

ASHE / D-9 JOINT WORKSHOP

District 9 Highlights

Presented to:



VINCE GREENLAND, P.E.
DISTRICT EXECUTIVE

APRIL 16, 2024



DISTRICT 9 CONTACTS



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Design Related Issues

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Maintenance Related Issues

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Construction Related Issues

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Blair County Maintenance Issues

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Bridge Related Issues

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Traffic Related Issues

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Cambria County Maintenance Issues

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Design Related Issues (Project Specific)

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Highway Occupancy Permit Issues

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Fiscal-Related Issues

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Huntingdon County Maintenance Issues

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Right of Way / Utilities / Environmental Issues

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Human Resources Issues

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Bedford / Fulton County Maintenance Issues

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Somerset County Maintenance Issues

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TURNOVER'S EFFECT ON EXPERTISE

- 17 Civil Eng/Eng Tech Vacancies
 - Includes 40% of Project Delivery Staff
- PM Level Experience in Plans Development (13 Total)
 - 69% (9) with <1 yr in position
 - 8% (1) with 1 to 4 yrs in position
 - 23% (3) >4 yrs in position
- 31% Vacancy of non-supervisory design squad staff
 - CE's – 0>4 yrs in position
 - Ave yrs exp ~ 1.6 yrs

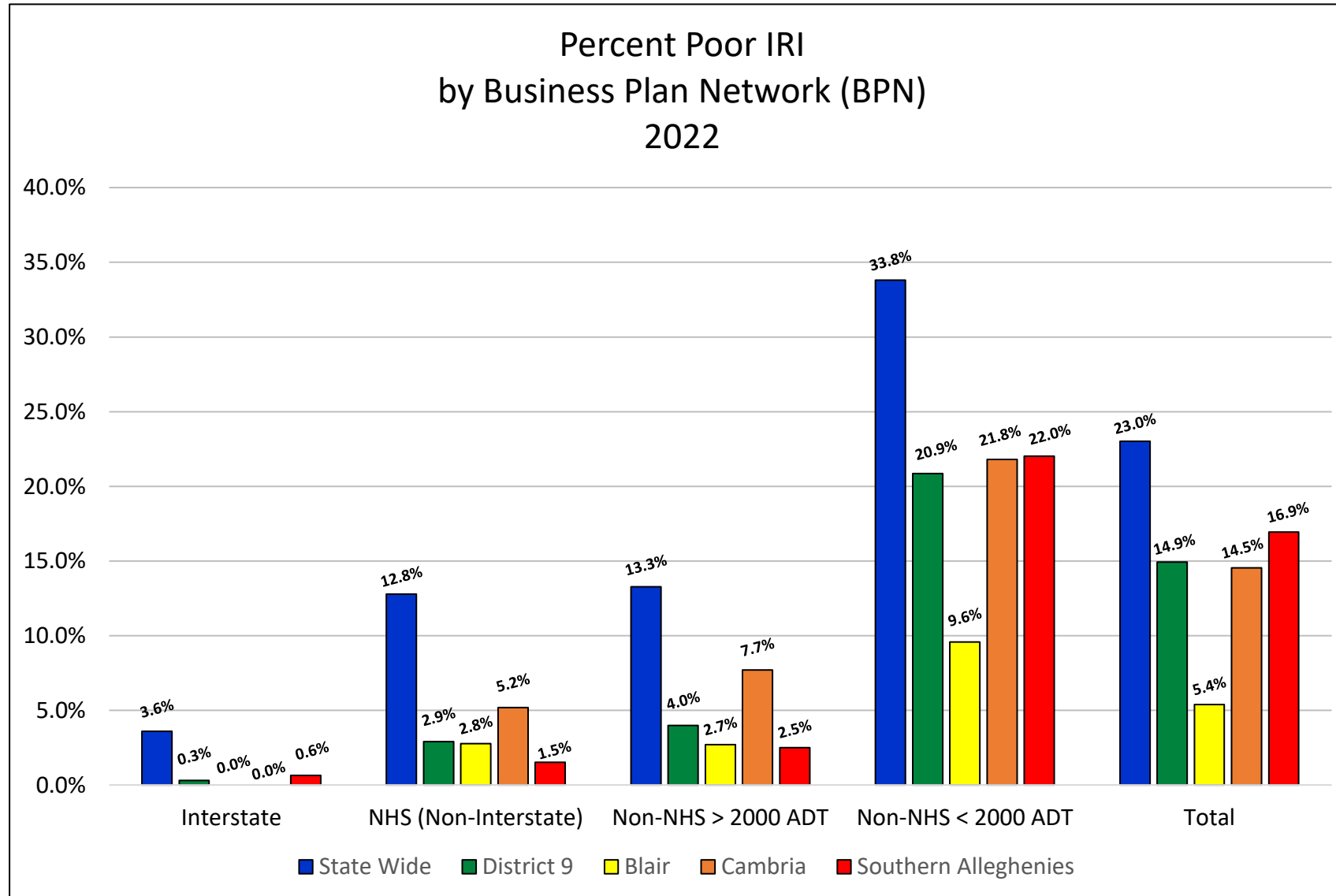


WORKLOAD ADJUSTMENTS

- Anticipated Lettings to remain steady with 2025 program
 - Total projects / year: 58
 - Total lettings / year: \$121 Million
- Expect the following adjustments:
 - Consultant Project Manager to Manage Consultant Projects
 - Use District Agreements for Local Projects
 - More multi-agreement advertisements
 - Hybrid Department / Consultant projects
 - (Bridge by District / Rdwy by Cons)
 - Design Build for low-risk projects
 - Other internal adjustments
 - Move projects to maintenance
 - Bridge to manage more projects

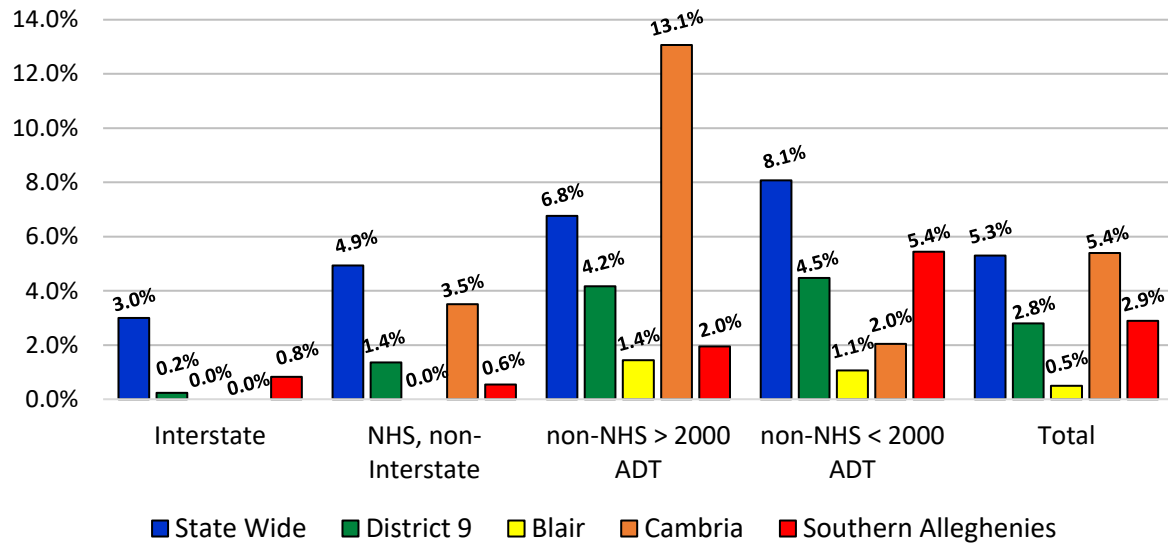


ROADWAY ASSETS

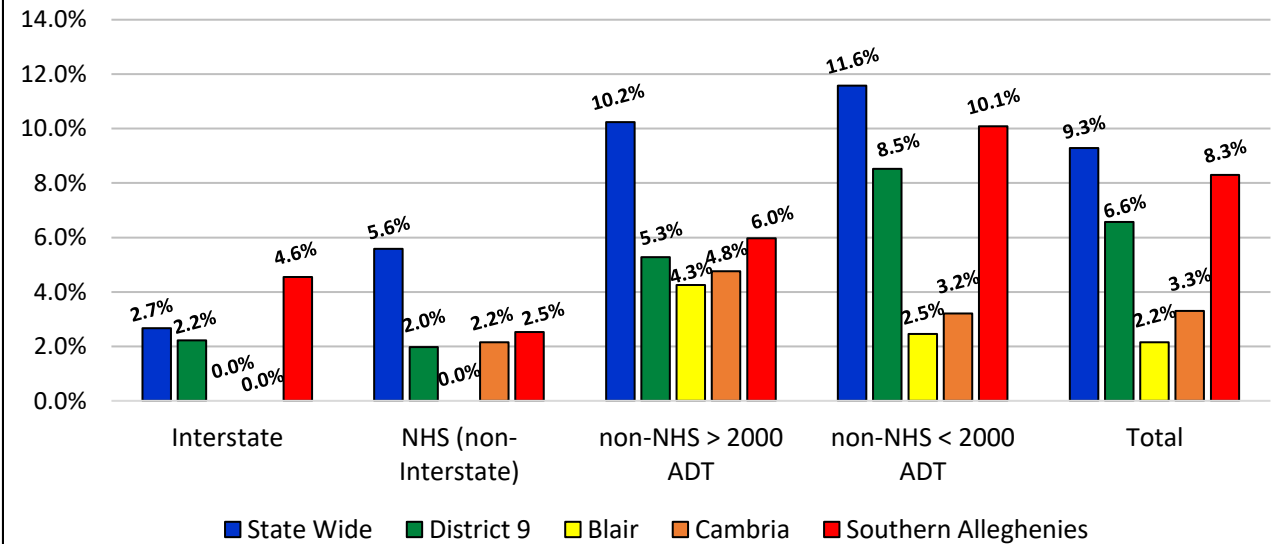


BRIDGE ASSETS

Percent Poor State Owned Bridges by Deck Area (2022)



Percent Poor State Owned Bridges by Count (2022)



LOCAL BRIDGE ASSETS

Poor Local Bridges >20'

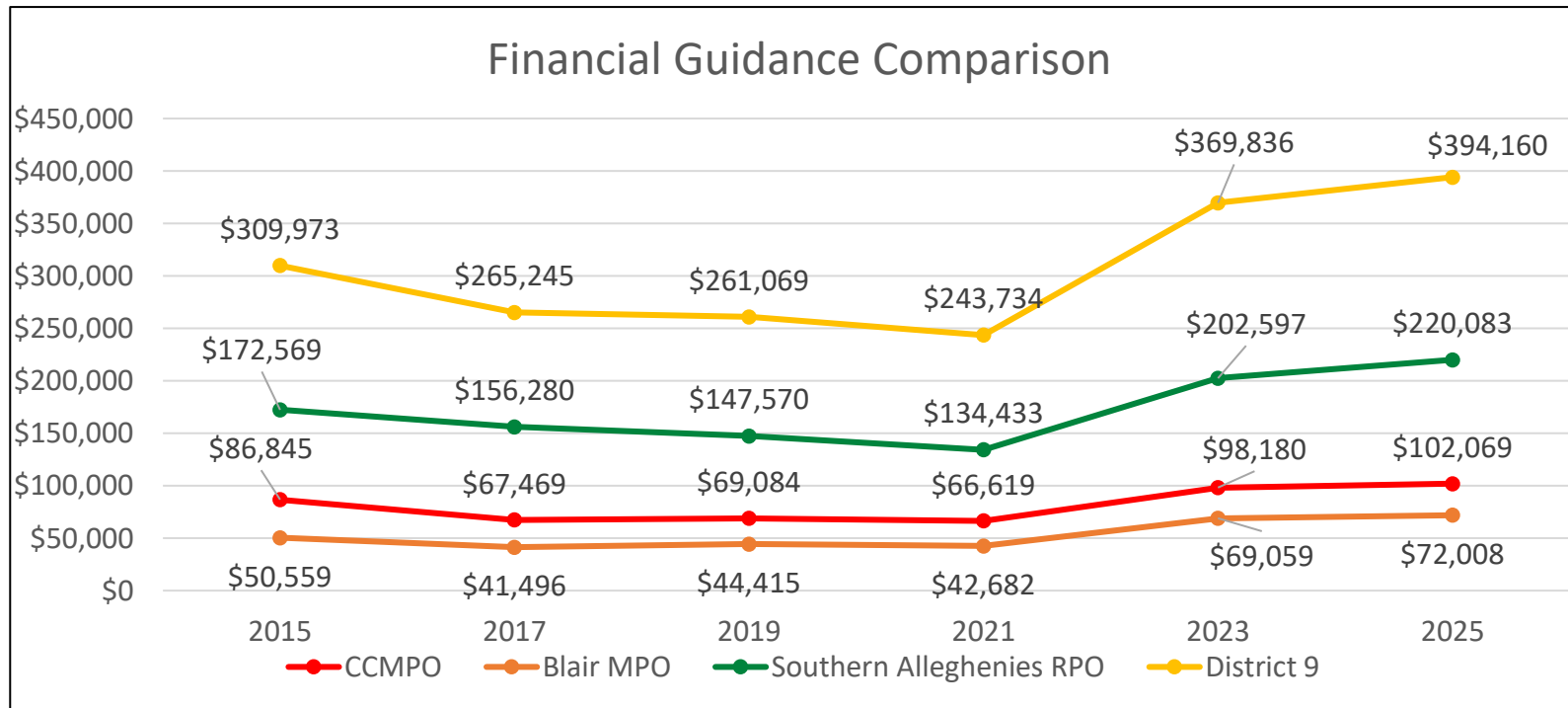
Region	2015		Today	
	% Poor by Count	% Poor by Deck Area	% Poor by Count	% Poor by Deck Area
Blair	36.9%	24.9%	28.6% ↓	16.1% ↓
Cambria	43.7%	23.8%	17.4% ↓	9.4% ↓
Southern Alleghenies	41.5%	43.7%	31.2% ↓	26.9% ↓



2025 PROGRAM HIGHLIGHTS

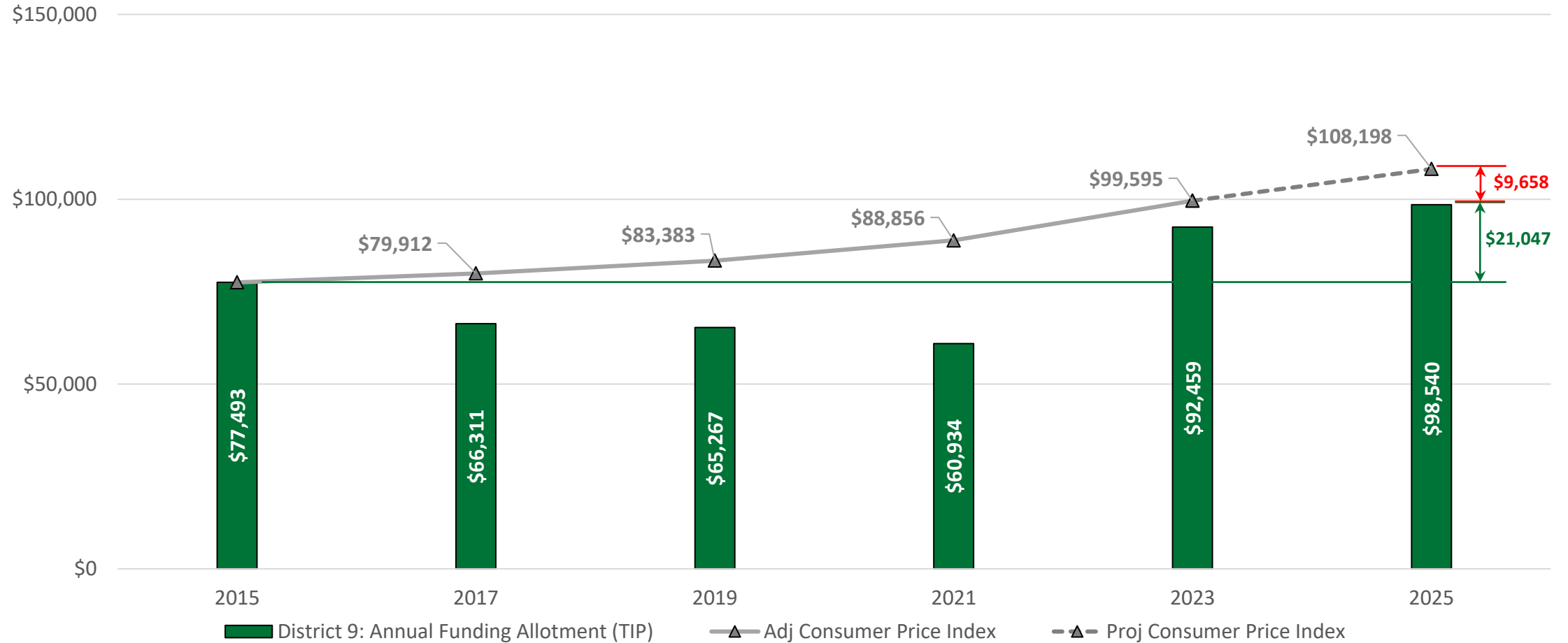
TIP FINANCIAL GUIDANCE COMPARISON

Planning Region	Act 89				BIL		2023-2025 TIP Difference	
	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

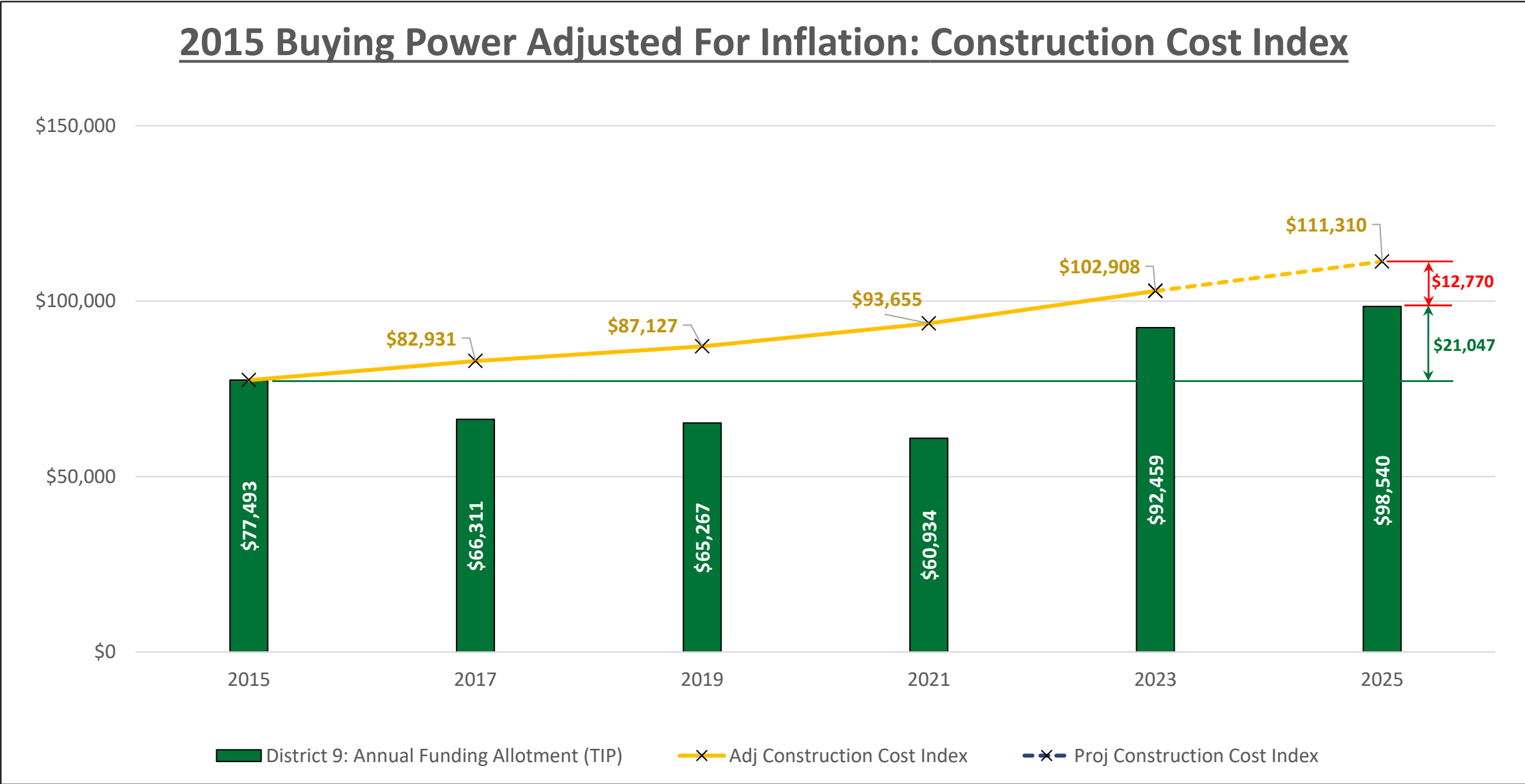


CPI - Measure of average change over time in prices paid by urban consumers for a range of goods and services



LOSS OF BUYING POWER OVER TIME

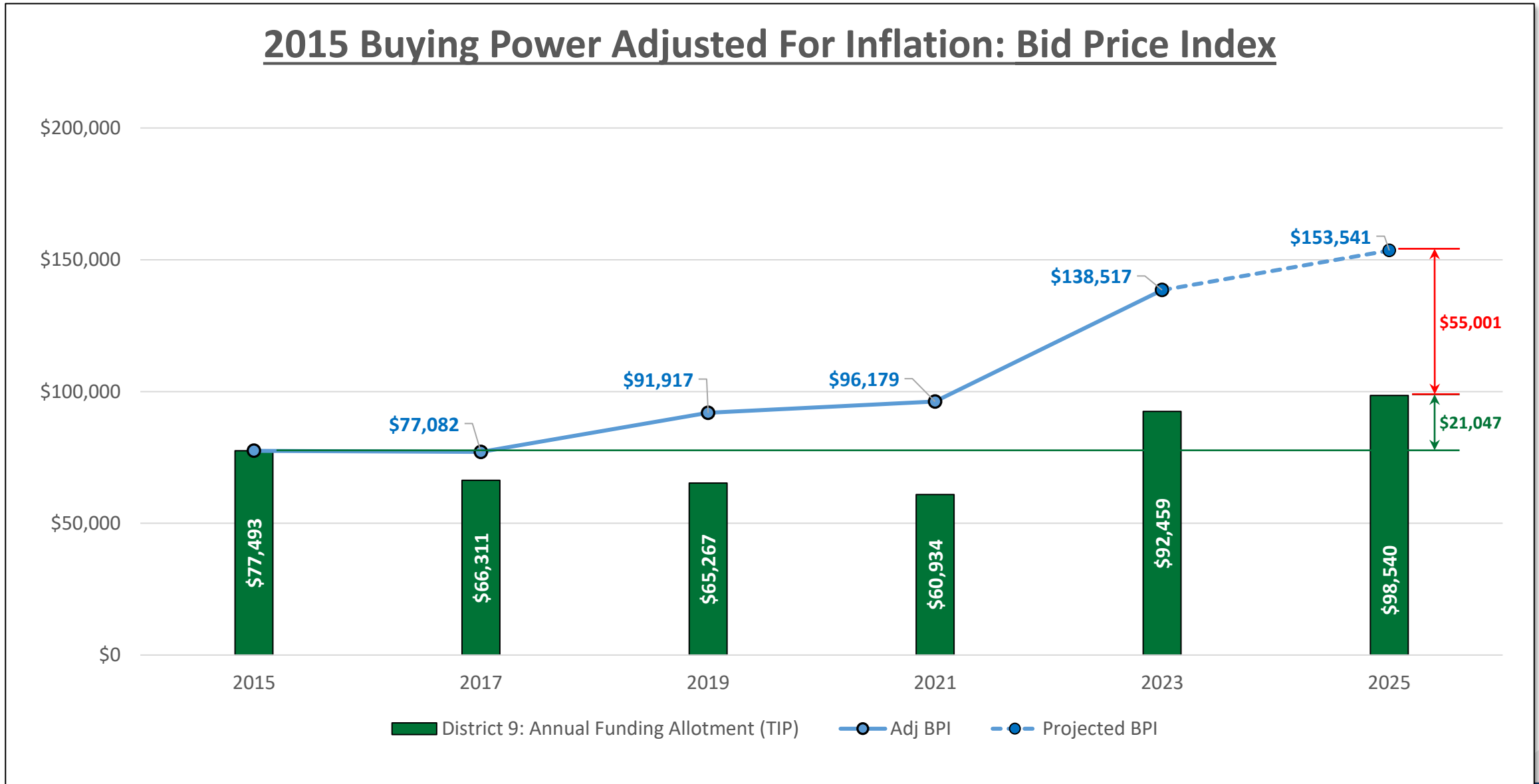
2015 Buying Power Adjusted For Inflation: Construction Cost Index



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



PA 56 – WIDMAN TO WALTERS CONSTRUCTION ESTIMATE HISTORY



- **Project Type:** Resurfacing, drainage upgrades, four structure preservations, and slope failure improvements
- **Location:** Resurfacing on PA 56 from SR 3016 (Bedford St exit) to US 219 interchange and slope failure investigation adjacent to PA 56 from SR 3016 (Bedford St ramp) to Oak St in Richland and Stonycreek Townships, Dale Borough, and the City of Johnstown
- **Prime Contractor:** Quaker Sales Corporation
- **Current Contract Amount:** \$14,703,104.67
- **Bid Opening:** 1/11/2024



PA 56 – WIDMAN TO WALTERS CONSTRUCTION ESTIMATE HISTORY



HAPR010 - Engineer's Estimate Vs. Low Bid Detail Report



Bid Date : 1/1/2023 To 12/31/2023

Project	Bid Date	SR	Section	Project Description	Engineer's Estimate	Low Bid	Difference
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* Yellow color indicates Projects Between +/-10% & +/-20%; Red color indicates Projects Outside +/-20%

Statewide	Total Projects	614	Estimate Total	\$ 2,688,507,063.67	Bid Total	\$ 2,921,480,137.54	Difference	8.67%	
	Within +/- 10%	262	42.67%	Within +/- 20%	162	26.38%	Outside +/- 20%	190	30.94%
District	09-0	Projects	45	Estimate Total	\$ 122,407,206.65	Bid Total	\$ 125,205,029.22	Difference	2.29%
	Within +/- 10%	17	37.78%	Within +/- 20%	17	37.78%	Outside +/- 20%	11	24.44%

Pre-Bid Construction Estimate

- \$16,053,830

\$ Difference

- **-\$1,350,725**

Contractor's Low Bid Amount

- \$14,703,105

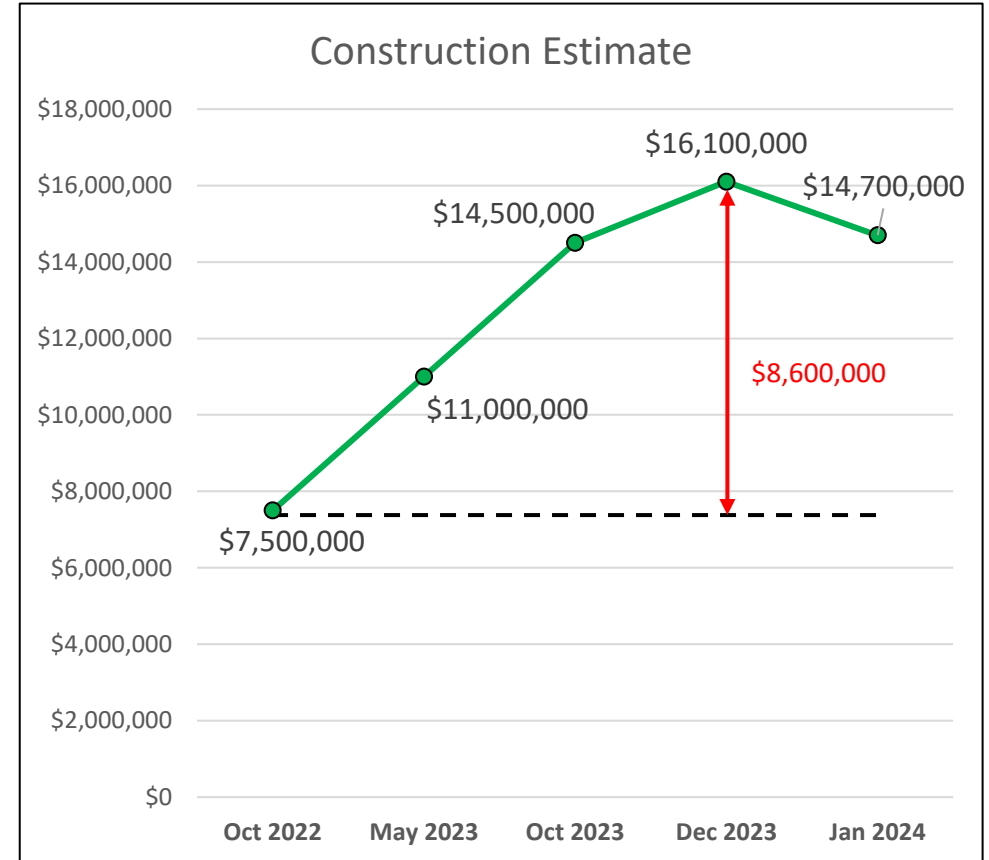
% Difference

- **-8.4% < 10% = GOOD!!**



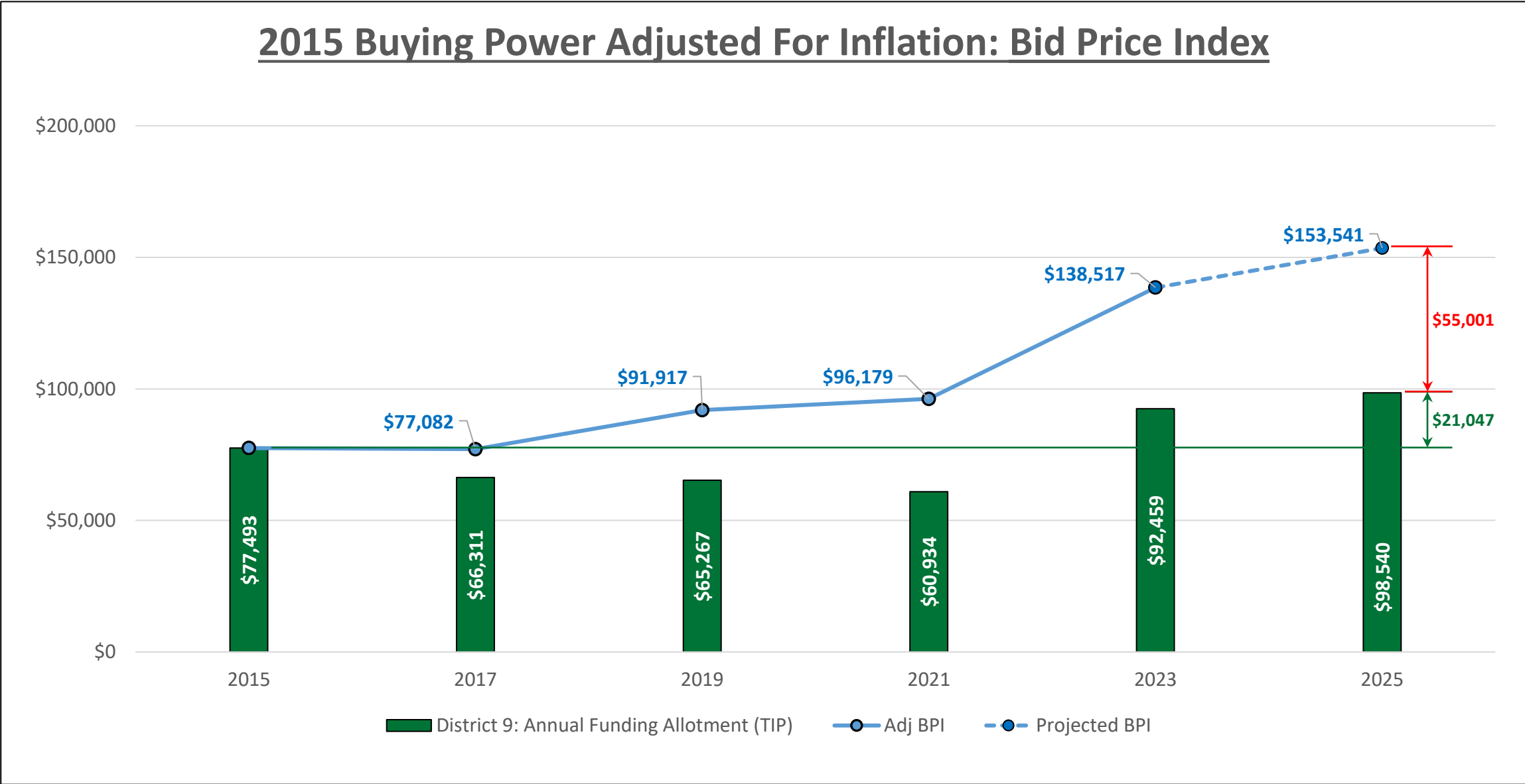
2023 Cambria County Program History

- Initial Estimate: October 2022
 - \$7.5 Million
- Change #1: May 2023
 - \$11.0 Million
 - Inflation/Scope Creep
 - Geotech improvements
 - Changed pavement to break and seat
- Change #2: October 2023
 - \$14.5 Million
 - Inflation/Scope Creep
 - Approach slabs
 - Quantity adjustments
- Change #3: December 2023
 - \$16.1 Million
 - Pre-Bid Estimate
- Let: January 2024
 - \$14.7 Million



LOSS OF BUYING POWER OVER TIME

2015 Buying Power Adjusted For Inflation: Bid Price Index



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



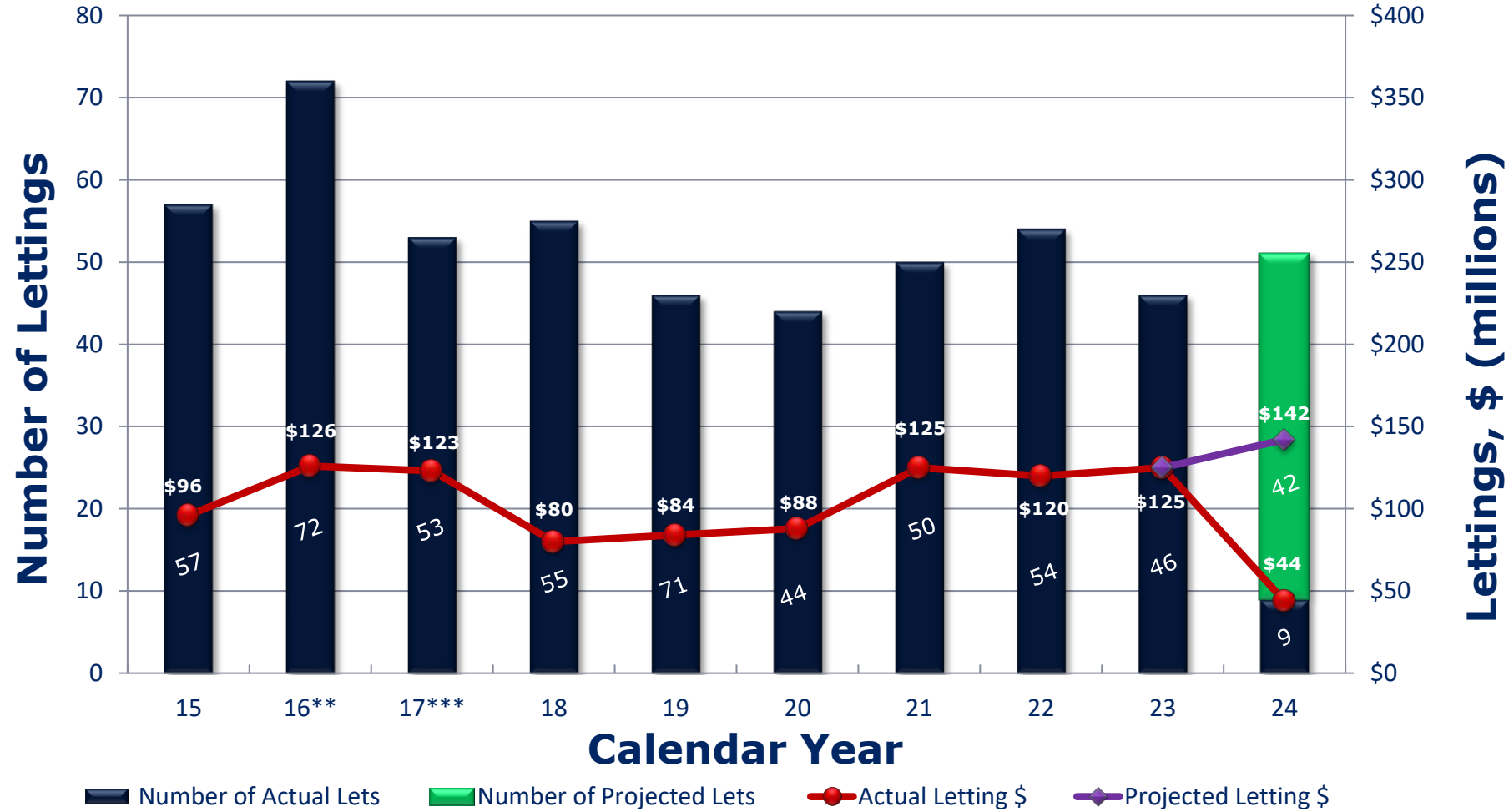
LOSS OF BUYING POWER

Tandem Plow Truck

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



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

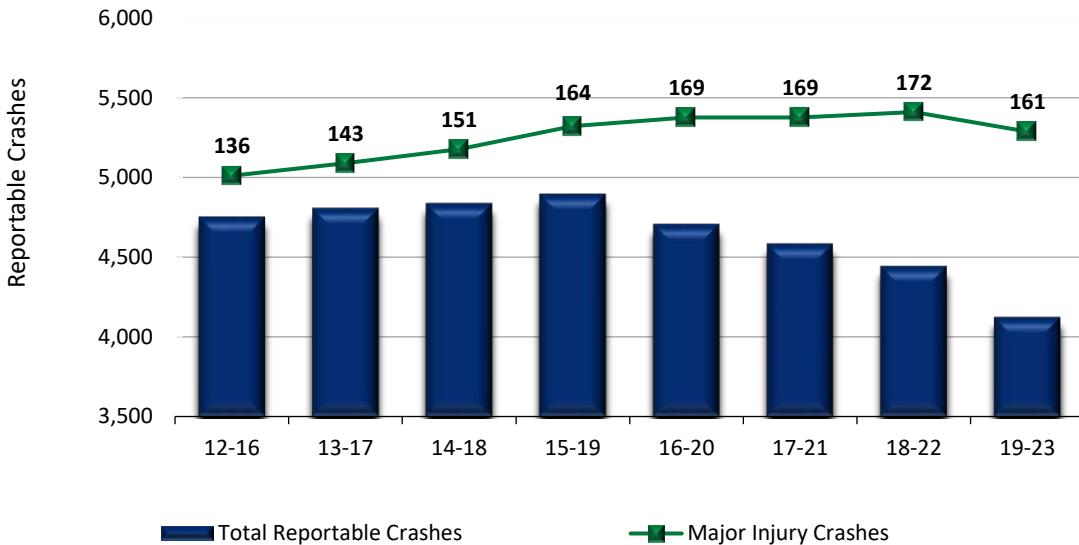
Practicing Road Safety is more important than Preaching it



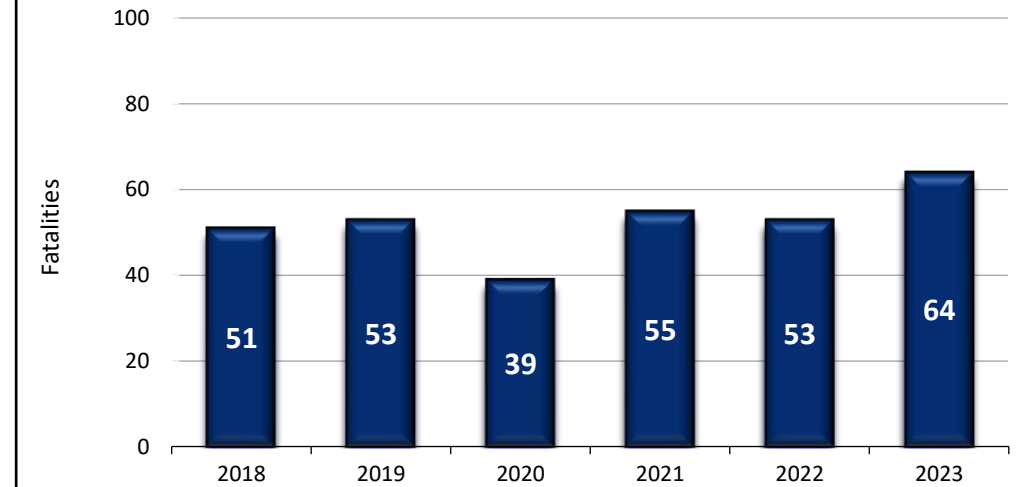
District 9

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

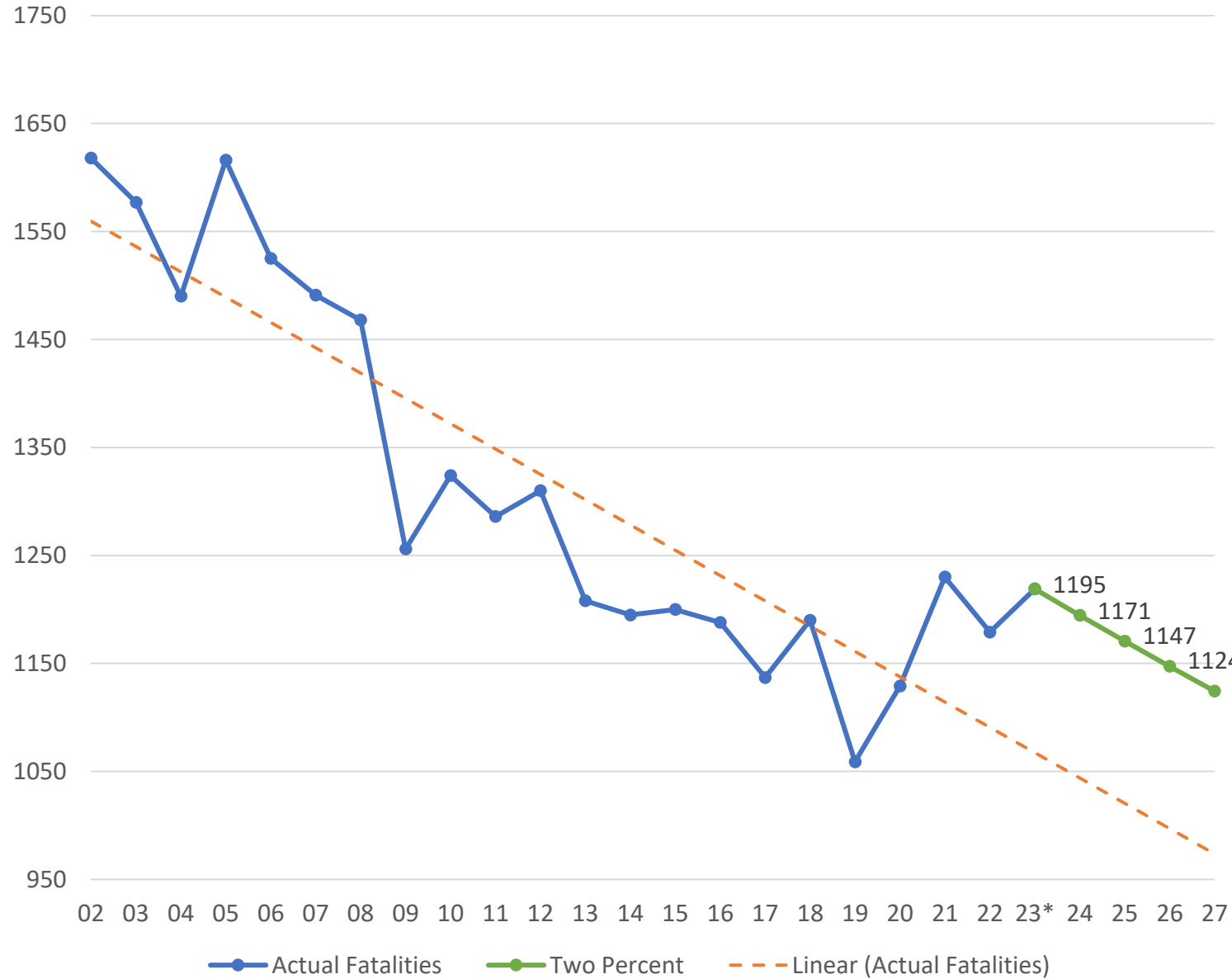
5-yr Avg Total Reportable Crashes & Major Injury Crashes



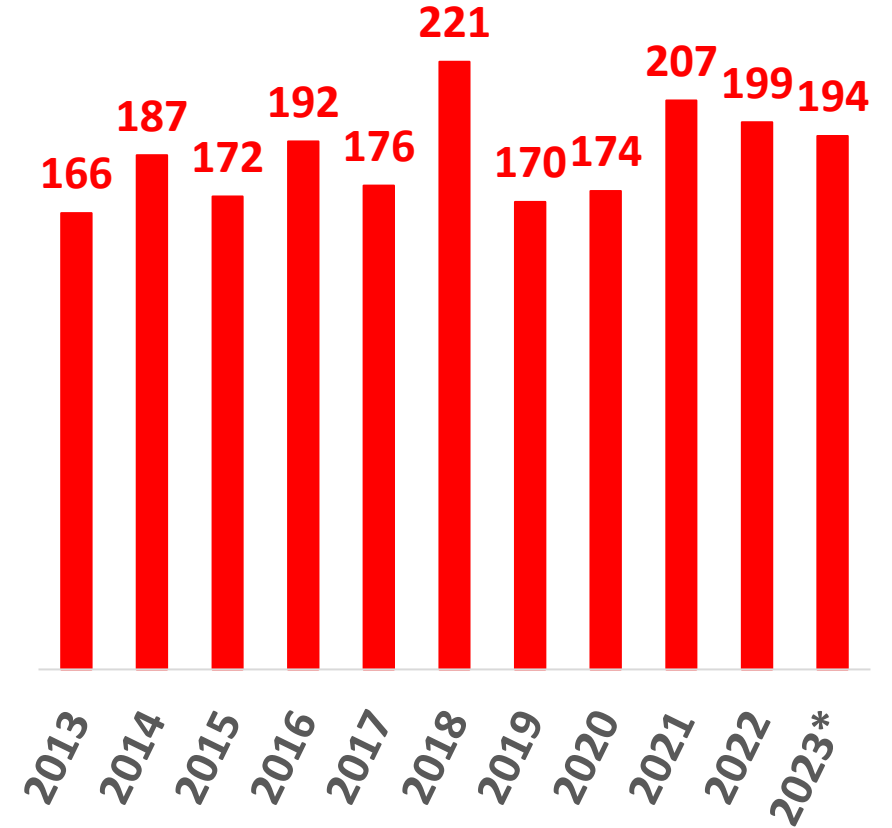
Highway Fatalities



FATALITIES - STATEWIDE



Non-Motorized Fatalities



*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

40

- 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



THANK YOU

Questions

