



pennsylvania

DEPARTMENT OF TRANSPORTATION

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November 10, 2016

Honorable Dan Deasy, Member
Pennsylvania House of Representatives
436 South Main Street, Suite 100
Pittsburgh, PA 15220

Re: Ownership and Maintenance Responsibilities

Dear Mr. Deasy:

At the request of Ms. Julie Jarback Walko of your staff, we are providing the following information to outline PENNDOT's ownership and maintenance responsibilities for state owned roads in various municipalities.

These responsibilities are outlined in our Publication 23 – Maintenance Manual, Chapter 7, Appendix C, which indicates we have limited responsibility beyond the curb lines of the road. In addition, Title 67, Chapter 212, Section 212.5 outlines the installation and maintenance responsibilities for traffic control devices (signs, pavement markings, signals, etc.). I have attached copies of both for your use. As you can see, our ownership and maintenance responsibilities for the roadway and the traffic control devices vary based on the type of municipality and device. For instance, within the City of Pittsburgh, we are only responsible to maintain the roadway surface between the curbs, as well as the inlet grates within the roadway. Anything outside the curb lines, including sidewalks and guiderail, as well as the roadway drainage system are the responsibility of the City. Also within the City, with the exception of Limited Access Freeways/Expressways, the City is responsible for all traffic control devices, including signs, pavement markings and signals.

Your interest in our transportation system in Allegheny County is appreciated. Should you have any further questions about this matter or require additional information, please contact Mr. Todd M. Kravits, P.E., District Traffic Engineer at (412) 429-4975 or me at (412) 429-5001.

Sincerely yours,
PENNDOT District 11



Daniel Cessna, P.E.
District Executive

Attachments

Honorable Dan Deasy
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1100/TMK/bas

cc:

H. Daniel Cessna, P.E., District Executive

Angelo A. Pampena, Assistant District Executive, Maintenance Division

Steve Cowan, Press Office

Todd M. Kravits, P.E., District Traffic Engineer, TU #6511

File

which the equipment is normally operated.

- C. Proceed forward. When the machine is up to speed, open the gates on que for a period of two seconds. At the end of one minute open the gates again for another two seconds.
- D. Measure the distance traveled from the beginning of the first drop to the beginning of the second drop. This is the forward speed expressed in feet per minute.
- E. Record the Gear and Range (Hi or Low) at which the drop was made. You may also wish to record the RPM's.

Employing this method, find a gear and range which yields a forward speed in feet per minute that will approximate the actual speed of the chipping operation... usually between 300 and 400 feet per minute. Remember, the forward speed must be coordinated between the chipper and distributor. Because the speed of the chipper cannot be changed easily, the speed of the operation will be governed by the forward speed of the chipper.

1. Record the Gear and Range (Hi or Low) at which the desired speed or "ft/min" was achieved. Record the measured "ft/min". You may also wish to record the RPM.
2. Load a dump truck with aggregate from a source and of a type intended for use in the seal coat and liquid bituminous surface treatment program. Record the vendor and the aggregate type.
3. Place a one square yard frame on a drop cloth approximately 30 yards in front of the chipper.
4. Attach the dump truck to the chipper and fill the hopper with the selected aggregate.
5. Select a gate setting at which the chipper has been operated historically with the subject aggregate. Record this setting.
6. With the truck attached, bring the chipper up to speed in the identified gear and range, and open the gates on approach to the drop cloth depositing aggregate over the one square yard frame.
7. Clean all stone outside the one square yard frame from the drop cloth and pick up and weigh the balance. Record the weight of the stone . . . this is the yield in pounds per square yard.

This procedure should be repeated through a range of gate settings. The number of tests completed will depend largely on the number and range of design application rates for the subject aggregate. In addition to calibrating the chipper for each type of aggregate intended for use, consideration should also be given to calibrating the chipper for like types of aggregate from each vendor. This is particularly important in those areas serviced by vendors producing both limestone and gravel products.

★ APPENDIX C

DEPARTMENT RESPONSIBILITY BEYOND CURBLINES

The Department's policy with regard to legal responsibility for maintenance beyond curblines is as follows:

POLICY

1. Highways in First-Class Cities

Department of Transportation may not perform any maintenance beyond the face of curb (except that the P.U.C. may order such maintenance on bridges under its jurisdiction), unless, with respect to Act 615 highways only, it has entered into an agreement assuming such maintenance.

2. County Highways Taken over by Act 615 of 1961

Department of Transportation may not perform any maintenance (1) beyond portions available to vehicular traffic or (2) upon guiderail and drainage facilities, unless it has entered into an agreement assuming such maintenance.

3. Highways in Boroughs, Incorporated Towns and Cities Other than First Class

Department of Transportation will not perform any maintenance beyond curblines except as required to maintain the structural integrity of the highway, such as slopes, walls, etc., unless, with respect to Act 615 highways only, Department has entered into an agreement assuming such maintenance.

Where some properties are curbed and others are not, the curblines can be projected on the uncurbed properties.

If there are no existing curblines, the Secretary can indicate on a plan of public record the width of the street or highway the Department will maintain.

4. State Routes that had the Old Five-Digit L.R. Numbers in Townships

Department of Transportation may perform maintenance beyond curblines. Where the Department has not assumed responsibility to perform such maintenance, townships may do so.

5. State Routes that had the Old One, Two, Three, or Four-Digit L.R. Numbers in Townships

Department of Transportation will perform maintenance beyond curblines.

(e) *Traffic-control during emergencies.* During National, State or local emergencies including floods, fires, hurricanes, tornadoes, earthquakes, terrorist events, sink holes and bridge collapses, the Department on State-designated highways and local authorities on highways under their jurisdiction may suspend existing restrictions or effect temporary restrictions without an engineering and traffic study as provided in 75 Pa.C.S. §§ 6108 and 6109(a)(20) (relating to power of Governor during emergency; and specific powers of department and local authorities). These temporary restrictions expire at the end of the emergency.

(f) *Highway construction projects.* The standards in this chapter apply to all highway construction projects that do not have design field view approval before January 1, 2006, and all highway construction projects that have plans, specifications and estimate (PS&E) packages submitted to the Department's Bureau of Design on or after July 1, 2006. Highway construction projects that have design field view approval before January 1, 2006, and PS&E packages submitted to the Department's Bureau of Design before July 1, 2006, must comply with the standards applicable at the time of design. Those standards may be found in Department Publications 68, *Official Traffic Control Devices*, 1975 Edition, 201M, *Engineering and Traffic Studies*, dated December 1993, and 203M, *Work Zone Traffic Control*, dated September 24, 2002.

(g) *Highway occupancy permits and utility work.*

(1) The standards in this chapter are applicable to all utility work and work performed under a highway occupancy permit, except that work performed under a highway occupancy permit or utility work requiring a permit, with the permit issued before January 1, 2006, must comply with the standards applicable at the time the permit was issued. Those standards may be found in Department Publications 68, *Official Traffic Control Devices*, 1975 Edition, 201M, *Engineering and Traffic Studies*, dated December 1993, and 203M, *Work Zone Traffic Control*, dated September 24, 2002.

(2) The standards in this chapter apply to all utility work performed on or after January 1, 2006, using an emergency permit card under § 459.6 (relating to emergency work).

★ § 212.5. Installation and maintenance responsibilities.

(a) *Authority to erect traffic-control devices.* The delegation of responsibilities for the installation and maintenance of traffic-control devices is in accordance with 75 Pa.C.S. §§ 6122 and 6124 (relating to authority to erect traffic-control devices; and erection of traffic-control devices at intersections).

(b) *Traffic-control devices on State-designated highways.*

(1) *Conventional highways.*

(i) Local authorities may not revise or remove any traffic-control device installed by the Department or by a contractor for the Department without written approval of the Department.

(ii) Cities of the first and second class are responsible for the installation, revision, removal, maintenance and operation of all traffic-control devices on the highways within their city boundaries. Department approval is not required, except as follows:

(A) As may be required in an agreement between the city and the Department.

(B) Department approval is required for traffic signals if the city does not have municipal traffic engineering certification in accordance with Chapter 205 (relating to municipal traffic engineering certification).

(iii) Local authorities other than cities of the first and second class shall obtain written Department approval before installing any new, or revising or removing any existing traffic-control device unless noted otherwise in this chapter or as provided in an agreement with the Department.

(iv) Local authorities may install, revise or remove the following devices, and Department approval is not required:

(A) Stopping, standing or parking signs (R7 and R8 Series).

(B) Street name signs (D3 Series).

(C) Crosswalk markings at intersections.

(D) Parking stall markings, except written Department approval is required prior to creating new angle parking.

(E) Curb markings

(F) Parking meters.

(v) Local authorities, or other agencies as indicated, are responsible for installing, maintaining and operating the following traffic-control devices, subject to Department approval prior to any change in the traffic restriction:

(A) Traffic signals, and all associated signs and markings included on the Department-approved traffic signal plan.

(B) Speed Limit Signs (R2-1) for speed limits of 35 miles per hour or less. The Department will be responsible for all hazardous grade speed limits and bridge speed limits, and for all speed limits at Department rest areas, welcome centers and weigh stations.

(C) Stop lines and yield lines at intersections.

(D) Pedestrian group signs (R9 Series).

(E) Traffic signal group signs (R10 Series).

(F) Street Closed (____) to (____) Sign (R11-10).

(G) Snowmobile Road (____) Closed to All Other Vehicles Sign (R11-11).

(H) All Trucks Must Enter Weigh Station Sign (R13-1-1) and Weigh Station signs (D8 Series) for weigh stations not owned or operated by the Department.

(I) Railroad Crossbuck Sign (R15-1), Track Sign (R15-2), Emergency Notification Sign (I-13a), and other signs, gates, or lights that are within the railroad company's right-of-way, shall be installed by the railroad company.

(J) Signal Ahead Sign (W3-3).

(K) Entrance and crossing signs (W11 Series), which warn of possible crossings by pedestrians, hikers, cattle, farm equipment, ATVs, fire apparatus, and so forth, except the Deer Crossing Sign (W11-3), Elk Crossing Sign (W11-3A), Horsedrawn Vehicle Sign (W11-11), Left Turns and Cross Traffic Sign (W11-21), Left Turns Sign (W11-21-1) and Watch for Turns Sign (W11-21-2) will be the responsibility of the Department.

(L) Children group signs (W15 Series).

(M) Parking Area Sign (D4-1).

(N) Telephone directional signs (D9-1 series), which shall be installed by the telephone company.

(O) Bicycle Route Sign (D11-1).

(P) Traffic Signal Speed Sign (I1-1).

(Q) Trail group signs (I4 Series).

(R) Snowmobile and all terrain vehicles group signs (I12 Series).

(S) School zone speed limits, and all school signs (S Series).

(T) Pavement markings for mid-block crosswalks.

(U) Pavement markings for bicycles such as the bicycle lane symbol.

(2) *Expressways and freeways.* Local authorities may not install, revise or remove traffic-control devices on an expressway or freeway or at an intersection with an expressway or freeway without written Department approval, unless noted otherwise in this chapter.

(c) *Traffic-control devices on local highways.* As provided in 75 Pa.C.S. § 6122, local authorities are responsible for the installation, revision, maintenance, operation and removal of any traffic-control device on highways under their jurisdictions, except local authorities shall obtain written Department approval for the following two items:

(1) Installing, revising or removing any school zone speed limit or traffic signal as indicated in 75 Pa.C.S. § 3365(b) (relating to special speed limitations) and § 6122(a)(2), respectively, except Department approval is not required for cities of the first and second class, and other local authorities that have municipal traffic engineering certification in accordance with Chapter 205.

(2) Revising or removing a traffic-control device installed in accordance with an agreement between the local authorities and the Department.

(d) *Traffic-control devices on local highway approaches to intersections with State-designated highways.*

(1) The Department is responsible for approving the traffic control at intersections of local highways and State-designated highways, including the local highway approaches.

(2) At new intersections, the permittee is responsible for installing traffic-control devices on local highway approaches as required by an approved highway occupancy permit issued in accordance with Chapter 441 (relating to access to and occupancy of highways by driveways and local roads).

(3) At existing intersections, local authorities or permittees are responsible to install, remove and maintain traffic-control devices as required to control traffic on the local highway approaches, including replacement or repair of missing, damaged, blocked or outdated devices in need of upgrade.

(i) Traffic-control devices to be maintained on local roadways include the following, as applicable:

(A) Stop Signs (R1-1) and Yield Signs (R1-2).

(B) Stop lines and yield lines.

(C) No Right Turn Signs (R3-1), No Left Turn Signs (R3-2), No Turns Signs (R3-3), Left Turn Signs (R3-5), Left Lane Must Turn Left Signs (R3-7L), One-Way Signs (R6 Series) and other similar type traffic restriction, prohibitions or lane control signs.

(ii) Local authorities or permittees shall obtain written Department approval before implementing any revised traffic-control scheme at the intersection.

(4) The Department may take appropriate action if it deems it necessary to carry out the maintenance responsibility of a local authority or permittee because of failure or inability to act in a timely manner.

(5) Local authorities are responsible to determine the need for any Stop Ahead Signs (W3-1) and Yield Ahead Signs (W3-2) on local highway approaches to State-designated highways, and for installing and maintaining any warranted signs.

(e) *Police authority.* Police officers may install temporary traffic-control devices on any highway without approval from the Department or the local authorities. These traffic-control devices may be used to close highways during emergencies, to weigh or inspect vehicles, to establish sobriety checkpoints or to conduct other enforcement programs or activities.

§ 212.6. Removal of traffic hazards.

(a) *Interfering signs, lights or markings.* The Secretary and local authorities, under their respective jurisdictions, have the authority to cause the removal of all colored or flashing lighted signs or other lights, signs or markings so located as to interfere with traffic or to be confused with or to obstruct the view or effectiveness of traffic-control devices.

(b) *Trees, plants, shrubs or other obstructions.* The Department on State-designated highways, and local authorities on any highway within their boundaries, may require a property owner to remove or trim a tree, plant, shrub or other obstruction or part thereof which constitutes a traffic hazard. The following are examples of traffic hazards:

(1) The obstruction restricts the stopping sight distance for drivers of through vehicles or the available corner sight distance for drivers entering from side roads or driveways to distances less than the appropriate minimum stopping sight distance or minimum corner sight distance values.

(2) The obstruction critically restricts the sight distance to a traffic-control device.

(3) Vehicle crash records indicate that a crash has involved the obstruction or that the obstruction contributed to one or more of the vehicle crashes.