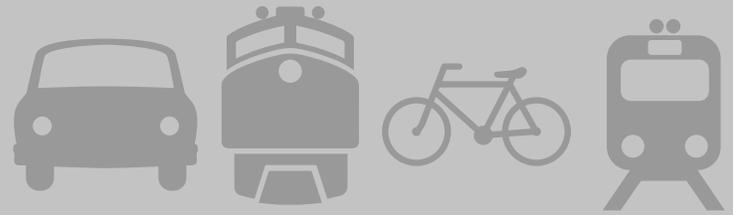
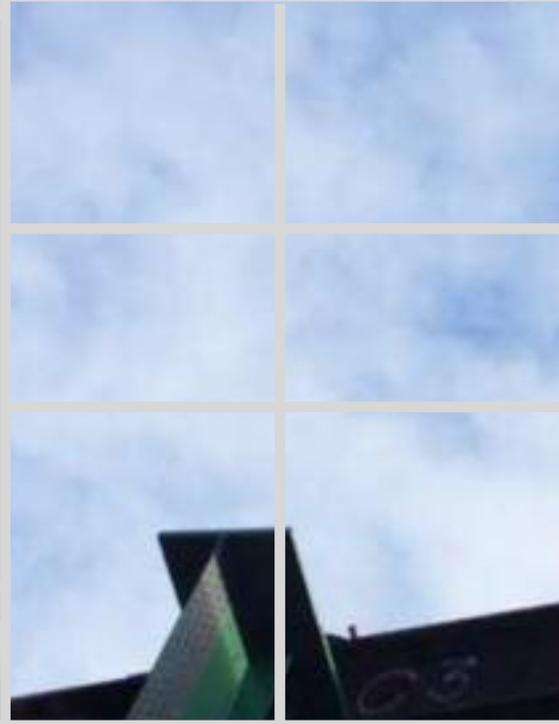
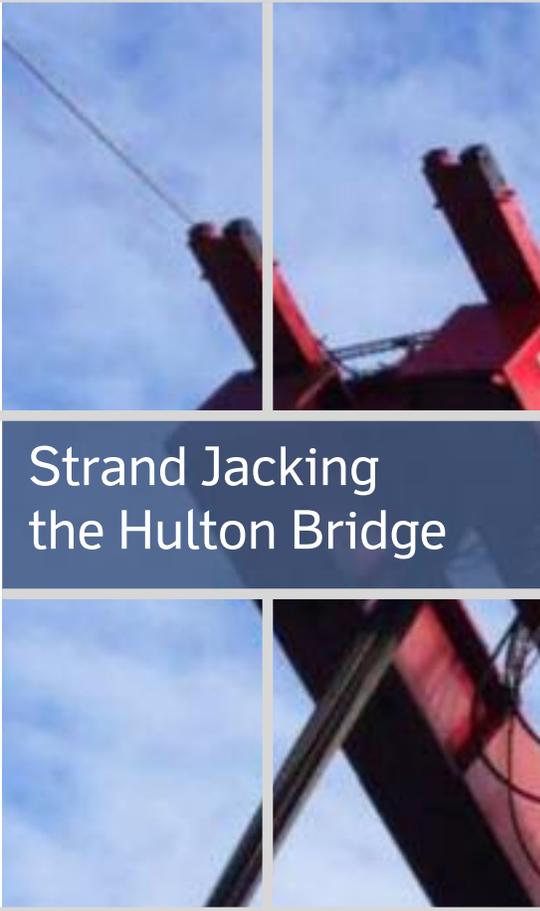


KEEPING YOU UP
TO DATE WITH ALL
OF PENNDOT'S
PROJECTS AND
INNOVATIONS
THROUGHOUT
THE YEAR



Public Service Announcements Work for Work Zone Safety Week

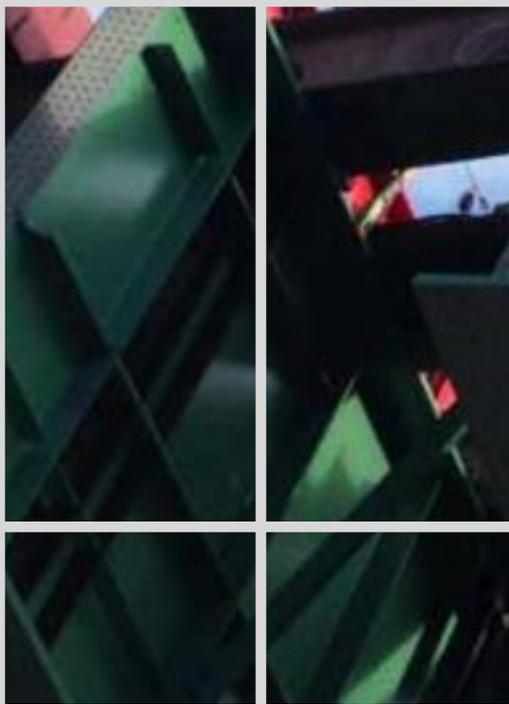
Strand Jacking the Hulton Bridge



Piloting Mobile LiDAR



Secretary Richards Wins Confirmation



Public Service Announcements Work for Work Zone Safety Week

By Anthony Scalia, Community Relations Coordinator, District 10



Brooke Leppert, Bedford County



Cory Smith, Somerset County



Larry DuVal, Fulton County

1

March was a busy month for work zone safety efforts in District 9. As winter slowly but surely came to a close, thoughts moved toward the coming construction season and the vital need to increase awareness about the importance of safe travel through work zones in our region and across the state.

It happened that over the winter, equipment operators in District 9 were given the opportunity to take an active role in convincing the public of the importance of highway safety by recording winter driving public service announcements (PSAs). The recording process was very successful and the PSAs were broadcast more than 6,000 times on Forever Media stations throughout the region. Forever Media's radio stations can be heard in Armstrong, Bedford, Blair, Cambria, Centre,

Clearfield, Clinton, Cumberland, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Mifflin, Perry, Somerset, and Westmoreland counties.

Very pleased with the success of the approach, we decided to take the same approach with construction safety PSAs that would air during Work Zone Awareness Week and throughout the construction season. Larry DuVal from Fulton County, Brooke Leppert from Bedford County, and Richard Johnson and Cory Smith from Somerset County all participated in the recordings. Six PSAs were recorded and once again, Forever Media broadcast the messages on radio stations throughout the area including Froggy 98.1, Hot 92 and 100, WALY 103.9 and several others.

Since PennDOT equipment operators aren't the only men

and women who will be working on roadways this season, an offer was extended to our local contractors to also record public service announcements. Four contractors responded with interest, New Enterprise Stone & Lime Company of New Enterprise, Francis J. Palo Inc. of Clarion, Quaker Sales Corp. of Johnstown, and Cottles Asphalt Maintenance Inc. of Everett. Representatives from each of these companies were chosen for the recordings, and took time out of their busy schedules to come to the studio and help to improve the safety awareness for themselves and their co-workers.

The Johnstown branch of Forever Media Inc. will also be doing a series of "day in the life" radio programs featuring flaggers who will have the opportunity to tell their stories. The flaggers from JRK Enterprises Inc. will talk about

their close calls and share the common occurrences for flaggers on highway construction. Flaggers are the first line of defense for highway workers and, unfortunately, first in line to be part of a work zone crash or intrusion.

District 9 will continue thinking of new and innovative ways to involve all of our employees in safety efforts. The introduction of smart phones and other devices that allow for instant access to email, social media, games, and text messaging - all at the users' fingertips - have added to our safety challenge. We all must remain ever vigilant with the advent of these new technologies that tempt drivers from doing everything but the most important job; keeping their eyes on the roadway. Continuing efforts such as Work Zone Safety Awareness Week will remain invaluable as we aim to bring highway fatalities towards zero.

Highlighting Work Zone Safety in District 6

by Brad Rudolph, Community Relations Coordinator, District 6



2

"If everyone works together, we can all get home safely" was the sentiment echoed by Acting District 6 Executive, Christine Reilly, during a news conference to highlight the start of National Work Zone Awareness Week on Monday, March 23. "Expect the Unexpected" was the theme of the week which ran through Friday, March 27.

The event featured representatives from PennDOT, the Pennsylvania State Police, municipal police departments, Buckle Up Pennsylvania, the Chester County Highway Safety Project and the Montgomery County Health Department. Staged at a work zone operation near U.S. 422 and Armand Hammer Boulevard in Pottstown Borough, Montgomery County; the group's sole purpose was to remind motorists to drive safely in work zones as construction season arrives in Pennsylvania.

The event was held not far from where 60 year-old Lee Boyer, who worked for J.D. Eckman, Inc., was killed on December 3, 2014, while setting up cones for a lane closure on the westbound lanes of the Schuylkill River bridge in North Coventry Township, Chester County. "Lee was one of many construction workers who have been injured or killed while working to make our roads safer," Reilly said. According to PennDOT data, in 2013 there were 1,845 crashes in Pennsylvania work zones, with 16 people killed in those crashes. Since 1970, 85 PennDOT employees have been killed in the line of duty statewide.

Tim Schultz, a 38 year-old highway foreman for PennDOT in Bucks County, talked about his close call when a motorist ignored instructions from a flagger and drove into an active

work zone in Bensalem Township last June. Schultz attempted to flag the driver down to protect his workers. "The motorist proceeded toward me, stopping directly in front of me before accelerating and bumping my knees, causing me to fall onto his hood," Schultz said. "He then continued to drive through the remainder of the work zone with me on his hood." Schultz was very lucky to walk away from the incident with only minor injuries. He said, "My only thought was that I wanted my crew to be safe."

Tim's wife, Christine, who also works for PennDOT's Bucks County Maintenance Unit, heard the incident over the radio from the office. "I heard the flagger screaming," she said. "Panic set in. I thought I was never going to hear Tim's voice again. Anybody that works on any road, they're people, too," she

added. "They deserve to come home at the end of the day to their loved ones."

Safety isn't the only motivation to curb aggressive driving habits in work zones. There are financial consequences as well, which were highlighted by Officer Tom Barton of North Coventry Police. He showed an enlarged copy of a sample citation showing that a speeding violation in a work zone can cost the offender nearly \$250. "We'd rather you obey the signs, look out for the workers and avoid this citation," he said.

U.S. Route 422 motorists will be encountering several work zones in the coming years as PennDOT improves the highway in the Pottstown and Valley Forge areas in Montgomery County.

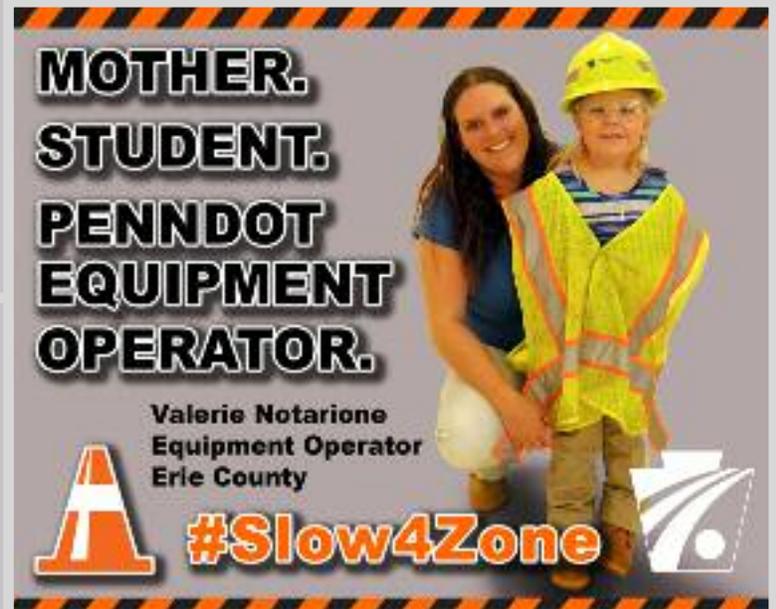
Through Construction Season, be Mindful of Those Behind the Cones

With Act 89, the state's transportation plan, continuing to bring more work zones to Pennsylvania roadways, drivers will continue to see construction projects across the state. With PennDOT data showing that 24 people lost their lives in work zones in 2014, the department urges all drivers to use caution in work zones for their safety as well as that of workers.

Since 1970, 85 PennDOT employees have died in the line of duty. PennDOT data also shows that there were 1,841 crashes in work zones last year, a slight decrease from the 1,851 crashes in 2013. Over the five-year period, there were 10,586 work-zone crashes and 128 fatalities in those crashes.

To draw attention to the people behind the cones, PennDOT launched a #Slow4Zone campaign in March that spotlights department employees and reminds drivers why it is important to pay attention and slow down in work zones.

To learn about work zone safety and view the employee testimonials in the #Slow4Zone campaign, visit www.JustDrivePA.com. Join the discussion on social media by using #Slow4Zone in posts.



Pennsylvanians Urged to 'Donate Life'

3



With April marking National Donate Life Month, the Pennsylvania Department of Transportation (PennDOT) reminded driver's license and identification card holders that spending a few minutes online to register as an organ donor can help another person live a fuller, longer life.

Over 46 percent of driver's license and identification card holders are registered organ donors – that's more than 4.5 million Pennsylvanians. More than 8,500 Pennsylvanians currently await organ transplants.

To add the organ donor designation to an existing driver's license or identification card today, visit www.dmv.state.pa.us and select the "Donate Life Pennsylvania" icon at the bottom of the page. Once the designation is added, individuals will receive a designation card that they will have to carry with them to affirm organ donor status until they renew or replace their driver's license or identification card. There is no charge for adding the designation to your driver's license or identification card.

Driver's license and identification card holders can also support organ donation programs by donating \$1 to the Robert P. Casey Memorial Organ and Tissue Donation Awareness Trust Fund at the time of application and/or renewal. Registered vehicle owners may also contribute \$1 to the fund when renewing their registration. Proceeds from the fund are used to educate and promote awareness of the organ donor program through non-profit organizations like the Center for Organ Recovery and Education and the Gift of Life Donor Program. Since 1995, Pennsylvanians have generously donated more than \$12 million to the fund.

Ongoing efforts to increase awareness of organ and tissue donation include video monitors featuring educational content at 20 PennDOT driver's license centers. More information on organ and tissue donation in Pennsylvania can be found at www.donatelife-pa.org.



Lighting the way on Efficiency

By Jamie Legenos, Information Specialist, Central Office

It is widely advertised that LEDs, or light-emitting diodes, have the potential to be a more efficient, durable, versatile, and a long-lasting light source compared to similar products in the lighting market. The potential benefits and challenges of LED lighting have yet to be fully explored by the American Association of State Highway and Transportation Officials (AASHTO) for the approval and use of LEDs on roadways and bridges. Less commonly known but showing equal potential of cost savings are remote monitoring and control systems. When both technologies are used in conjunction, the energy and maintenance cost savings may be maximized.

That's where the Pennsylvania State Transportation Innovation Council (STIC) comes in. The STIC is composed of a multi-stakeholder leadership that works together to identify initiatives for rapid implementation to create a modern, high-quality transportation system that is safe and efficient.

To achieve this, the STIC's Maintenance Technical Advisory Group (TAG) recognized the potential of LEDs in replacing what's most currently used in infrastructure lighting, High Pressure Sodium (HPS) lights. However, while

LED light fixtures offer greater control over the direction of light output, it is important to determine the effectiveness of LED lighting as a safe resource for highway applications. In addition, unlike High Pressure Sodium lights that extinguish when they reach the end of their useful life, the light output of LEDs decreases indefinitely without extinguishing, making it more difficult to ensure that proper lighting levels are consistently maintained. Remote monitoring and control systems provide the ability to track the light fixtures' life and performance, proactively reporting when maintenance may be due.

Because of the critical importance of maintaining proper lighting levels regardless of the light source, PennDOT, the STIC, and the FHWA worked to conduct a pilot to determine the effectiveness of LEDs as a light source and begin the discussion on what specifications would be needed for the approval of LED use on Pennsylvania roadways and bridges.

To ensure motorist safety, PennDOT decided to conduct the pilot on the Clarks Ferry Bridge in Dauphin County where the existing light pole spacing allows the selected LEDs to meet AASHTO's criteria within the clearly defined limits

of a bridge. Additionally, the site provides several different roadway design features that can be analyzed all at one site, rather than scattered across several different sites.

The \$100,000 pilot consists of 68 LED lights and a remote monitoring and control system. As of January of this year, PennDOT had replaced all 68 HPS lights with new LED luminaires, each with a control node. Several sign and underpass luminaires were outfitted with control nodes as well. The control nodes report energy usage, burn hours, and whether or not the light fixture is functioning properly. This pilot installation included the initial set-up of the monitoring software which is a one-time cost, and would not be incurred with future installations. Future monitoring and control projects would require the addition of one control node per light fixture.

The Maintenance TAG estimated a 45 percent reduction in energy use annually and so far the reports are finding those projections to be accurate. With the new LED lighting system, the energy bill is expected to \$1,700 less per year than the HPS system. The energy savings are realized while meeting or exceeding the AASHTO criteria for various design considerations at the

site, demonstrating a maintained level of service throughout the retrofit."

Over the next year, PennDOT, the STIC, and the FHWA will review the site and monitoring reports to identify potential benefits and challenges in the future use of LED lights and remote monitoring and control systems. AASHTO is expected to release revisions to the Roadway Lighting Design Guide in the coming months that will provide additional considerations in the implementation of LEDs and control systems. If the pilot is successful, PennDOT will work to develop specifications in compliance with the revised AASHTO guide for the future use of LEDs and control systems in the replacement of existing lighting sources or in the development of new infrastructure.

To learn more about other initiatives that the STIC is promoting, visit www.ModernDOT.pa.gov and select "State Transportation Innovation Council."

You can also see innovations on a road or bridge near you by visiting www.dot.state.pa.us and selecting "Map STIC Innovations."



Strand Jacking the Hulton Bridge

By Steve Cowan, Community Relations Coordinator, District 11





The construction of any river crossing is a fascinating process to watch unfold. The \$64.8 million Hulton Bridge in Allegheny County is no exception. The new span being built across the Allegheny River has caught the attention of many motorists. The new bridge is being constructed a short distance upstream from the existing bridge, which is still being used by nearly 20,000 daily travelers. It would be hard not to notice the regular progress on the new span as it is only inches away from the 105 year old, structurally deficient Hulton Bridge on the southern end.

Many challenges have been faced during the on-going construction of the bridge, but none more daunting than lifting and connecting the five girder line span weighing approximately 1,200 tons. With the majority of the substructure work completed in 2013, including abutment and pier construction, the last significant hurdle was the connection of the 282 feet long and 75 foot wide section. Only 72 hours was allotted by the United States Coast Guard for

the steel connection because the lift was over the main navigational channel of the river. Because of this time constraint, temporary towers could not be installed as they would restrict the width of the channel. So how do you lift a massive section of bridge in a short time frame? By using a "Strand jack."

A strand jack is a hydraulic device that utilizes multiple steel cables, or strands, to lift extremely large loads. Each strand bundle runs through a cylinder that employs gripping heads. These gripping heads provide a mechanical locking of the strand bundle at all times. A lifting or lowering movement is achieved by opening or closing the two gripping heads on each jack. Mammoet USA North, Inc., the subcontractor providing the strand jacking devices on the project, controls the lifting process with a computer.

While the girder line span was assembled on a barge, four 600 ton jacks were positioned on the corners of the bridge. The jacks have a built-in skid track to allow lateral shifting but they

cannot move transversely, so positioning the barges in precise locations in the river below was critical. The first day involved situating the working barges and floating the steel into place. Once in position, the barge was anchored in the exact location by using steel piles driven into the river bottom.

Day two brought the actual lift. The strand bundles were attached to lifting beams under the span. The lift began at 10 a.m. Slowly the span was lifted into place, only inches at a time, until it reached the bridge approximately 50 feet from the river below. The strand jacking was completed at 6 p.m., and with only minor adjustments needed, crews began the 10 splice connections which involved over 10,000 high strength bolts. The final day saw the continuation of bolt installation and the removal of the barges and steel pile from the river bed.

"The strand jacking was one of the most challenging and satisfying moments of my career," said John Myler, the project manager during this phase of construction. "Many people worked long hours to

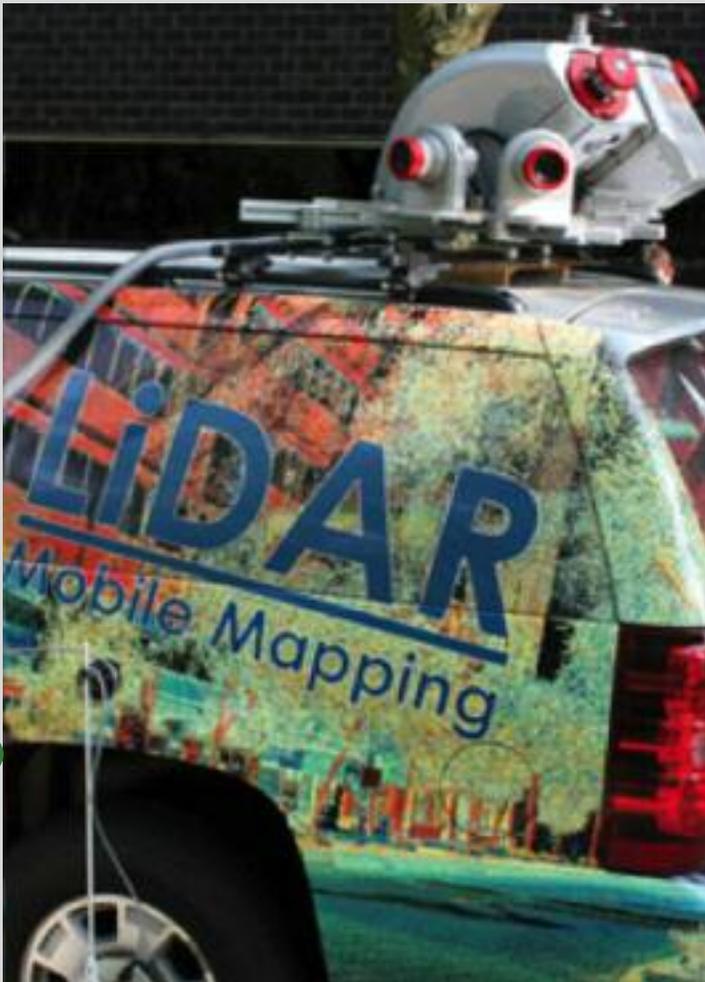
make this the great success that it was and I am very honored to be a part of it." In addition to the Hulton Bridge girder line, Mommoet has used strand jacking in several high profile projects including the salvaging of a sunken Russian submarine in the Barents Sea and the lifting of two 2,220 ton reactors in Ras Laffen, Qatar. It is believed that this is the first time that strand jacking has been used in Pennsylvania.

The new 1,633 foot bridge is due to be open in October of 2015 in time for the 2016 US Open Golf Championship, which will be played at Oakmont Country Club located about a mile away. The new structure will expand to four lanes and roadway reconstruction and intersection improvements will occur at both ends of the bridge, which will improve traffic flow and safety.

For more information on the Hulton Bridge project visit www.thehultonbridge.com. Also, a short time lapse video and additional photos can be found at PennDOT's Facebook/You Tube page at <https://youtu.be/r5FKdwPnhpU>

Piloting Mobile LiDAR

By Brad Rudolph, Community Relations Coordinator, District 6



7

The District 6 Traffic Unit is proposing an innovative, cost-efficient solution to raw data collection for asset management and project delivery associated with safety improvement projects and activities in the Philadelphia region.

The Traffic Unit plans to pilot the use of LiDAR (Light Detection and Ranging) mobile/aerial mapping application to collect various feature information with survey quality accuracy, which will be used to advance the District's safety improvement initiatives. The focus will be on designing low-cost safety improvements at high crash locations.

LiDAR mapping for this pilot will include raw data, appropriate directory and file management structure, Geographic Information System-based (GIS) information by layers, and Computer-Aided Design and Drafting (CADD) plans to deliver highway safety improvement projects with improved efficiency. LiDAR is a proven survey application, having been used by many agencies and firms including PennDOT.

Here's how the Mobile LiDAR system works: A vehicle equipped with state-of-the-art instrumentation for data collection, including integrated 3D cameras, travels designated roads at highway speeds to

scan, extract and store GPS locations, GIS/asset mapping, signing and pavement marking plans, sign condition assessments and other information. The system can scan over one million points per second and store the resulting data in files. All images are geocoded, time-stamped, and stored in a progressive JPEG format - resulting in a GPS tracking photo log for each direction of travel. The LiDAR data, geospatial data and imagery are all collected simultaneously so there is no additional effort involved in collection and, therefore, no additional cost.

The data can be used to develop management systems for highway assets, including

signs, guiderail, pavement markings, traffic signals, ramps, and drainage structures. It also can provide historic preservation data, topographic surveys, and construction and engineering design accuracy information, making the technology useful for other units or departments.

If successful, the targeted asset data will be a major contributor to the cost-effective delivery of plans for future highway safety improvement projects. The raw data collected could ultimately be used to screen the highway network to identify potential safety improvements utilizing Highway Safety Manual (HSM) methodologies.

Secretary Richards Wins Confirmation

PennDOT Secretary Leslie S. Richards won unanimous Senate confirmation on May 11, capping a series of meetings and hearings she attended with senators since her appointment in January.

The Secretary looks forward to working with all PennDOT employees as together we move forward with Governor Wolf's agenda of a government that works.

Afterwards, the Governor said:

"Today's unanimous Senate vote confirming Secretary Leslie Richards, Secretary Dennis Davin, Secretary Curt Topper and Major General James Joseph is a win for all Pennsylvanians. These individuals are highly capable and well-respected officials with a proven track record of experience in transportation planning, economic development, cost-saving management and military service. I look forward to their leadership as we continue to move Pennsylvania forward."



PennDOT, Conservation and Natural Resources Partnership to Save Time, Resources

8



In April, Department of Conservation and Natural Resources (DCNR) vehicles at seven state parks and one state forest began being serviced at nearby PennDOT facilities through a new agreement expected to reduce DCNR staff time and travel costs.

By using nearby PennDOT locations for preventive maintenance, repairs and where applicable, PA State Inspection and Emissions testing, DCNR will save time and resources. In rural locations, it is sometimes difficult to find nearby service stations that are vendors with the commonwealth to perform these services, resulting in additional staff time and travel costs to have vehicles serviced.

In addition, DCNR mowing equipment at these sites can also be serviced at the designated PennDOT garages.

The sites of DCNR equipment and PennDOT facilities in the agreement include:

- Beltzville equipment will be serviced at PennDOT's Carbon County maintenance garage;
- Canoe Creek equipment will be serviced at PennDOT's Blair County maintenance garage;
- Little Buffalo equipment will be serviced at PennDOT's Perry County maintenance garage;
- Mt. Pisgah equipment will be serviced at PennDOT's Bradford County maintenance garage;
- Ohiopyle equipment will be serviced at PennDOT's Fayette County maintenance garage;
- Parker Dam equipment will be serviced at PennDOT's Clearfield and Elk county maintenance garages;
- Ryerson Station equipment will be serviced at PennDOT's Greene County maintenance garage; and
- Forbes State Forest equipment will be serviced at PennDOT's Fayette, Somerset and Westmoreland county maintenance garages.

The partnership was developed through the state's Mapping the Future initiative, involving PennDOT, DCNR, the Turnpike Commission and other agencies to save resources and avoid duplicating efforts. Mapping the Future supports the Governor's Office of Transformation, Innovation, Modernization and Efficiency (GO-TIME)'s efforts to identify cost savings and efficiencies in state government.

PennDOT, Partners Host Demonstration of Safety Enhancing Pavement Innovation



Representatives of PennDOT and North Cornwall Township, Lebanon County, joined the Federal Highway Administration and the State Transportation Innovation Council to host a regional demonstration day on May 7, bringing together key stakeholders to exhibit the application of an innovative, safety enhancing pavement surface treatment.

High Friction Surface Treatment (HFS) uses high-quality, wear-resistant aggregates or stones to provide increased friction and grip on pavements. This helps to keep a vehicle in its lane on slippery pavement around curves and allows drivers to stop. The materials used to bond the stone to the pavement are designed to set quickly so there is minimal impact to the traveling public.

“PennDOT as a whole is incorporating this technique into our toolbox to address locations known for crashes due to wet pavement or reduced pavement friction,” said PennDOT Deputy Secretary Scott Christie. “We’re eager to work with our local government partners to assist them in adapting this innovative technique to enhance roadway safety in their communities.”

At the demonstration day, North Cornwall Township representatives along with industry representatives demonstrated the application of a HFS treatment on the “S-curve” near Mill Road on Route 241 in Lebanon County. According to a safety study using PennDOT and North Cornwall Township data, this location’s sharp

horizontal curves and narrow shoulders have contributed to approximately 11 crashes per year since 2008.”

“I had the opportunity to attend classes on the High Friction Surface Treatment process, and realized this application could be a solution to reduce crashes, increase motorist safety, and reduce the burden on the township’s police department, and safety response units,” said North Cornwall Township Public Works Director Thomas J. Long. “I highly recommend any municipality experiencing similar dangerous roadway conditions to consider high friction surface treatment as a solution to reduce accidents on their state and local roads.”

Congressman Shuster Leads Efforts to Emphasize Importance of Infrastructure Funding

Secretary Richards joined Congressman Bill Shuster and other colleagues from around the nation, in voicing a message to Congress and the President that investing in transportation makes sense for the nation.

The Secretary, Congressman and other officials traveled the state to highlight examples of transportation needs that rely on sustainable funding. Pennsylvania receives roughly \$1.6 billion a year in federal highway and bridge funds.

“Whether it’s bridges or pavements, these assets serve to keep our citizens moving. Moving to their jobs, their kids’ schools, their shopping and recreational venues - wherever they want or need to go,” Secretary Richards said. “Our citizens look to us, their leaders, to keep these assets viable.”

Pennsylvania set a model for the nation in addressing these important issues. Both parties came together in November 2013 and delivered Act 89, the state’s new long-range transportation plan. Act 89 allows PennDOT to add roughly \$1 billion to its annual contract awards – meaning more improvements for better pavement and further progress in driving down structurally deficient bridge numbers.

Job creation is another benefit. The rule of thumb is that each \$1 billion of transportation investment translates into roughly 30,000 jobs. With Act 89, tens of thousands of people have been put to work in good-paying jobs that will remain in Pennsylvania. At the same time, transportation improvements are being added that set the stage for sustained economic growth. Pennsylvania made the tough but needed choices, and the benefits are showing. It’s time for Washington to follow suit and set the entire nation on the road to a better tomorrow.

PennDOT's Highway Safety Efforts

Over the last five years, PennDOT has invested \$50 million for safety improvements, including low-cost safety countermeasures like centerline and edge-line rumble strips.

PennDOT also invests about \$20 million annually in state and federal funds for safety education and enforcement efforts statewide. Focusing on mature drivers, PennDOT offers statewide approved mature driver improvement courses, a brochure on talking with mature drivers and other safety tips at its highway safety information website, www.JustDrivePA.com.

Pennsylvania Traffic Deaths Hit New Record Low in 2014, New Crash Information Tool Released

Traffic deaths in Pennsylvania in 2014 reached an all-time low, continuing a favorable trend as safety advocates work towards the nationwide goal of zero fatalities.

While even one fatality is too many, the 2014 number totaled 1,195, the lowest since recordkeeping began in 1928.

Also, the public can now search for finalized crash and traffic fatality data using its new Pennsylvania Crash Information Tool, which is accessible at www.dotcrashinfo.pa.gov. The new tool reflects PennDOT's commitment to meeting Gov. Tom Wolf's agenda of "Government that Works."

PennDOT data shows that while the number of highway deaths dropped in many types of crashes, there were significant decreases in unbuckled, drinking-driver-related and hit-tree crashes last year when compared to 2013. Unbuckled fatalities dropped from 425 to 383. Deaths in drinking-driver related crashes declined to from 342 to 294. Fatalities in hit-tree crashes decreased from 254 to 221.

Fatalities increased in some types of crashes, including those involving hit utility poles and drowsy or sleeping drivers. There were

113 fatalities in crashes involving hit utility poles, up from 103 in 2013. Also, deaths in drowsy or asleep crashes increased to 23 from 10 in 2013.

Fatalities in crashes involving drivers ages 65 and older also increased, from 277 in 2013 to 300 in 2014.

With its release to the public, the Pennsylvania Crash Information Tool allows access to these and other types of crash data. The tool allows users to search data pulled from law enforcement crash reports involving passengers, drivers and different vehicle types.

The Custom Search Tool can display data showing the number of crashes, people involved, or vehicles involved. It can be filtered by timeframe, county or municipality, and by various crash characteristics. Additional statistics available in the site are crash, fatality and major injury statistics as well as access to annual crash facts publications.

Continuing with standard personal privacy policy and legal requirements, the tool will not provide access to specific police crash reports.

10

Let's Get Social



If you're interested in the latest news, safety reminders and events happening across the state, "Like" our Facebook page or follow us on Twitter @PennDOTNews.

You can also check out videos that offer insight into highway safety and other initiatives in which PennDOT is involved, all aimed at serving Pennsylvanians and the people who travel through the state.

We're also excited to announce that PennDOT's launched a LinkedIn Company Page that provides information on exciting opportunities to be #PennDOTProud!

Free Courses Allow Motorcyclists to Start Riding Season Safely



11

PennDOT has begun offering all riders – from novice to experienced – a chance to take advantage of valuable safety training through the Pennsylvania Motorcycle Safety Program (PAMSP), before hitting the road this riding season.

Registration is now open for all PAMSP courses, which are free to Pennsylvania residents who have a motorcycle learner's permit or motorcycle license. All training courses are conducted on a riding range, under the supervision of certified instructors.

"Both new and seasoned riders can benefit from the valuable skills offered through Pennsylvania's free motorcycle training," said Secretary Richards. "Riding is a perishable skill which requires sharp reflexes and split-second decision making. The short amount of time spent in training translates into many safe miles of riding."

The 15-hour Basic Rider Course (BRC), consisting of five hours of in-class instruction and 10 hours of practical riding, provides valuable training for new riders and gives experienced riders the opportunity to polish their skills and correct any unsafe riding habits they may have developed. Students taking the BRC are provided with a motorcycle and helmet; however, students are responsible for providing all other protective gear. Act 84 of 2012 put into place the requirement that all permit holders under the age of 18 successfully complete the BRC in order to receive their license.

The six-hour Basic Rider Course 2 (BRC2) allows skilled riders to refresh their safety knowledge and hone their on-road skills. Licensed riders taking the BRC2 are permitted to carry a passenger while practicing balance and steering techniques in a controlled environment. Students taking the BRC2 must

provide their own motorcycle and protective gear. The Advanced Rider Course (ARC), a one-day training session modeled after a military training course, offers licensed motorcyclists a chance to enhance their safety skills through a minimum of 3.5 hours of classroom instruction and 4.5 hours of practical riding experience designed to enhance riding attitude and awareness. Participants in the advanced course are required to use their own motorcycle.

Rounding out the PAMSP training courses is the 3-Wheeled Motorcycle Basic Rider Course (3WBRC), a 12-hour course comprised of four hours of classroom instruction and eight hours of practical riding. Students must provide their own three-wheeled motorcycle and protective gear.

Motorcycle learner's permit holders who successfully complete a course will be issued a motorcycle license. Those who successfully pass

their skills test on a three-wheeled motorcycle will be issued a motorcycle license with a "g" restriction, meaning they are prohibited from operating a two-wheeled motorcycle.

For more information or to enroll in a course, visit www.pamsp.com or call 1-800-845-9533. Potential riders who want a convenient way to study for their knowledge test can download the PA Motorcycle Practice Test app by visiting www.pa.gov and searching the mobile apps for the Pennsylvania Motorcycle License Practice Test.

Riders are also encouraged to visit www.LiveFreeRideAlive.com, an interactive website designed specifically for motorcyclists. The website challenges riders to take personal responsibility for their own safety and offers an open forum for riders to share experiences. They can also promise to be safe riders by taking the Be One Less pledge.