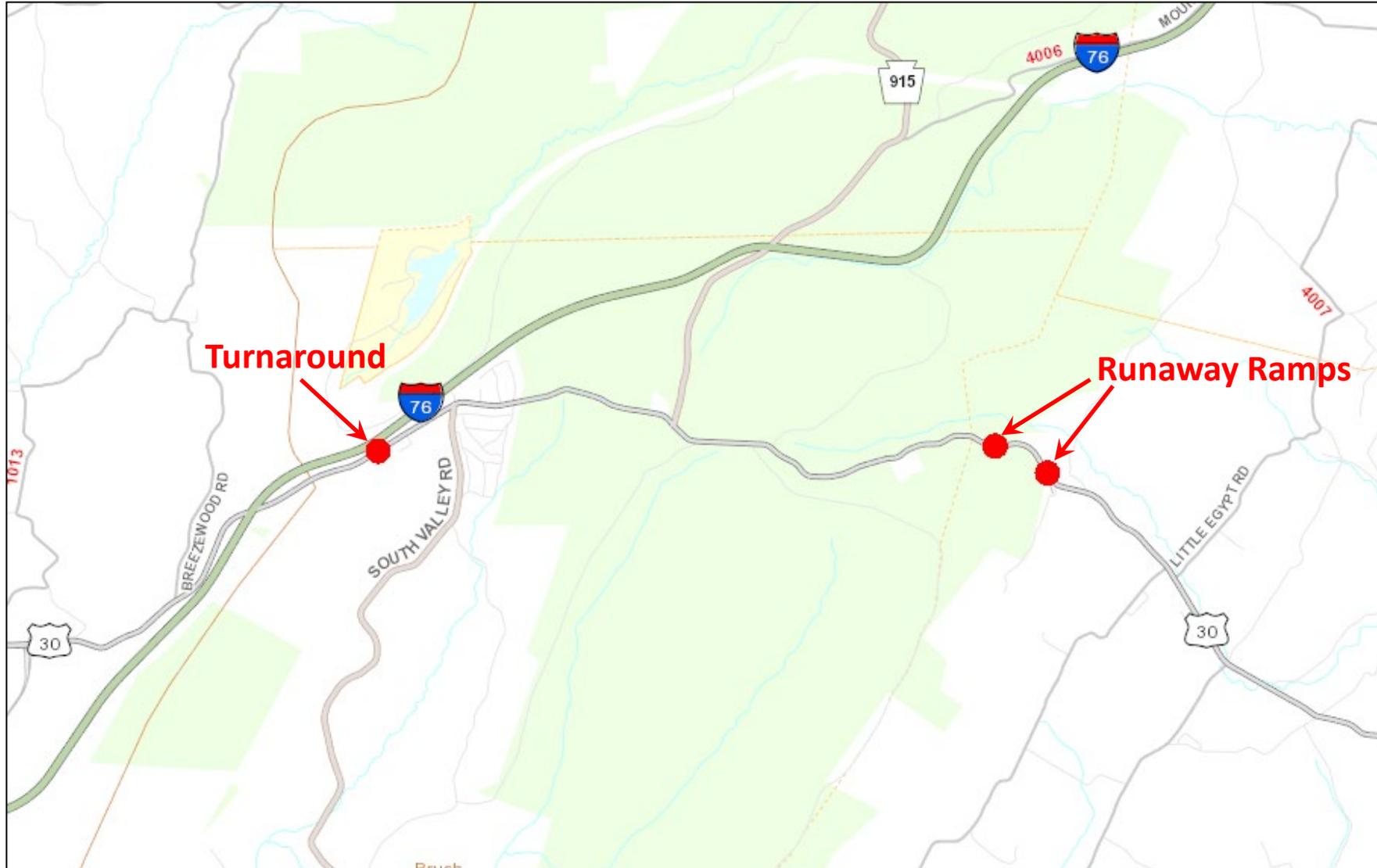
- **Project Type:** Truck Turn Around and Maintaining Two Runaway Truck Ramps
- **Location:** US 30 (Lincoln Highway) near the intersection of Thunder Rock Road in Brush Creek Township, Fulton County
- **Construction Estimate:** Less than \$1.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2025



BREEZEWOOD LOST TRUCK ISSUE



US 30 TRUCK TURNAROUND



US 30 TRUCK TURNAROUND



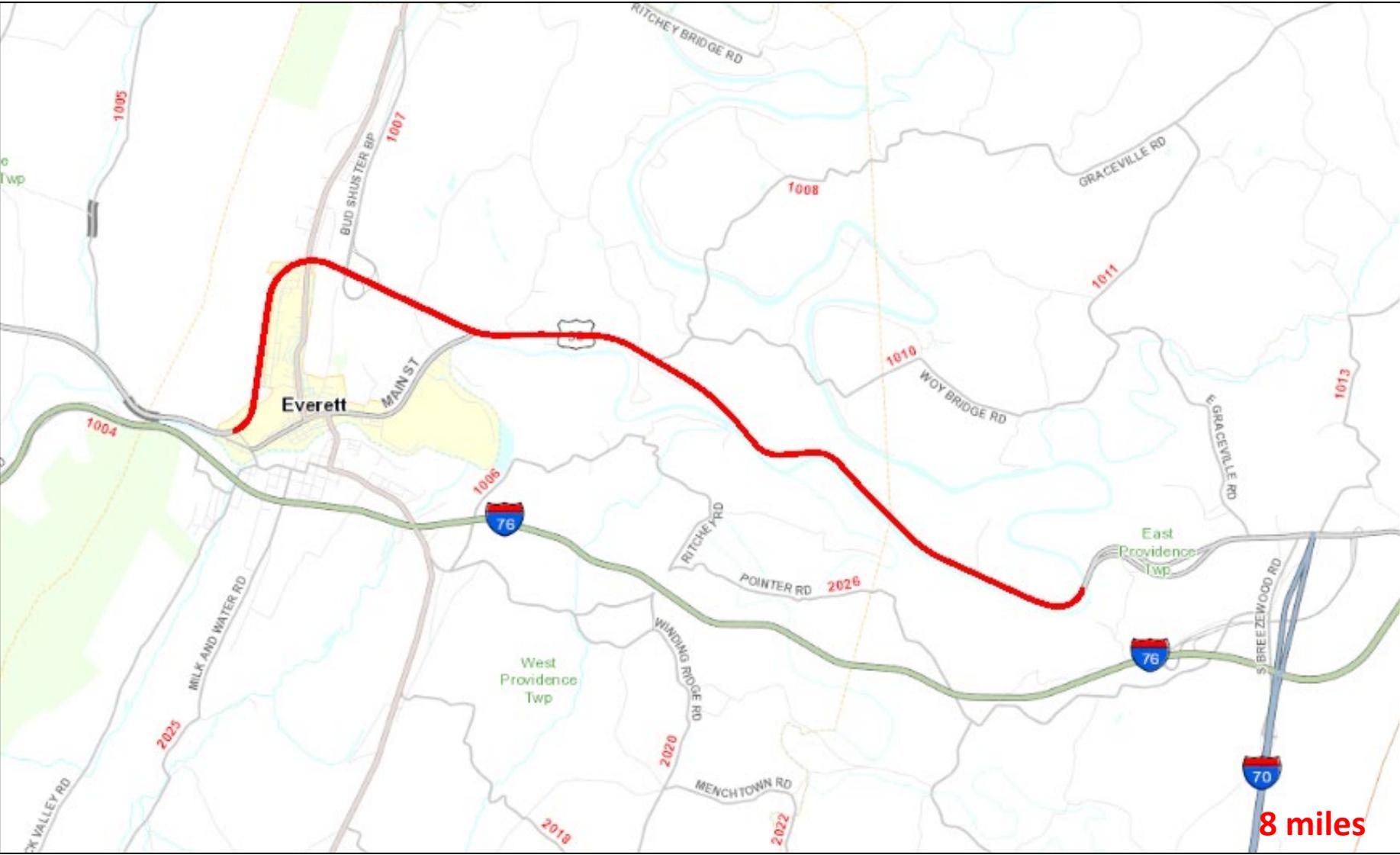
US 30 – BREEZEWOOD TO EVERETT



- **Project Type:** Resurfacing
- **Location:** US 30 from the end of the 4-lane west of Breezewood to the Juniata River Bridge in East Providence and West Providence Townships and Everett Borough
- **Construction Estimate:** Greater than \$10.0 Million
- **Anticipated Bid Opening:** 2nd Quarter 2026



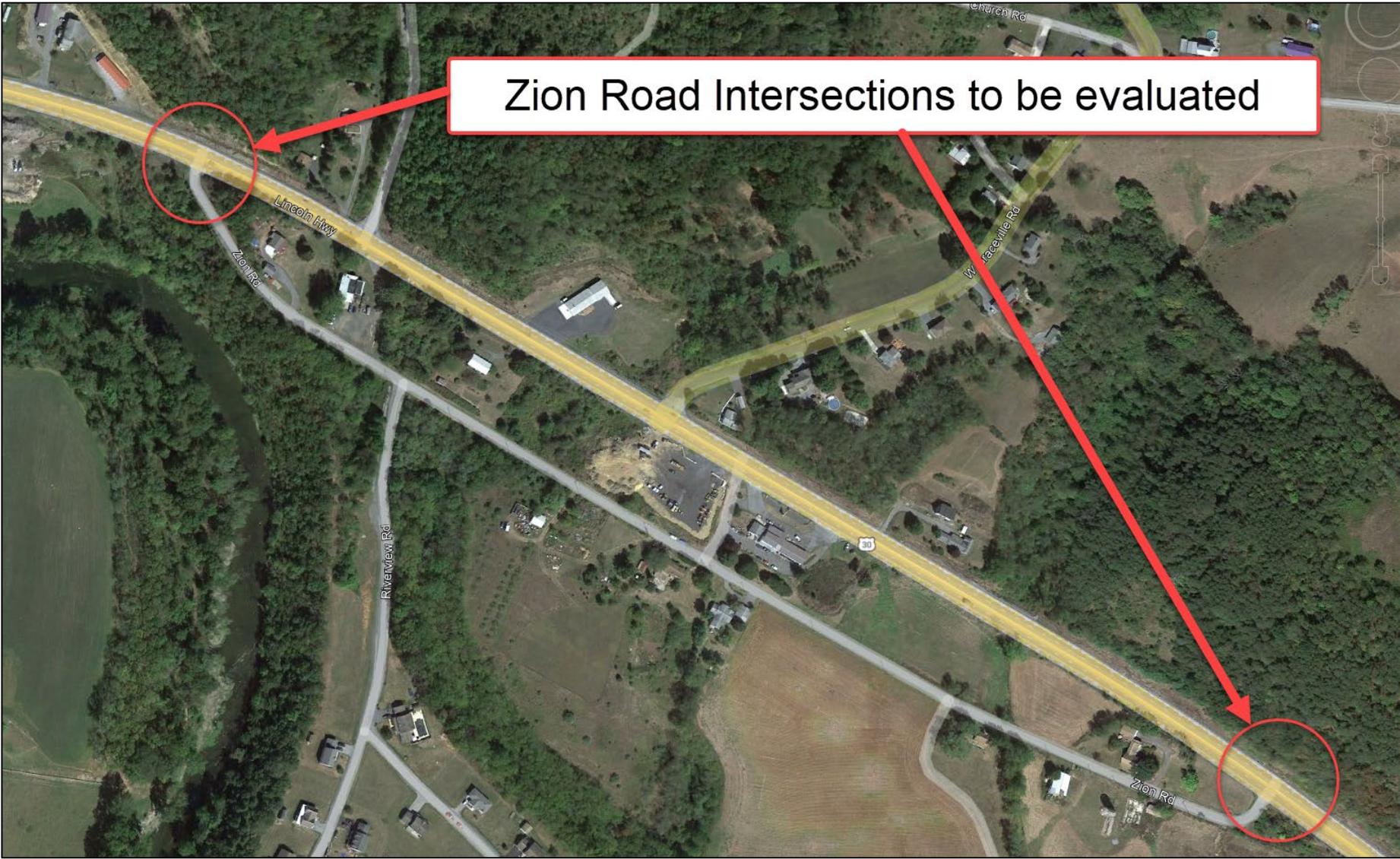
US 30 – BREEZEWOOD TO EVERETT



8 miles



US 30 – BREEZEWOOD TO EVERETT



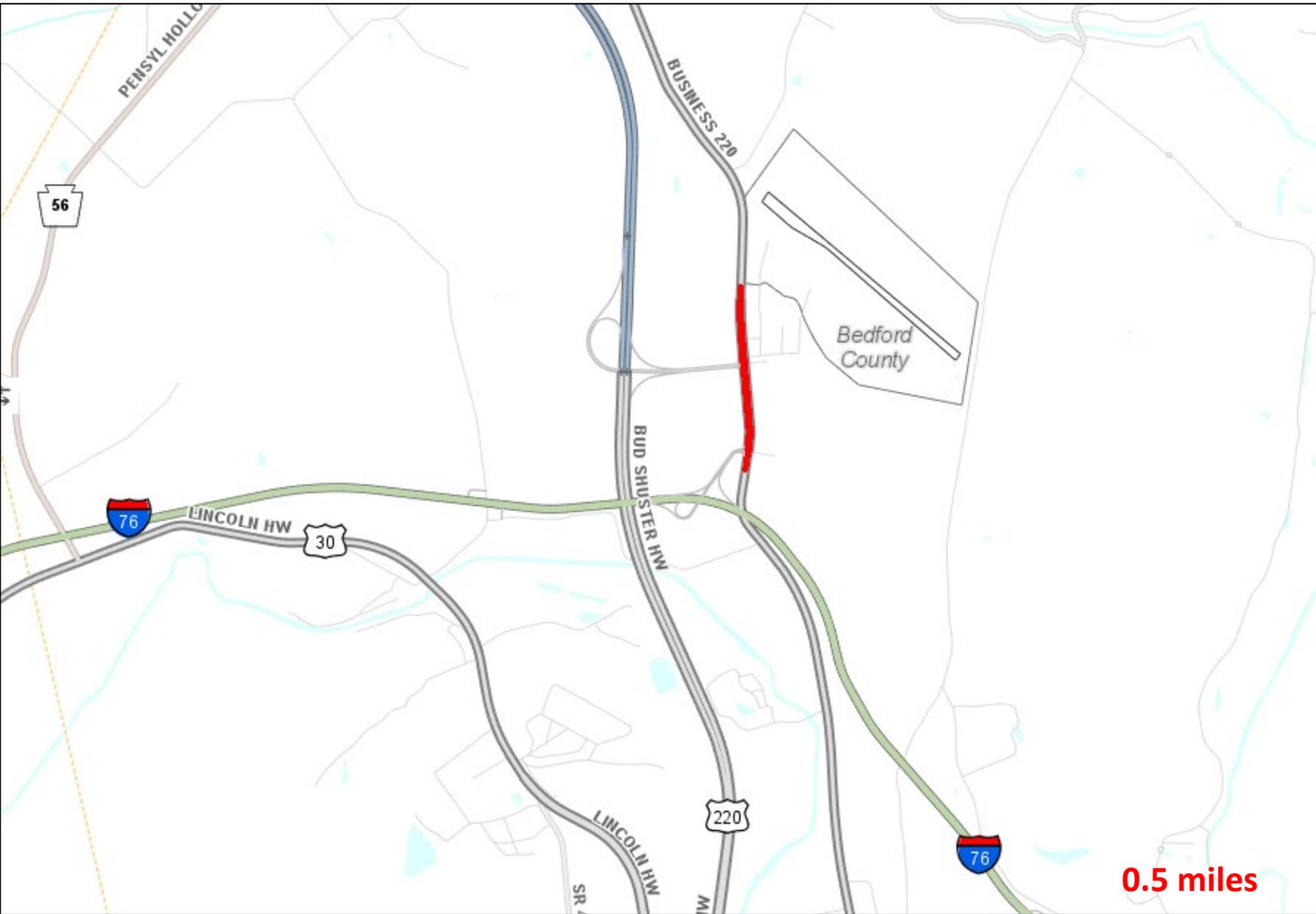
STATE ROUTE 4009 – CONCRETE TO CONCRETE



- **Project Type:** Rehabilitation
- **Location:** State Route 4009 (Business 220) from end of concrete to end of concrete in Bedford Township
- **Construction Estimate:** Greater than \$10.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2028



STATE ROUTE 4009 – CONCRETE TO CONCRETE



GORDON CREEK BRIDGE



- **Project Type:** Bridge Replacement
- **Location:** PA 56 over Gordon Creek in West St. Clair Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 3rd Quarter 2024



GORDON CREEK BRIDGE



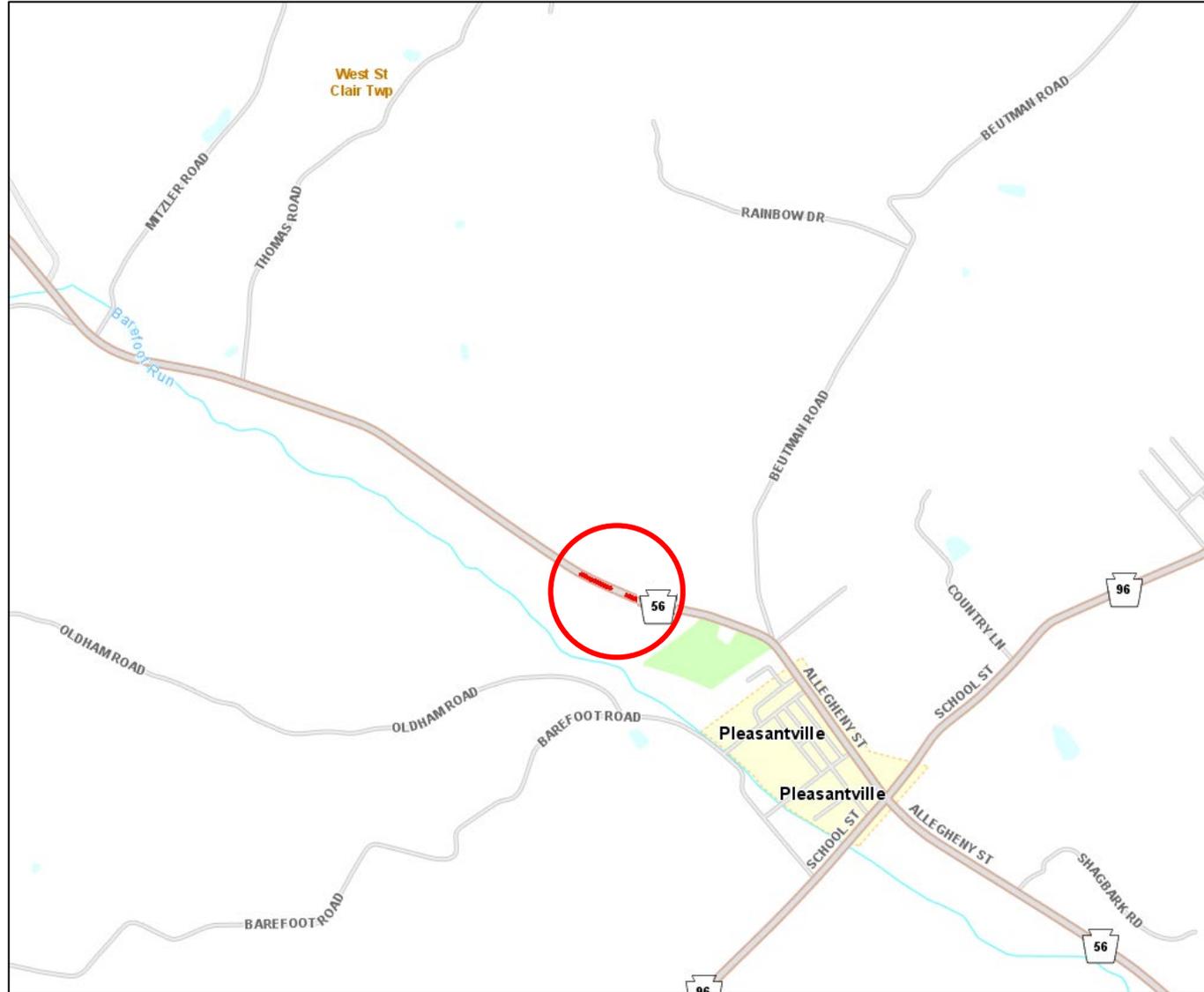
PA 56 TRIBUTARY TO BAREFOOT RUN BRIDGE



- **Project Type:** Bridge Replacement
- **Location:** PA 56 over Barefoot Run tributary approximately 1,742 feet West of Pleasantville Borough Line in West Saint Clair Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 3rd Quarter 2024



PA 56 TRIBUTARY TO BAREFOOT RUN BRIDGE



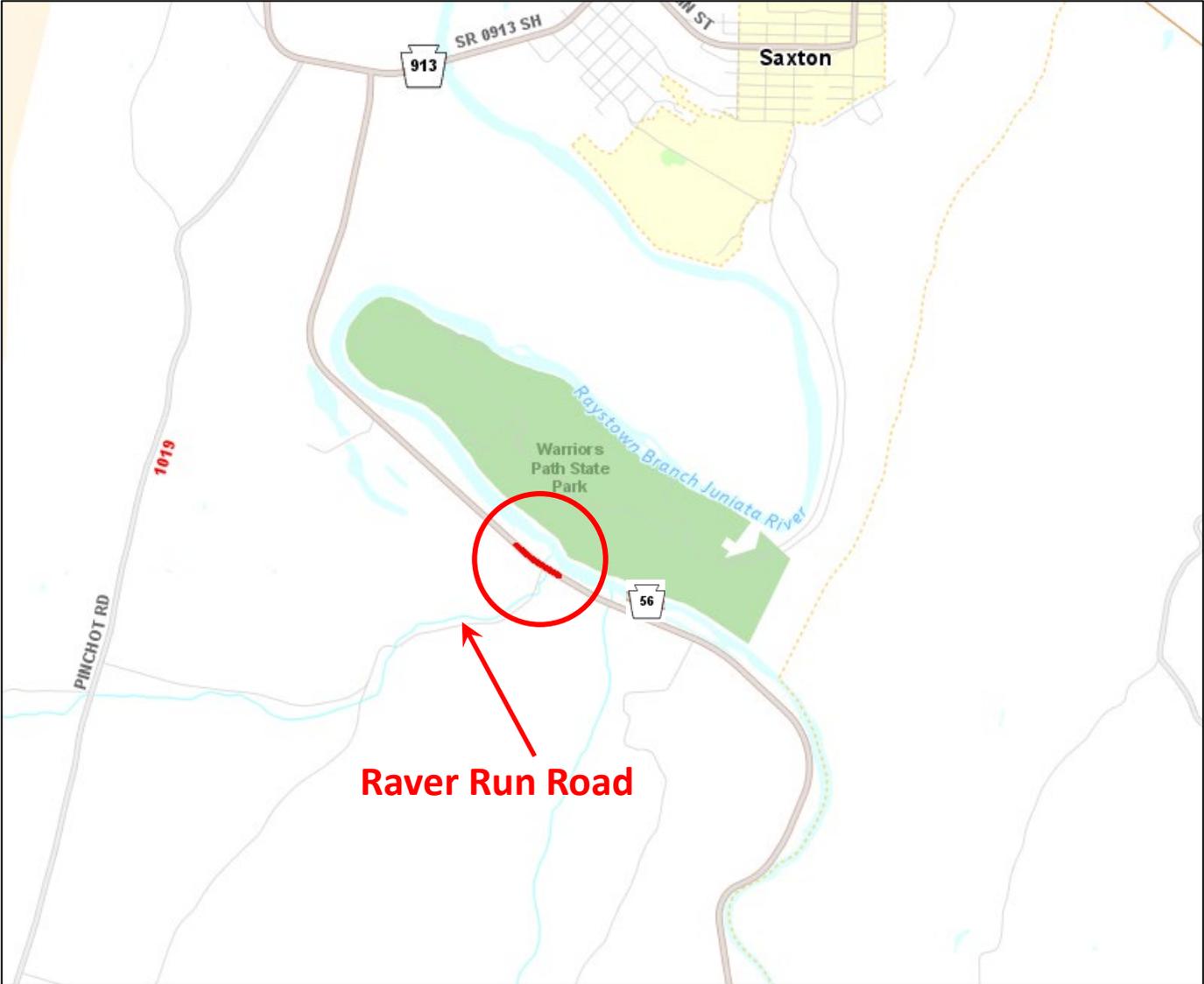
PA 26 OVER RAVERS RUN



- **Project Type:** Bridge Replacement
- **Location:** PA 26 over Ravers Run in Liberty Township
- **Construction Estimate:** \$1.0 - \$5.0 Million
- **Anticipated Bid Opening:** 1st Quarter 2025



PA 26 OVER RAVERS RUN



Thank You

