



**18<sup>th</sup> Annual  
ASHE/PennDOT Workshop  
July 13, 2020**

Thomas A. Prestash, P.E.  
*District Executive*



# District 9-0 Infrastructure



# Accomplishments

## 2016 - 2019

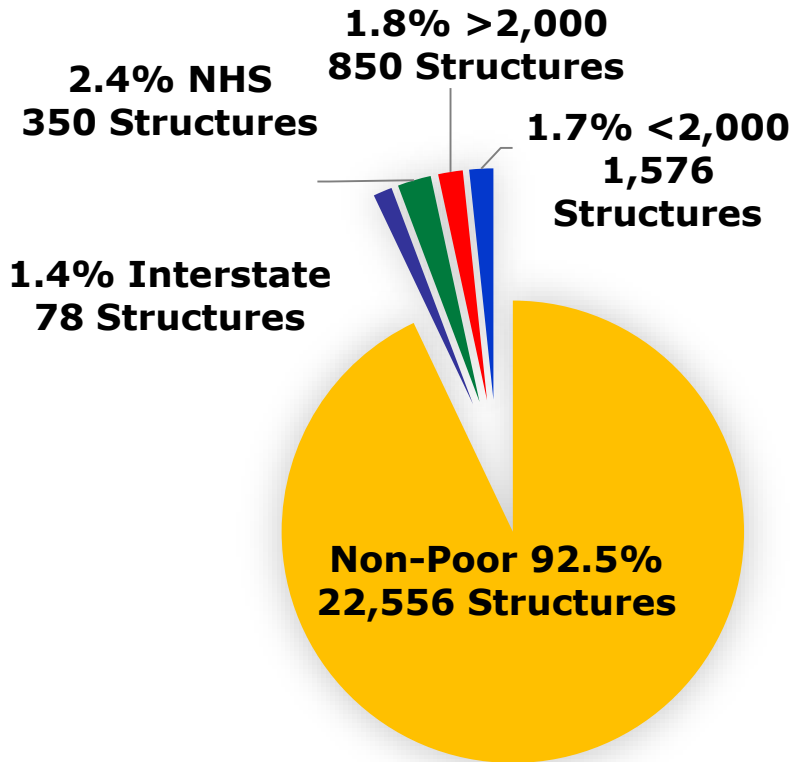
	Statewide	District 9
Transportation Contracts Let	\$9.7 Billion	\$477 Million
Improved segment miles	24,247	1,664
Improved poor state-owned bridges	1,926	146
Current # poor state-owned bridges*	2,625	164

# Bridge Assets

## Statewide

### 7.0% Poor Deck Area

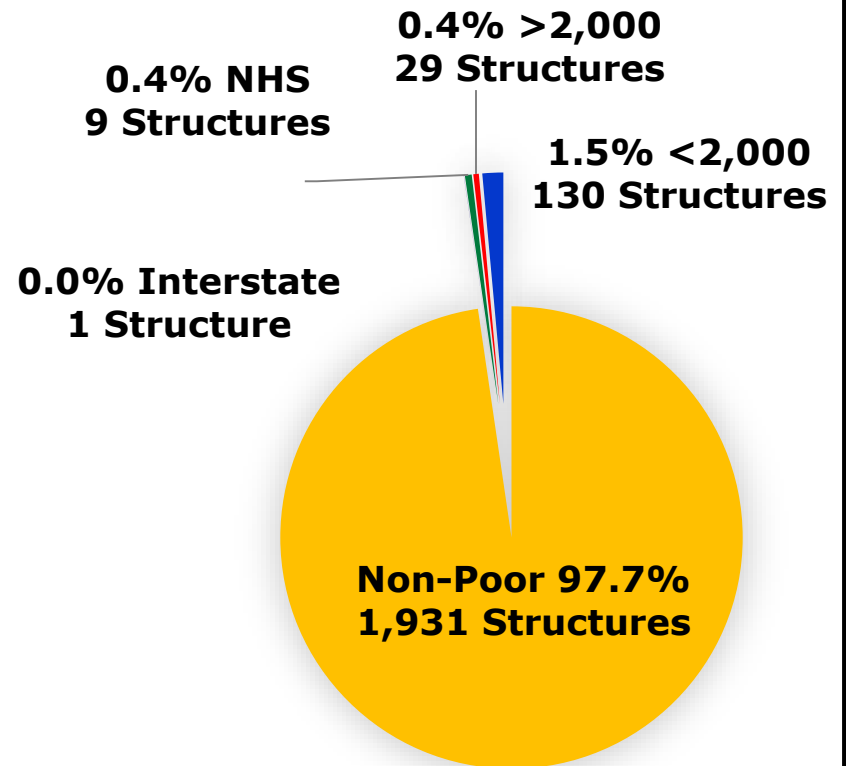
(2,854 structures)



## District 9

### 2.3% Poor Deck Area

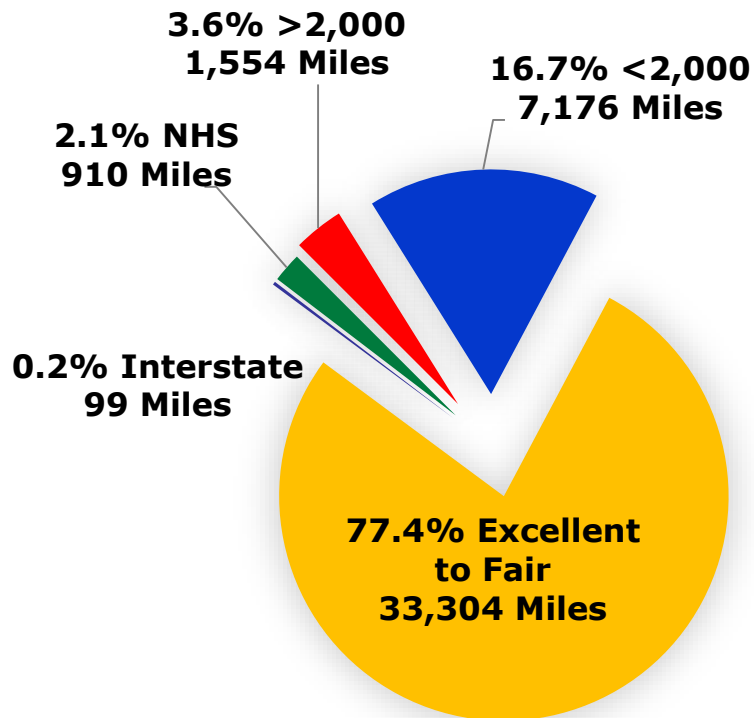
(169 structures)



# Roadway Assets

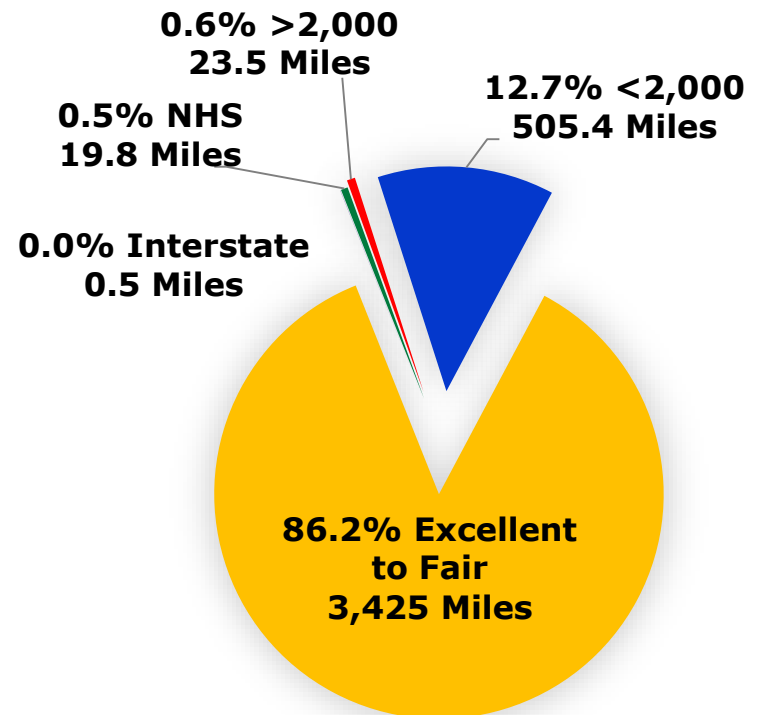
## Statewide

**22.6% Poor IRI**  
**(9,739.0 miles)**



## District 9

**13.8% Poor IRI**  
**(549.0 miles)**

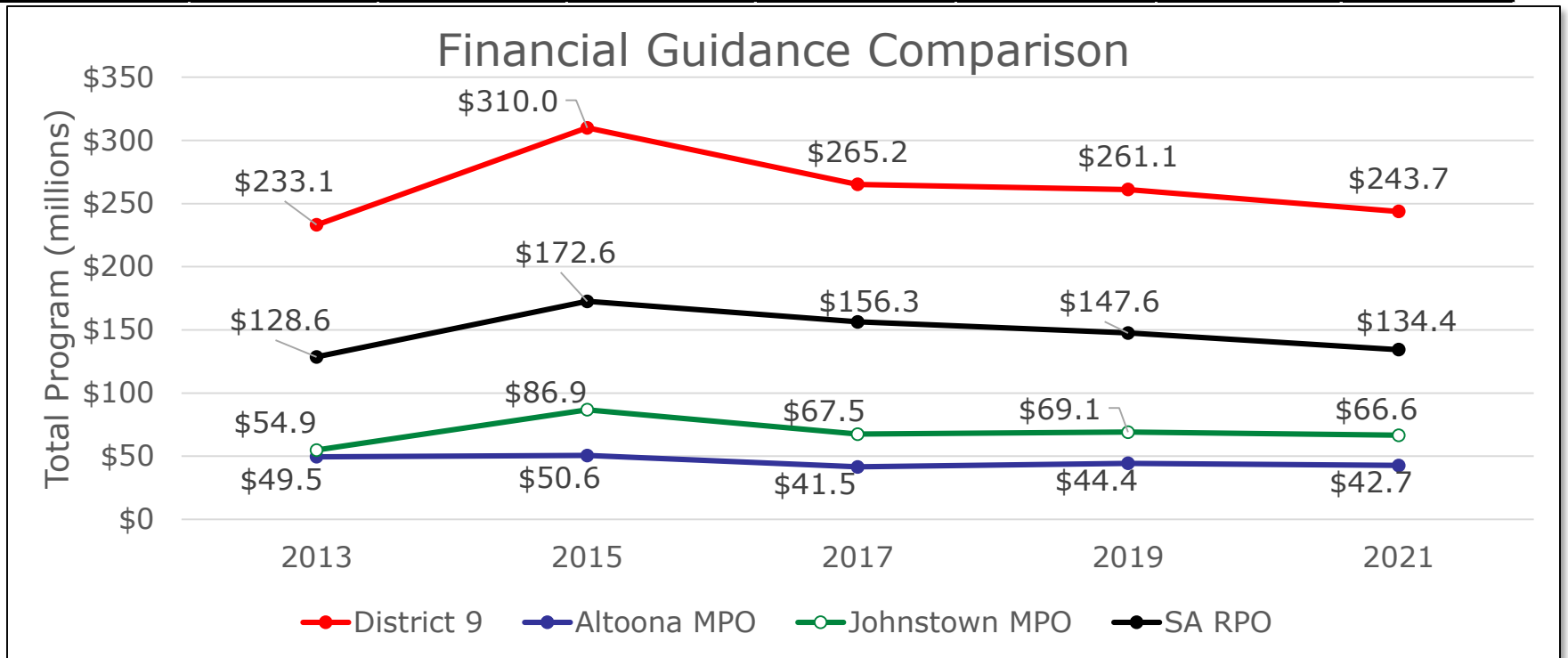


# 2021 Program Financial Guidance

- Shift towards asset management and lowest life cycle costs instead of poor infrastructure
- Lowest Life Cycle Cost (LLCC)
  - Not worst first – right treatment at the right time
  - Risk based – i.e. protect large facilities
  - Risk based preservation priority process
- Formula based on VMT, TVMT, LM, DA
- Phased in by year 3
- Increase funding for Interstate system

# 2013 to 2021 Financial Guidance Comparison

	Act 44	Act 89				2013-2021 TIP Difference	
	2013 TIP (000's)	2015 TIP (000's)	2017 TIP (000's)	2019 TIP (000's)	2021 TIP (000's)	\$ (000's)	%
Altoona MPO	\$ 49,523	\$ 50,559	\$ 41,496	\$ 44,415	\$ 42,682	\$ (6,841)	-13.8%
Johnstown MPO	\$ 54,883	\$ 86,845	\$ 67,469	\$ 69,084	\$ 66,619	\$ 11,736	21.4%
S Alleghenies RPO	\$ 128,646	\$ 172,569	\$ 156,280	\$ 147,570	\$ 134,433	\$ 5,787	4.5%
District 9-0	\$ 233,052	\$ 309,973	\$ 265,245	\$ 261,069	\$ 243,734	\$ 10,682	4.6%



# District 9 COVID-19 Ramifications

Projected \$800 Million loss in Revenue from State Budget.  
District 9 deferment of 409 Resurfacing Program

	(\$\$\$)	# of Lettings	Miles of Resurfacing
<b>District 9 Resurfacing Program</b>			
*2020 – Deferred 409 Resurfacing Projects	\$18 Million	6 Projects	50

\* Includes 3 DF Paving Projects at \$2M and 5.6 miles

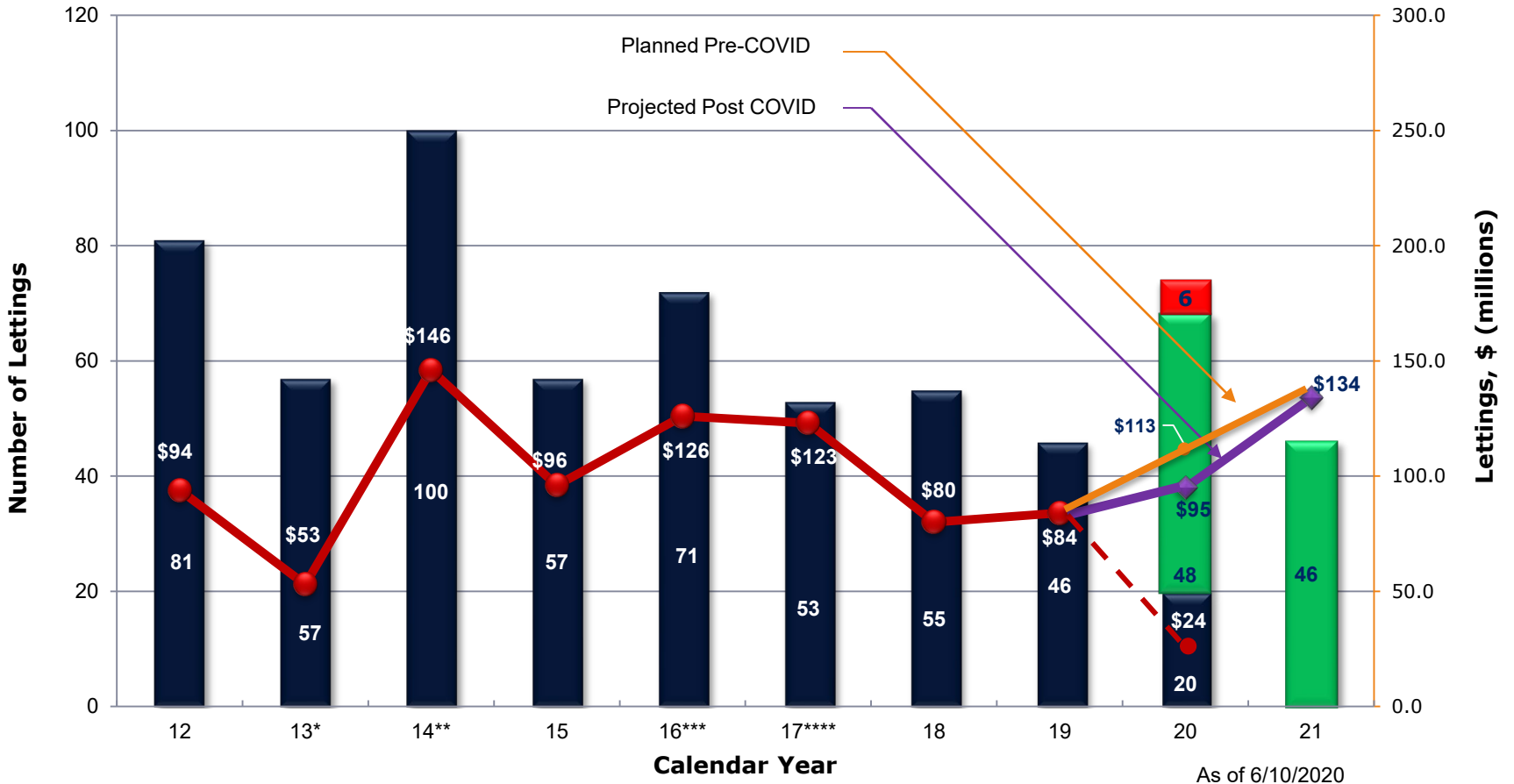
Construction Delay Claims may potentially impact 2021 projects





# 2020 Program Overview

# District 9-0 Project Lettings



Actual Bid Projects

Number of Projected Lets

Deferred Project

Actual Letting \$

Projected Letting \$

Deferred \$

\* 2013 totals do not include US 219 Somerset to Meyersdale Earthwork Contract (\$110M)

\*\* 2014 totals do not include US 219 Somerset to Meyersdale Bridges Contract (\$67M)

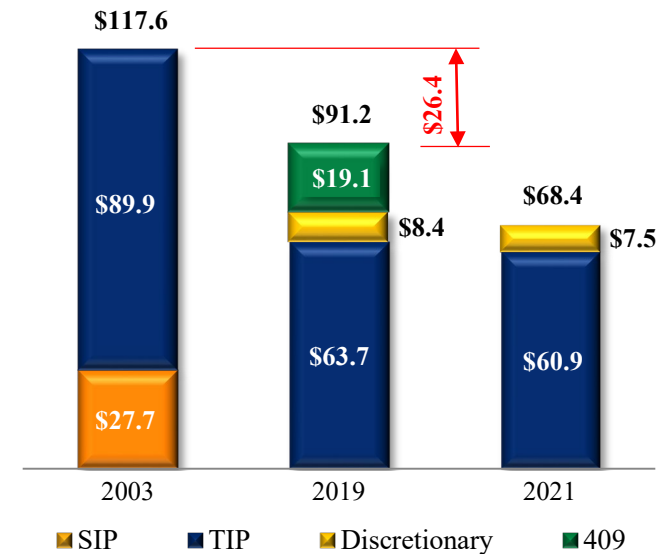
\*\*\* 2016 totals do not include US 219 Somerset to Meyersdale Paving Contract (\$52M)

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

## FUNDING

- Maintenance funding in 2021 unknown due to COVID-19
- 42% reduction in base funding from 2003 TIP to 2021 TIP
- 4.4% reduction in base funding from 2019 TIP to 2021 TIP
  - Allocation based on “worst first” philosophy
- Legislative constraints
  - MAP-21 NHSe funding distribution mandate
    - 41% of funding to NHSe = 14% of D-9 network
  - Uncertainty of 102” wide truck legislation impacts
- Major potential long term needs
  - Potential significant funding needs for several major corridors by 2026 (US 22 & US 219)
  - Uncertain service life of 70 bridges rehabbed between 2006-10

FIGURE 14: Available Infrastructure Funding (millions)

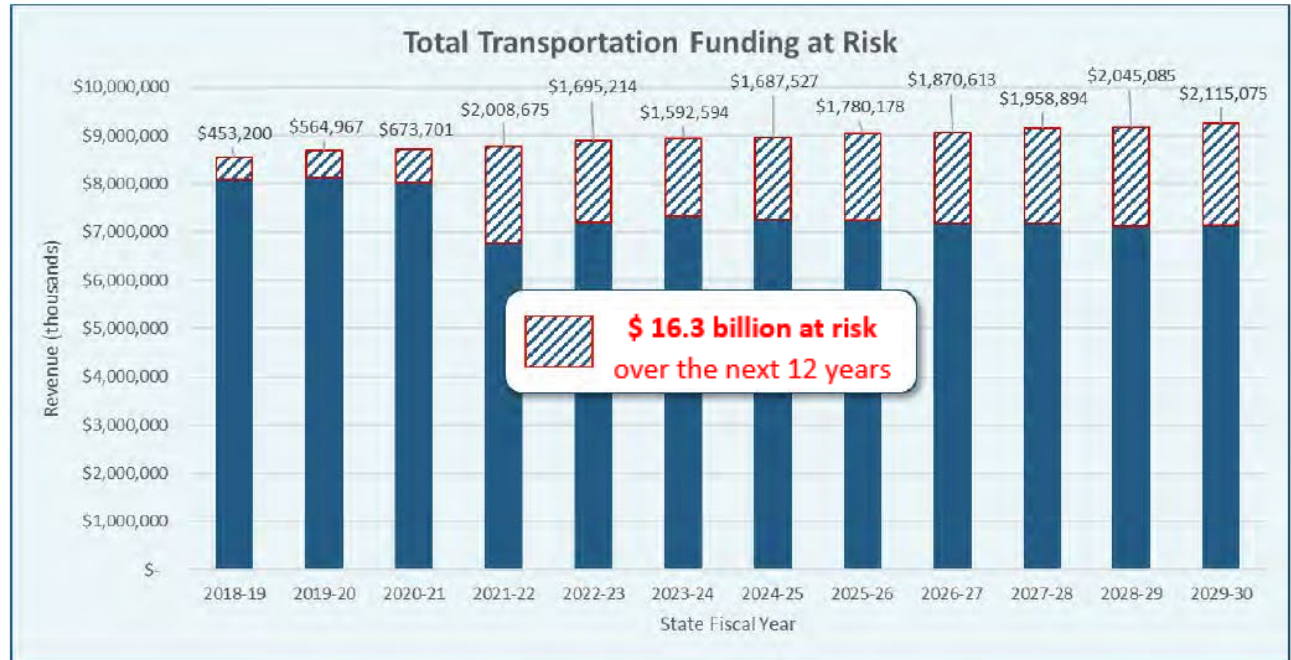


# Total cumulative risk impact to Pennsylvania transportation funding:

\$16.3 billion

in reduced spending as the result of:

- Federal Transportation Funding Reduction
- Vehicle Sales Tax Provision Repeal
- PA State Police Transfer Statutory Revision
- Reduced Motor License Fund Tax Receipts



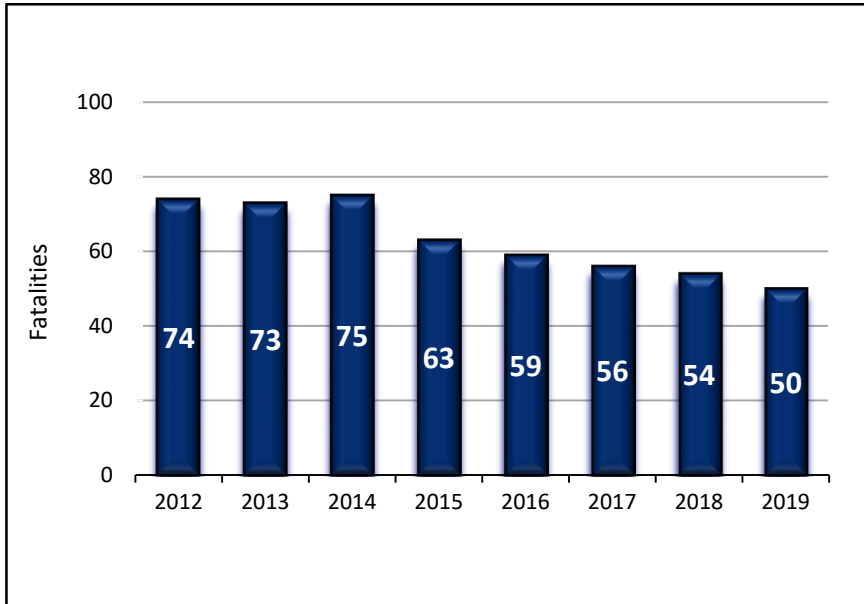
\$16.3 billion at risk from the following sources:

1. \$4.9 billion from the Federal Transportation Funding Reduction
2. \$1.8 billion from the Vehicle Sales Tax Provision Repeal
3. \$3.6 billion from PA State Police Transfer Statutory Revision
4. \$6 billion from Reduced Motor License Funds Tax Receipts

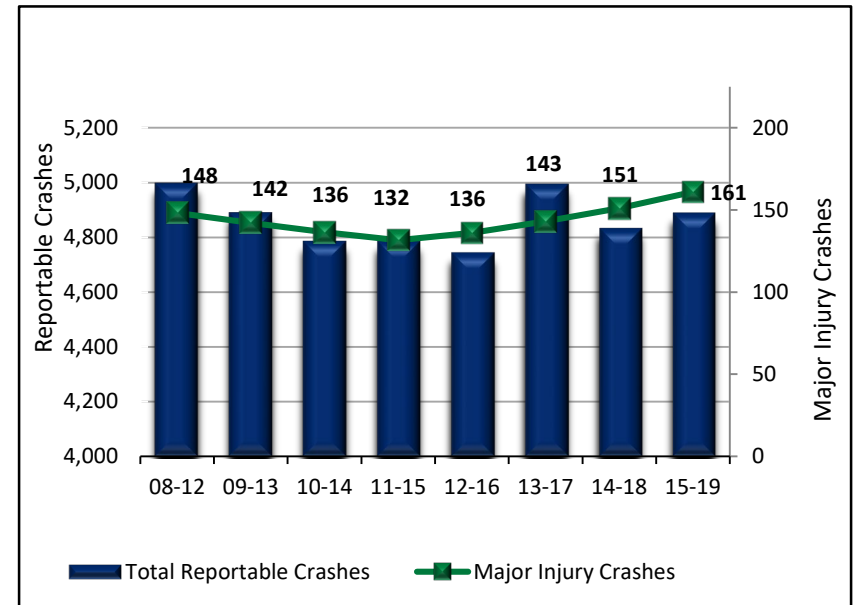
# Safety

## District 9

### Highway Fatalities



### 5-yr Avg Total Reportable Crashes & Major Injury Crashes



\* Beginning 2016 injury definitions changed to align with Model Minimum Crash Criteria 4<sup>th</sup> Edition\*



# **COVID-19 Restart Guidance**

# COVID-19 Construction Restart Guidance

## COVID-19 Construction Restart Guidance

- Issued March 30, 2020 (revised 4/24/20 and 6/12/20)
- Collaborative effort between PennDOT, PA Turnpike, FHWA, APC, ACEC
  - Follow-up meetings with APC (next one scheduled July 15<sup>th</sup>)
- Phased-in restart process
  - 3/31/20 ~ 3 projects in D-9
  - 4/17/20 ~ 4 projects
  - 4/24/20 ~ 6 projects
  - All other projects resumed 5/1/20
- Guidance for:
  - Safety Guidelines & COVID Safety Plans
  - Fabrication, Materials, Testing, and Labor Compliance Guidance
  - Risk-based inspection
  - Adjustments and Claim Avoidance
  - Facility occupation guidance



# **2019 End of Season Meeting Follow-Up Items**



## Follow-Ups from 2019 End of Season Meeting

### **APC preference would be to have roundtable with contractors in the spring in lieu of past Spring APC District meeting format**

- Change made ~ scheduled June 23<sup>rd</sup>

### **Industry asked if internal District Construction Quality Reminders could be distributed to contractors**

- Past DCQRs distributed to all 2019 End of Season attendees
- As announced at winter school, we will now distribute DCQRs to contractor designated leads as part of standard distribution process
- At this time, only one contractor has provided leads for distribution.
  - Is there a better way to get the word out?

## Follow-Ups from 2019 End of Season Meeting

### **Will the holes in the truck beds be used for WMA temperature acceptance?**

- The District plans to use these access points for acceptance temperatures (limited exceptions may occur)

### **Will a document detailing changes in Pub 408, 2020 be provided to contractors?**

- 408 Change package was distributed via email to all contractors registered for winter school on 1/30/2020
- Hard copies given out at winter school

## Follow-Ups from 2019 End of Season Meeting

**What issues are being corrected for automated force account before April 2020 implementation? Contractors thought Blue Book would auto populate, but currently needs manual entry.**

- Incorrect interpretation of intent ~ system never designed to auto-populate from Blue Book
- Issues currently being worked on for correction are as follows:
  - Ability to remove equipment that is no longer owned from equipment watch CSV file (anticipated July completion)
  - Addition of C1 (renegotiated price) items to dropdown list

**Will payments be delayed as a result of additional work for inspectors for automated force account?**

- As with any new process there will be an adjustment period, but we will take whatever steps necessary to ensure timely payments
- Notify ADE-C if there are concerns regarding payment delays

## Follow-Ups from 2019 End of Season Meeting

**Can the automated source of supply system be tweaked to allow importing from Excel, cloning or using a template? This would make contractor's input much easier for repetitive use items.**

- Information from Central Office distributed via email to all contractors present at the roundtable meeting on 1/30/20
  - System cannot import anything from outside source (Excel, PDF, etc.)
  - However, Source of Supply Manual was provided outlining built in shortcuts to try and make things easier for input of repetitive items (Tips and Tricks, Page 20 of Manual)

## Follow-Ups from 2019 End of Season Meeting

### **For automated certification pilots, will special provision delineate applicable materials for payment (component items)?**

- Central Office is developing a master items list to be located under resources in ECMS (not currently available)
- At least one master material will need to match quantity, all non-primary materials shown in SOS will need to be greater than zero, manual override available to IIC if issues are encountered
- Developing training/videos for deployment during pilots - delayed due to COVID-19

## Follow-Ups from 2019 End of Season Meeting

### **Industry voiced concern with lack of survey on projects that come out as resurfacing, but have elements which they feel need survey (one example was SR 3011 Franklin Street)**

- Reviewed issue with District Portfolio Manager, Chief of Surveys and Project Managers and discussed types of work that will require survey either during design or construction.
  - Focused on elements that could be added to resurfacing projects that would then require survey
- Although appears to be isolated, established internal policy internal policy that requires a field survey for any project that shows an alignment on a plan.



# **District Construction Quality Reminders**

# District Construction Quality Reminders

## District Construction Quality Reminders

- Issuing approx. one per month to address QA findings or complacency issues
- To date, we have issued DCQRs addressing:
  - Thermoplastic Pavement Marking Application
  - Dowel Bar Anchoring in Concrete Patching
  - Epoxy Surface Treatment/ HFST Surface Prep
  - Beam Seat Elevation Checks (reference new DSP)
  - Scour Protection
  - Work Zone Traffic Control Issues
  - Recessed Pavement Markings
  - Type D Delineators for Guiderail
- Upcoming DCQRs:
  - Importance of Establishing Subgrade



# DCQR Industry Distribution

- Email request to Garth Bridenbaugh ([gbridenbau@pa.gov](mailto:gbridenbau@pa.gov))
- Maximum 2 individuals per contractor/consultant



# Questions???