

# Weather Management at the PTC

Mid Colonial District ITE

April 16, 2026

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Michael Pack

Manager of Incident Management  
& Traffic Operations





## Pennsylvania State Police - Troop T

- 9 State Police Barracks – 201 Uniformed Troopers

## 22 Contracted Towing Companies

- 5 Year Contract – Covers specific geographic area

## 110 Fire Companies

- \$225 per call - \$1000 per year stipend

## 67 Ambulance Companies

- \$100 per call - \$1000 per year stipend

## 5 Contracted HazMat Teams



# What happened??

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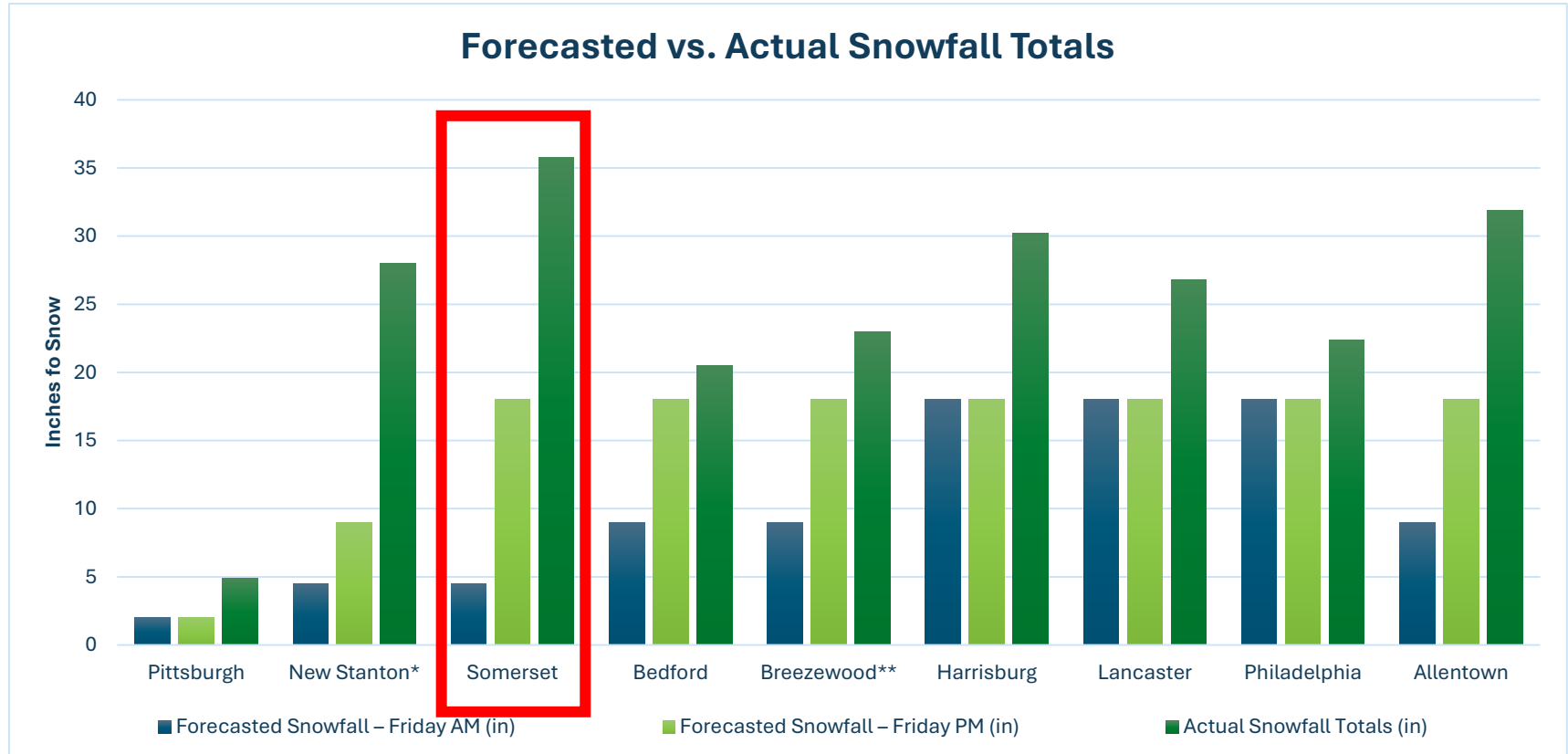
# PA Turnpike I-76 – Jan. 2016 (Jonas)



Officially moved from our 30+ hour home!



# Winter Storm Jonas Jan. 2016



# THE COMMUNICATION CHALLENGE

**Friday, 8:53 PM**  
**MILEPOST 105E**  
Multiple disabled tractor trailers stuck in snow

**Friday, 7:40 PM**  
**MILEPOST 126W**  
Multiple disabled tractor trailers stuck in snow

**Friday, 9:07 PM**  
**MILEPOST 132W**  
Traffic Stoppage at Kegg Maintenance

**Friday, 5:21 PM**  
**MILEPOST 155W**  
Single truck crash at Everett



**BREEZEWOOD**  
6 miles



DolceProduction retweeted



**kathrynlopez**

4:32pm via Twitter for iPhone

Amazing work by pa. troopers..  
#PATurnpike @umary @March\_for\_Life



7 retweets 10 likes



DolceProduction retweeted



**Frjaredjohnson**

3:39pm via Twitter for iPhone

After 18 hours, our bus has been freed!  
Thanks to all those who worked so  
hard to get us out! #Freedom  
#PATurnpike



11 retweets 29 likes



Todd A Leiss liked



**Governor Tom Wolf** @GovernorTomWolf · Jan 24

Responders worked tirelessly to keep stranded @PA\_Turnpike drivers safe.  
[bit.ly/1PvQyL3](https://bit.ly/1PvQyL3) #blizzard2016



7



15



**ONE MONTH  
LATER...**

## PennDOT I-78 – Feb. 2016



- **Weather forecast & storm monitoring enhancements**
- **Pre-event meetings & coordination requirements**
- **Emergency Operations Command Structure**
  - **Common Operating Picture**
  - **One Voice**
- **Traffic Operations Center Technology enhancements**
- **Maintenance procedural and reporting enhancements**
- **Closer coordination with PEMA and PennDOT**
- **TIM training program**
- **Resource staging (ie. Towing, Commodities, etc.)**

# State Agency Highway Incident Road Closure Framework

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November 10, 2016

- **Manage extended highway closures**
- **Support stranded motorists**
  - *Health and safety checks*
  - *Shelter in place guidance*
  - *Commodity distribution*
  - *Voluntary evacuation options*
- **Coordinate multi-agency response**
- **Ensure safety and communication**
- **511 PA Connect procedures**

# Emergency Transportation Operations Plan (ETOP)

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- Interagency coordination
- Establishes a formal TIM program
- Allocation of Resources (Commodities)
- Performance measures and accountability
- NIMS training based on job duties

Table 4 - PTC Incident Types/Classifications

| Incident Class (Duration)                  | Description  |
|--|--|
| <b>Minor (&lt;30 minutes)</b>              | For minor traffic incidents, it is not generally possible or practical to set up a lane closure with traffic control devices.<br>Examples include: <ul style="list-style-type: none"> <li>• Disabled vehicles - Minor crashes (e.g., property damage only)</li> <li>• Roadway debris</li> </ul>  |
| <b>Intermediate (30 minutes – 2 hours)</b> | Intermediate traffic incidents usually require traffic control on the scene to divert motorists past the blockage. Full roadway closures might be needed for short periods during incident clearance to allow responders to accomplish their tasks. Examples include: <ul style="list-style-type: none"> <li>• Rollover or multi-vehicle crashes</li> <li>• Crashes involving personal injury</li> <li>• Truck or tractor-trailer crashes</li> </ul>   |
| <b>Major (&gt; 2 hours)</b>                | Major traffic incidents typically involve closing all or part of a roadway facility for a period exceeding two hours. During major incidents, motorists are usually diverted through lane shifts or directed around the incident using an emergency alternate route. Examples include: <ul style="list-style-type: none"> <li>• Fatal crashes or incidents that require a crash investigation</li> <li>• Incidents involving a hazardous materials spill</li> <li>• Overturned truck or tractor-trailer</li> <li>• Structural damage - Wildfires near the roadway</li> </ul> |

Table 3 - Transportation Hazards and Related Characteristics

| Hazard Event   | Transportation-related Emergency Characteristics  |
|--|---|
| <ul style="list-style-type: none"> <li>• Planned Activities                             <ul style="list-style-type: none"> <li>○ National Special Security Event (NSSE)</li> <li>○ Work zone</li> <li>○ Amber alert</li> <li>○ Crime control</li> <li>○ Civil disturbance</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Disruption is planned and impacts are predictable</li> <li>• Crowd and rumor control may be necessary</li> <li>• Directions to drivers may be important</li> <li>• Law enforcement actions are underway</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Traffic Incidents                             <ul style="list-style-type: none"> <li>○ Break-down</li> <li>○ Crash (major/minor)</li> <li>○ HAZMAT release</li> </ul> </li> </ul>   | <ul style="list-style-type: none"> <li>• Traffic backups, delays, and accident exposure take place quickly</li> <li>• Medical treatment can cause delays</li> <li>• Cargo spills, HAZMAT disruptions are possible</li> <li>• Large combination of vehicles may be involved</li> <li>• Major injury and fatality investigation may be needed</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Weather-related                             <ul style="list-style-type: none"> <li>○ Flooding</li> <li>○ Fog</li> <li>○ Snow and ice</li> <li>○ Wildland fire</li> <li>○ Utility failure</li> <li>○ Rock/mud/avalanche</li> </ul> </li> </ul>           | <ul style="list-style-type: none"> <li>• Occurrence may be predictable, but conditions are variable and can develop rapidly</li> <li>• Off-road situations require emergency access</li> <li>• Damaged infrastructure can be a continuing risk</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Natural Disaster                             <ul style="list-style-type: none"> <li>○ Earthquake</li> <li>○ Hurricane</li> <li>○ Tornado</li> <li>○ Flood</li> </ul> </li> </ul>  | <ul style="list-style-type: none"> <li>• Time lags before damage extent is known</li> <li>• Units at scene may have difficulty determining location</li> <li>• Operating conditions may be unclear to drivers</li> <li>• Scale of disaster may be regional</li> <li>• <b>Emergency can occur in remote locations</b></li> </ul>   |
| <ul style="list-style-type: none"> <li>• Active Shooter/Armed Intruder</li> <li>• Terrorism</li> </ul>   | <ul style="list-style-type: none"> <li>• Turnpike employees and customers may be attacked by an armed intruder</li> <li>• Critical assets may be attacked and PTC data compromised</li> <li>• Nature, location, and timing are not predictable</li> <li>• WMD may involve significant hazard risks</li> <li>• Response to a terrorism event is federal</li> <li>• Classified information is part of threat warning</li> <li>• Public panic, although rare, may take place</li> <li>• Possible multiple incidents</li> </ul> |

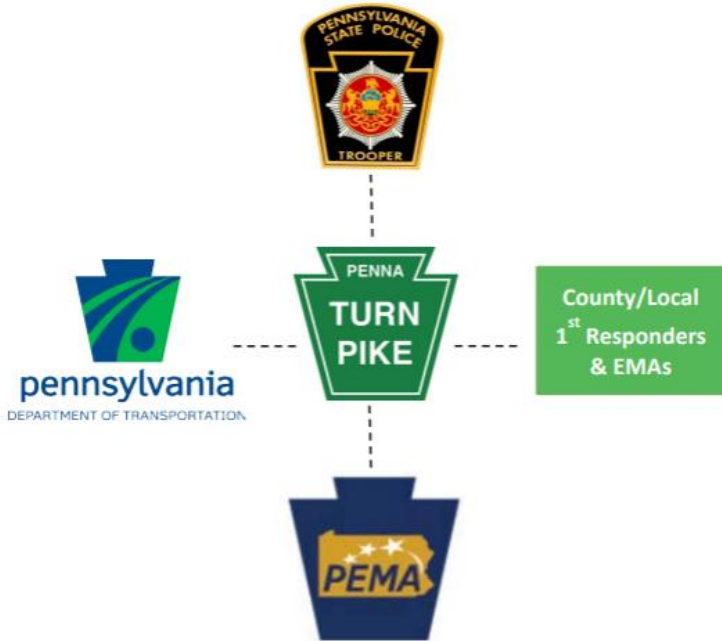
Source: NCHRP Report 525, Surface Transportation Security, Volume 6: Guide for Emergency Transportation Operations.



# Emergency Response Activation Playbook (ERAP)

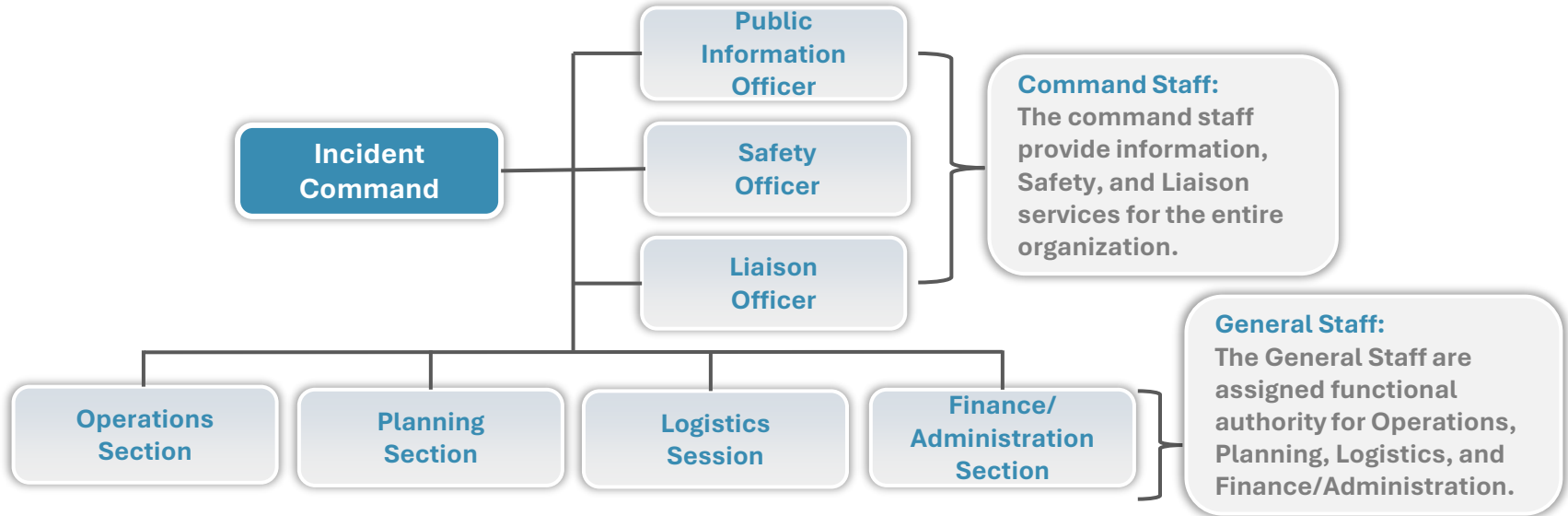
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| Activation Level   | TCC Activated?                        | Scope   | Examples   |
|--|---------------------------------------|---|--|
| Normal Operations  | No                                    | Day-to-day operations; no additional staffing needed and decision-making level personnel on-call. | Day-to-day operations to also include weather watches, major crashes, or anything that significantly impacts the operations of the roadway facilities but does not warrant the activation of the TCC |
| Elevated Operations  | Yes                                   | Emergency operations. Additional staffing available to communicate with or report to the TCC.     | Severe weather warnings, snow and ice events, hazmat incidents, isolated roadway flooding, etc.  |
| Incident of Commonwealth Significance  | Yes                                   | Emergency operations. Additional staffing required at the TCC.                                    | Blizzard, flooding, catastrophic hazmat, biological incident, acts of terrorism, national special security events (NSSE)   |
| PEMA Activation  | Can occur at any PTC activation level |   |  |
| These examples are meant to suggest possible scenarios only and are not fixed or absolute. The COO or designee will make the final determination of when to activate the PTC TCC |                                       |   |  |

Figure 5: PTC Operational Levels



**Figure 4: Incident Command Structure (Command General Staff)**

# Weather Plan

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## Weather Level - Regional Classification Table

| Weather Event           | Marginal Event  | Moderate+                                  | Moderate Event   | Major Event  | Extreme Event  |
|-------------------------|---|--|--|--|--|
| <b>Snow</b>             | > ½ inch per hour <sup>2</sup><br>OR<br>> 2 inches in 12 hours <sup>2</sup> | →<br><br>Requires<br>Pre- Event<br>Meeting | > 1 inch per hour <sup>3</sup><br>OR<br>> 5 inches in 12 hours <sup>1</sup><br>OR<br>> 7 inches in 24 hours <sup>1</sup> | > 2 inches per hour <sup>3</sup><br>OR<br>> 12 inches in 24 hours <sup>3</sup><br>OR<br>< 1/2 mile visibility <sup>4</sup> | > 3 inches per hour <sup>3</sup><br>OR<br>> 18 inches in 24 hours <sup>3</sup><br>OR<br>< 1/4 mile visibility <sup>1</sup><br>OR<br>Unplowed 5 inches <sup>1</sup> |
| <b>Ice Accumulation</b> | N/A   | →  | < ¼ inch accumulation <sup>1</sup><br>OR<br>Formation on ramps,<br>roadway, or bridges <sup>3</sup>                      | > ¼ inch accumulation <sup>1</sup><br>OR<br>Enough accumulation to<br>cause damage to trees or<br>powerlines <sup>1</sup>  | > ½ inch accumulation <sup>3</sup><br>OR<br>Powerlines, trees or other<br>objects coming down<br>due to ice <sup>1</sup>   |

| Weather Event | Marginal Event   | Moderate   | Major+  | Major Event  | Extreme Event   |
|---------------|--|--|---|--|---|
| <b>Rain</b>   | > 1/4 inch per hour<br>for > 4 hours <sup>5</sup>        | > 1/2 inch per hour <sup>5</sup><br>OR<br>Moderate ponding <sup>3</sup>                      | →   | > 1 inch per hour <sup>2</sup><br>OR<br>Standing water on<br>pavement <sup>3</sup>           | > 2 inches per hour <sup>5</sup><br>OR<br>Roadway flooding <sup>3</sup>                       |
| <b>Wind</b>   | > 20 mph sustained for at<br>least one hour <sup>1</sup> | >30 mph sustained for at<br>least one hour <sup>1</sup><br>OR<br>> 45 mph gusts <sup>1</sup> | →<br>Pre-Event<br>Meeting<br>Desirable <sup>6</sup> | >35 mph sustained for<br>at least one hour <sup>1</sup><br>OR<br>> 51 mph gusts <sup>2</sup> | > 40 mph sustained for at<br>least one hour <sup>1</sup><br>OR<br>> 58 mph gusts <sup>1</sup> |
| <b>Fog</b>    | N/A  | N/A  | →   | < 1/2 mile visibility <sup>4</sup>   | < 1/4 mile visibility <sup>1</sup>  |

1. National Weather Service/AccuWeather
2. Extrapolated Value from Other Levels
3. PTC Input from Previous Experience

4. Best Practices from Other States
5. Automated Weather Source (AWS)
6. When forecasts call for severe rain events, such as tropical storms and hurricanes, a pre-event meeting is **required**.

Note: Weather level to be determined by maximum forecast range. Example: for 4"-8" of snow, assume 8".

## Weather Level - Regional Travel Restrictions Table

| Weather Event    | Level 1<br>Basic Event | Level 2<br>Medium Event                        | Level 3<br>Major Event  | Level 4<br>Extreme Event   |
|------------------|------------------------|--|---|--|
| Snow             | N/A                    | Consider Speed Restrictions                    | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> <li>Ban At-Risk* Vehicles</li> </ul>              | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> <li>Ban At-Risk* Vehicles</li> <li>Potential Turnpike Closure</li> </ul> |
| Ice Accumulation |                        | Consider Speed Restrictions                    | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> <li>Ban At-Risk* Vehicles</li> </ul>              | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> <li>Ban At-Risk* Vehicles</li> <li>Potential Turnpike Closure</li> </ul> |
| Rain             |                        | Consider Speed Restrictions                    | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> </ul>   | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> </ul>  |
| Wind             |                        | Consider banning Class 9s / Oversized Vehicles | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> <li>Consider banning At-Risk* Vehicles</li> </ul> | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> <li>Consider banning At-Risk* Vehicles</li> </ul>                        |
| Fog              |                        | N/A  | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> </ul>   | <ul style="list-style-type: none"> <li>Consider Speed Restrictions</li> </ul>  |

*Note: At Risk Vehicles include (Commercial and Construction) Class 9s, oversized, double trailers, empty commercial trailers, buses, personal vehicles towing trailers, and motorcycles.*

## TE&O Procedures Summary Table

| Weather Event    | Planning  | Operations   |   |  |   |
|------------------|---|--|---|--|---|
|                  | Weather Watch<br>Pre-Event<br>Preparation<br>(24-36 hours prior)  | Level 1<br>Basic Event   | Level 2<br>Medium Event   | Level 3<br>Major Event   | Level 4<br>Extreme Event  |
| Snow             | <ul style="list-style-type: none"> <li>• Activate ATMS devices to warn motorists.</li> <li>• Attend pre-event meeting (if held).</li> </ul> | <ul style="list-style-type: none"> <li>• Activate ATMS devices to warn motorists.</li> <li>• Implement weather schedules.</li> </ul> | <ul style="list-style-type: none"> <li>• Activate ATMS devices to warn motorists.</li> <li>• Advise activation of the Abandoned Vehicle Procedures</li> <li>• Notify ASPs.</li> <li>• Consider restrictions.</li> <li>• Deploy standby towing.</li> </ul> | <ul style="list-style-type: none"> <li>• Monitor Abandoned Vehicle Procedures.</li> <li>• Implement restrictions.</li> <li>• Activate ATMS devices to warn motorists in conjunction with media release.</li> <li>• Deploy standby towing.</li> </ul> | <ul style="list-style-type: none"> <li>• Advise activation of the Abandoned Vehicle Procedures.</li> <li>• Implement restrictions.</li> <li>• Activate ATMS devices to warn motorists in conjunction with media release.</li> <li>• Deploy standby towing.</li> </ul> |
| Ice Accumulation |   |  |   |  |   |
| Rain             |   |  |   |  |   |
| Wind             |   |  |   |  |   |
| Fog              |   |  |   |  |   |

# Storm Management

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**TOTAL SNOWFALL: 5:00 PM SATURDAY TO 11:00 AM MONDAY**

A significant winter storm is expected to bring snow, heavy at times, to the Commonwealth late Saturday afternoon through Monday morning.



## PENNSYLVANIA TURNPIKE COMMISSION

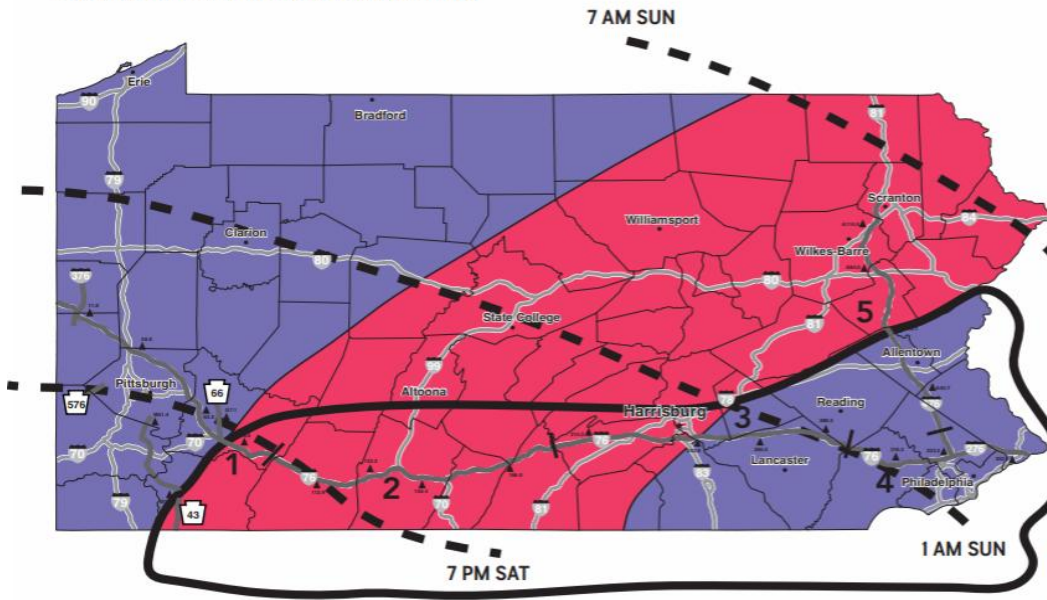
Forecaster: AGD/NCA/PS/ALD  
Forecast Prepared:  
Date: 1/23/2026 Time: 7:40 AM

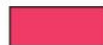

Proprietary to AccuWeather  
and not for redistribution  
Internal use by PTC only

This map is for accumulation  
on paved surfaces

Notes: Dashed lines indicate  
the approximate start time of  
accumulating snow.

The solid black line  
represents where sleet may  
mix in at times. Some  
freezing rain may also mix  
in across the far southeast.  
Areas that mix with sleet and  
freezing rain can see snow-  
fall totals near the lower end  
of the range.



-  12-18 inches of snow with snow rates up to 1.0-2.0 inches per hour.
-  6-12 inches of snow with snow rates up to 1.0-2.0 inches per hour.



## Pre-Event Timeline

### 6-12 Hours Prior

All Event Levels

- Clear drainage systems and roadways of debris (12+ hours in advance)
- Fuel/prep equipment and prepare for activation

Level 2-4 Event

- Consider prohibiting lane closures, shoulder closures, paces, and Plan X's
- Notify ASPs of impending weather
- Implement travel restrictions
- Verify sandbags and portable DMS are accessible
- Ensure that an adequate number of staff is available to conduct emergency operations

### 4-6 Hours Prior

All Event Levels

- Duty Officer distributes weather report and initiates polling
- DMS displays pre-event message
- Ensure required staff are available

Level 2-4 Event

- Prepare & Finalize TOC emergency weather schedules.
- Verify standby towing procedures.

### 1-4 Hours Prior

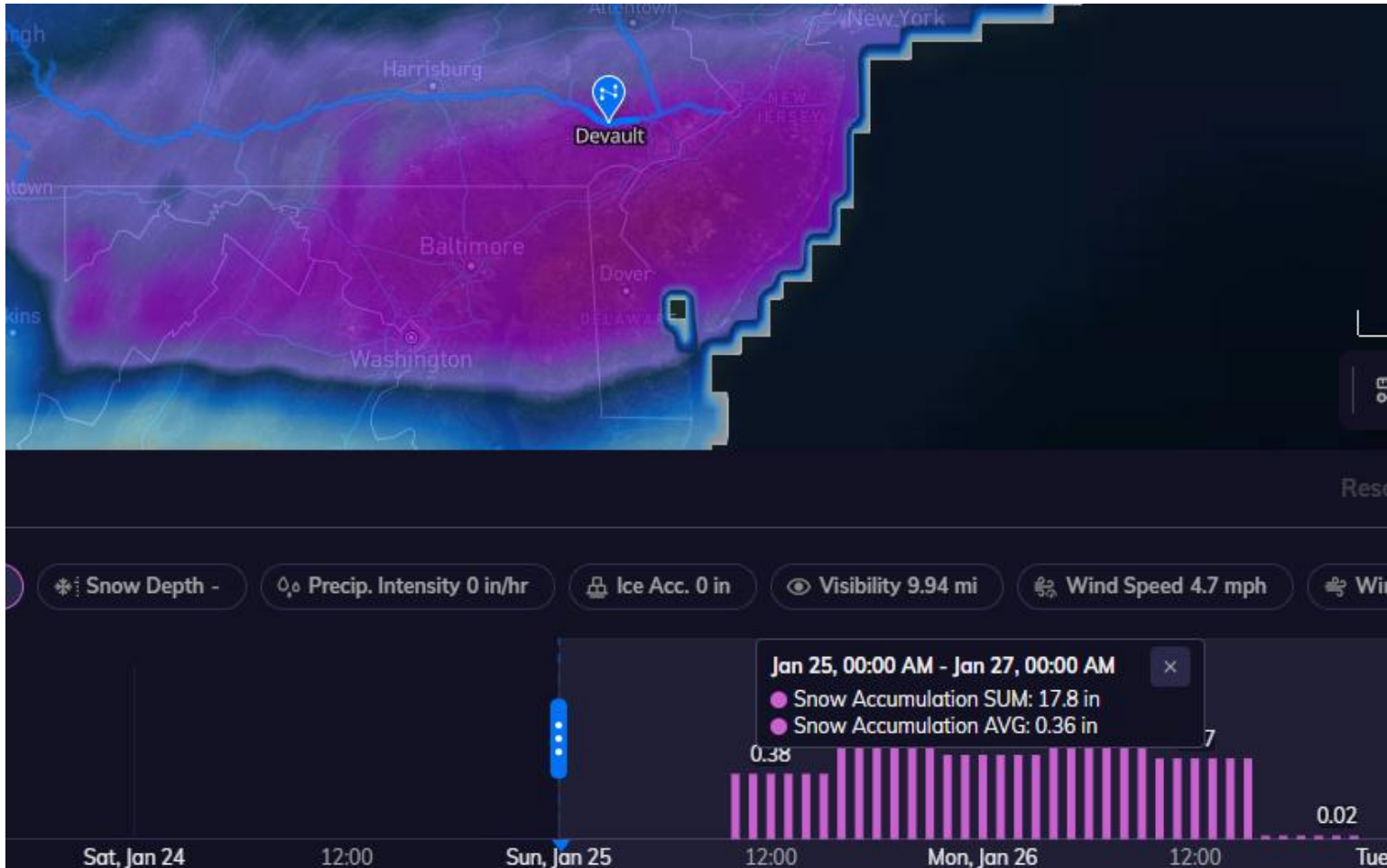
All Event Levels

- Duty Officer distributes weather report and initiates polling
- DMS displays pre-event message
- Ensure required staff are available

Level 2-4 Event

- TCC may be activated

| ERAP Level                            | Weather Plan Level |
|---------------------------------------|--------------------|
| Normal Operations                     | Weather Watch      |
|                                       | Level 1            |
| Elevated Operations                   | Level 2            |
|                                       | Level 3            |
| Incident of Commonwealth Significance | Level 4            |





- Press releases, interviews and press conferences
- PA Turnpike social media channels (Facebook and X)
- Digital signage in 17 service plazas
- 511PA traveler information system
- External partner notification
  - Ie. PA Motor Truck Association



# THE ROAD AHEAD

- Project news and updates
- Safety initiatives
- Innovation highlights
- Employee spotlights
- Weather alerts



**Scan here to sign up for the  
Road Ahead newsletter.**



**SPEED LIMIT 55**  
COMMERCIAL VEHICLES RIGHT LANE ONLY

**SPEED LIMIT 55**  
TRUCK AND TRAILER RESTRICTIONS

**SPEED LIMIT 45**  
ALL COMMERCIAL VEHICLES BANNED

**SPEED LIMIT 45**  
SPEED LIMIT 45 MPH USE CAUTION

 WINTER WEATHER CONDITIONS

 TRUCK AND TRAILER RESTRICTIONS

 WINTER WEATHER CONDITIONS

 COMMERCIAL VEHICLE BAN

**SPEED LIMIT 55**  
COMMERCIAL VEH BAN EXCEPT CHAINS ONBOARD

**SPEED LIMIT 55**  
COMMERCIAL VEH RIGHT LANE ONLY USE CAUTION

 WINTER WEATHER CONDITIONS

ALL VEHICLES BANNED  
EXIT IMMEDIATELY

 WINTER WEATHER CONDITIONS

COMMERCIAL VEH BAN EXCEPT CHAINS ONBOARD



## Emergency Management Central

Howard, William  
Traffic Emergency Management Specialist

### Incident Commander



Shuey, Craig  
Chief Operating Officer




Macchione, Thomas  
Director of Traffic Engineering & Ops.




Pack, Michael  
Manager of Incident Mgmt & Traffic Ops


### Real Time Tools:


Internal and external tools available for situational awareness.


 Tomorrow.io link

 Dashboard Links

 Blank PTC Map


 511PA


 Speed Dashboard


 Activation Forms


### Reports and Briefings:


These are reports and briefings that have been developed as part of the incident response process and will be sent to RIM following the incident.


 Activity.Call.Log


 Incident Action Plan (1)

 Planning Chief

 Situation Report Form2.1

 Winter Pre-Meeting Invite List v6...

 Pre-Meeting Agenda (winter)

 Pre-Meeting Agenda (summer)



## TEO Maps and Dashboards

- [Turnpike Interactive Mobility & Safety \(TIMS\) v6](#)
- [TIMS v4 \(Barco Wall\)](#)
- [Traffic Impediments \(Barco Wall\)](#)
- [Work Zone Dashboard](#)
- [Deer Encounters Live](#)
- [TIMS Viewer Lite](#)
- [Traffic Impediments \(Desktop\)](#)
- [Waze Dashboard](#)
- [ITS Devices for AET](#)
- [Early Warning Detection](#)
- [Active Incident Summary Window](#)
- [Incident Timeline](#)
- [CADS Reporting](#)
- [TEO Mobility Dashboard](#)
- [Executive Mobility Dashboard](#)
- [Work Zone Crashes Dashboard](#)

Real Time Live Speed and Travel Times (Reloaded: 8/20/2025 7:29:47 AM)

**RouteDescription**

A. Hutchinson

Beaver Valley

I-95

---

**MtcDistrict**

1

2

3

---

**MilePost**

0

0.1

0.2

---

**DirectionOfTravel**

E

N

---

**Interchange to Interchange**

A 20 Mid-County - A 31 Lansdale

A 20 Mid-County - T 339 Fort Washington

A 31 Lansdale - A 44 Quakertown

A 44 Quakertown - A 56 Lehigh Valley

A 56 Lehigh Valley - A 74 Mahoning Valley

**Avg Speeds**

**Average Speeds by route**

| RouteDescription | Avg Speeds   |
|------------------|--------------|
| <b>Totals</b>    | <b>67.75</b> |
| Southern Beltway | 55.53        |
| NE Ext.          | 67.41        |
| Mon-Fayette      | 67.24        |
| Mainline         | 68.24        |
| I-95             | 58.67        |
| Beaver Valley    | 68.84        |
| A. Hutchinson    | 65.35        |

**Average Speeds by Main Dist**

| MtcDistrict   | Avg Speeds   |
|---------------|--------------|
| <b>Totals</b> | <b>67.75</b> |
| 1             | 68.49        |
| 2             | 67.94        |
| 3             | 70.64        |
| 4             | 62.57        |
| 5             | 67.28        |

**Average Speeds by Maint shed**

| Dist | Rte | Section          | Avg Speeds | Sort |
|------|-----|------------------|------------|------|
| 1    | B   | Homewood         | 68.84      | 1    |
| 1    | S   | Southern Beltway | 55.53      | 2    |
| 1    | M   | Jefferson Hills  | 67.55      | 3    |
| 1    | M   | Searights        | 66.93      | 4    |
| 1    | G   | Greensburg       | 65.35      | 5    |
| 1    | T   | Homewood         | 70.48      | 6    |
| 1    | T   | Gibsonia         | 70.49      | 7    |
| 1    | T   | Harrison City    | 70.19      | 8    |
| 1    | T   | Donegal          | 69.76      | 9    |
| 2    | T   | Somerset         | 70.15      | 10   |
| 2    | T   | Kegg             | 67.00      | 11   |
| 2    | T   | Everett          | 67.39      | 12   |
| 2    | T   | Burnt Cabins     | 67.40      | 13   |
| 3    | T   | Newville         | 70.02      | 14   |
| 3    | T   | New Cumberland   | 70.57      | 15   |
| 3    | T   | Mt. Gretna       | 71.49      | 16   |
| 3    | T   | Bowmansville     | 70.56      | 17   |
| 4    | T   | Devault          | 66.10      | 18   |
| 4    | T   | Plymouth         | 61.33      | 19   |
| 4    | T   | Trevese          | 55.98      | 20   |
| 4    | H   | Trevese          | 58.67      | 21   |
| 4    | A   | Plymouth         | 68.35      | 22   |
| 5    | A   | Quakertown       | 65.39      | 23   |
| 5    | A   | Slatinton        | 69.92      | 24   |

Milepost range filter

Travel time (H:MM) WB

## 5:46

Travel time (H:MM) EB

## 5:30

Travel time (H:MM) SB

## 2:30

Travel time (H:MM) NB

## 2:34

# COMMUNICATING WITH TRAPPED VEHICLES

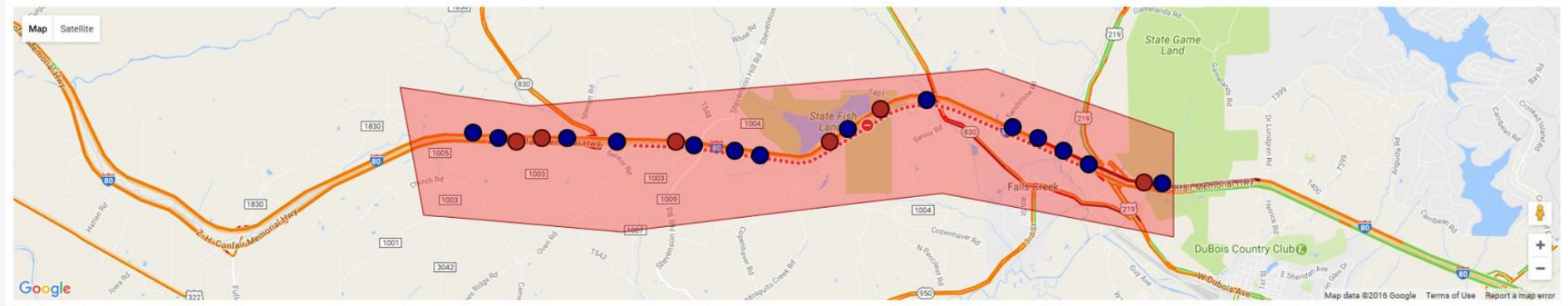
I-80 EB closure between exits 90 - 97 This page was generated on December 15th 2016, 11:51:48 am. [Click here to refresh](#)

Registered Users select all **20** | cars only **14** | trucks only **6** | school buses only **0** | motorcoaches only **0** | clear | request all vehicle locations

| Select                   | Phone # | Contact By           | Veh. Type  | Driver | Num. Occupants | Last Contacted     | Contact History      |
|--------------------------|---------|----------------------|--|--------|----------------|--------------------|----------------------|
| <input type="checkbox"/> |         | Automated Phone Call | Commercial Vehicle (includes Tractor Trailers and Delivery Trucks) | Driver | 1              | 12/15/2016 4:44 PM | <a href="#">view</a> |
| <input type="checkbox"/> |         | Text Message         | Car/SUV/Small Truck  | Driver | 1              | 12/15/2016 4:44 PM | <a href="#">view</a> |
| <input type="checkbox"/> |         | Text Message         | Car/SUV/Small Truck  | Driver |                | 12/15/2016 4:44 PM | <a href="#">view</a> |
| <input type="checkbox"/> |         | Text Message         | Car/SUV/Small Truck  | Driver | 2              | 12/15/2016 4:44 PM | <a href="#">view</a> |

[Compose Message](#) *To send a message to one more registered users, select the users using the provided checkboxes and click "Compose Message."*

## Registered Users - Last Known Location



# STUCK IN STOPPED TRAFFIC?

*Paul Miller's Law will go into effect on June 5, 2025, and prohibits the use of handheld mobile devices while driving.*

Drivers should stay focused on the road and obey all laws & regulations when using a handheld cell phone. Customers should only use this automated texting service in a hands-free manner or with a hands-free accessory or system, if a vehicle is at a complete stop and can safely remain stationary or as a passenger in a vehicle.

Unexpected Traffic Backlog?



# 47676

TEXT INFO TO 47676 FOR UPDATES



## PENNSYLVANIA TURNPIKE

*America's First Superhighway*



\*11 (Star 11) connects you to the PA Turnpike's Emergency Traffic Operations Center.

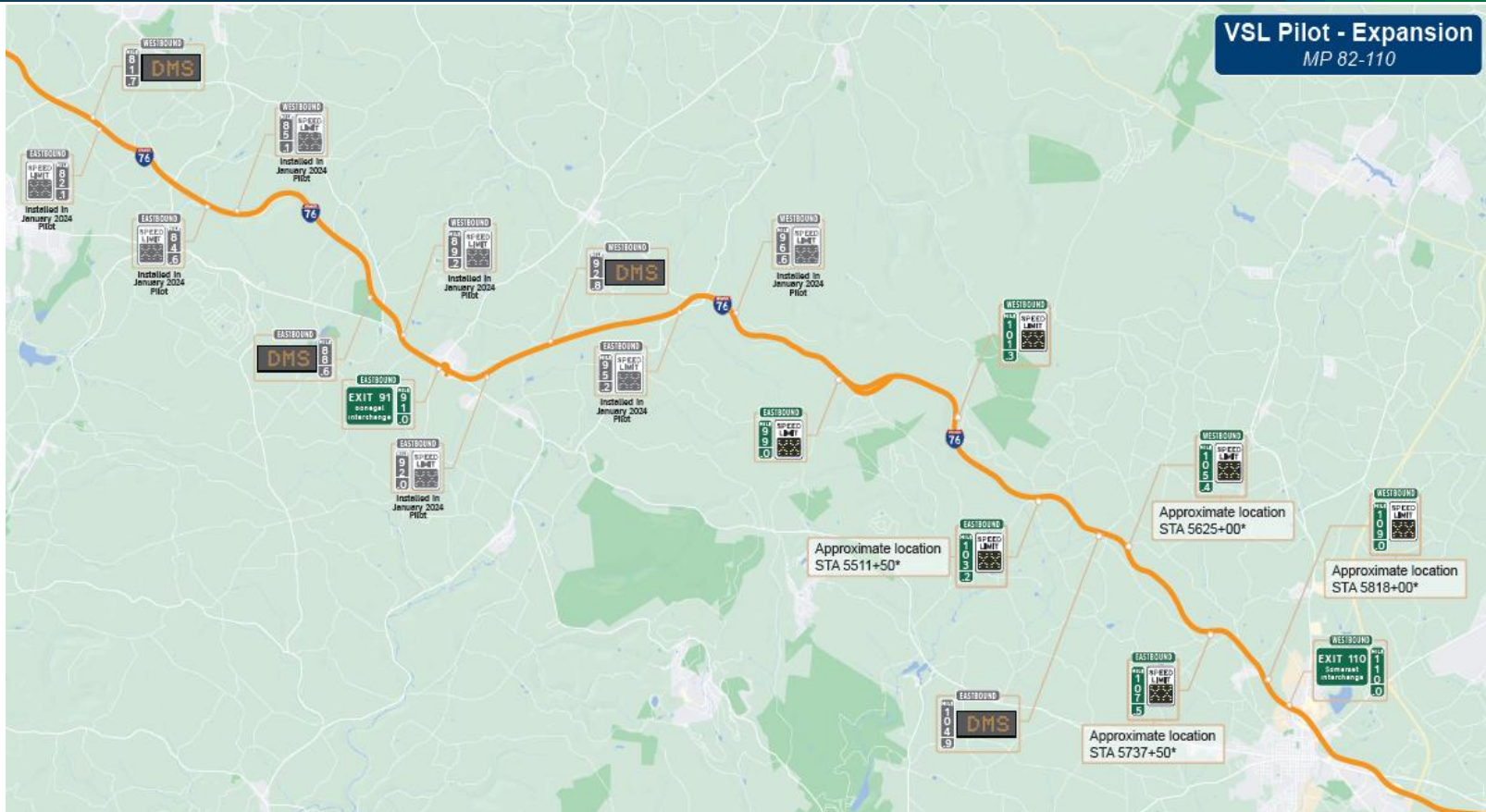


Emergency on the PA Turnpike?



Dial \*11 or  
1-800-332-3880







Fleet Equipment



Storm Clean Up



Interchange Ramps



Inventory Restocking



Tunnel Access



Travel Lanes

## PTC DISTRICT #1

- Homewood
- Greensburg
- Gibsonia
- Searights
- Harrison City
- Jefferson Hills
- Donegal
- Southern Beltway

## PTC DISTRICT #2

- Somerset
- Everett
- Kegg
- Burnt Cabins

## PTC DISTRICT #3

- Newville
- Mount Gretna
- New Cumberland
- Bowmansville

## PTC DISTRICT #4

- Devault
- Trevoise
- Plymouth Mtg.

## PTC DISTRICT #5

- Quakertown
- Pocono
- Slatington
- Wyoming Valley



Trucks, Plows and Spreaders



Loaders



Operators/HMWs



5-Year Avg. Tons of Salt Used



Tow Plows



Blowers



Approximate Snow Lane Miles



Salt Storage Facilities



Section Sheds



5-Year Avg. Gallons of Pre-Wet Used

# Plow Truck Cycle Time Dashboard



- Shows truck activity (current and historical)
- Weather map overlay for situational awareness
- Color scheme to quickly identify road presence
- Identify specific roadway sections, vehicles, etc.
- Future goals – to identify material applications and plow activity



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# Questions?

