

# **PENNDOT DISTRICT 9 OVERVIEW**

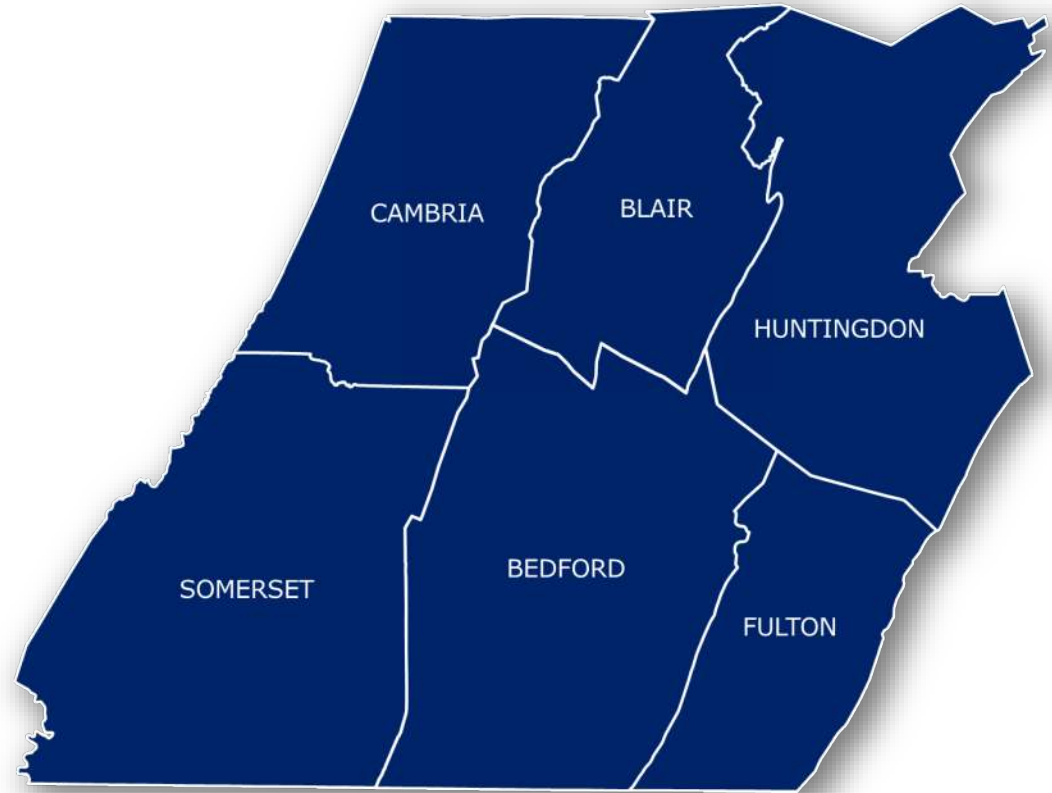
## **ASHE ALTOONA**

VINCE GREENLAND, P.E.

ACTING DISTRICT EXECUTIVE

# DISTRICT 9 OVERVIEW

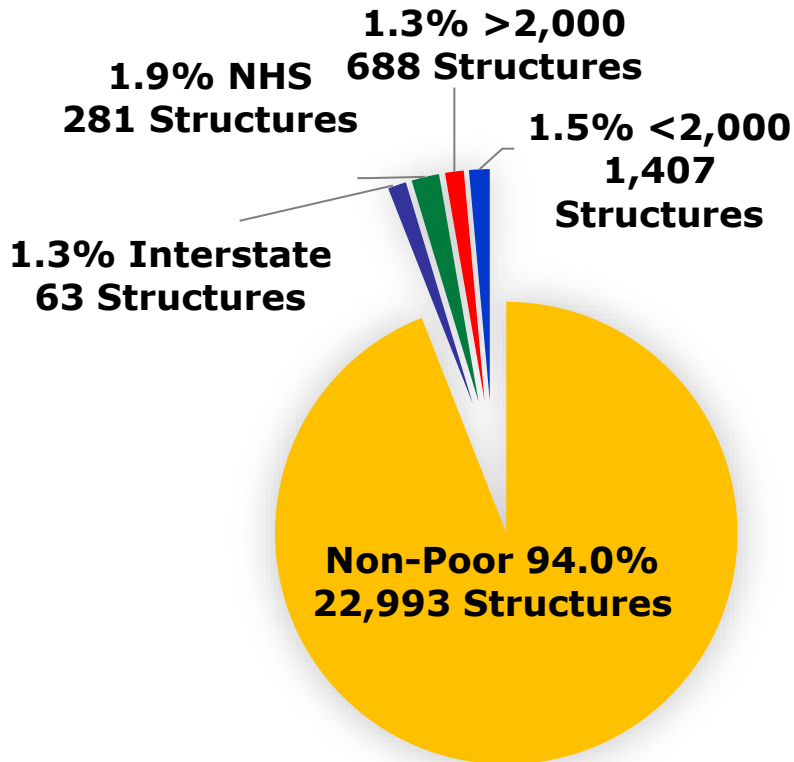
- 6 Counties
- 883 Employees
- Bridges
  - 2,102 State Bridges
    - 2.5% Poor Deck Area
      - 80% on < 2000 ADT
  - 462 Local Bridges
    - 18.8% Poor Deck Area
- 4,004 Miles of Roadway
  - 14% Poor IRI
    - 93% on < 2000 ADT



# BRIDGE AND ROADWAY ASSETS - STATEWIDE

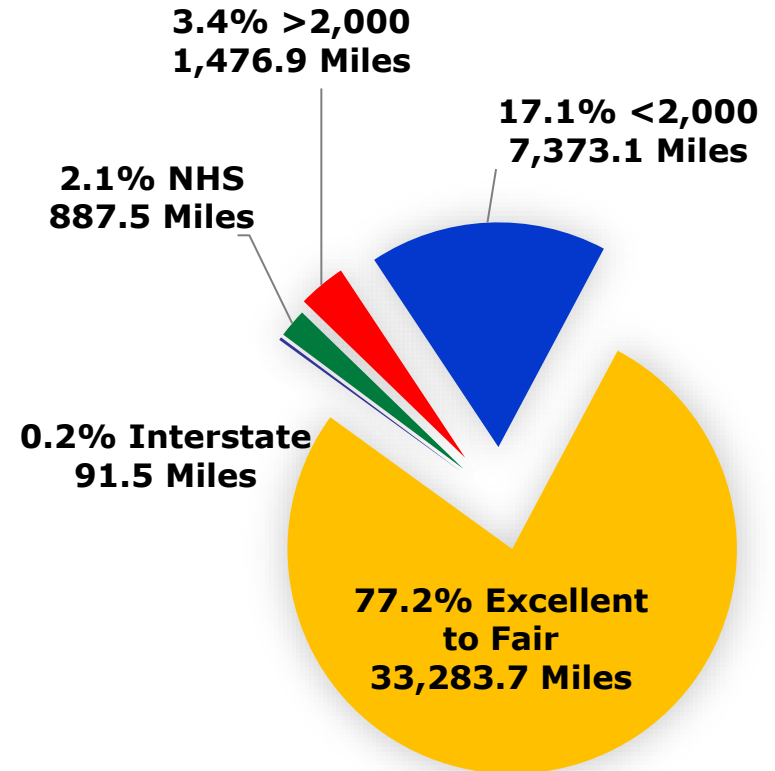
## Bridge

**6.0% Poor Deck Area**  
**(2,439 structures)**



## Roadway

**22.8% Poor IRI**  
**(9,829 miles)**



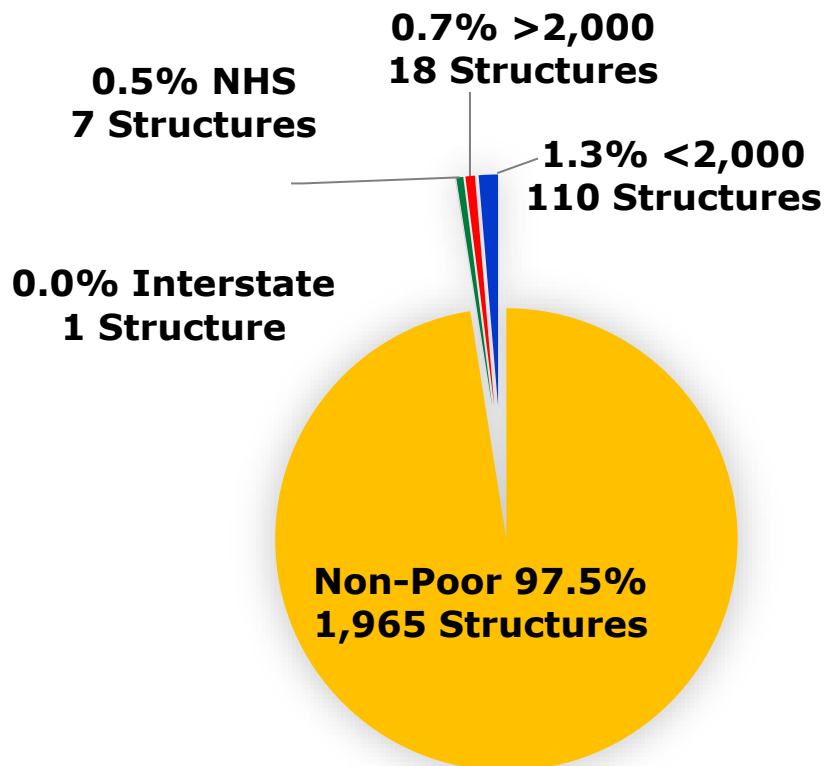
Data from 2021 Annual Performance Measures Reports



# BRIDGE AND ROADWAY ASSETS – DISTRICT 9-0

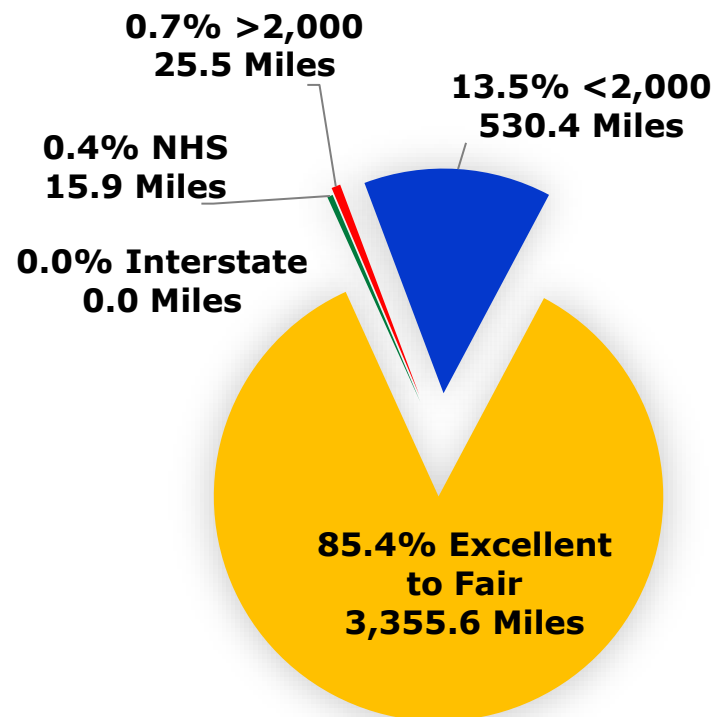
## Bridge

**2.5% Poor Deck Area**  
**(136 structures)**



## Roadway

**14.6% Poor IRI**  
**(571.8 miles)**

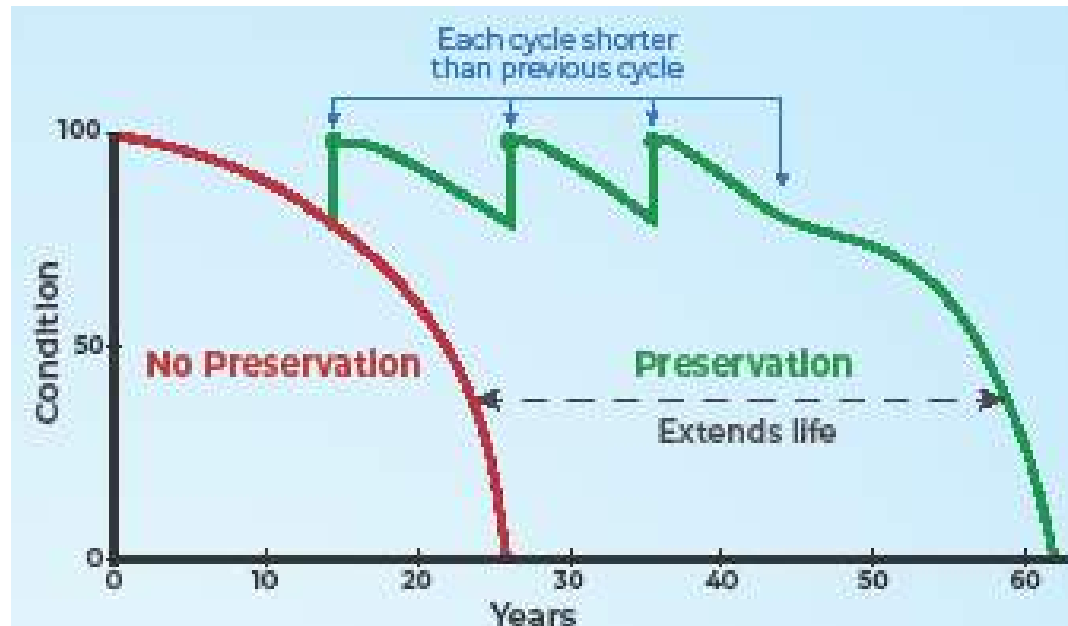


Data from 2021 Annual Performance Measures Reports



# LOWEST LIFE CYCLE COST (LLCC)

- Federal requirement
- Manage assets over their entire life
- The right treatment to the right asset at the right time to extend the life for lowest practicable cost
- Maximize life, minimize costs
- LLCC  $\neq$  worst first (at the network level)



# ASSET MANAGEMENT SYSTEM

- BridgeCare
  - [www.bams.penndot.gov](http://www.bams.penndot.gov)
  - LLCC Logic
  - Deterioration Models
  - Treatments
  - Consequences
- Pavement Asset Management System (PAMS)
  - Original system developed by Deighton
  - Will be switching to RoadCare
    - Modeled after BridgeCare
- Currently available only to PennDOT users
  - PennDOT users can run specific scenarios to assist Owners



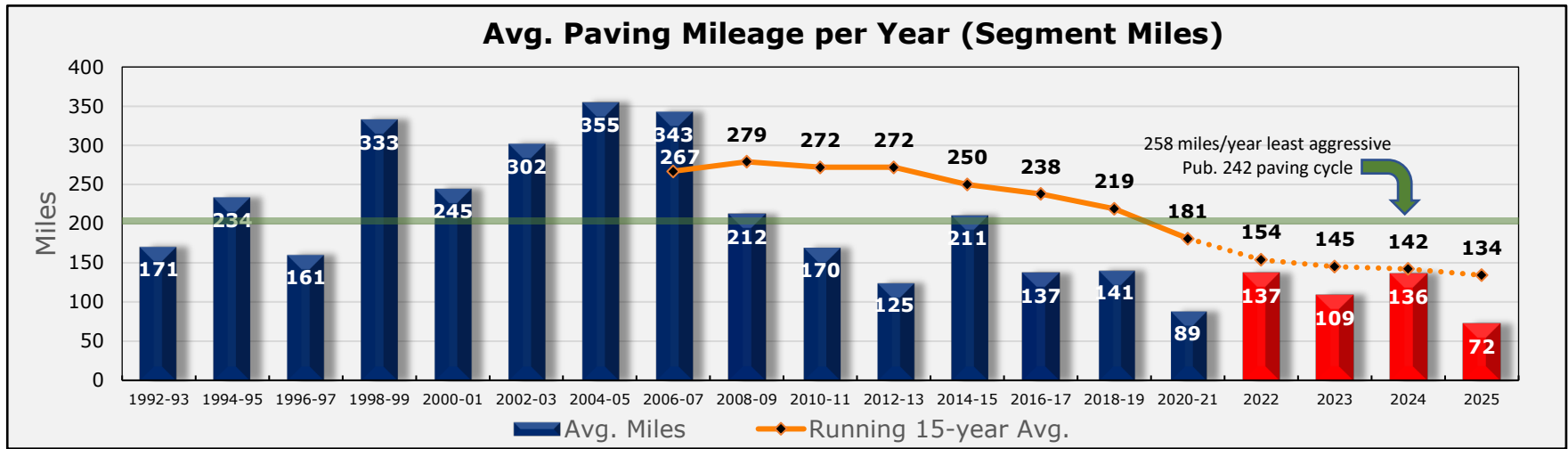
# ROADWAY PAVEMENT SYSTEM

CO	SR	BEG SEG	BEG OFF	END SEG	END OFF	BEGIN DESC.	END DESC.	SEG MILES	AVG SURF YEAR	AVG BPN	HIGH / LOW TREAT	AVG ADT	AVE TRK %	AV G TRK ADT	AVG IRI	IRI	AVG OPI	OPI	OOC	DATA SCORE	VISUAL SCORE (POSSIBLE 5)	TOTAL SCORE (100 POSSIBLE)	ON THE DOI? (Y or N)	DOI PROGRAM	DOI PERIOD	PREVIOUS 5-YEAR PLAN RESURFACE YEAR (Proposed Year in Italics)	RESURFACE YEAR (IP, 409)	2021 RC Ranking	RC Field Viewed
5	1033	10	0	10	1323	US 30	SR 1001	0.3	2004	3	L	3806	8.0	304	163	Fair	65	Fair	Y	55.5	15.0	70.5	N		2025	2025	7	Y	
5	30	380	0	481	1421	SR 4010	SR 8014	11.3	2005	3	H	9264	12.1	1122	92	Exc	85	Good	Y	39.5	25.0	64.5	N			2027	1	Y	
5	1029	10	0	10	637	SR 1004	SR 1044	0.1	2013	3	L	8611	5.0	431	204	Poor	82	Good	N	64.6		64.6	Y	DOI	3				
5	30	490	0	621	2720	SR 8014	Juniata Rvr Brdg	15.4	2004	3	H	5507	17.1	940	85	Exc	87	Good	Y	38.9	23.0	61.9	N			2026	2	Y	
5	220	10	0	100	2024	Maryland State Line	Narrow Lane	5.4	2007	2	H	4611	18.0	830	91	Good	85	Good	Y	44.6	15.0	59.6	N			2024	4	Y	

- District Roadway Asset Management Committee
  - Continued success utilizing the District's Roadway Risk Assessment tool to select, prioritize and scope resurfacing projects

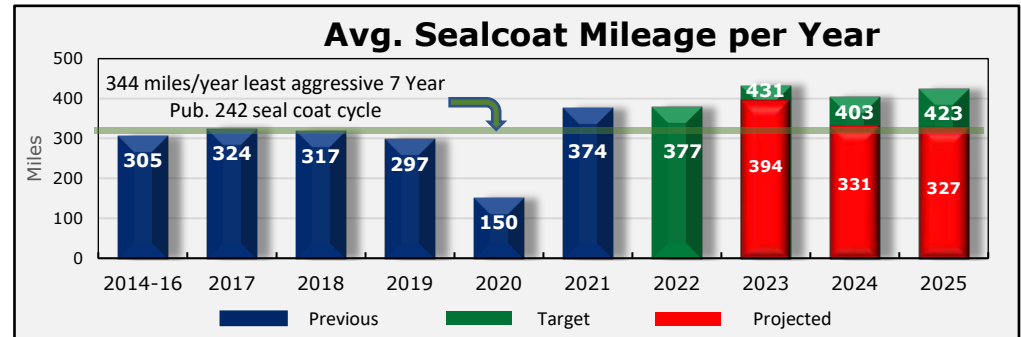


# ASSET MANAGEMENT UPDATE & FUTURE PLANS - ROADWAY



## CHALLENGES

- Balancing priorities for drainage, guiderail, ADA, tree trimming, sign updates, safety, geotechnical while still paving as much mileage as practical
  - Early 2000's maintenance funded resurfacing ~ 90% of funds went directly into paving
  - Current maintenance funded resurfacing ~ 60-65% of funds going to paving (35-40% for other priority work)



## FUTURE PLANS

- Continue to pursue more seal coats, surface treatments (double seals), and fog seals to stretch the dollars and maintain pavement assets
- Perform prep work with maintenance forces on BPN 3 and 4 prior to paving contracts to save costs





# 2023 TIP FINANCIAL GUIDANCE

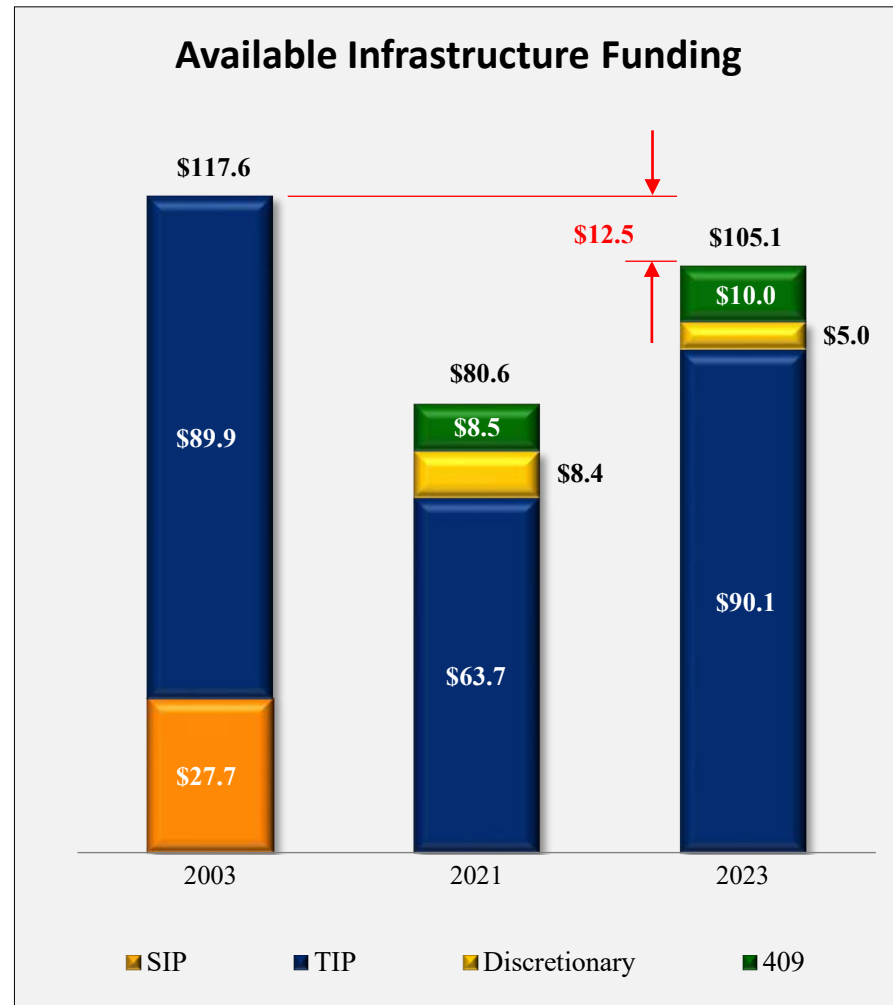
	Original Guidance FFY 2023-2026 (\$000's)	BIL Estimates FFY 2023-2026 (\$000's)*	Increase (\$000's)	Increase (%)
<b>Blair MPO</b>	\$44,750	\$66,492	\$21,742	<b>48.59%</b>
<b>Cambria MPO</b>	\$65,669	\$95,500	\$29,831	<b>45.43%</b>
<b>S Alleghenies RPO</b>	\$134,284	\$198,598	\$64,314	<b>47.89%</b>
<b>District 9</b>	<b>\$244,703</b>	<b>\$360,590</b>	<b>\$115,887</b>	<b>47.36%</b>

\* Does not include Carbon Reduction Program (CRP) Funds



# INFLATION IMPACTS

- Inflation impacts in 2022:
  - Bid Prices
    - 9.3% increase
  - 2022 vs 2021 Construction Season Prices (Based on average prices April – October)
    - Asphalt Index adjustments – 45.5% increase
    - Diesel Index prices – 95.5% increase
  - 2022 vs 2021 Maintenance costs
    - Sealcoat Oil - 16% increase
    - Sealcoat Stone - 25% increase
    - Salt prices - 15% increase
- Available funding in 2023
  - TIP funds increased 41.4% between 2023 and 2021 TIPs due to Bipartisan Infrastructure Law (BIL)



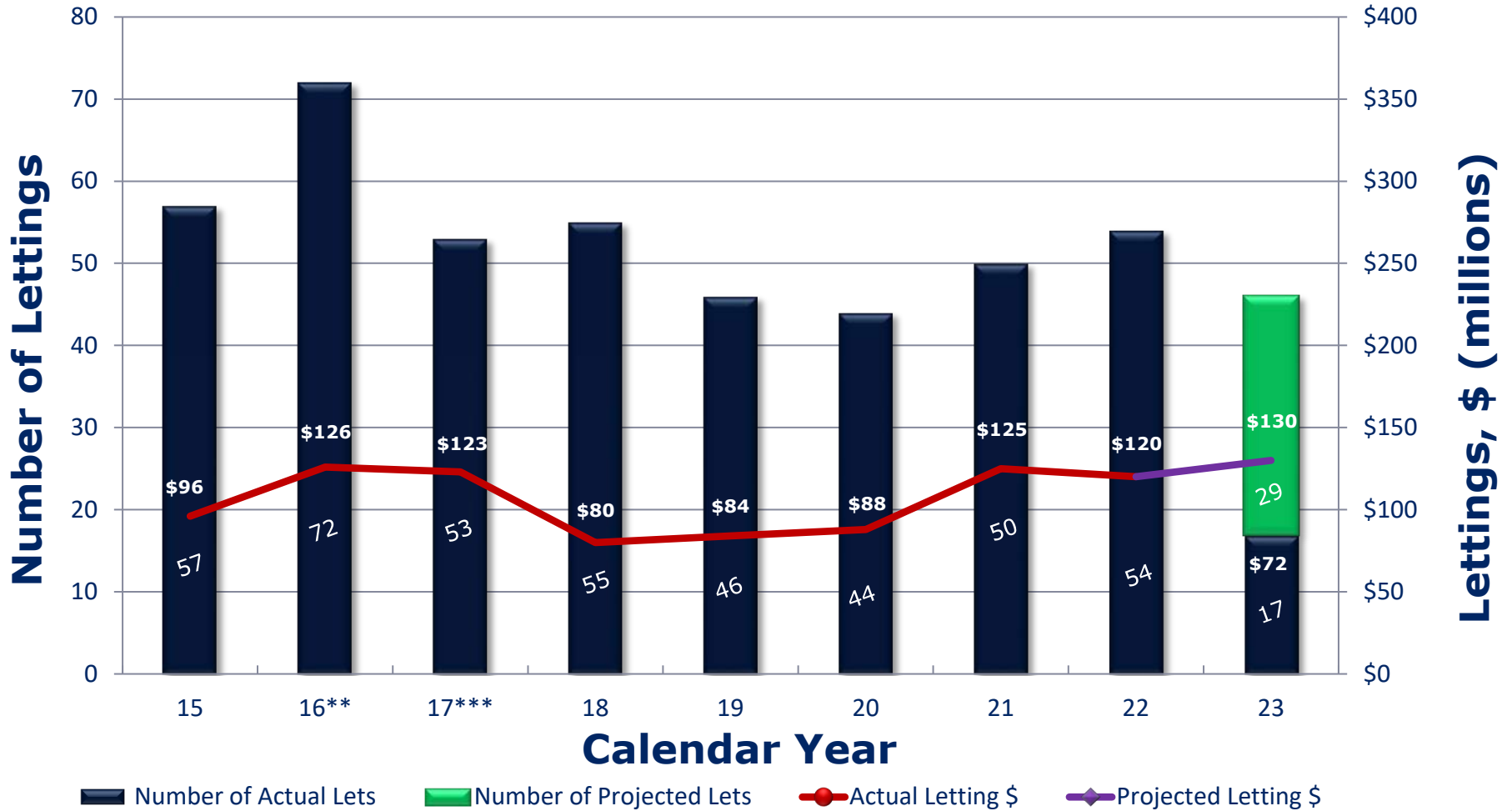
# DISTRICT 9 2023 TIP PROGRAM SUMMARY

	Total		Roadway			Bridge		
	\$000s	#	\$000s	#	%	\$000s	#	%
<b>Blair MPO</b>	\$ 66,492	62	\$ 36,679	22	55.2%	\$ 29,813	40	44.8%
<b>CCMPO</b>	\$ 95,500	58	\$ 60,645	28	63.5%	\$ 34,855	30	36.5%
<b>S Alleghenies</b>	\$ 198,598	121	\$ 104,605	35	52.7%	\$ 93,993	86	47.3%
<b><i>District 9-0</i></b>	<b>\$ 360,590</b>	<b>241</b>	<b>\$ 201,929</b>	<b>85</b>	<b>56.0%</b>	<b>\$ 158,661</b>	<b>156</b>	<b>44.0%</b>

*Does not include Carbon Reduction Program (CRP) Funds*



# 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)



# ISSUES AND PRIORITIES - DESIGN

## Project Leadership/Ownership

- Proactive Project Management
  - Manage the project schedule
  - Stay ahead of issues
  - Strong communication (escalation process)
- When Issues Come Up (and they always do...)
  - Provide a brief summary of the issue
  - Provide options
  - Provide a recommendation with rationale
- Plan Quality/Oversight
  - Review submissions before submitting
  - After comments are received
    - If there is a question as to the intent of a comment, contact the PM for clarification
    - Backcheck revisions before resubmitting



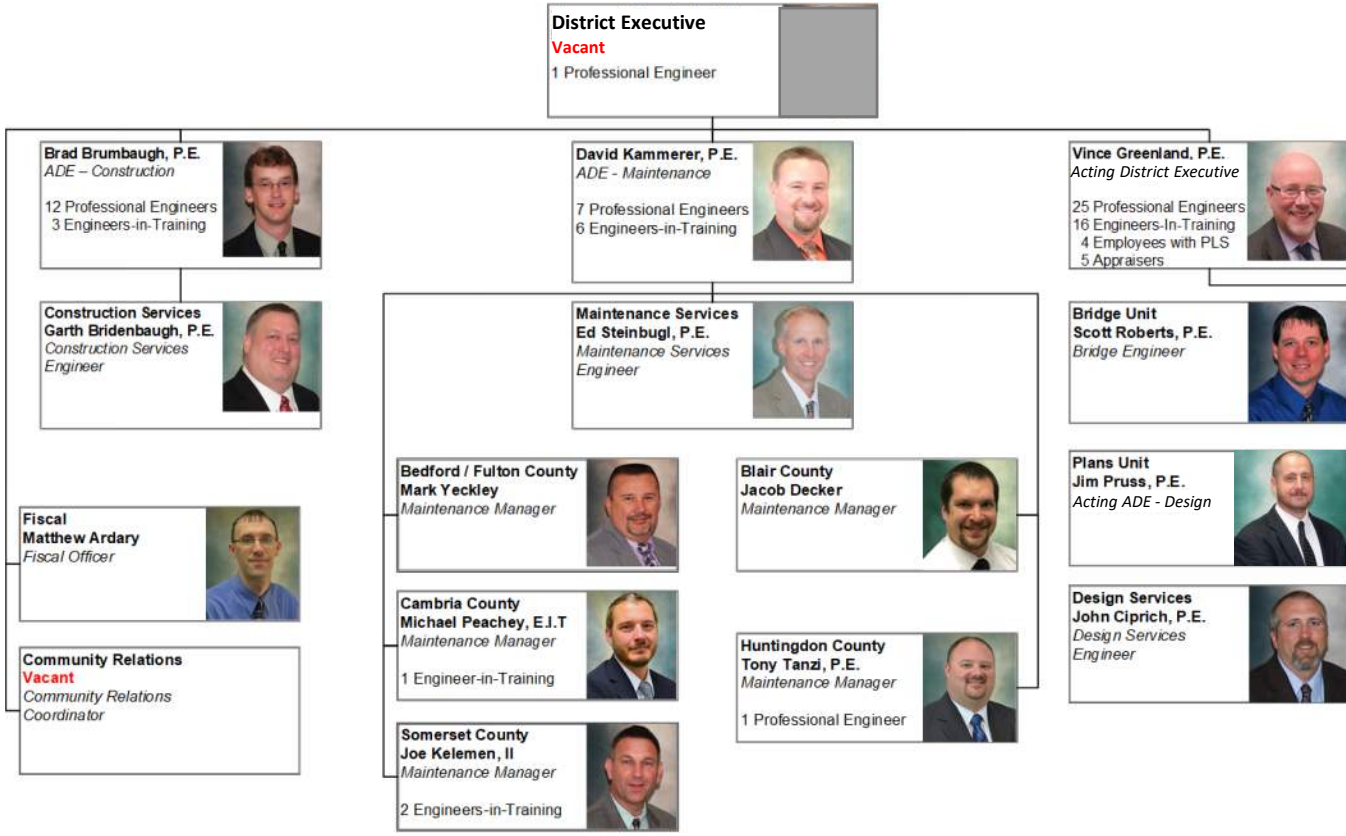
# ISSUES AND PRIORITIES - DESIGN

## Recent Design Issues

- Sight Distance
  - Resulted in costly rework, delays and a residential relocation during construction
- Incorrect Utility Location
  - Underground utilities not shown correctly on the plan, even after SUE was done
  - Resulted in unanticipated impacts during construction, design modifications were necessary
- Survey Busts
  - Found during construction, resulted in additional cost and time due to rework
- ADA Ramps Not In Accordance With RC-67M
  - Ramps had to be removed and replaced
- Bridge Barrier Transition Block
  - Height was not correct on plan, resulting in redesign and additional cost



# ORGANIZATIONAL CHART



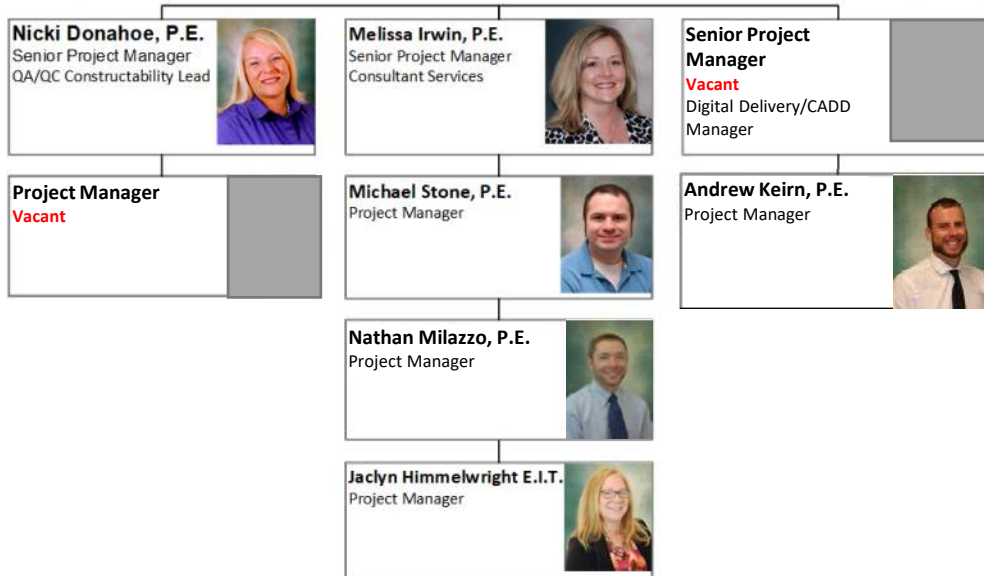
District Office	
Complement	272
Employees < than 5 years	74 (27%)
Employees > than 30 years	12 (4%)
Employees with PE	45
Employees with EIT	25
Employees with PLS	4
Certified Real Estate Appraisers	5

County	
Complement	611
Employees < than 5 years	162 (27%)
Employees > than 30 years	21 (3%)
Employees with PE	1
Employees with EIT	3

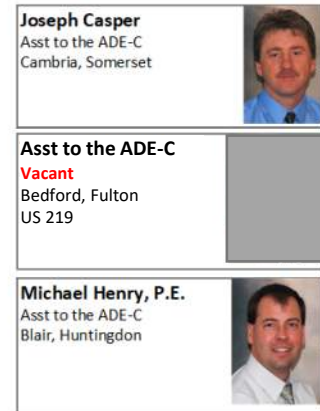
Experience and Longevity				
Title	Total	< 5 Yrs	Retire < 4 Yrs	
County Managers	5	0	2	
Assistant County Managers	15	0	4	
County Equipment Managers	6	0	3	
Highway Foremen	50	2	13	
Equipment Operators	450	118	114	
Civil Engineer Trainees/Civil Engineers	46	23	3	
Real Estate Specialists/Technicians	6	4	0	
Survey Technicians	8	4	4	
Transportation Construction Inspectors	34	16	4	



## Design



## Construction



## Maintenance

