

# 2027 12-Year Program

Kristin Mulkerin, Deputy Secretary for Planning

August 5, 2026



State Transportation  
Commission



Pennsylvania  
Department of Transportation

# Pennsylvania's Transportation System by the Numbers



Miles of Roadway:

**40,000**



State-owned  
bridges:

**25,460**



Public-use  
airports:

**119**



Operating  
railroads:

**65**



Transit  
systems:

**52**



Miles of  
Bicycle PA routes:

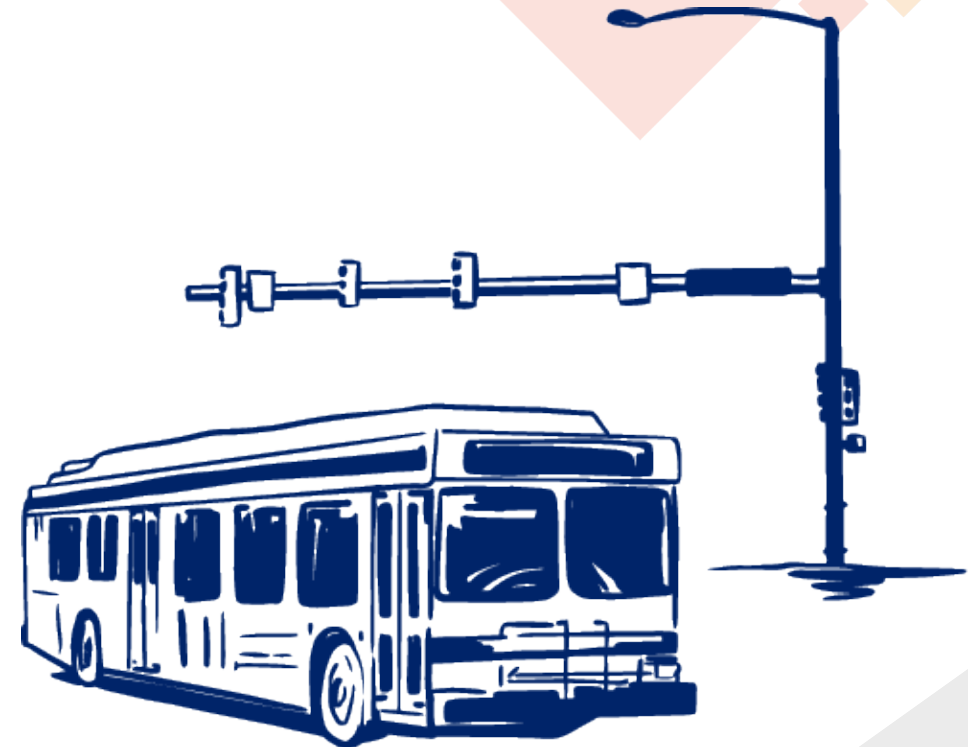
**2,440**



# Planning

Multiple plans and programs are used to evaluate, set goals, select projects, and fund Pennsylvania's transportation needs.

- 1 [Statewide Public Participation Plan \(PPP\)](#)
- 2 [Statewide Long-Range Transportation Plan \(SLRTP\)](#)
- 3 [Transportation Improvement Programs \(TIPs\)](#)
- 4 [Statewide Transportation Improvement Program \(STIP\)](#)
- 5 [12-Year-Program \(TYP\)](#)



# What is the 12-Year Program (TYP)?

The TYP is Pennsylvania's official mid-range planning tool to identify prioritized projects and funding over a **12-year period**. It is updated every two years in a collaborative effort among PennDOT, the STC, regional MPOs and RPOs, and the public.



# Public Outreach

- [Transportation Performance Report \(TPR\)](#)
- Transportation Survey
- Public Comment Period

## Online Public Forum

- **195** registrants and **8,210** participants
- American Sign Language (ASL) Interpretation
- Over **100** transportation questions received
- Captioning in English and Spanish



# Analyze, Summarize, Share



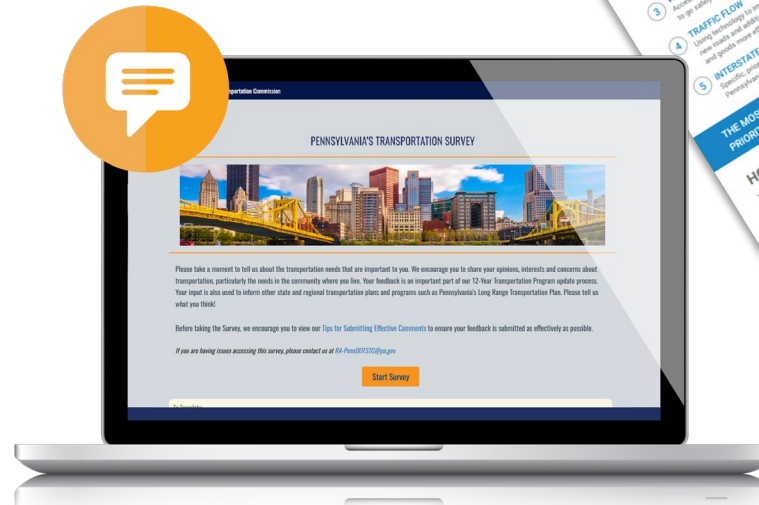
9,186

Survey Participants



3,710

Mapped Issues



# Transportation Funding

Transportation projects listed in the 12-Year Program (TYP) use a combination of **federal, state, and local funding**. Available amounts are based on legislation, actual and anticipated budgets, and historical trends.

Due to the expiration of the Infrastructure Investment and Jobs Act (IIJA), federal funds are assumed to remain flat for the 2027 TYP.



# Transportation Funding

The 2027-2038 12-Year Program provides **over \$90 billion** for all modes of transportation.

The table shows the funding distribution in millions of dollars for the first four years, the second four years, the third four years, and the total TYP.



## 2027-2038 Funding Level Summary (\$ millions)

### 2027-2038 Funding Level Summary (\$ millions):

| Program                                                                                                         | 1st Four Years  | 2nd Four Years  | 3rd Four Years  | Total           |
|-----------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|
|  <b>Aviation</b>             | \$154           | \$154           | \$154           | \$462           |
|  <b>Rail Freight</b>         | \$240           | \$240           | \$240           | \$720           |
|  <b>Public Transit</b>       | \$12,906        | \$14,705        | \$13,247        | \$40,858        |
|  <b>Highway/<br/>Bridge</b> | \$16,907        | \$15,529        | \$15,414        | \$47,850        |
|  <b>Multimodal</b>         | \$367           | \$359           | \$359           | \$1,085         |
| <b>Total</b>                                                                                                    | <b>\$30,574</b> | <b>\$30,987</b> | <b>\$29,414</b> | <b>\$90,975</b> |



# 2027 12-Year Program Highlights

- Funding sources detailed on federal, state, and local levels
- PennDOT Initiatives
- Interactive project map
- STIP Public Comment Period results
- 2025 TYP Public Outreach Campaign overview and results



# Next Steps

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- 2027 TYP adoption
- TYP published to the STC website
- STIP Submission 45-Day Federal Review
- STIP Approval Finding Report
- 2027 Program start October 1, 2026





# THANK YOU!

**For additional information and resources:**

[www.TalkPATransportation.com](http://www.TalkPATransportation.com)

[PennDOT.pa.gov](http://PennDOT.pa.gov)

## Questions?

**Dan Keane** | PennDOT Program Center

[RA-PennDOTSTC@pa.gov](mailto:RA-PennDOTSTC@pa.gov)



State Transportation  
Commission



Pennsylvania  
Department of Transportation





# STATE TRANSPORTATION COMMISSION MEETING DISTRICT 6 UPDATE

**Din Abazi, P.E. – District Executive**  
**August 5, 2026**



Pennsylvania  
Department of Transportation

# DISTRICT 6 LEADERSHIP



**Din Abazi, P.E.**  
District Executive

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[dabazi@pa.gov](mailto:dabazi@pa.gov)



**Francis J. Hanney**  
Sr. Assistant District Executive  
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**Scott Juenger, P.E.**  
Sr. Assistant District Executive  
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**Andrew Firment**  
Sr. Assistant District Executive  
Design (Acting)

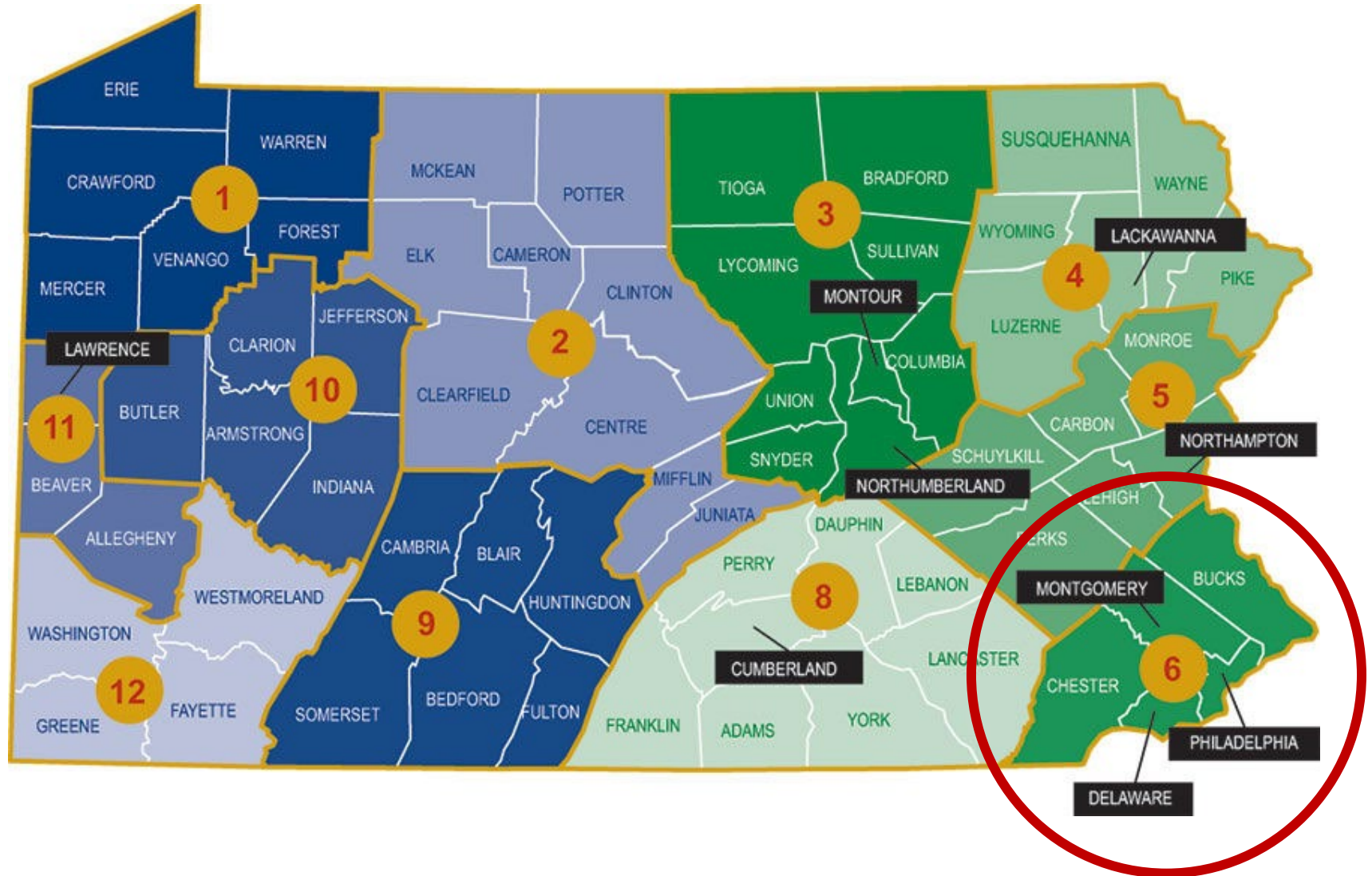
610-205-6671  
[afirment@pa.gov](mailto:afirment@pa.gov)



**Thomas W. Rogal**  
Sr. Assistant District Executive  
Maintenance

610-205-6755  
[trogal@pa.gov](mailto:trogal@pa.gov)

# ENGINEERING DISTRICT 6



# DISTRICT 6 AT A GLANCE



# DISTRICT 6 AT A GLANCE



**FIVE COUNTIES**  
(7% OF PA'S LAND  
MASS)



**239 MUNICIPALITIES**



**4.3 MILLION  
RESIDENTS (33%)**



**2.95 MILLION  
REGISTERED VEHICLES  
(24%)**



**3,553 MILES OF  
ROADWAY  
(8,838 LANE MILES)**



**6,200+ TRAFFIC  
SIGNALS (44%)**



**2,760 BRIDGES  
(11%)**



**12 PUBLIC-USE  
AIRPORTS**



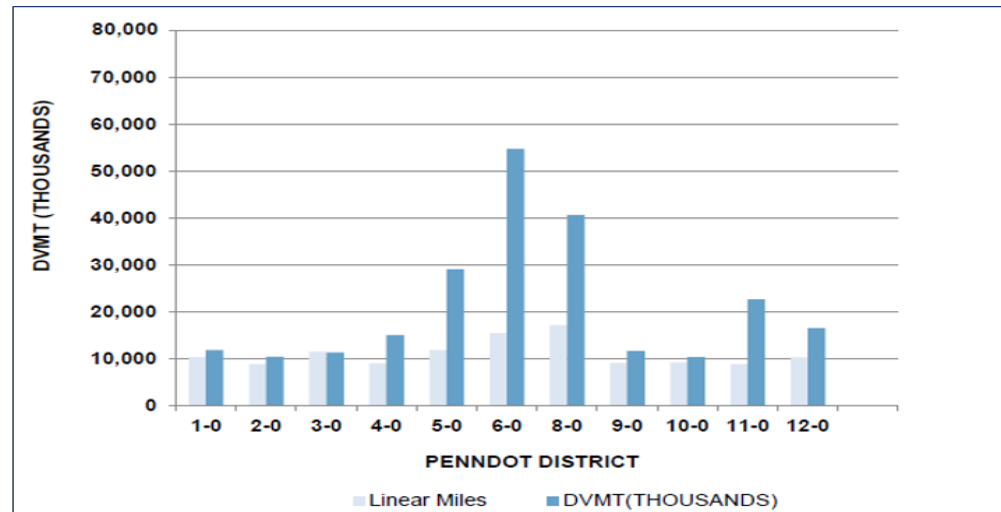
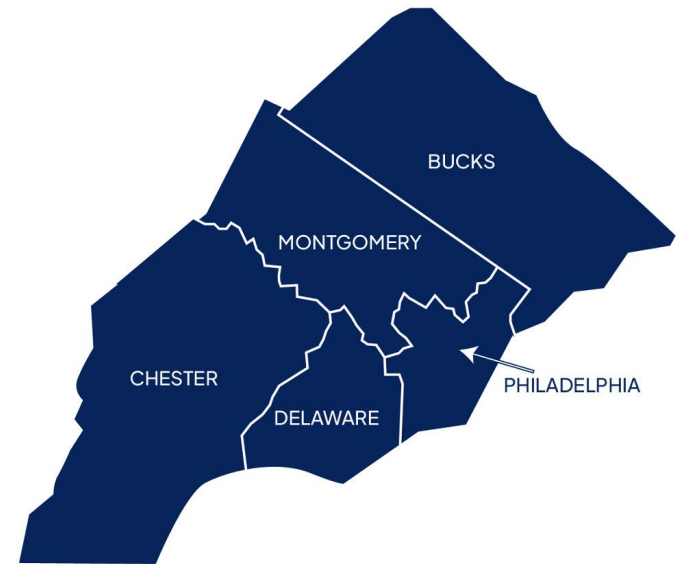
**10 OPERATING  
RAILROADS**



**4 RIVER PORTS**



**851 EMPLOYEES**



# LEGISLATIVE AFFAIRS

## District 6 Is the Only Engineering District with a Legislative/Governmental Affairs Office.

### Officials

- 2 US Senators
- 7 US Representatives
- 17 PA Senators
- 68 PA Representatives
- 239 Municipalities  
(including Philadelphia)



### LEGISLATIVE AFFAIRS



### PennDOT Units

- Construction
- Design
- Maintenance
- Operations



**2,500+ Contacts/year**

**125+ Meetings/year**

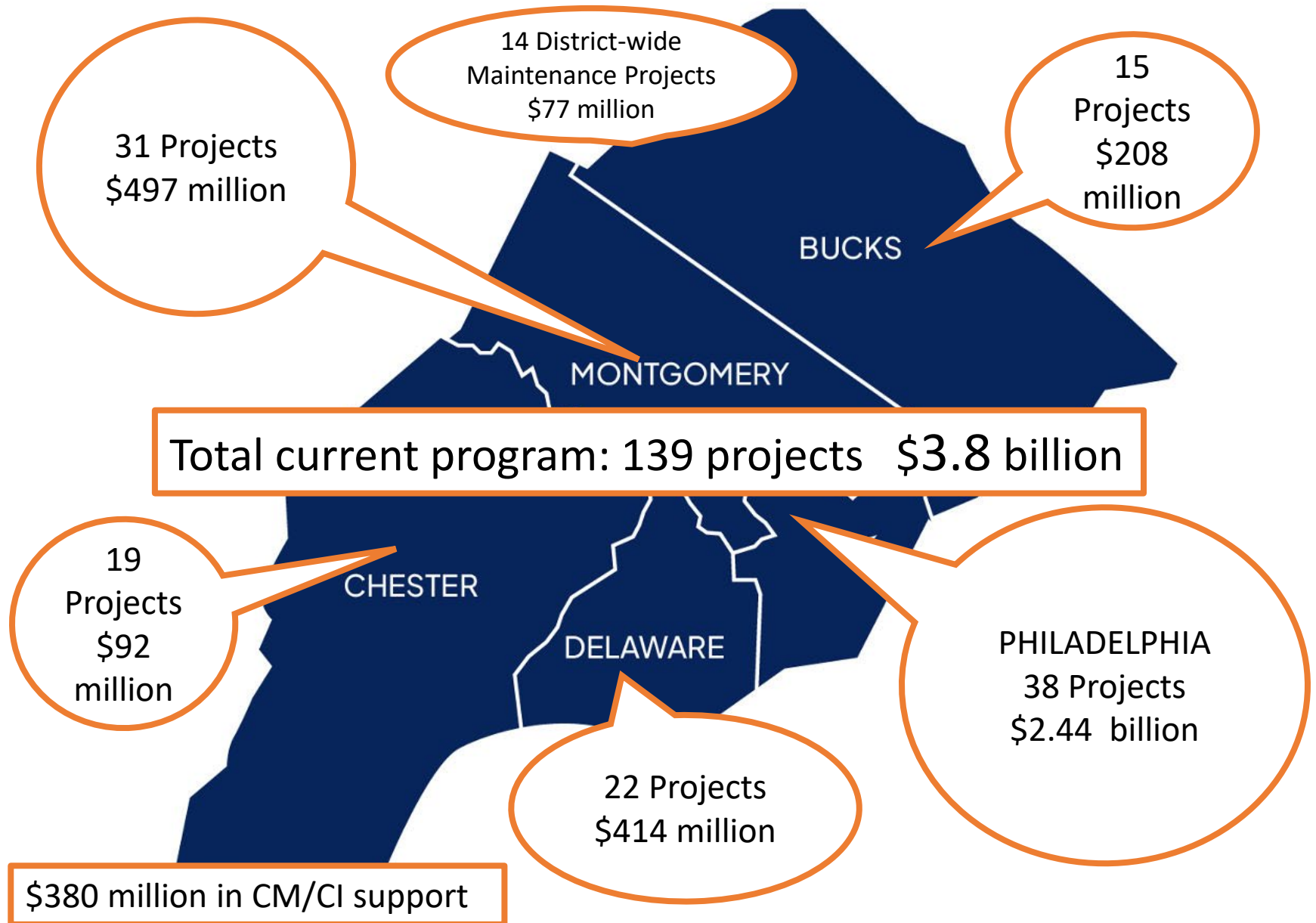
# PRESS OFFICE

- **Media Relations**
  - 5<sup>th</sup> Largest Media Market
- **Construction Coordination**
- **District 6 Website**
  - Over 150 Project Pages
- **Press Releases**
  - Over 1,200/year
- **Social Media**
  - 21.6k followers on X
  - 5.1k followers on Facebook
- **Targeted Message Delivery**
- **Crisis Management**
  - Major Weather Events
  - Crashes and other incidents
- **Safety Press Initiatives**
- **Inter-Agency Alliances**



# PROJECTS IN CONSTRUCTION

# CONSTRUCTION PROJECTS OVERVIEW



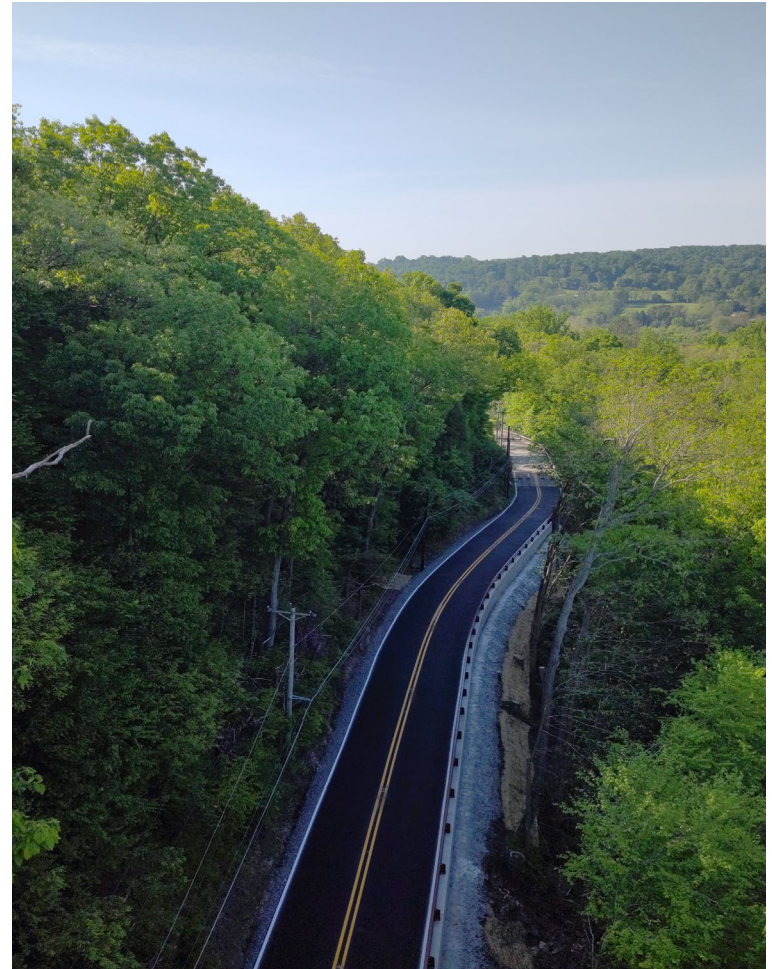
# DOE RUN ROAD OVER BUCK RUN

- SR 82 - CDR
- Emergency Design / Build  
Bridge Superstructure  
Replacement
- West Marlborough Township
- Chester County
- Duration: 1/25 - 6/25
- Contractor: Loftus Construction
- Contract Value: **\$1,293,000**



# SAINT PETERS ROAD SLIDE - EMERGENCY WORK

- SR 4041
- Caissons, Piles, Concrete panels, Moment slabs supporting 570' retaining wall
- Warwick Township
- Chester County
- Mobilization: 10/20/2025
- Open to traffic: 5/18/2026
- Contractor: Loftus Construction
- Contract Value: **\$6,259,343**



# SOUTH CREEK RD OVER BRANDYWINE CREEK AND EAST PENN RAILWAY

- SR 3101-DRB
- 544' 6-span Concrete Arch
- Chadds Ford Township
- Delaware County
- Duration: 1/24 - 11/25
- Contractor: Haines & Kibblehouse, Inc.
- Contract Value: **\$15,354,405**



# SELLERS AVE BRIDGE OVER AMTRAK

- SR 2031-DBR
- One span steel girder bridge replacement over electrified railroad
- Ridley Park Borough
- Delaware County
- Notice to Proceed: 4/10/2023
- Anticipated Bridge Opening: 9/25/2026
- Contract Complete: 9/25/2027
- Contractor: Road-Con, Inc.
- Contract Value: **\$11,280,000**



# EASTON ROAD ROUNDABOUTS

- SR 1001 - SIP
- Doylestown Township
- Bucks County
- Duration: 8/23 - 4/26
- Contractor: Haines & Kibblehouse, Inc.
- Contract Value: **\$15,354,405**



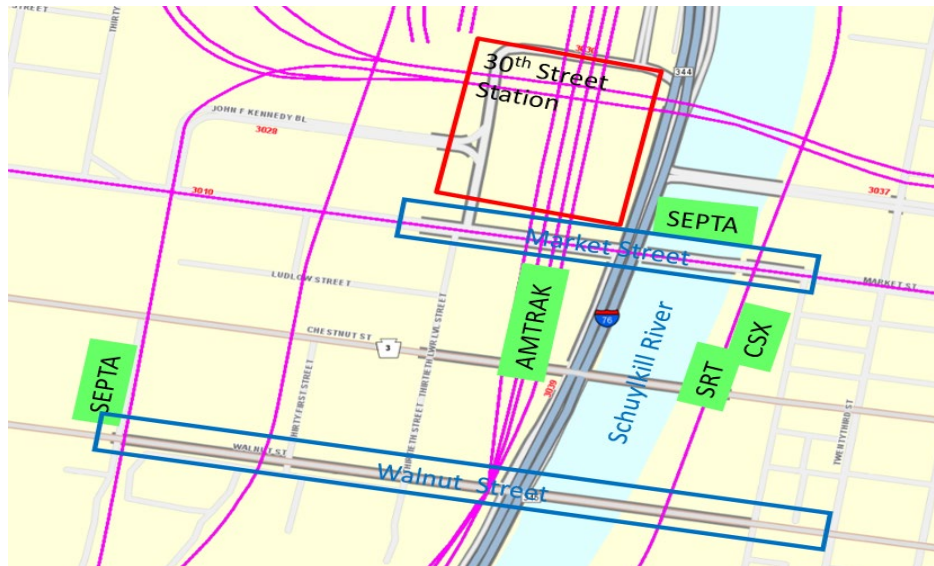
# PA 63 / PA 309 CONNECTOR PHASE 2

- SR 1058-HT2
- 2.4 miles new Alignment
- Hatfield Township, Montgomery County
- Duration: 12/21 - 8/25
- Contractor: Allan Myers, LP
- Contract Value: **\$43,365,478**



# MARKET AND WALNUT ST. BRIDGES

- Replaces multiple spans of Market St. Bridge with a single-span structure.
- Makes preservation improvements to Walnut St. Bridge.
- Construction started March 17, 2025.
- Estimated Completion: 2029
- 80% Federal / 20% State funds
- Contract Value: **\$148.9 million**



## Market Street and Walnut Street Structures Span Over:

- The Schuylkill River
- I-76 (Schuylkill Expressway)
- The Schuylkill River Trail
- Amtrak
- CSX
- SEPTA
- City Streets



# US 202 RECONSTRUCTION / WIDENING

- Whitpain Township
- Montgomery County
- Duration: 2018-2026
- Contractor: James D. Morrissey, Inc.
- Contract Value: **\$55,403,144**



Before



After

# UTILITY CHALLENGES

Route 202 Projects (7.65 miles), Montgomery County, 2018-2029



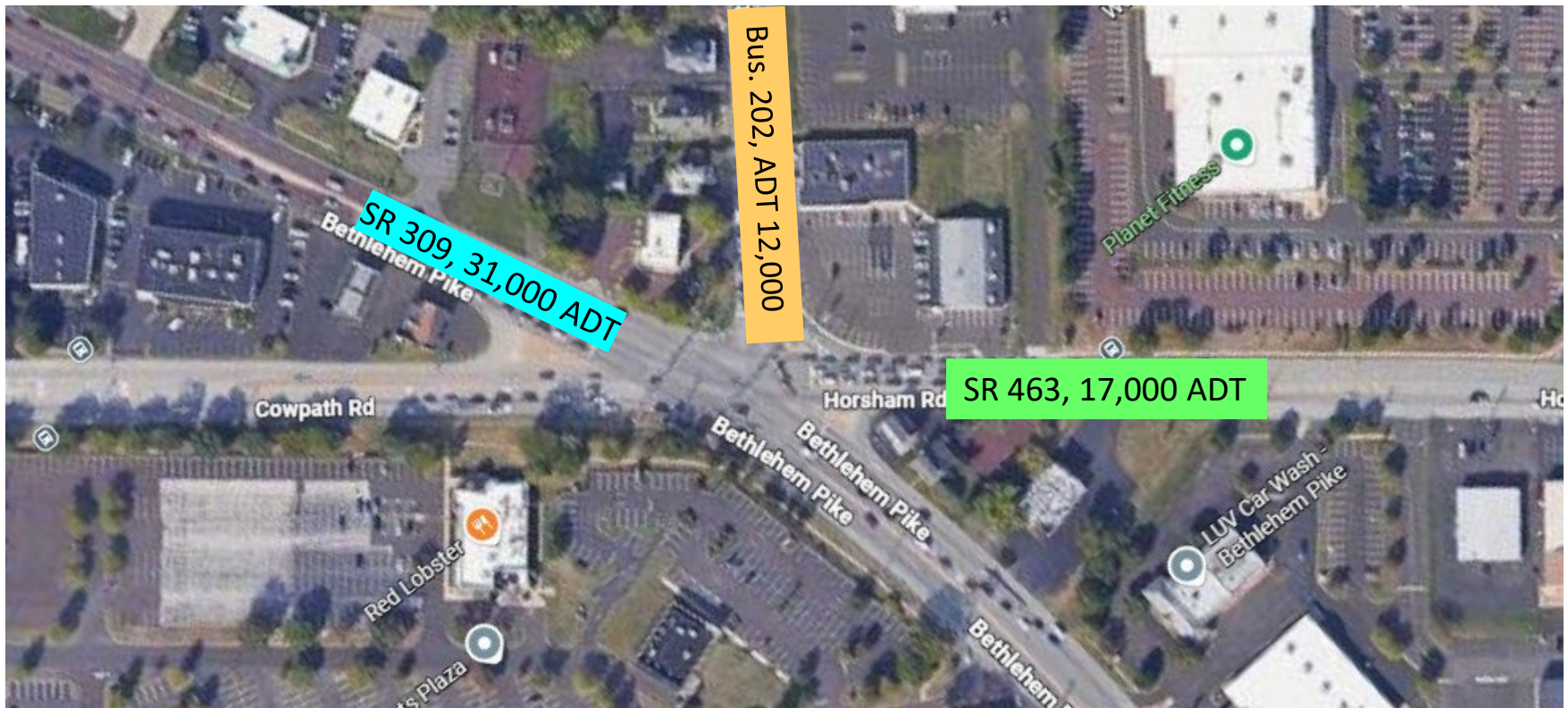
Section: 61S  
Cost: \$55 million  
Duration: 2021-2029  
Utilities: 10  
Challenge: 1,995 days  
planned utility work

Section: 61N  
Cost: \$55 million  
Duration: 2018-2026  
Utilities: 13  
Challenge: 695 days of  
utility delay

Section: 65S  
Cost: \$44 million  
Duration: 2019-2025  
Utilities: 9  
Challenge: 935 Utility working  
days

# MPT CHALLENGES: 5 POINTS INTERSECTION

- SR 309, SR 463, SR 202 (Business)
- Montgomery Township, Montgomery County
- 60,000 Vehicles/Day
- Construction Start: January 2024
- Anticipated Completion: Spring 2027
- Contractor: RoadCon Inc.
- Contract Value: **\$14.2 million**



# MPT CHALLENGES: 5 POINTS INTERSECTION



# I-95

- 43.6 miles in PA
- Bridge Deck Area: 8.7 million SQFT
- ADT between 150,000 and 205,000
- Current I-95 Construction Projects:
  - BR3, Betsy Ross Mainline Northbound, \$357 million
  - BS2, Margaret-Kennedy, \$322 million
  - GP1, Girard Point Bridge Rehab, \$261 million
  - GR8, Corridor ITS, \$32 million
  - AF3, Tioga to Wheatsheaf, \$311 million
  - CAP, Central Access Philadelphia, \$355 million
  - MB5, Bridge Repairs, \$60 million



# I-95 - CENTRAL ACCESS PHILA. (CAP)

- Partnership between PennDOT, City of Philadelphia, and Delaware River Waterfront Corp. (DRWC)

Two main components:

- Replace and expand covered section of I-95 creating the new 11.5-acre Park at Penn's Landing.
- Replace and extend the South Street Pedestrian Bridge over Columbus Boulevard.
- Groundbreaking: September 6, 2023
- Targeted completion: March 2030
- Contract Value - **\$328.9 million**



(18 deck beams placed in late May.)



(Rendering of South St. Pedestrian Bridge)



# PROJECTS IN DESIGN

# 2025 NOTABLE LETS

- I-95 Reconstruction Section BR3, Philadelphia, \$356.4 million.
- I-95 Reconstruction Section AF3, Philadelphia, \$311.3 million.
- Girard Point Bridge Improvements, Philadelphia, \$261.4 million.
- U.S. 322 over CSX Bridge Replacement, Upper Chichester Township, Delaware County, \$63.4 million.
- Ridge Pike and Germantown Pike Intersection Improvements, Lower Providence Township, Montgomery County, \$26.2 million.
- Brownsville Road Bridge Replacement, Lower Southampton and Middletown townships, Bucks County, \$11.2 million.
- U.S. 30 (Exton Bypass) Sinkhole Remediation, West Whiteland and East Caln townships, Chester County, \$6.8 million.



# 2026 ANTICIPATED CONSTRUCTION

- 73 projects expected to begin construction this year
- 2026 letting expected to be \$500M
- 350 Miles of roadway improvements
- Bridge Improvements
  - Rehab - 19 (28,223 SF deck area)
  - Replace - 9 (149,195 SF deck area)
  - Preserve -11 (787,428 SF deck Area)



# 12-MONTH MAJOR LET LOOK AHEAD

| County       | Route | Section | Title                                              |
|--------------|-------|---------|----------------------------------------------------|
| Philadelphia | 95    | GR6     | I-95 (SB): Race-Shackamaxon                        |
| Bucks        | 611   | PM2     | US 202/PA 611 (Doylestown Byp) Preventative Maint  |
| Montgomery   | 7046  | MG4     | Ridge Pike: School - Belvoir                       |
| Philadelphia | 7301  | BFW     | Ben Franklin Bridge Preservation                   |
| Montgomery   | 1058  | HT3     | PA 63/PA 309 Connector Phase 3                     |
| Philadelphia | 7301  | 631     | 59th Street O/ AMTRAK                              |
| Philadelphia | 7301  | FAL     | Falls Bridge over Schuylkill River                 |
| Philadelphia | 611   | S4A     | Phila Vision Zero Capital Plan Implement SS4A FY22 |
| Philadelphia |       | GSP     | Great Streets PHL - RAISE 22                       |
| Philadelphia |       | 112     | Citywide Resurfacing 112                           |
| Montgomery   | 23    | 2NG     | PA23/US422 Int & N Gulph                           |
| Montgomery   |       | HLM     | Highway Lighting Maintenance 2026 *Let in June     |
| Delaware     | 1     | DSB     | State Rd over Darby Creek                          |
| Bucks        | 2029  | S99     | OxfordVallyRd: Lincoln Hwy -BristolOxfrdVally Road |
| Montgomery   | 611   | MBR     | Old York Road over SEPTA                           |



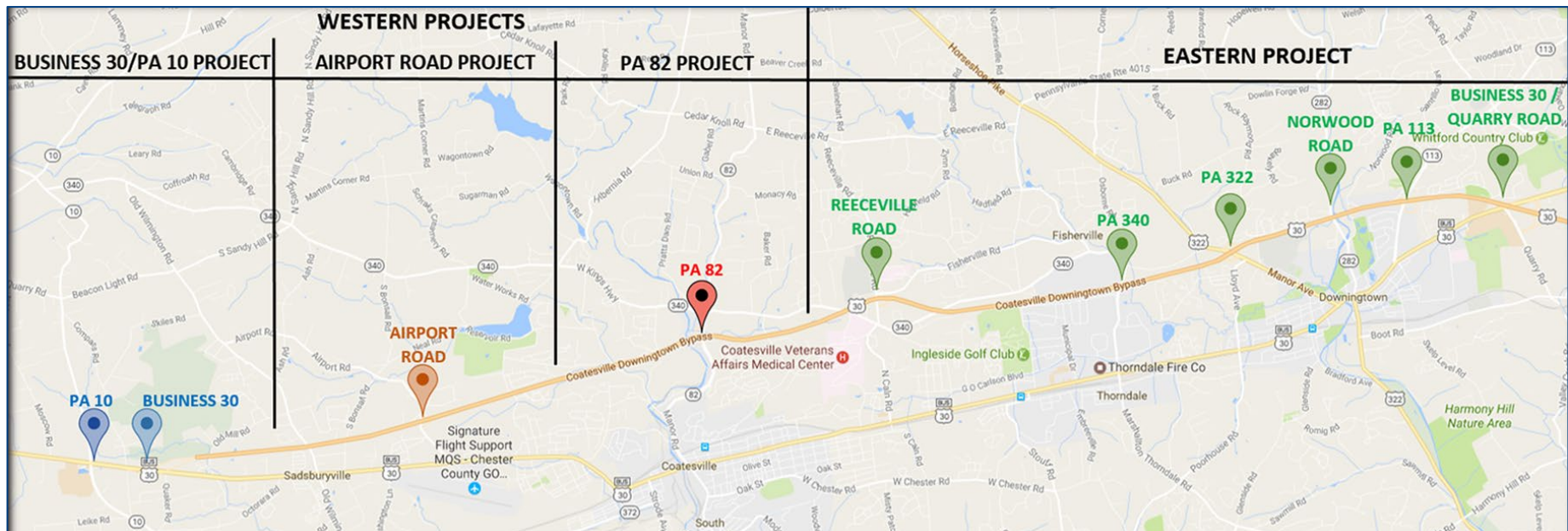
# DESIGN – I-95 SECTOR A

- Limits: I-676 to Cottman/Princeton Interchange; 7.6 miles
- Average Daily Traffic: ~210,000 vehicles per day
- Construction began in 2009 and will continue through early 2030's
- ~\$2.4 Billion let from 2008 to present (18 projects)
- ~7 projects remaining to bid (GR5, GR6, GR9, AF4, BR4/BS3, BR5 and BS5)
- Total Estimated Cost to Rebuild Sector A : \$3-4 Billion



# DESIGN - US 30 RECONSTRUCTION

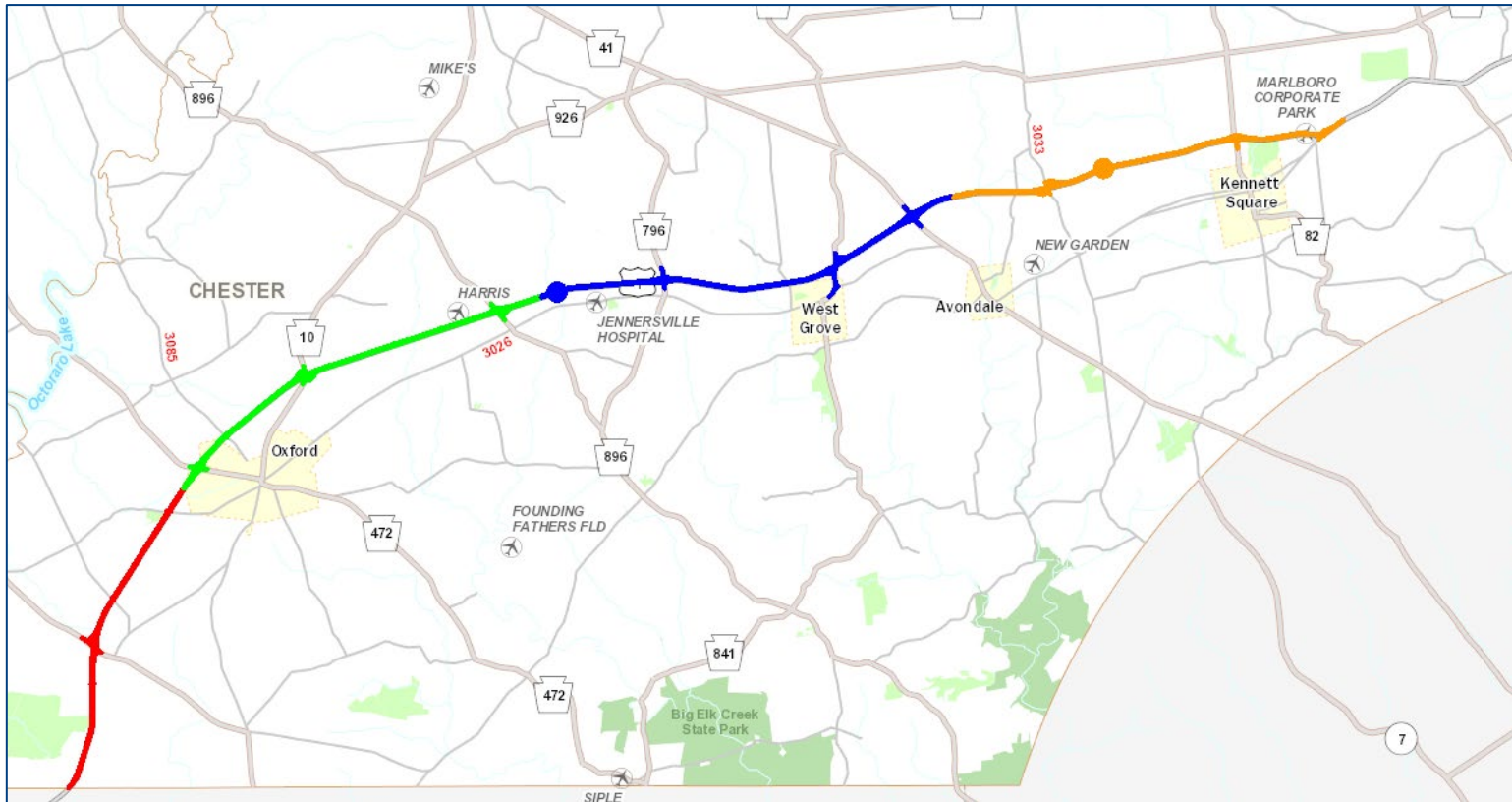
- **Business 30/PA 10 (US 30, Section 010)** - 1.7-mile corridor in Sadsbury and West Sadsbury Townships.
- **Airport Road Project (US 30, Section AIR)** - 3.9-mile corridor in Sadsbury, Valley, and West Caln Townships.
- **PA 82 Project (US 30, Section 082)** - 2.1-mile corridor in the City of Coatesville and Valley Township.
- **Eastern Project (US 30, Section CER)** - 7.0-mile corridor in the Borough of Downingtown, and Caln and East Caln Townships.



# DESIGN – US 1 KENNETT-OXFORD BYPASS

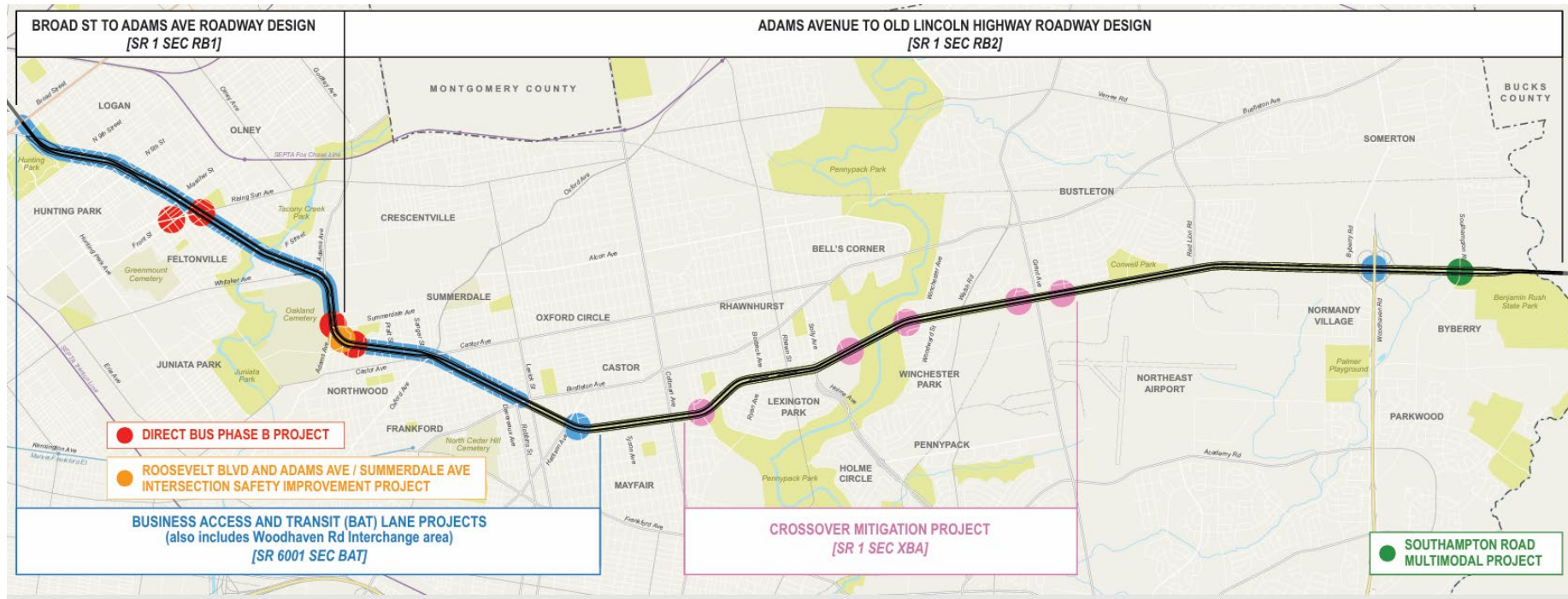
Divided into four sections for design and construction phases:

- Section 110 - PA/MD border to South of the Rt. 472 interchange (4.5 miles)
- Section 100 – Rt. 472 interchange to North of Rt. 896 interchange (6 miles)
- Section 200 - North of Rt. 896 interchange to North of Rt. 41 interchange (6.5 miles)
- Section 210 – North of Rt. 41 interchange to Schoolhouse Road (5.5 miles)



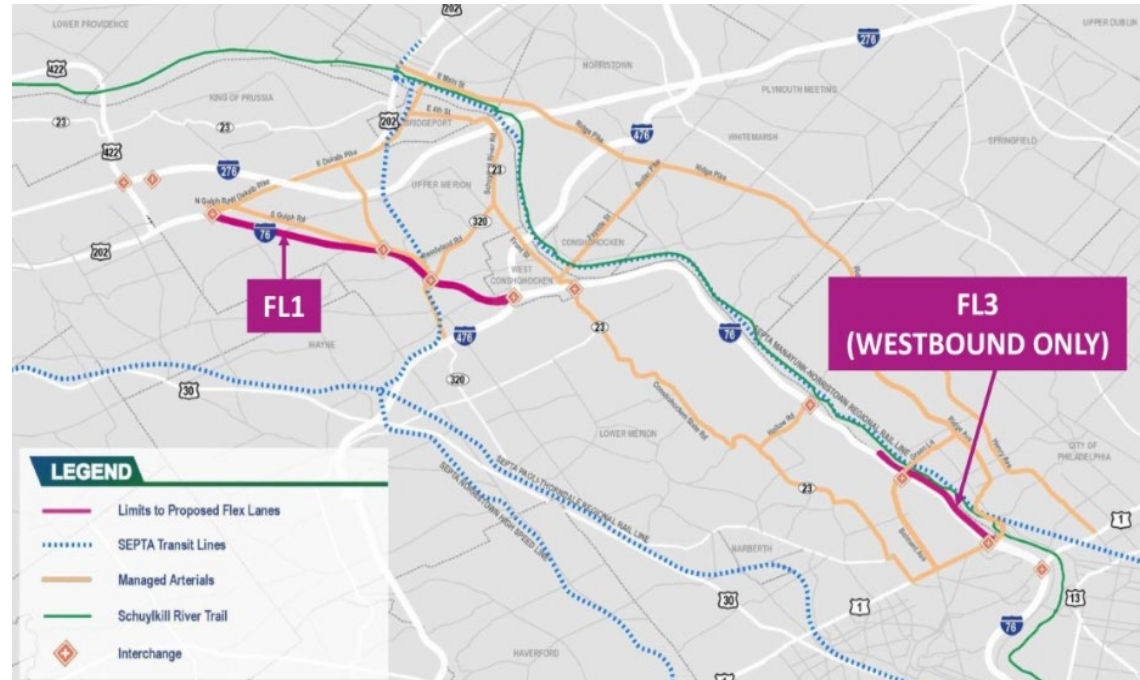
# DESIGN – US 1 ROOSEVELT BOULEVARD

- Average Daily Traffic – 96,000 VPD
- Program Goals
  - Safer streets for all users
  - Smoother traffic flow
  - Improved commuter bus operations/accommodations
- Section RB1 (Broad Street to Pratt Street)
- Section RB2 (Pratt Street to Old Lincoln Highway)



# DESIGN – 76 INTEGRATED CORRIDOR MNGT

- Average Daily Traffic
  - 113k VPD (Montgomery)
- Program Goals
  - Reduce congestion
  - Reduce crashes
  - Improve travel time reliability
- Phase 1 (Variable Speed Limits) completed in 2021
- Phase 2 and 3 (Flex Lanes) under design



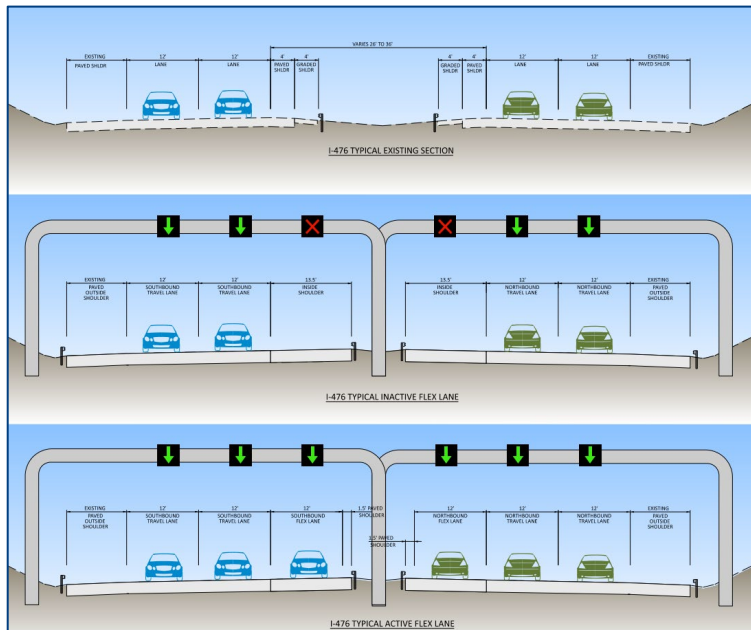
# DESIGN – I-676 CHINATOWN STITCH

- Average Daily Traffic
  - 124,400 VPD – I-676 (Vine Expressway)
  - 28,450 VPD - Vine Street (Local)
- Project Goals – Improve Community Cohesion & Quality of Life
- Proposed construction of 1.3 acre, 760' long cover over I-676
- Estimated Construction cost ~\$180M

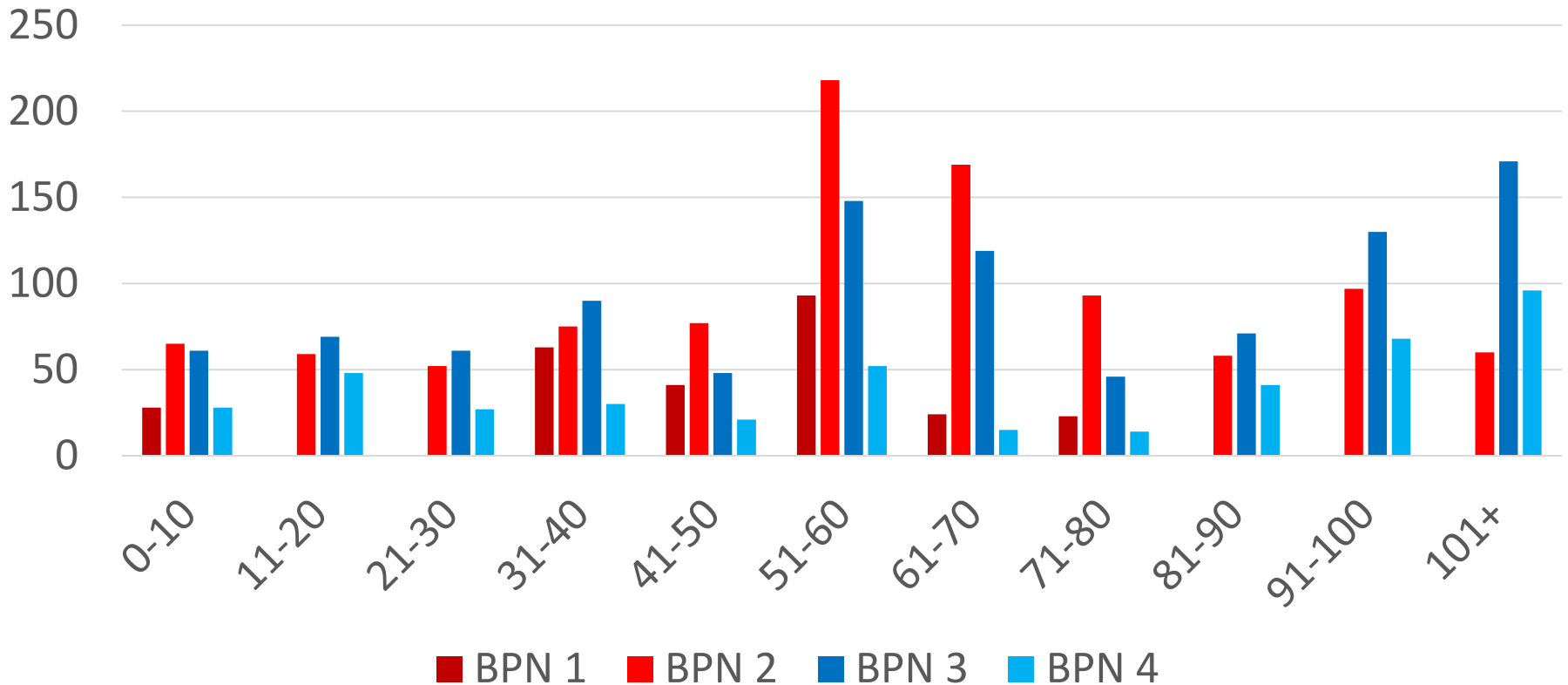


# DESIGN – I-476 TRAVEL TIME MANAGEMENT

- Average Daily Traffic – 106,000 VPD
- Program Goals
  - Reduce congestion and smooth traffic flow
  - Reduce crashes
- Section ATC – Variable Speed Limit Signing
- Section HSR – Flex Lanes
  - I-476: PA 3 to McDade Boulevard
  - I-95 (SB): I-476 to US 322



# BRIDGE AGE BY BPN AND COUNT

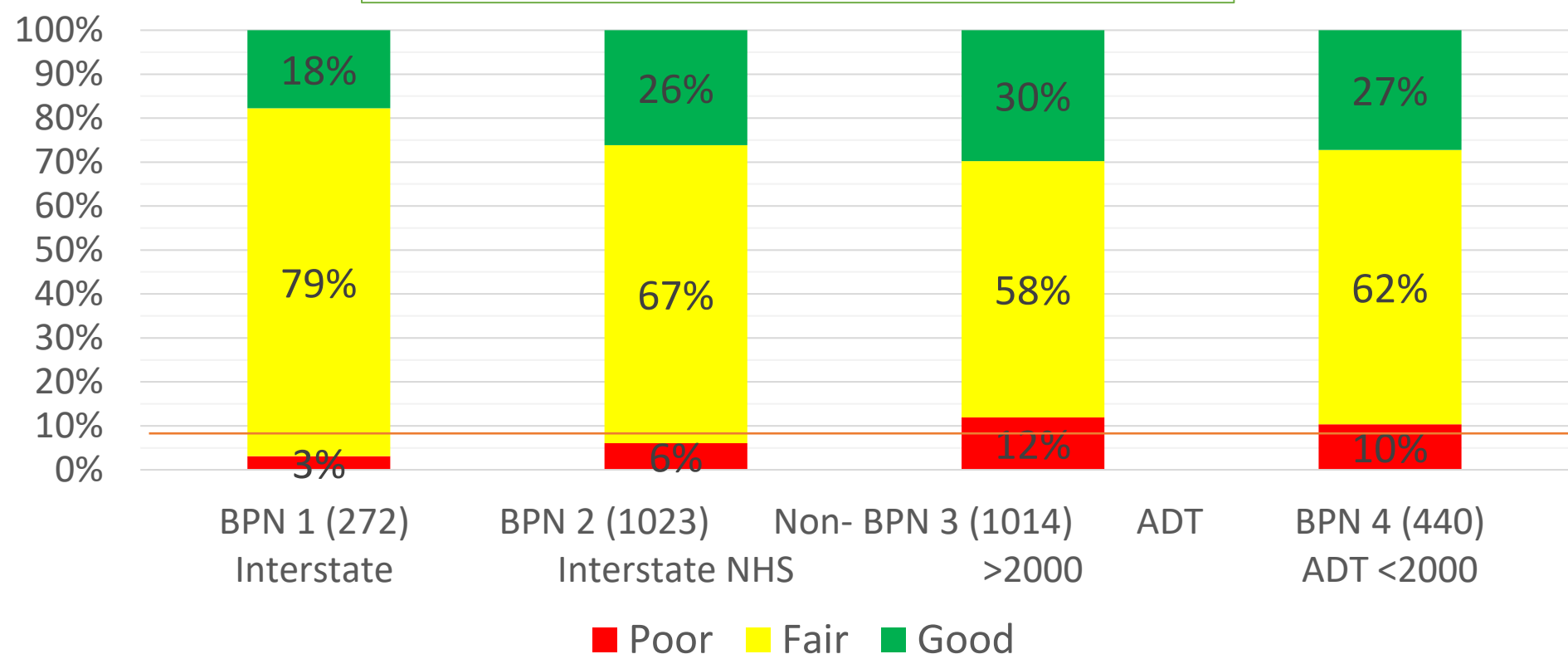


■ BPN 1 ■ BPN 2 ■ BPN 3 ■ BPN 4

Average Age of State-Owned Bridges: 62.8 years

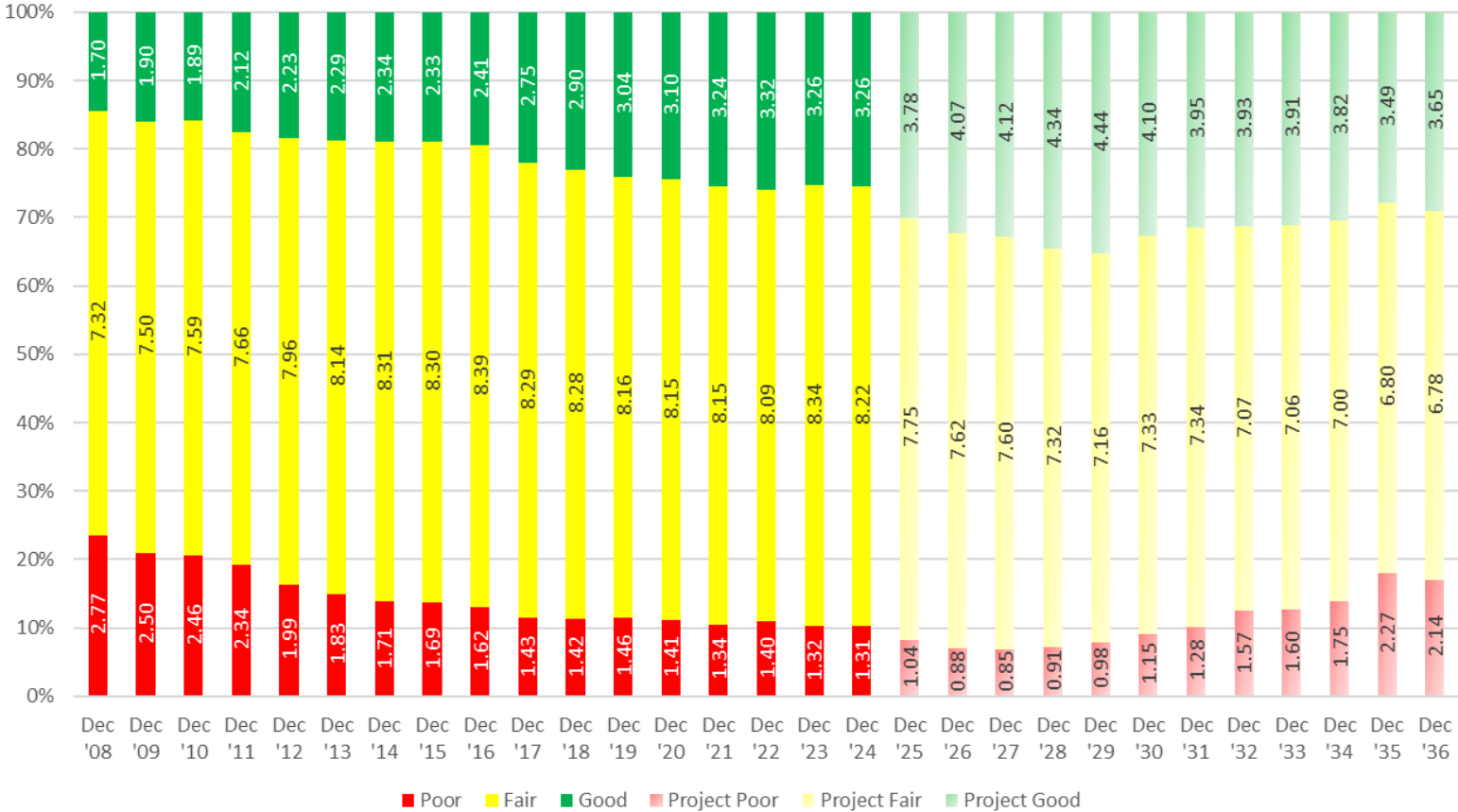
# PERFORMANCE MANAGEMENT BRIDGES

District 6 Bridge Condition by Deck Area



# BRIDGE CONDITION PROJECTIONS

District 06  
State Owned - Bridge Condition 2008 - 2024 Actual  
2025-2036 Projected with Committed Projects  
(Deck Area in millions sqft)



# OPERATIONS

# SOUTHEASTERN RTMC

Over 500 CCTV cameras and over 200 message boards

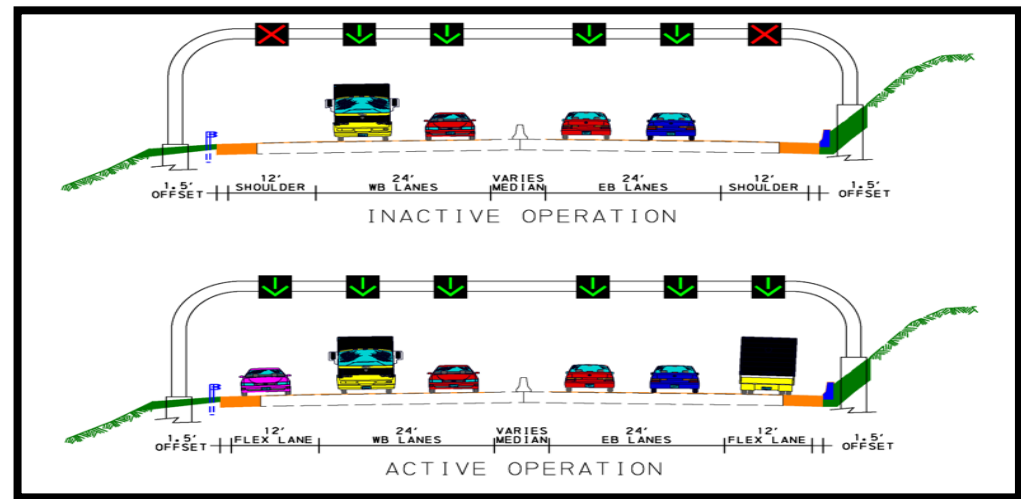
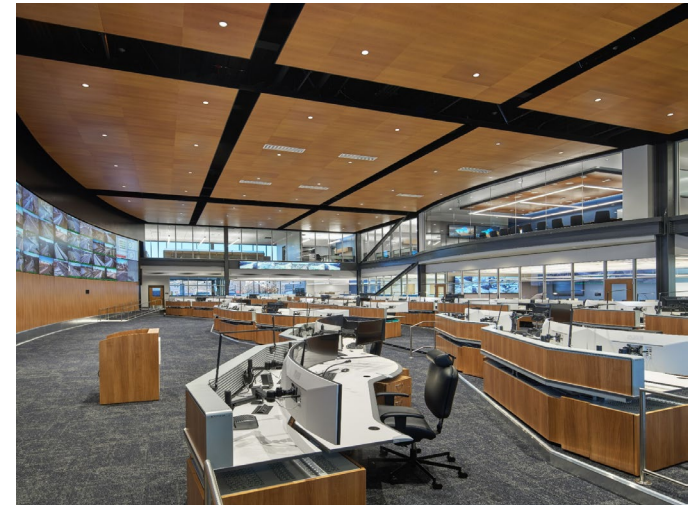
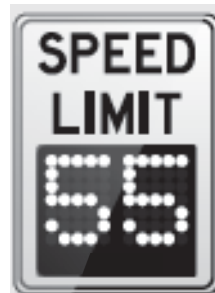
Variable Speed Limits reducing crashes and travel times on I-76

Active management of special events including FIFA World Cup

Yearly increases in freeway service patrol assists

Future flex lanes to increase capacity in peak hours

Upgrade in equipment specs to address copper theft



# INCIDENT COMMAND CENTER (ICC)

ICC Activation – Major Events  
(recent example I-95 Fire)

STMC, Area Command, District Leadership,  
RTMC Staff, Maintenance, Traffic, Press Office  
personnel

Modular furniture that can be rearranged to suit  
event size and user needs

Collaboration with Emergency Services

Serves as Regional Communications Hub

Outfitted with Video Wall, Interactive Displays  
with network access, Digital Radios, Remote  
Controls and AV Controls System



# 2026 MAJOR REGIONAL EVENTS

## **2026 FIFA World Cup**

International Soccer tournament  
Projected to bring approx.  
500,000 visitors to the Greater  
Philadelphia area, with an  
estimated economic impact of  
\$770 million.

## **Lemon Hill FIFA Fan Fest Site**

June 11-July 19  
Located in Fairmount Park. FIFA  
fan site and viewing area with an  
overall capacity of 20,000 people.

## **2026 MLB All-Star Game**

July 11-14  
Hosted by the Phillies at Citizens  
Bank Park. Expect the 42,901-  
person capacity park will sell  
out.

## **Ben Franklin Bridge 100th Birthday**

July 11

## **July 4<sup>th</sup> America 250**

Large-scale event to commemorate  
the 250th anniversary of the  
Declaration of Independence. As many  
as 300,000 people are estimated to  
attend.

## **Constitution Center Event**

July 2  
Joint session of Congress in  
Independence Hall.

## **"Independence Day" Regatta**

July 24-26

## **2026 PGA Championship**

May 11-17  
To be held at Aronimink Golf Club  
in Delaware County. Approx.  
200,000 spectators expected to  
attend.



# TRAFFIC MANAGEMENT PLANNING

- 1. Integrated Operations:** Real-time coordination between traffic, transit, and emergency management centers.
- 2. Scalable Staffing:** Surge staffing plans for match days, Fan Festival peaks, and overlapping civic events.
- 3. Dynamic Routing:** Utilize ITS, CCTV, INRIX, and PCMS to monitor and adjust traffic flow based on real-time conditions.
- 4. Contingency Protocols:** Predefined responses for weather, security incidents, and transit disruptions.
- 5. Communication:** Coordinated plan for public messaging regarding closures, detours, and transit updates.



# TRAFFIC CONTROL

- High capacity and high volumes of the Philadelphia region require complex traffic control patterns and innovative designs utilizing traditional signs and pavement markings.
- Tracking of submissions to reduce review times for capital program.
- Sign asset management and GIS utilized for improving asset life cycle data.
- RTMC message boards leveraged for improved traffic control safety.



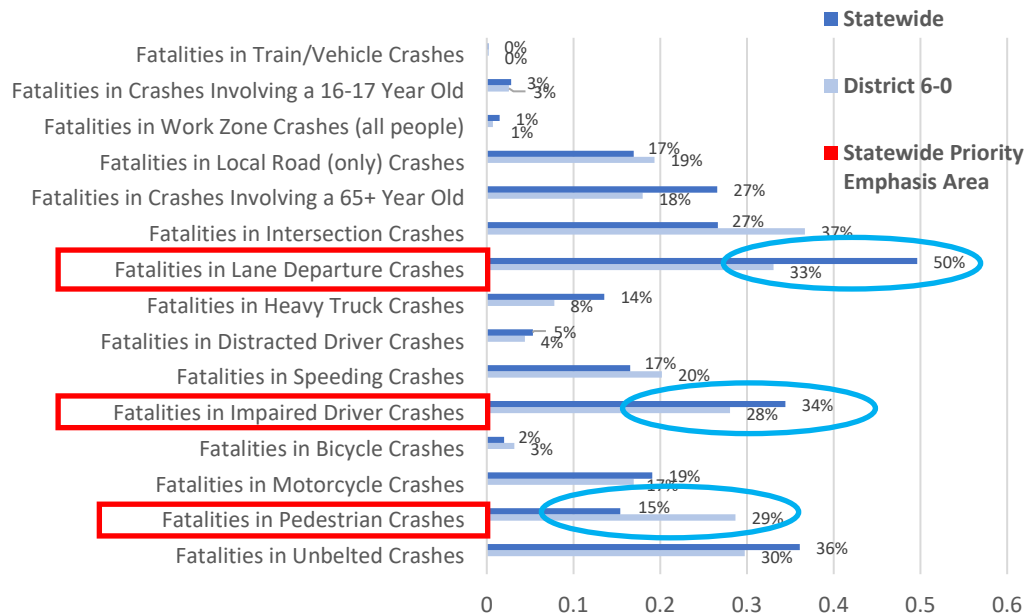
Overhead Structure CMS



Portable CMS

# TRAFFIC ENGINEERING & SAFETY

## Percentage of Total Fatalities (2021-2025)



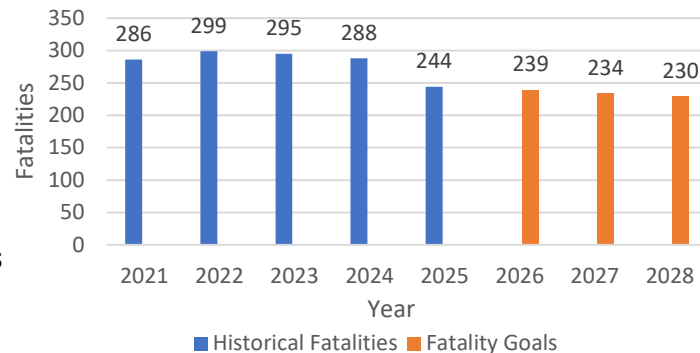
## Traffic Signal Management

| Activity    | Traditional |         | Current I76 Parallel Corridors |         |
|-------------|-------------|---------|--------------------------------|---------|
|             | Local       | PennDOT | Local                          | PennDOT |
| Own         | ◆           |         |                                | ◆       |
| Install     | ◆           | ○       |                                | ◆       |
| Replace     | ◆           | ○       |                                | ◆       |
| Synchronize | ◆           | ○       |                                | ◆       |
| Time        | ◆           | ○       |                                | ◆       |
| Operate     | ◆           |         |                                | ◆       |
| Maintain    | ◆           |         |                                | ◆       |

◆ Primary Responsibility  
○ May assist

## District 6-0: Fatalities

### Historical Data and Future Goals



## Highway Safety Improvement Program by fiscal year

|       | Number of Projects Funded* | Let/Anticipated Let | Regional vs. Set-a-side | Funding Totals  | FFY Total       |
|-------|----------------------------|---------------------|-------------------------|-----------------|-----------------|
| FFY25 | 16                         | 1                   | Regional                | \$22,305,286.00 | \$31,767,286.00 |
|       |                            |                     | Set-a-side              | \$9,462,000.00  |                 |
| FFY26 | 15                         | 5                   | Regional                | \$20,451,000.00 | \$24,894,424.00 |
|       |                            |                     | Set-a-side              | \$4,443,424.00  |                 |
| FFY27 | 14                         | 7                   | Regional                | \$34,040,781.00 | \$40,016,832.00 |
|       |                            |                     | Set-a-side              | \$5,976,051.00  |                 |
| FFY28 | 5                          | 5                   | Regional                | \$19,250,000.00 | \$22,894,585.00 |
|       |                            |                     | Set-a-side              | \$3,644,585.00  |                 |

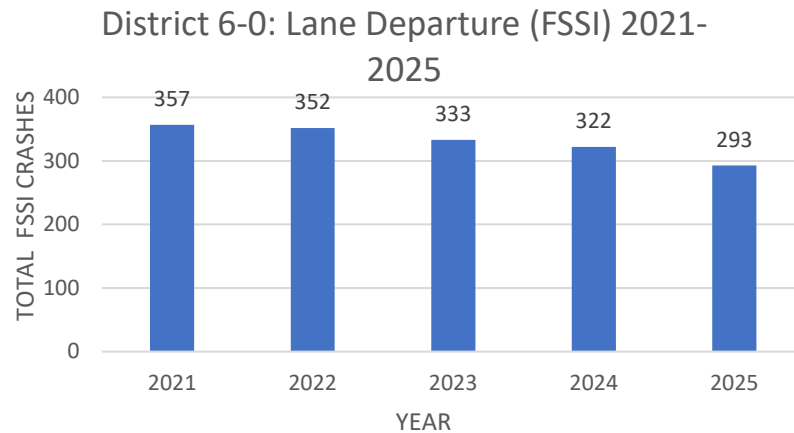
\*Number of Projects Funded includes those in Construction

**District Targets:**

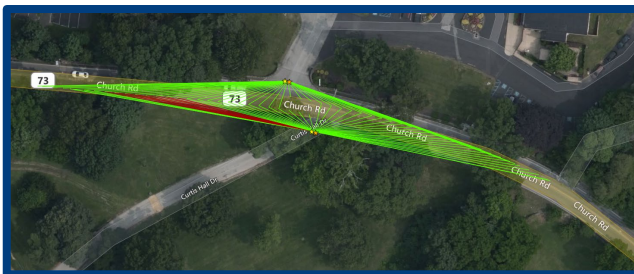
- FSSI
- VRU
- Lane Departures

# TRAFFIC ENGINEERING & SAFETY

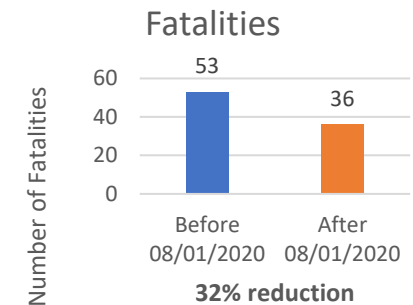
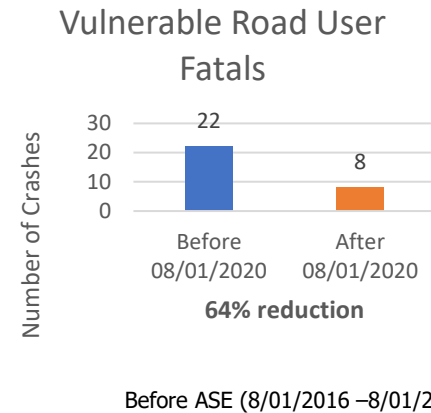
**Successes:** Reduction in lane departure crashes through countermeasures such as High Friction Surface Treatment (HFST), which has demonstrated approximately a 50% reduction in total crashes at treated locations.



**Innovation:** RDV LiDAR Road Safety Audit – 3D virtual models of highway infrastructure to evaluate sight distance & flat spot analysis.



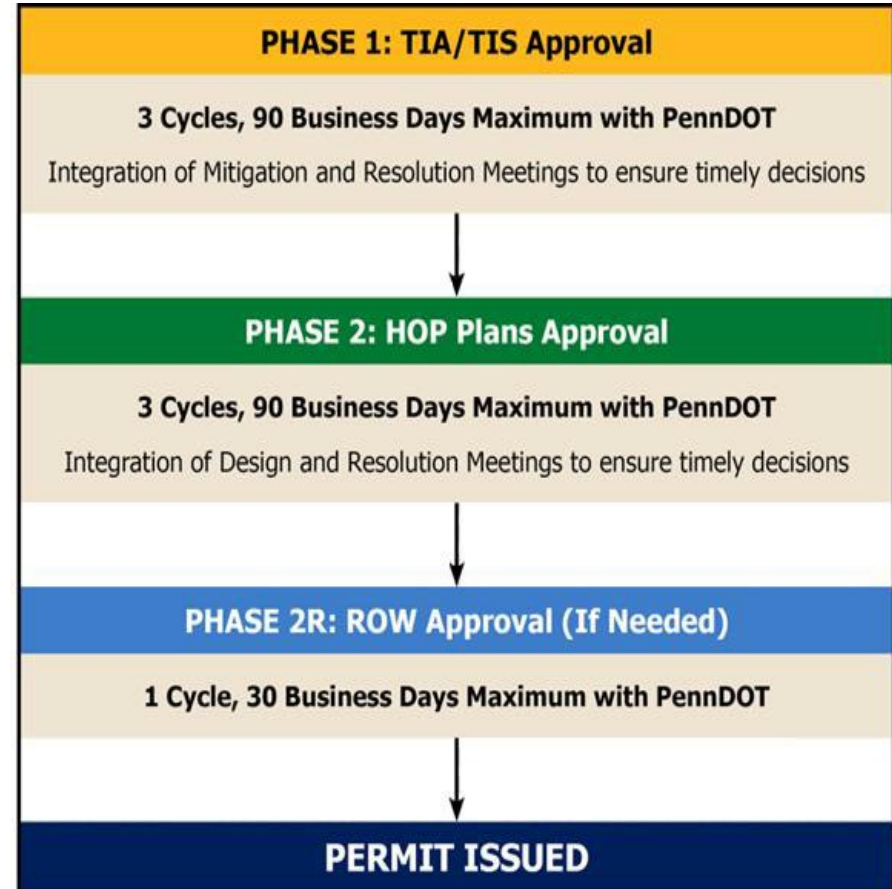
**Challenges:** Speed management continues to be the most common concern received by the Department. Countermeasures, such as Automated Speed Enforcement (ASE) and vertical deflection, have demonstrated their effectiveness in reducing vehicle speeds and improving roadway safety.



# PennDOT ClearPath

Transforming the Highway Occupancy Permit (HOP) Review Process.

- PennDOT piloted the new HOP review approach.
- Requires complete applications before advancing to technical review.
- Establishes defined timelines for PennDOT review and applicant resubmission.
- Uses phased reviews to resolve technical issues earlier.
- Creates clear outcomes and more predictable communication.
- Improves alignment among PennDOT, applicants, municipalities, and stakeholders.



# HOP PERMITS ISSUED

**20% more permits issued in FY'25 while implementing a more structured, predictable process.**

| Permits Issued                     | FY24 | FY25        |
|------------------------------------|------|-------------|
| High Volume Driveways              | 7    | 3           |
| Medium Volume Driveways            | 8    | 8           |
| Low Volume Driveways               | 96   | 73          |
| Local Roads                        | 16   | 16          |
| Minimum Use Driveways              | 96   | 88          |
| Temporary Access                   | 22   | 15          |
| Curb, Sidewalk, Drainage, or Other | 156  | <b>181</b>  |
| Non-Utility Structures             | 3    | 5           |
| Crossings                          | 13   | 7           |
| Above Ground                       | 1217 | <b>1928</b> |
| Subsurface                         | 1876 | <b>1884</b> |
| Total                              | 3510 | <b>4208</b> |

## High Profile Developments

- Bellwether District Holdings
- SEPTA Trolley Modernization
- Philadelphia Energy Solutions
- Steelworks Acquisition
- Black Rock Road Roundabout



# MAINTENANCE

# WINTER MAINTENANCE

**182**

PLOW  
TRUCKS

**35**

STOCKPILE  
FACILITIES

**254**

TOTAL  
OPERATORS  
(FILLED)

**92,465**

TONS OF  
SALT USED  
LAST YR

**906,672**

GALLONS OF  
SALT BRINE  
USED  
LAST YR

**260**

RENTAL  
TRUCKS

**26**

ANTI-ICING  
UNITS

**74**

VACANT  
OPERATOR  
POSITIONS

**92**

MUNICIPAL  
AGREEMENTS

**130**

AUTHORIZED  
TEMPORARY  
WINTER  
OPERATORS

**11,228**

SNOW LANE  
MILES

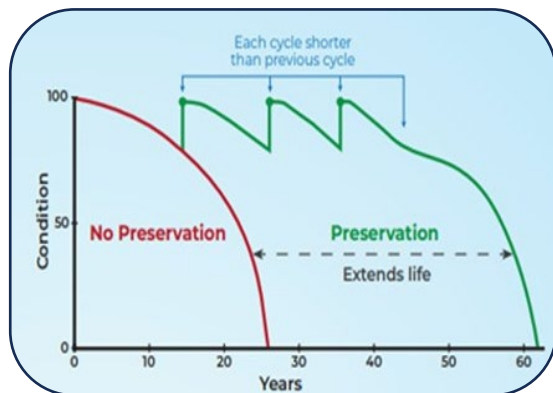


# SECTIONAL CYCLE MAINTENANCE

- Beyond winter, our focus is on managing and preserving our assets
- Shift in maintenance strategy from reactive to proactive and focus on core maintenance activities
- Effective asset management by systematically reducing “out of cycle” activities

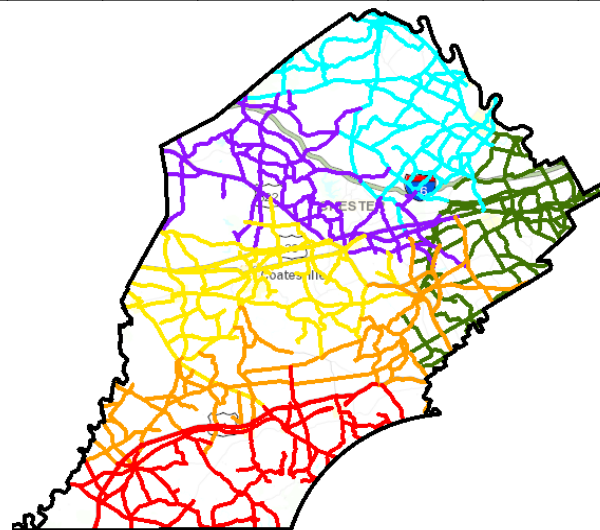
## Pavement Preservation

- Achieve and sustain a state of good repair over the life cycle.
- Identify a structured sequence of preserve, repair, rehab, and replace actions.
- Well timed preservation treatments will extend life.



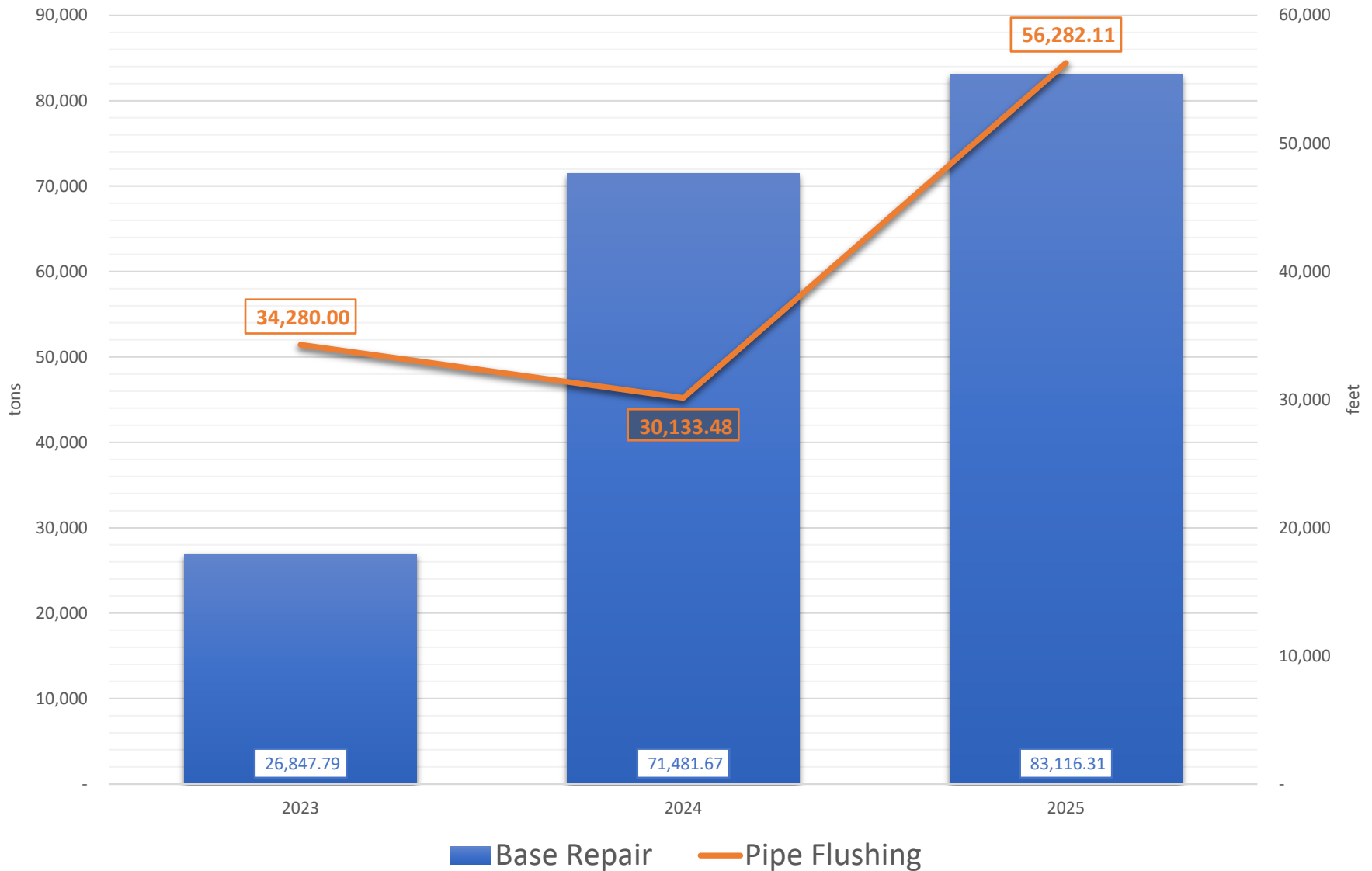
Example Sectional Cycle Maintenance Schedule

| Section | *Starting Program - 2023                                                                             | 2024                                                     | 2025                                                | 2026                                                | 2027                                                | 2028                                                | 2029                                                | 2030                                                | 2031                                                |
|---------|------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|
|         | 22-3 and 23-1                                                                                        | 23-3 and 24-1                                            | 24-3 and 25-1                                       | 25-3 and 26-1                                       | 26-3 and 27-1                                       | 27-3 and 28-1                                       | 28-3 and 29-1                                       | 29-3 and 30-1                                       | 30-3 and 31-1                                       |
| 1       | Flush Pipes, Tail Ditch, Replace Pipes, Shoulder Cut, Side Doze, Patch, Crack Seal (LL), Base Repair | Seal Coat                                                |                                                     | Shoulder Cut, Side Doze                             | Flush Pipes, Tail Ditch (Complete Pipe Inspections) | Replace Pipes, Ditch/Tail Ditch                     | Patch, Crack Seal (LL), Base Repair (DF/Contract)   | Seal Coat                                           |                                                     |
| 2       | Flush Pipes, Tail Ditch, Replace Pipes, Shoulder Cut, Side Doze                                      | Patch, Crack Seal (LL), Base Repair (DF/Contract)        | Seal Coat                                           |                                                     | Shoulder Cut, Side Doze                             | Flush Pipes, Tail Ditch (Complete Pipe Inspections) | Replace Pipes, Ditch/Tail Ditch                     | Patch, Crack Seal (LL), Base Repair (DF/Contract)   | Seal Coat                                           |
| 3       | Flush Pipes, Tail Ditch (Complete Pipe Inspections)                                                  | Shoulder Cut, Side Doze, Replace Pipes, Ditch/Tail Ditch | Patch, Crack Seal (LL), Base Repair (DF/Contract)   | Seal Coat                                           |                                                     | Shoulder Cut, Side Doze                             | Flush Pipes, Tail Ditch (Complete Pipe Inspections) | Replace Pipes, Ditch/Tail Ditch                     | Patch, Crack Seal (LL), Base Repair (DF/Contract)   |
| 4       | Shoulder Cut, Side Doze                                                                              | Flush Pipes, Tail Ditch (Complete Pipe Inspections)      | Replace Pipes, Ditch/Tail Ditch                     | Patch, Crack Seal (LL), Base Repair (DF/Contract)   | Seal Coat                                           |                                                     | Shoulder Cut, Side Doze                             | Flush Pipes, Tail Ditch (Complete Pipe Inspections) | Replace Pipes, Ditch/Tail Ditch                     |
| 5       |                                                                                                      | Shoulder Cut, Side Doze                                  | Flush Pipes, Tail Ditch (Complete Pipe Inspections) | Replace Pipes, Ditch/Tail Ditch                     | Patch, Crack Seal (LL), Base Repair (DF/Contract)   | Seal Coat                                           |                                                     | Shoulder Cut, Side Doze                             | Flush Pipes, Tail Ditch (Complete Pipe Inspections) |
| 6       |                                                                                                      |                                                          | Shoulder Cut, Side Doze                             | Flush Pipes, Tail Ditch (Complete Pipe Inspections) | Replace Pipes, Ditch/Tail Ditch                     | Patch, Crack Seal (LL), Base Repair (DF/Contract)   | Seal Coat                                           |                                                     | Shoulder Cut, Side Doze                             |



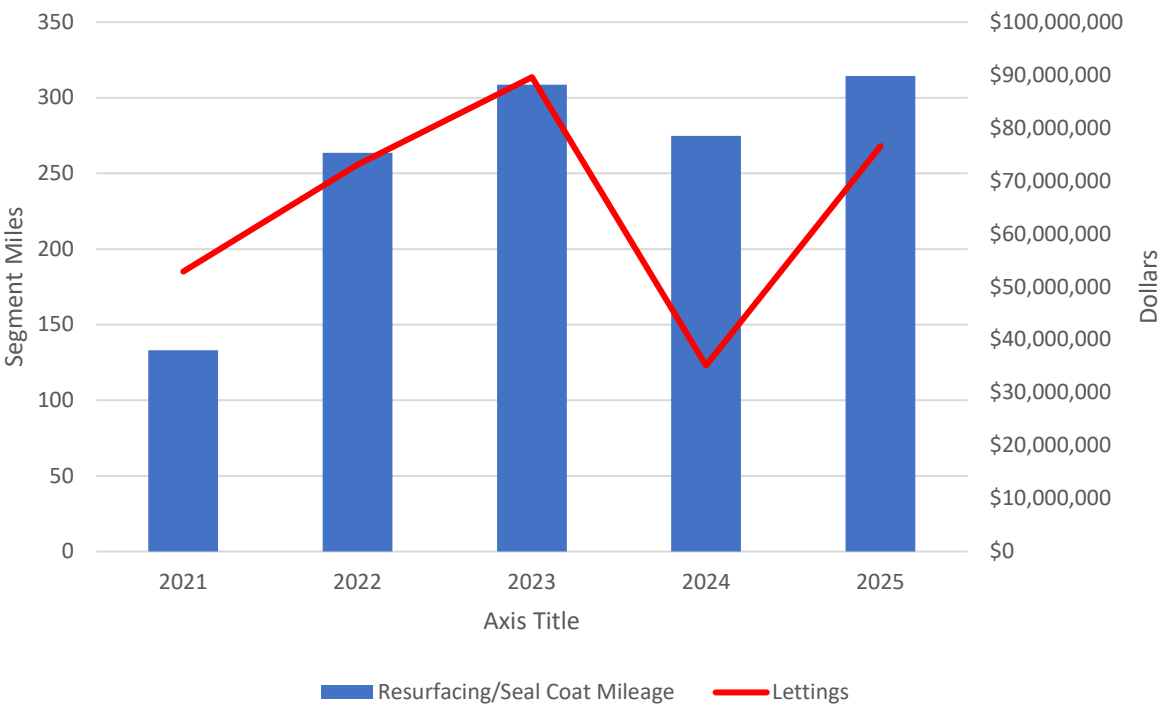
# ANNUAL WORK PLAN ACCOMPLISHMENTS

## BASE REPAIR / PIPE FLUSHING LAST 3 YEARS



# SURFACE TREATMENT PROGRAM

Total Surface Treatment Mileage and Contract Letting Totals  
2021-2025



|      | Resurfacing/Seal Coat Mileage | Lettings     |
|------|-------------------------------|--------------|
| 2021 | 133.1                         | \$52,856,276 |
| 2022 | 263.7                         | \$73,096,402 |
| 2023 | 308.6                         | \$89,604,183 |
| 2024 | 274.7                         | \$35,135,292 |
| 2025 | 314.4                         | \$76,565,601 |

# MAINTENANCE INNOVATIONS

Deploying technology to improve safety, responsiveness and asset decision-making.

1

## Backpack Sprayer

### RAPID GRAFFITI RESPONSE

Portable, battery-powered airless spraying gives county forces a flexible tool to address graffiti sooner and respond to visible quality-of-life concerns.



2

## Graffiti Removal Drone

### REACH WITHOUT EXPOSURE

Drone-based spraying expands access to bridges, walls and other hard-to-reach locations—improving response capability while reducing work at height and roadway exposure.



3

## Line Striping Automation

### SAFER, MORE PRODUCTIVE STRIPING

Restripe Assist uses onboard tech to track existing lines and automate spray control. It detects and follows visible markings, controls the carriage and guns automatically



4

## Pipe Camera Van

### DATA-DRIVEN DRAINAGE DECISIONS

Dedicated inspection capability supports condition assessment and work prioritization across more than 1 million feet of corrugated metal pipe in District 6.



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