ASHE
DE Presentation

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Presentation

- District 8 - Key Metrics
- District 8 – Organizational Changes - Profile
- Highway Safety
- Act 89/Motor License Fund
- Current/Future Projects
- TQI Update

Key Metrics – Business Plan

- Project Delivery – 100%
- Asset Management/Investment Plan
  - Reduce SD Deck Area
  - Roadway Conditions (Lowest Cost/Segment Mile)
  - DOI Improvements
- Winter Services
- Fiscal Stewardship
- Improve Trends regarding Accidents/Safety
- Transformation & Innovation

District 8 – Organizational Changes

- Critical Staff Changes since 2012:
  - o ADE's- Construction, Maintenance & Design
  - o District Bridge Engineer – 2.26.2016
  - o Maintenance & Construction Services Engineer
  - o Six new CMM's & Numerous ACMM's
  - o Four new Construction ACE's
  - o Planning/Programming Engineer
  - o R/W Administrator, Negotiator & Appraiser
  - o Several Project Managers
  - o HRO & HR Staff

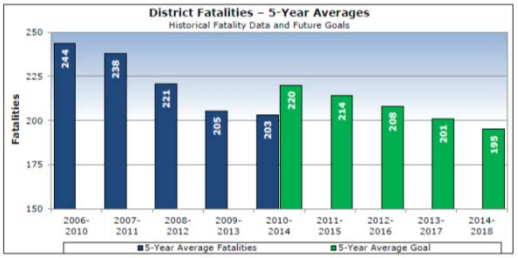
District 8 Profile

- **8 Counties South-Central Region**
- **+ 3400 Bridges**
  - **487 SD Bridges**
  - **SD Deck Area = 5.82%**
  - **91 P3 Projects**
- **+ 5200 Miles of Roadways**
- **Six Planning Partners**
- **1110 Employees**
- **316 Municipalities**
- **91 Public Schools**

Highway Safety

- Intersection Improvements
  - Signal Upgrades/Round-A-Bouts
- Adaptive Signal Systems
- Capacity Adding Projects
- Cable Median Barrier
- Rock Fall Fence/Rock Scaling
- Access Management
- Low Cost Safety Improvements

Reducing Fatalities



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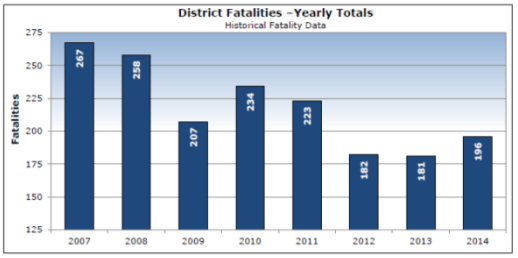


Act 89/Motor License Fund

- Disclaimer:
- This is obviously a very important but complex topic. It's important to note that this is not a debate between PennDOT & PSP but a fundamental discussion regarding funding options for each agency in future years.

Act 89/Motor License Fund

- The Motor License Fund (MLF) supports various transportation programs such as PennDOT 'S highway and bridge construction and maintenance, drivers and vehicle services, general government operations, welcome centers, highway and bridge debt service, payments to municipalities, and support for the State Police.

Act 89/Motor License Fund

- MLF is comprised of restricted and non-restricted funds.
- Restricted funds are designated by statue for specific purposes e.g. PennDOT highway and bridge capital projects and maintenance, the Pa Turnpike Commission, and municipal funding.
- Restricted revenues cannot be redirected

Act 89/Motor License Fund

- Non-restricted funds can be used for any appropriation as designated by statute e.g. State Police, PennDOT driver and vehicle services and general government operations as well as toward PennDOT highway and bridge capital projects and maintenance.
- Non-restricted revenues are part of the budget process where Departments request appropriation amounts.

Act 89/Motor License Fund

- In 2011, the Transportation Funding Advisory Commission (TFAC) identified additional annual funding needs and revenue targets for improving transportation in Pennsylvania.
- The TFAC report recommended expenditures for PSP funding from the Motor License Fund be capped between $270M - $570 M/year.

Act 89/Motor License Fund

- ACT 89 (2013) Additional $2.3B/Year by Year 5
  - No PSP Cap/Automated Speed Enforcement
  - Assumption was that PSP Funding from MLF would not increase beyond $500M/Year
- In reality & moving forward PennDOT 'S share of this funding for roads, bridges & maintenance becomes less as PSP funding from MLF increases

Act 89/Motor License Fund

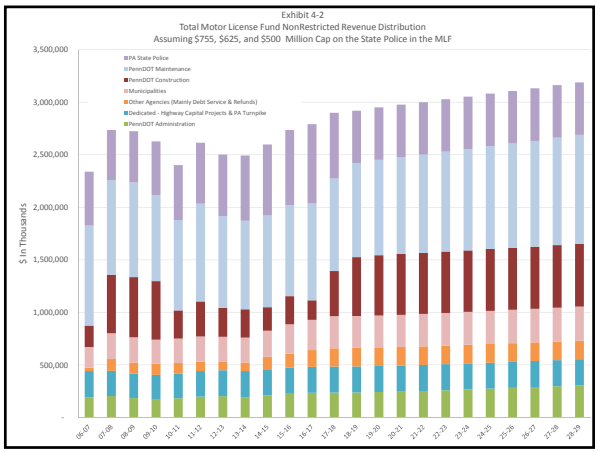
- Current Status:
- Statewide letting Goal: $2.4B
- District 8: $240M - $250M (10% Statewide)
- Maintenance Statewide: Held at $1.3B essentially flat for the past decade
- PSP budget projected to grow at 4% annually
- MLF revenues expected to grow at just under 1% annually

Act 89/Motor License Fund

- Funding Levels – 2017 to 2020 (Fast Act)
- Harrisburg $245 M
- Lancaster $207 M
- York $140 M
- Lebanon $ 46 M
- Adams $ 47 M
- Franklin $ 51 M
- Plus Additional Maintenance Revenues

Act 89/Motor License Fund

- Potential Scenarios:
  - Existing Projections
  - Cap MLF to PSP at $300M: $7.3B/12 Years
  - Cap MLF to PSP at $500M: $5.2B/12 Years
  - Step approach: 755M, 625M to 500M:
- Revenue increase effective January 1, 2017 – last 3rd of wholesale price = .08/ gallon



Current/Future Projects

- Route 11/15 Rock Slope Safety Improvements
- I-83 East Shore Overpasses
- I-81 East Shore 81-070 (Bid 8/2016)
- I-81 West Shore 81-071 (Bid 6/2016)
- PA 283 Recon. 283/76 Interchange (2017)
- I-83 Exit 4 Diverging Diamond (2018)
- I-83 ESS 1 Union Deposit to I-81 (2018)

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Route 11/15 Rock Slope Safety

- Slopes constructed in 1930's
  - Declining Slope Stability (Climate & Time)
- Project Bid 12/2015 - $18.9M
- 90 Day Closure (May 1 - July 30)
- $50K/Day Incentive – Max. $2M
- $160K/Day Disincentive
- Planning/Mitigation

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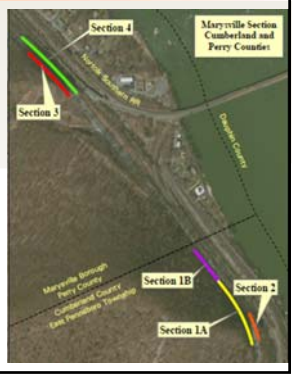
Project Details

Improvement Measures

- Remove vegetation leaving stumps in place
- Scaling crews to remove loose rock by hand
- Anchoring wire mesh against highest/steepest slopes, installing rock fall fences in shoulders at moderate slopes
- Install traffic barrier along lesser slopes

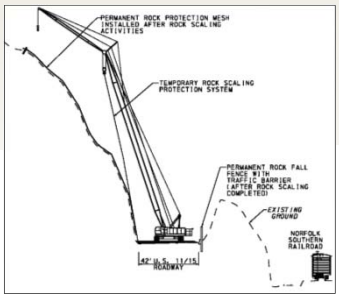
- Cut trees on both sides of roadway and remove loose rocks and debris
- Mill and resurface roadway at the rock scaled areas and at additional locations



Project Details

Project Challenges

- Unstable/Unpredictable Falling Rocks
- Slope Heights up to 250'
- Very Large Crane Sizes
- Roadway Width of 42'
- Adjacent Norfolk Southern Railroad
- Safely Protecting Motorists, Construction Team, and the NSRR
- Closure is Required



Project Details

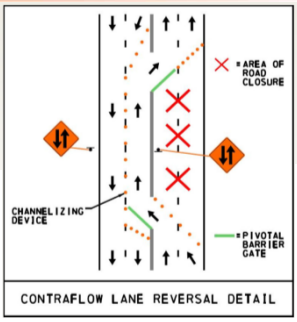
Area Challenges

- Local Access
- EMS Access
- Heavy Regional and Commuter Route (11/15 ~ 16,000 ADT)
- Businesses and Schools
- Marysville Lions Club Carnival (August 1 - 6)

- Minimize the Closure

Other Improvements – Contraflow Gates

- Installation of 2 Median Gate Openings (~ 125')
- Between PA 225 & PA 443 (1.2 Miles)
- In High Incident Area Where no Alternative Route is Available
- Allows Two-Way Travel on Non-Incident Side
- PennDOT Determines When to Utilize and Implements
- Dauphin County Maintenance Controls



I-83 East Shore Overpasses

- Elmerton Avenue, Route 22 & Union Deposit
- Full Structure Replacements
- Bid April 7, 2016 - $34M
- Establishes the Proposed Typical Section for ESS 1 (83-043) Scheduled to be bid in mid-2018

Future Projects of Significance

- Market St Bridge Rehab West Spans
- Columbia/Wrightsville Bridge Rehab
- New I-81 interchange - Franklin
- US RT 222 Reconstruction - Lancaster
- US 15 Improvements - York/Adams
- I-83 Widening/Access Exit 24 to 28
- I-83 North York Widening

TQI Update

Joint Effort - Industry, PennDot & PTP

- Technical – QA/QC & Materials
- Process – Resolve Conflicts Efficiently & Fairly
- Workforce – Leadership & Training
- Leadership Culture
  - Shared Vision & Values
  - Trust & Collaboration
  - Partnership

THANK YOU

?? QUESTIONS ??