



Pennsylvania Department of Transportation

Engineering District 6



2025-2026 Winter Guide

PennDOT Engineering District 6
7000 Geerdes Boulevard
King of Prussia, PA 19406

Josh Shapiro
Governor

Michael Carroll
Secretary of Transportation

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Pennsylvania Department of Transportation

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King of Prussia, PA 19406

Administration

District Executive	Din Abazi
Senior Assistant District Executive for Maintenance	Thomas Rogal
District Maintenance Services Manager	Owen Wilcox
District Maintenance Services Manager	Kevin Hardin
District Maintenance Manager	Justin Galbreath
District Maintenance Manager	Darren Altemose
District Maintenance Manager	Stephen Lantz
District Maintenance Manager	Peter Sinkler

Public Information Office

Deputy Communications Director	Brad Rudolph 610.205.6800
Community Relations Coordinator	Helen Reinbrecht 610.205.6799
Safety Press Officer	Krys Johnson 610.205.6797
Digital Press Officer	Jacob McKeown 610.205.6798

Legislative Affairs Office

Manager of Legislative/Government Affairs	Marlene Richmond 610.205.6650
Legislative/Government Affairs Assistant	Dawn Pomento 610.205.6866
Legislative/Government Affairs Assistant	Desiree Shives 610.205.6876

Information about PennDOT winter operations can be found at
www.PennDOT.gov/winter

2025-2026 Winter Maintenance Facts & Figures

Winter Maintenance Budget **\$22 million**

Bucks County	\$5.1 million
Chester County	\$5.3 million
Delaware County	\$3.0 million
Montgomery County	\$4.5 million
Philadelphia County	\$4.1 million

State Highway Miles **3,552** Snow Lane Miles **10,474**

Bucks County	966	Bucks County	2,657
Chester County	1,016	Chester County	2,658
Delaware County	447	Delaware County	1,602
Montgomery County	763	Montgomery County	2,350
Philadelphia County	360	Philadelphia County	2,018

State Snow Lane Miles **3,542** Municipal Agreements **89**

Bucks County	223	Bucks County	17
Chester County	475	Chester County	30
Delaware County	290	Delaware County	11
Montgomery County	975	Montgomery County	30
Philadelphia County	1,579	Philadelphia County	1

Final 2024-2025 Winter Budget/Costs: \$28.3 million

2025-2026 Winter Maintenance Facts & Figures

<u>Tons of Salt (as of Nov.1)</u>	97,512 tons	<u>Tons of Anti-Skid</u>	1,345 tons
Bucks County	28,515 tons	Bucks County	440 tons
Chester County	24,500 tons	Chester County	905 tons
Delaware County	11,460 tons	Delaware County	0 tons
Montgomery County	21,385 tons	Montgomery County	0 tons
Philadelphia County	11,652 tons	Philadelphia County	0 tons

<u>Gallons of Salt Brine</u>	169,990 gallons	<u>Anti-Icing Trucks</u>	31
Bucks County	46,640 gallons	Bucks County	8
Chester County	39,000 gallons	Chester County	7
Delaware County	25,400 gallons	Delaware County	6
Montgomery County	33,950 gallons	Montgomery County	7
Philadelphia County	25,000 gallons	Philadelphia County	3

<u>Plow Trucks - Contractors</u>	262	<u>Plow Trucks - PennDOT Owned</u>	182
Bucks County	81	Bucks County	42
Chester County	63	Chester County	44
Delaware County	54	Delaware County	31
Montgomery County	32	Montgomery County	44
Philadelphia County	32	Philadelphia County	21

2025-2026 District 6

Winter Maintenance Notes

PennDOT will enter the winter season with 97,512 tons of salt and 1,345 tons of anti-skid stockpiled in the five-county Philadelphia region. In addition, PennDOT will start the winter season with 169,990 gallons of salt brine on hand.

Cargill Inc. of Olmstead Ohio is supplying PennDOT's road salt in Bucks and Montgomery Counties. American Rock Salt of Mt. Morris, NY is supplying road salt in Chester County. Eastern Salt of Lowell, MA is supplying road salt in Delaware County. Morton Salt of Chicago, IL is supplying road salt in Philadelphia County. PennDOT District 6 paid an average of \$83.17 per ton for salt and \$25.40 per ton for anti-skid.

Salt is used to melt snow and ice; however, it requires two factors to work effectively: traffic and temperatures above 20 degrees Fahrenheit.

PennDOT uses salt and anti-skid (a mixture of small stones, crushed limestone, sand) to melt snow and improve traction during a snowstorm. PennDOT uses 100 percent straight salt on interstate highways, major expressways, and other heavily traveled roads in the region. The percentage of anti-skid varies by road type. PennDOT also uses salt brine as an anti-icing agent that is applied to highways before winter storms.

Past salt use in District 6 can be found on the next page.

Municipal Snow Removal Program

In 2025-2026, 89 municipalities in southeastern Pennsylvania will clear snow and ice from state-owned highways within their boundaries under the state's Municipal Snow Removal Agreement Program. The municipal partners have entered into an agreement with PennDOT, whereby the state reimburses the city, township, or borough for its services. The monetary reimbursement is based on lane miles covered and roads serviced. Municipal crews will service 2,488 state snow lane miles in southeastern Pennsylvania.

In the City of Philadelphia, the Philadelphia Streets Department is responsible for salting and plowing all state roads, except I-76 (Schuylkill Expressway), I-95, I-676, Route 63 (Woodhaven Road), U.S. 1 Extension (Roosevelt Expressway) and the Platt Bridge (Route 291). These expressways are handled by PennDOT and its contractors.

Past Salt Use in District 6

Year	Tons of Salt	Year	Tons of Salt
2024-2025	85,341	2006-2007	77,015
2023-2024	55,537	2005-2006	44,982
2022-2023	10,385 (record low)	2004-2005	60,511
2021-2022	68,801	2003-2004	101,194
2020-2021	99,358	2002-2003	101,956
2019-2020	17,762	2001-2002	24,155
2018-2019	106,750	2000-2001	80,011
2017-2018	130,537	1999-2000	58,886
2016-2017	60,274	1998-1999	59,615
2015-2016	56,825	1997-1998	14,907
2014-2015	169,060	1996-1997	54,413
2013-2014	172,848 (record high)	1995-1996	101,185
2012-2013	65,137	1994-1995	25,267
2011-2012	37,497	1993-1994	87,899
2010-2011	134,516	1992-1993	44,921
2009-2010	142,738	1991-1992	21,012
2008-2009	80,586	1990-1991	27,481
2007-2008	59,437		

Bucks County Maintenance

Headquarters	6160 Potters Lane Pipersville, PA 18947
Telephone Number	215.345.6060
Staff	Mike Quali, County Maintenance Manager Cody Graham, Asst. Maintenance Manager Albert Bragg, Asst. Maintenance Manager David Herzog, Highway Maintenance Coordinator Lindsay Padgeon, Roadway Programs Coordinator
Personnel	100
Salt Stockpiles	8
Stockpile Locations	1. 6160 Potters Lane, Plumstead Twp. 2. 3601 Neshaminy Boulevard, Bensalem Twp. 3. U.S. 13 and Tyburn Road, Falls Twp. 4. 4412 Point Pleasant Pike, Doylestown Twp. 5. Route 322 between Route 532 (Buck Road) & Route 413, Newtown Twp. 6. Old Bethlehem Pike at PA 309 Bypass, West Rockhill Twp. 7. 1935 Route 563 (Mountain View Drive), Quakertown Boro. 8. PA 663, 2 miles south of PA Turnpike, Milford Twp.

Bucks County – 17 Municipal Agreements

Boroughs: Doylestown, Morrisville, Newtown, Perkasie, Quakertown, Riegelsville, Sellersville, Telford, Tullytown, Yardley.

Townships: Durham, Haycock, Lower Makefield, Northampton, Upper Makefield, Upper Southampton, Wrightstown.

Chester County Maintenance

Headquarters	711 Ryan Boulevard Coatesville, PA 19320
Telephone Number	484-340-3200
Staff	Jamie Gatto, County Maintenance Manager Ralph Bruno, Asst. Maintenance Manager Harry Simpson, Asst. Maintenance Manager Bill Harple, Asst. Maintenance Manager Mike Burkhart, Asst. Maintenance Manager Matt Bernauer, Highway Maintenance Coordinator Izabella Kiss, Roadway Program Manager
Personnel	96
Salt Stockpiles	12
Stockpile Locations	1. 711 Ryan Boulevard, West Bradford Twp. 2. Swedesford Road at PA 29, East Whiteland Twp. 3. Delchester Road and PA 3, Willistown Twp. 4. PA 3 at U.S. 202, West Goshen Township 5. PA 100 near Uwchlan Township Building, Uwchlan Twp. 6. Pennhurst State Hospital Grounds, East Vincent Twp. 7. PA 282 near PA 82, West Nantmeal Twp. 8. U.S. 30 Bypass at U.S. 322, Caln Twp. 9. U.S. 30 Bypass and Reeceville Road, Caln Twp. 10. U.S. 30 Bypass and PA 10, Sadsbury Twp. 11. U.S. 1 Bypass north of Newark Road, New Garden Twp. 12. PA 10 at U.S. 1, Lower Oxford Twp.

Chester County – 30 Municipal Agreements

City of Coatesville.

Boroughs: Downingtown, Kennett Square, Oxford, Parkesburg, South Coatesville, West Chester.

Townships: East Bradford, East Coventry, East Fallowfield, East Marlborough, East Pikeland, Easttown, Highland, Kennett, London Britain, Londonderry, Lower Oxford, North Coventry, Pocopson, Tredyffrin, Upper Oxford, Upper Uwchlan, Uwchlan, Wallace, West Bradford, West Brandywine, West Grove, West Marlborough, West Nantmeal, Willistown.

Delaware County Maintenance

Headquarters	426 South Old Middletown Road Media, PA 19063
Telephone Number	610-566-0972
Staff	Tony Goreski, County Maintenance Manager Mike Burns, Asst. Maintenance Manager Marlon Harper, Asst. Highway Maintenance Manager Mike Williams, Highway Maintenance Coordinator Jon Thompson, Roadway Program Coordinator Bob Bontcue, County Equipment Manager
Personnel	67
Salt Stockpiles	5
Stockpile Locations	1. South Old Middletown Road at Bortondale Road, __ Middletown Twp. 2. U.S. 13 (Chester Pike) under I-95, Ridley Twp. 3. PA 261 at U.S. 322, Bethel Twp. 4. Lawrence Road and PA 3, Marple Twp. 5. 200 Station Road, Glen Mills

Delaware County – 11 Municipal Agreements

Boroughs: Collingdale, Marcus Hook, Ridley Park, Upland.

Townships: Aston, Chester, Haverford, Marple, Newtown, Radnor, Springfield.

Montgomery County Maintenance

Headquarters	Swede Road and Johnson Highway Norristown, PA 19401
Telephone Number	610-275-2368
Staff	Bob Graham, County Maintenance Manager Anthony Beekley, Asst. Highway Maintenance Manager, James Beiber, Asst. Highway Maintenance Manager Ken Whitton, Asst. Highway Maintenance Manager Dylan McCourry, Acting Asst. Highway Maintenance Manager Justin Hope, Acting Highway Maintenance Coordinator Tia Martin, Roadway Programs Coordinator
Personnel	98
Salt Stockpiles	8
Stockpile Locations	1. 2005 Swede Road (Swede Road and Johnson Highway), Norristown, PA 19401 2. I-76 West at Gladwyne Exit, Lower Merion Township 3. 259 Upper Indian Head Road, Upper Providence Township 4. 68 Evergreen Road, (U.S. 422 at Sanatoga Interchange), Limerick Township 5. PA 29, Red Hill Borough 6. PA 73, 1/2 mile west of PA 113, Skippack Township 7. 301 West Germantown Pike, Plymouth Township 8. PA 309, 1/2 mile north of Norristown Road (mile marker 8.4), Lower Gwynedd Township

Montgomery County – 30 Municipal Agreements

Boroughs: Ambler, Conshohocken, East Greenville, Hatboro, Jenkintown, Lansdale, North Wales, Royersford, Souderton.

Townships: Abington, Cheltenham, Douglass, Franconia, Hatfield, Horsham, Limerick, Lower Merion, Lower Moreland, Lower Salford, Marlborough, Norristown, Plymouth, Salford, Springfield, Upper Dublin, Upper Frederick, Upper Hanover, Upper Merion, Upper Moreland, Upper Pottsgrove; and Valley Forge National Park.

Philadelphia County Maintenance

Headquarters	1901 Ruffner Street Philadelphia, PA 19140
Telephone Number	215.225.1415
Staff	Daniel Graham, County Maintenance Manager Ron Profrock, Asst. Maintenance Manager Charles Dougherty, Asst. Maintenance Manager Glen Brogdem, Asst. Maintenance Manager Danella Hunter Sterling, Roadway Program Coordinator
Personnel	76
Salt Stockpiles	3
Stockpile Locations	1. 2235 W Hunting Park Avenue (Salt Warehouse @ Hunting Park Ave. & Wissahickon Ave.) 2. I-95 North at Betsy Ross Bridge (Northeast Philadelphia) 3. Oregon Avenue at Front Street under I-95 (South Philadelphia)

City of Philadelphia - 1 Municipal Agreement

PennDOT Winter Equipment

Double Wing Plow



PennDOT uses two double wing plows to push snow and ice off state highways. This specialized truck is outfitted with wings on both sides of the plow that can clear up to 21 feet of snow at a time.

The state also attaches a wing plow to 20 trucks to increase the plowing width to about 18 feet.

The picture on the right shows a double wing plow truck in action on U.S. 422 in Montgomery County.



Snow Blower



PennDOT has a snow blower (left) that can move up to 1,200 tons of snow per hour. The snow blower is mounted on a front loader and used in areas where drifting snow is prevalent.

PennDOT Winter Equipment

Anti-Icing

PennDOT's "anti-icing" program involves spraying salt brine (salt water) to the dry asphalt or concrete pavement prior to the arrival of a winter storm. The solution, which is 23 percent solar salt, lowers the freezing point of water and slows or prevents ice from forming a bond with the asphalt or concrete pavement during the early stages of a storm.

Last winter, PennDOT sprayed 491,000 gallons of salt brine to help keep state roads wet during winter storms in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

PennDOT makes salt brine at its maintenance facilities throughout the region. Solar salt is loaded into the tank (shown below left) and the solution is then pumped into large storage tanks on site (shown below right). The Department has the capacity to make 3,000 to 5,000 gallons of brine an hour at each county maintenance office.



The following are some of the major highways in the Philadelphia region that are sprayed with salt brine prior to a winter storm: I-95, I-76, and I-676 in Philadelphia; U.S. 202 Parkway; U.S. 202 Bypass; Route 611 Bypass, Route 132, U.S. 13, I-95, Route 413, Route 313, and Route 309 in Bucks County; U.S. 1, U.S. 202, U.S. 322, U.S. 30, Route 10, Route 41, Route 82 and Route 100 in Chester County; Route 352, Route 452, U.S. 1 Bypass, U.S. 202, U.S. 322, I-476, and I-95 in Delaware County; and I-76, I-476, U.S. 422, U.S. 202, Route 29, Route 63, Route 100, Route 113, Route 309, and Route 663 in Montgomery County.

Crews also spray brine on other state highways in the Philadelphia region.

PennDOT Winter Equipment

Salt Brine Spray Truck



PennDOT uses an 8,000-gallon salt brine tanker (pictured above) to spray brine on I-76, I-476 and U.S. 422 in Montgomery County. When operational, the tanker can spray brine on three travel lanes and cover all three expressways without being refilled. When the large tanker is not spraying brine, it is used to fill salt brine tanks at other stockyards in Montgomery County. PennDOT District 6 has another pull behind tanker truck that holds 2,600 gallons of brine (see photos below). In all, 25 state trucks spray brine in the Philadelphia region.



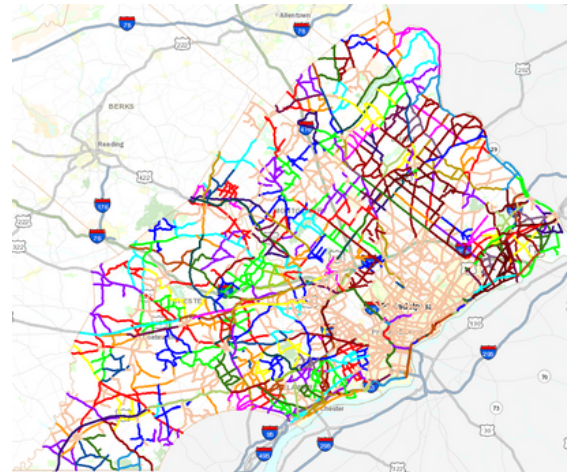
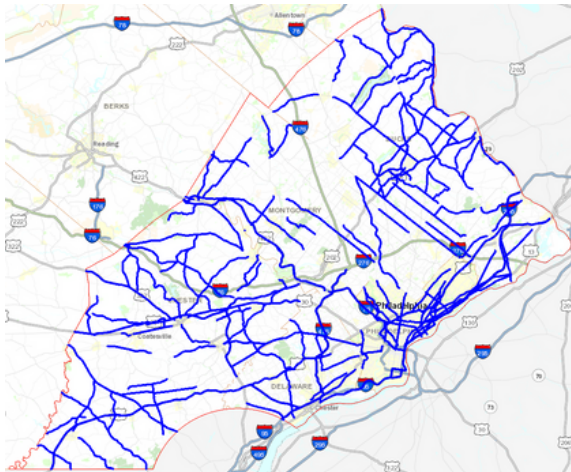
PennDOT Winter Equipment

Snowplow Trucks



PennDOT uses 182 state trucks to plow snow in southeastern Pennsylvania. PennDOT can also call on 262 contractor trucks to plow state highways during winter storms.

All trucks will continue to be equipped with an Automated Vehicle Location (AVL) system to improve location and operational information. The use of this technology improves the department's real-time information on vehicle movement, plow-route coverage on interstates and other expressways, and materials usage.



Snow Route Coverage: An average plow truck route covers 40 miles. Depending on traffic and the intensity of the storm, plow routes on interstates take 2 to 2 ½ hours to return to the start point. Plow routes on other major routes take 2 to 3 hours to return to the start point, and trucks on lower-traffic roads take 3 to 4 hours. Above, left picture shows a sample of a snow route map. Above, right picture shows a sample of snow truck routes.

Average Plow Times During Winter Weather Events

The time it takes for a plow truck to pass by the same point on the route depends on how heavy precipitation is and how much traffic is on the roadway.

Interstates and expressways are PennDOT's primary focus. In fact, equipment may be redirected to these roads during significant storms.

Under Ideal Conditions in a Low-Accumulation Storm

INTERSTATES & EXPRESSWAYS

Interstates and expressways will see a plow route completed in roughly two hours.

OTHER MAJOR ROUTES

Other major routes or less-traveled state roads may see a plow every three hours.



SECONDARY STATE ROADS

Because trucks are often redirected to higher-priority roads, it can take several hours to complete a route on the lowest-volume roadways.

The **heavier** the traffic or precipitation on a roadway, the **longer** these routes will take.

Past Salt Use by County

Year	Bucks	Chester	Delaware	Montgomery	Philadelphia
2024-2025	19,091	26,100	13,575	18,371	8,204
2023-2024	19,836	14,595	6,879	9,697	4,530
2022-2023	3,580	3,466	925	2,015	400
2021-2022	24,660	18,549	9,422	11,420	4,750
2020-2021	24,660	31,670	16,837	14,285	11,870
2019-2020	7,318	5,083	965	3,405	491
2018-2019	28,100	38,000	13,650	19,500	7,500
2017-2018	39,948	37,048	19,860	23,367	13,315
2016-2017	20,136	16,098	9,477	9,279	5,284
2015-2016	15,986	14,504	9,228	11,548	5,559
2014-2015	49,837	49,067	20,436	35,360	14,360
2013-2014	50,970	47,294	26,190	32,705	15,689
2012-2013	17,743	18,474	10,626	13,951	4,343
2011-2012	11,606	11,622	5,456	5,513	3,300
2010-2011	38,839	33,236	22,360	27,601	12,480
2009-2010	41,655	41,770	18,666	28,000	12,677
2008-2009	22,519	21,733	11,410	18,306	6,618
2007-2008	18,565	14,085	9,983	11,781	5,022
2006-2007	19,346	19,712	15,125	16,108	6,724
2005-2006	19,731	10,338	6,110	6,819	1,984
2004-2005	20,821	13,813	9,619	11,353	5,503

Past Salt Use by County Continued

Year	Bucks	Chester	Delaware	Montgomery	Philadelphia
2003-2004	27,821	27,017	11,556	19,045	8,400
2002-2003	32,067	26,322	12,274	20,657	10,636
2001-2002	7,375	6,443	4,086	4,773	1,476
2000-2001	25,714	19,228	13,570	14,558	6,940
1999-2000	18,034	12,518	8,998	13,324	6,012
1998-1999	18,969	15,256	9,606	9,864	5,889
1997-1998	4,800	4,363	2,022	3,074	648
1996-1997	16,044	14,060	9,653	9,688	4,968
1995-1996	28,865	28,101	15,353	19,478	10,388
1994-1995	7,369	7,180	4,616	4,449	1,653
1993-1994	23,622	19,805	15,161	17,247	12,064
1992-1993	10,424	12,104	6,132	11,279	4,982
1991-1992	5,885	5,786	2,107	5,781	1,452
1990-1991	6,095	7,262	4,735	5,891	3,501



The Science of Winter Road Treatments



pennsylvania
DEPARTMENT OF TRANSPORTATION

Winter road treatment tactics depend on **temperature**, **precipitation type** and **traffic volume**.
Salt isn't a silver bullet and may not be effective on every roadway.

The Basics



Less effective
below 23-25 degrees

Most effective when
crushed/spread by traffic



Salt Use and Road Types



Most effective with more traffic

Mixed with anti-skid or only anti-skid
used on lower-traffic roads



When traffic is too low for salt to be effective, salt or salt/anti-skid mix is focused on hills, intersections sharp curves or freezing-prone areas

Salt and Temperature



Pre-wetting salt with salt brine can jump start melting, but is still most effective when pavement is 25 degrees or higher



On high-traffic roads, salt/anti-skid mix can be used when the road temperature is below 15 degrees



On low-traffic roads when the road temperature is below 15 degrees, falling snow is generally drier and blows over the roadway, so salt is generally not used

Winter Driving Tips

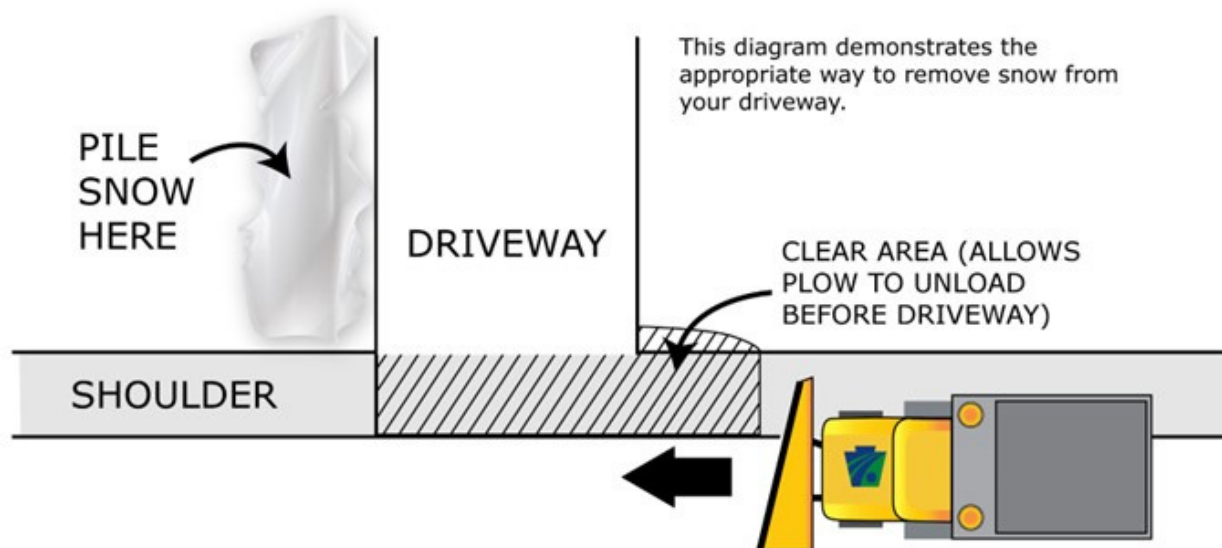
- Always wear your seat belt, drive at a reduced speed, and always drive defensively.
- Always turn on your headlights during inclement weather.
- Turn on your headlights when your wipers are on – it's the law.
- Give yourself plenty of time to get to your destination during the winter.
- Keep your gas tank full.
- Visit www.511pa.com or call 511 for travel information.
- Maintain at least twice the normal following distance when driving on snow or ice. Rear-end collisions account for most winter crashes.
- Avoid sudden stops and starts.
- Use extra care when driving on a bridge or elevated ramp during the winter because they freeze before roads do.
- Keep your vehicle in proper working condition. Make sure the engine is tuned and the battery, belts, hoses, and radiator are checked. Examine your tires to make sure they have adequate tread and keep your tires properly inflated.
- Periodically check the level of windshield washing fluid and only use fluids containing an anti-freeze solvent. Keep an extra container of windshield fluid in the trunk.
- Remove snow and ice from your windows, mirrors, hood, headlights, taillights, and trunk before driving.
- Keep the following items in your vehicle during the winter: an ice scraper/snow brush; deicer; small snow shovel; warning devices (flares or triangles); and bag of salt or sand; flashlight; battery cables; tire chains; paper towels; blankets and non-perishable food.
- Maintain a distance of at least six car lengths behind a snowplow.
- Do not pass a snowplow because the plow blades are wider than the truck.
- Do not pass or get between snowplow trucks plowing in a plow line.
- Carpool or use mass transit whenever possible during the winter. Fewer cars on the road makes travel safer during a snowstorm and expedites snow plowing operations.
- Don't drink and drive. Alcohol and icy roads can be a deadly combination.
- Follow PennDOT news on [X](#), [Facebook](#), and [Instagram](#).

Snow Shoveling Tips at Driveways

PennDOT offers tips on shoveling your driveway to avoid being plowed in.

PennDOT suggests that you clear an area to the right of your driveway (as seen in the diagram below) to give the snow on the blade of the plow a place to empty before it gets to your driveway. This way you won't have to do the same job twice.

PennDOT also reminds you that it is illegal to push snow from a parking lot or driveway onto a state highway.



Winterizing Your Mailbox

PennDOT and the U.S. Postal Service are both expected to deliver during the winter season... come rain, sleet, snow, or all the above. The location of your mailbox along the roadway can affect the efficiency of both mail service and snow plowing operations.

Where is your mailbox located? Your letter carrier will make every effort to deliver the mail. However, if the mailbox is not accessible to the carrier due to snow buildup, or if it is not properly located along the road, you may have to pick up your mail at the post office. PennDOT allows property owners to place mailboxes within the state's legal right-of-way, out of respect for the U.S. Postal Service's need to deliver, and mail customers' convenience of delivery; however, mailbox damage is the responsibility of the property owner.

Normally, if a mailbox is placed as far from the shoulder of the road as the carrier can reach from a vehicle and the mailbox rests on a firm support, the mailbox should be able to withstand the force of snow from the plowing operation. Be sure your mailbox has a strong support. You also may wish to use reflective tape or other material to make the mailbox easier to see during storms or during dark hours.

Plowing operations can push snow against or in front of mailboxes, limiting access and perhaps causing damage to supports. If the mailbox support is within the highway right-of-way, it's the owner's responsibility. Check your mailbox and support often, clearing snow from it and depositing the snow properly (never shovel snow onto the road). Homeowners who have followed these tips in the past and have still experienced mailbox damage may wish to consider installing a cantilevered mailbox support that will swing a mailbox out of harm's way. If you have questions as to the proper location of your mailbox along the roadway, contact your local post office.

PennDOT urges your cooperation in winterizing your mailbox for the snow season. Taking steps to ensure the visibility and stability of your mailbox will help PennDOT and letter carriers deliver their best this winter.

MAILBOX.DGN

SECTION A-A

ITEM	QUANT.	SIZE AND DESCRIPTION
	2	CU. FT. CONCRETE
	1	STEEL PIPE 1 1/4 "x 24", 1 END THREADED
	1	STEEL PIPE COUPLING 1 1/4 "
	1	STEEL PIPE 1 1/4 "x 33 1/2 ", BOTH ENDS THREADED
	2	STEEL 45° ELBOW 1 1/4 "
	1	STEEL PIPE 1 1/4 "x 2 3/4 ", 1 END THREADED
	1	STEEL PIPE 1 "x 9"

ITEM	QUANT.	SIZE AND DESCRIPTION
1	2	CU. FT. CONCRETE
2	1	STEEL PIPE 1¼"x 24", 1 END THREADED
3	1	STEEL PIPE COUPLER 1¼"
4	1	STEEL PIPE 1¼"x 33½", BOTH ENDS THREADED
5	2	STEEL 45° ELBOW 1¼"
6	1	STEEL PIPE 1¼"x 2¾", 1 END THREADED
7	1	STEEL PIPE 1"x 9"
8	1	STEEL PIPE 1¼"x 5", 1 END THREADED
9	1	STEEL PIPE 1¼"x 42½", 1 END THREADED
10	2	LAG BOLTS ¼"x 3½" LONG
11	2	1¼" PIPE CLAMPS (TAILPIPE TYPE)
12	1	2"x 8"x 20" WOOD BOARD
13	1	MAILBOX (STANDARD SIZE)



PENNDOT
Commonwealth of PA