

## MISSION and FOCUS

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

**Safety:** We promote the delivery of a safe work environment and a safe transportation system in our products and services.

**Modernization:** We consistently evaluate our processes and procedures and encourage innovation to remain competitive.

**Customer Service:** We are committed to providing the highest level of public service and value to our customers.

**Communication:** We are committed to effective communication with our customers, employees and the legislature.

**Workforce Development:** We value and respect one another while promoting teamwork and individual development.

**Continual Service Improvement:** We monitor metric measures and analyze the effect modifications and the introduction of innovative ideas have on our performance and expenditures

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Last update 1-31-2023 Contact magbaker@pa.gov updates



## Engineering District 3-0 Summary February 2023

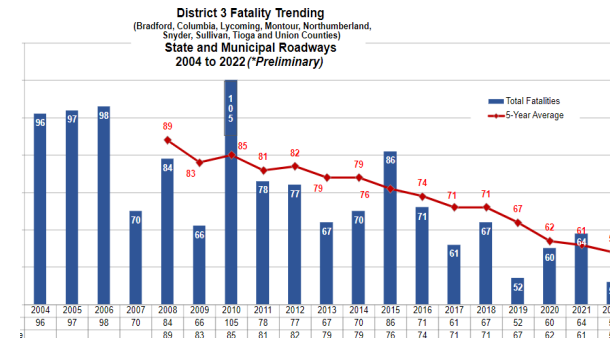


The Central Susquehanna Valley Transportation (CSVT) Project River Bridge, nearly one-mile-long, links Route 15 and Route 147 between Winfield in Union County and Point Township in Northumberland County.

## SAFETY

The 51 reported fatalities in 2022 decreased the 5-year fatality average to 59.

\*Final fatality measures deemed official in Spring 2023



### Days without a Disabling Injury

Sullivan County 4,500 (as of October 2022)



## DISTRICT 3 ACCOMPLISHMENTS

| 4,489<br>2,916                         | State Owned Roadway Segment Miles*<br>State Owned Bridges* | 1998         | **End of CY2022<br>*For 2022-23 | % Change<br>from 1998 |
|--|--|--------------|---------------------------------|-----------------------|
| Weight Restricted (Posted) Bridges     |  | 123          | 13*                             | 89% decrease          |
| Poor-Rated Bridges > 8' Foot Long      |  | 815          | 54*                             | 93% decrease          |
| Old-Style Cable Guide rail Remaining   |  | 920,000 LF   | 2,482 LF**                      | 99% decrease          |
| Poor-Rated Miles of Interstate Network |  | 10           | 0*                              | 100% decrease         |
| Miles of Unpaved Roadways              |  | 82           | 31.94*                          | 61% decrease          |
| Gross Maintenance Allocation           |  | \$92 million | \$131.5 million**               | 43% increase          |

\* Completion of the northern section of CSVT in July 2022 added nine bridges and an additional 11.516 miles to the D3 roadway system (8.526 miles in Northumberland County, 0.358 miles in Snyder County, and 2.632 miles in Union County) including nine ramps.

## WINTER SERVICES

District 3 is committed to reducing the cost of winter services. Our average cost per Snow Lane Mile (SLM) per Event was reduced to \$62 for winter 2021-22. This includes personnel, material and equipment.

We maintain low costs for winter services by:

- ♦ using municipal and agility agreements where feasible on lower traffic routes;
- ♦ reviewing salt application rates after storms;
- ♦ communicating expectations; and
- ♦ training staff.



**CONTINUOUSLY FOSTER  
A SAFETY-FIRST  
CULTURE EMBRACED BY  
ALL!**

| 2022 POOR-RATED BRIDGES |               |              |              |
|-------------------------|---------------|--------------|--------------|
| As of 1-12-2023         | Total Bridges | # Rated Poor | % Rated Poor |
| BRADFORD                | 510           | 18           | 3.5%         |
| COLUMBIA                | 304           | 6            | 1.9%         |
| LYCOMING                | 516           | 6            | 1.6%         |
| MONTOUR                 | 133           | 1            | 0.8%         |
| NORTH'D                 | 349           | 6            | 1.7%         |
| SNYDER                  | 242           | 4            | 1.6%         |
| SULLIVAN                | 139           | 2            | 1.4%         |
| TIOGA                   | 522           | 9            | 1.72%        |
| UNION                   | 201           | 2            | 1.7%         |
| District wide           | 2916          | 54           | 1.85%        |

Poor-rated does not mean the bridge is unsafe. It indicates one of the three major components — the deck, the superstructure or the substructure — was identified as in need of repair during an inspection (performed every two years).

The bridge deck is the surface that is driven over. The superstructure is comprised of the beams that hold that deck in place. The sub-structure is made up of the piers and abut-ments.

Tioga County has the most bridges in the Dis- trict. Bradford County has the highest percentage of total bridges rated poor.



SR 405, Muncy Boro,  
Lycoming County

| 2021 STATE OF PAVEMENT SMOOTHNESS (IRI) |                  |                   |            |
|---|------------------|-------------------|------------|
| As of 6-30-2022                         | Miles of Roadway | Miles of Poor IRI | % Poor IRI |
| BRADFORD                                | 902              | 131               | 15%        |
| COLUMBIA                                | 519              | 112               | 22%        |
| LYCOMING                                | 790              | 151               | 19%        |
| MONTOUR                                 | 188              | 23                | 12%        |
| NORTH'D                                 | 555              | 91                | 16%        |
| SNYDER                                  | 318              | 68                | 22%        |
| SULLIVAN                                | 244              | 32                | 14%        |
| TIOGA                                   | 659              | 135               | 21%        |
| UNION                                   | 313              | 37                | 12%        |
| District wide                           | 4,489            | 780               | 18%        |

The International Roughness Index (IRI) is used to measure, in inches per mile, the amount of road surface roughness.

Bradford County has the most roadway miles in District 3, but Lycoming County has the highest number of roadway miles rated poor.

Tioga, Snyder and Columbia counties have the highest percentage of poor highway miles, while Montour and Union counties have the lowest.



SR 11, Shamokin  
Dam, Snyder County

In 2013, two regional surface treatment crews were formed and have completed over 2 million gallons of surface treatment annually throughout the district. In 2015, three regional paving crews were formed and have completed over 180,000 tons of paving annually throughout the district. Using regional crews improved productivity, quality and cost efficiency of the department force operations while maintaining average productivity consistent with contracted surface treatment and paving operations on similar roadways.

Other specialized and general maintenance crews in all counties also complete a wide-range of roadway and bridge maintenance activities, including but not limited to small bridge replacement, bridge repairs and cleaning, sign installation and replacement, ditch cleaning, pipe replacement and crack sealing. Many of these activities are completed on a planned cycle to keep bridges and roadways in good condition and delay required reconstruction.

Developing long range plans for roadways and bridges using the new Six-Year Plan and Bridge Utility for Maintenance Programming (BUMP) processes provides a holistic project view to address transportation needs throughout the district on a prioritized basis. This comprehensive planning approach, which is implemented using regional, county-wide, and county-specific department force crews as well as contracted road and bridge projects, optimizes the use of available funds to address both roadway and bridge needs.

### In-House Capabilities

- Using in-house skills reduces costs, provides quicker response time and stretches the dollar.
- ◆ Bridge and Construction Inspection
  - ◆ Roadway and Bridge Design
  - ◆ Surveying
  - ◆ Geotechnical (Two Drill Crews)
  - ◆ Roadway Widening
  - ◆ Paving and Seal Coating (Oil and Chip)
  - ◆ Bridge Repair and Reconstruction
  - ◆ Guide rail Repair and Upgrade

Maintenance allocations are funds received from the State Motor License Fund. In addition to funding maintenance projects, the allocated funds are also used to cover overhead such as personnel and facility costs.

