



# *moving* FORWARD

FALL 2022

A quarterly review of news and information about Pennsylvania local roads.

## South Manheim Township's 'Sidewinder' Claims Innovative Project Award from Federal Highway Administration



South Manheim Township celebrated its road crew winning a PennDOT LTAP Build a Better Mousetrap Award and a national Innovative Project Award for its sidewinder during the September public meeting. From left, PSATS Executive Director David Sanko, Assistant Roadmaster Rick Alspach, Roadmaster Corby Lewis, and Road Crew Kirk Freed.

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South Manheim Township's innovative sidewinder recently claimed first place in the 2022 Build a Better Mousetrap Contest sponsored by the PennDOT Local Technical Assistance Program (LTAP) and since has claimed yet another prestigious honor: the Federal Highway Administration (FHWA) Innovative Project award.

For the past 12 years, LTAP has participated in the FHWA's Build a Better Mousetrap National Recognition Program for Transportation Innovation. Each year FHWA recognizes and celebrates local

government and tribal agencies which pioneer innovations that improve transportation performance.

FHWA received a record number of nominations this year from more than 20 states. South Manheim Township's sidewinder earned the Innovative Project nod, which recognizes "any solution that addresses any or all phases of the 'project' lifecycle — Planning, Design/Engineering, Construction, Operations and Maintenance. This project introduces new ideas, is locally relevant, original, and creative in thinking."

For its winning entry, the South Manheim Township public works crew designed a sidewinder which made work on township roadway berms more efficient and consistent. To learn more about the sidewinder go to [https://www.fhwa.dot.gov/clas/babm/babm\\_winners.aspx#innovative](https://www.fhwa.dot.gov/clas/babm/babm_winners.aspx#innovative).

"Like many small, rural communities, we face budget constraints," Roadmaster Corby Lewis says. "Therefore, we cannot purchase or rent additional equipment for every job."

South Manheim Township, a township of the second class in Schuylkill County, took a former ATV plow and scrap metal from the shop to pair with an existing berming machine. The result saved time and effort, as well as eliminated material waste and extra cost needed for additional equipment. The crew added a quick-attach mount for the township backhoe and skis so that the grade remains consistent during work.

Material costs came in under \$500 and the sidewinder saves the township time and money with its continuous operating capability. The sidewinder also allows for safer township roadways with wider shoulders. 🚧

# Post-Disaster Recovery Planning

## Funding Solutions and Damage Assessments

By Jason A. Dailey, Owner  
Dailey Operation Consulting LLC

One of the hardest jobs of a local elected or appointed official is the handling of a disaster. Their effectiveness is judged first by managing the initial emergency, and then by how quickly their community was able to recover and rebuild what was lost.

Funding the disaster recovery requires knowledge of various state and federal programs as well as what information is going to be needed for a successful application. The Pennsylvania Emergency Management Agency (PEMA) is the state agency that many communities have worked with through local emergency management coordinators. There are also two federally funded programs that play a key role in disaster recovery efforts and focus on infrastructure. The Federal Emergency Management Agency (FEMA) is the one that you are more likely familiar with. A lesser-known program is the Federal Highway Administration's (FHWA) Emergency Relief (ER) program. Your community's understanding of how each program could be utilized can mean the difference in major recovery efforts taking months or years instead of decades.

### PEMA

PEMA administers federal and state grants for emergency preparedness and recovery efforts. PEMA also plays a significant role in monitoring how grant funds are spent, making sure that all laws and regulations are followed. PEMA's Bureau of Recovery and Mitigation can assist with individual assistance, public agency assistance, the Small Business Administration's Loan Program, Hazard Mitigation Grants, and many others offered through the agency. A complete list of the programs offered through PEMA can be found at <https://www.pema.pa.gov/Recovery/Documents/Pennsylvania-State-Agency-Emergency-Recovery-Resources-Catalog.pdf>.



An Emergency Repair example including road damage and an undermined section of roadway.



An Emergency Repair example featuring flood debris.

### FEMA Funding

In order for a disaster to be declared and FEMA funding to be made eligible, a Presidential Declaration is required. For Pennsylvania, the statewide minimum monetary threshold (which includes individual, municipal, and public incurred damage costs) is just under \$20 million. County damage thresholds will vary based on population. Pennsylvania is located in FEMA's Region 3. Visit <https://www.fema.gov/locations/pennsylvania> for program and contact information.

There are two primary categories into which eligible work will be classified: Emergency Work and Permanent Work. Emergency Work will include debris removal and emergency protective measures. Permanent Work will include roads and bridges, water facilities, public buildings, public utilities, and parks and recreation facilities. Each category will have specific funding guidelines and local officials will work directly with FEMA as well as PEMA to work through the disaster recovery process. Under FEMA, all repairs can begin immediately, inspections to confirm damage are not required, damages are compiled into projects, and documentation is provided through Project Worksheets (PW). FEMA will reimburse 75% of all eligible costs.

### FHWA ER Funding

The lesser-known FHWA ER program requires either a Presidential Declaration or proclamation by the governor. Unlike the statewide \$20 million threshold for FEMA, the minimum threshold of this program is only \$700,000. Counties are eligible for projects that reach \$50,000 and

*Continued on page 3*

## Post-Disaster Recovery Planning *continued from page 2*

individual sites must only meet a \$5,000 minimum. Local municipalities will work with their [PennDOT Municipal Services Representative](#) through the requirements of this program. PennDOT will be the agency that makes the requests for funding. You can find your Municipal Services Representative at <https://www.penn.dot.gov/Doing-Business/LocalGovernment/MunicipalServicesRepresentatives/Pages/default.aspx>. The FHWA Pennsylvania Division website (<https://www.fhwa.dot.gov/padiv/emergency-relief.cfm>) has program information and contact information.

This program has two main categories of damage which are Emergency Repairs and Permanent Repairs. Unlike the FEMA program, FHWA ER funds up to 100% of emergency repairs that are made within the first 180 days of a disaster. These repairs are defined as those that would restore essential traffic, efforts that minimize the extent of the damage, or to protect the remaining facilities. Permanent Repairs still need to have prior approval before they can be approved.

For Emergency Repairs underway and/or completed, the formal Detailed Damage Inspection Report (DDIR) is required to be completed for all sites that incurred damage. That document can be found at <https://www.fhwa.dot.gov/reports/erm/fhwa1547.pdf>. For Permanent Repairs made under this program, 80% of the costs are eligible, 90% if the repairs were made to an interstate. Permanent Repairs under this program have a much broader scope and are considered for anything above and beyond an Emergency Repair that will restore a structure to its pre-disaster condition.

An example of a Permanent Repair may be replacing a bridge that was heavily damaged when a temporary bridge would be costly and time consuming. There may be instances when a Permanent Repair could better a damaged facility beyond its pre-disaster condition. These improvements are permitted but also need to be justified. Some examples of “bettering” a facility would be raising a bridge, increasing the elevation of a road, adding lanes, or improving pavement during a repair. When making a Permanent Repair, prior authorization through the completion



A Permanent Repair example featuring a collapsed bridge.



A Permanent Repair example which shows a landslide and road loss.

of a PennDOT form D-4232 is necessary before Permanent Repairs can begin.

### Performing a Damage Assessment

Whether you are anticipating federal or state emergency funding to be part of the recovery solution, a damage assessment is going to be necessary. A proper damage assessment will start with a broad survey of the damage. A description of the damage will need to explain what happened, what was damaged, and possibly the cause of the damage. As for detailing the actual location, FEMA will want to know specific start and end points (with GPS coordinates) and the route (or routes) impacted. Regardless of the program, the determination would need to be made if the work needed is deemed Emergency or Permanent. During the information gathering, projects should be grouped in their respective category and then prioritized. A general cost estimate of the damage repair will need to be assembled to include in-house or contracted labor, material, equipment, and rental equipment costs. For debris removal, it will be important to log the amount, type, and disposal location it was taken. FEMA has developed Preliminary Damage Assessment Guides that have useful “Street Sheets” that capture critical information and are available online ([https://www.fema.gov/sites/default/files/documents/fema\\_2021-pda-guide.pdf](https://www.fema.gov/sites/default/files/documents/fema_2021-pda-guide.pdf)).

Documenting the damage is one of the most crucial parts of the assessment, and can mean the difference in a project being deemed eligible for funding or not. One of the best forms of documentation is going to be the pictures taken of the damage before recovery begins. The photos taken of the damage should help to show both as-is and pre-existing conditions before debris is removed and equipment starts to roll. These photos will help to determine the extent of the damage that was incurred. Special care and time should be given to managing the photo documentation soon after the photos are taken by downloading the pictures taken to label, categorize and file.

Our communities will benefit from an understanding of funding sources available, to both address immediate emergencies that also make lasting, permanent improvements caused by a disaster. Properly leveraging program funding to solve a decades-long problem that seemed financially unattainable is a reality when coupled with the right program and supporting damage assessment documentation. 🗉

# Transportation News Briefs

LATEST INFORMATION FROM PENNDOT & OTHERS

## PennDOT explains LED Border Lit Signs Policy

PennDOT recently issued policy for LED Border Lit Signs in Pennsylvania. As a type of Flashing Warning Device, LED Border Lit Signs are a special traffic signal. Installation of devices such as these are subject to requirements for traffic signals according to Title 67 Pa. Code Chapter 212, including permits being issued by PennDOT.

Requests for LED Border Lit Signs are to be made to the local PennDOT District Traffic Engineer and include an engineering study which substantiates the need for the LED Border Lit Sign. Guidelines considered as part of an engineering and traffic study include:

- Documented safety concerns — a minimum of one year of crash data, near-miss data, volume data, or other traffic data for a traffic safety evaluation.
- Demonstrated and documented crash problems.
- Visibility restrictions.
- Unusual geometrics.
- Poor conspicuity.
- Engineering judgment.

LED Border Lit Signs may be considered as an alternative to traditional flashing beacons supplementing the sign. As with all traffic control devices, LED Border Lit Signs should command attention and respect from road users. LED Border Lit Sign usage should be limited to avoid eroding the attention and respect of road users.

Prior to proposing a permanent LED Border Lit Sign, the following countermeasures should be considered, as applicable:

- Clearing vegetation;
- Double placement of signs;
- Conspicuity plaques placed on signs;
- Transverse rumble strips (should not be permitted in areas with residences and nearby businesses);
- Increasing sign size; and
- Placing and installing a retroreflective material to the sign support in compliance with the provisions of Section 2A.21 of the Manual on Uniform Traffic Control Devices (MUTCD).

All LED Border Lit Signs shall comply with the specifications in Publication 408 and use a product listed on Bulletin 15. Specifications for LED Border Lit Signs are in Section 1103.03(k) of Publication 408, and are incorporated into sign specifications in Sections 935 and 936. Approved products are listed in Section 1103.03(g) to (n)-Electrically Power Traffic Signs in Bulletin 15. All LED Border Lit Signs shall also comply with all

standards in the MUTCD. The sign size and layout shall be consistent with requirements in Publication 236: Handbook of Approved Signs.

If you have additional questions or are in need of support or education on this topic, contact Stephen Gault, P.E., PTOE, Chief, TSMO Arterials and Planning Section at 717-787-6988 or [sgault@pa.gov](mailto:sgault@pa.gov).



Samples of an LED Border Lit stop sign and pedestrian crossing sign.

## GIS Assistance Available

### PennDOT Connects Can Help Start You on the Path to Using GIS for Transportation Planning & Asset Management

Tracking, managing, and planning for transportation infrastructure presents challenges for every municipality. As Geographic Information Systems (GIS) technology becomes more powerful, affordable, and easier to use, local governments looking for transportation planning and management solutions should consider its potential for improving data resources and enhancing planning capacity, including:

- More effective asset management;
- The ability to visualize current conditions and plan for future projects;
- Improved delivery of services; and
- Greater transparency access by citizens.

PennDOT Connects' technical experts have been visiting with municipalities interested in exploring GIS technology to better manage their municipal transportation assets. Through the PennDOT Connects program,

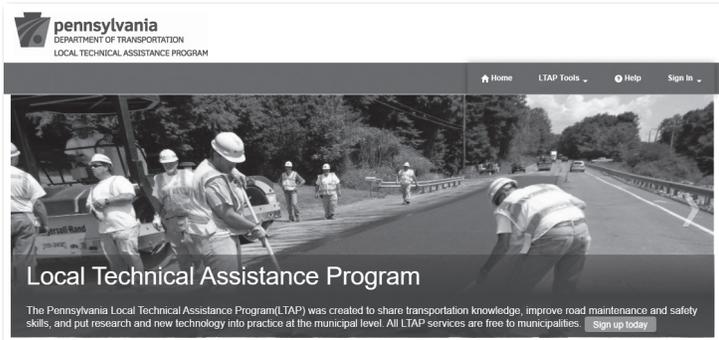
Delaware, Pike, and Shohola townships in Pike County and Womelsdorf Borough in Berks County have taken part in free, half-day workshops and been given a brief introduction to GIS, its uses and potential for saving money and increasing efficiencies, as well as advice for how to get started with GIS in their communities.

PennDOT Connects provided these municipalities with the opportunity to see the ways other communities are using the interactive GIS web map applications in addition to an introduction on how to collect and maintain data, and how applications are created. A detailed roadmap demonstrating how to build a transportation asset inventory and options for accessing and maintaining GIS data also was given. Specific topics covered included potential hardware and software needs, collecting and structuring transportation inventory data, and applications for viewing and updating data. After the workshops, the PennDOT Connects planning support expert provided a report recommending next steps specific to each municipality based on their desired preferences for moving forward with GIS.

Implementing any new technology like GIS can be daunting. But if you start with a goal in mind, start collecting basic information, and commit to developing a system over time, your municipality can start quickly and develop an invaluable data system to help with your transportation investment decisions. To learn more about when the right time is to start implementing GIS in your community, please reach out to PennDOT Connects

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# LTAP Website Updates



## Confirmation Emails

The website will now send confirmation emails to the email in your profile. You can update your profile, by going to the LTAP website, My Tools, Update Account Info.

## Calendar Invitation

After you register for a class, along with the confirmation email you will receive a calendar invitation. This invitation will add the training event to your calendar with the general information and the link for the virtual sessions.

## Virtual Training Links

Missing the link to a virtual training or drop-in? You can now go into your training schedule and access the link. On the LTAP website, <https://gis.penndot.gov/LTAP/default.aspx>, go to My Tools in the blue header. Click on View My Schedule and select the blue circle with an "i" in the middle.

After clicking on the blue circle, the training class session information page will come up. (You must allow pop-up windows.) Scroll down to the virtual class link. 🗨️

Classes Found:

	CLASSID	REGID	COURSE	PROGRAM	CATEGORY	START_DATE	END_DATE	TIMES	FACILITY	ROOM
	8029	121493	USING TRAFFIC COUNTS FOR DATA-DRIVEN DECISIONS D.. (NA-DS11-E3)	DROP-IN SESSION	HIGHWAY SAFETY	08/04/2022	08/04/2022	11:00 AM - 12:00 PM	VIRTUAL TRAINING (VIRTUAL, PA)	VIRTUAL

## New Rule on Maintaining Minimum Pavement Marking Retroreflectivity

The Federal Highway Administration (FHWA) recently adopted a new rule related to maintaining minimum pavement marking retroreflectivity. Similar to requirements for traffic signs, pavement markings must be retroreflective and must be maintained at minimum levels. This new rule is effective Sept. 6, 2022. There is a four-year period for compliance to the new rule (Sept. 6, 2026). This new rule is included in the Manual on Uniform Traffic Control Devices (MUTCD) Revision 3, Section 3A.03 (as well as updates to the compliance date summary, Table I-2, and Section 1A.11, Methods Publication).

The requirement is that longitudinal pavement markings (center lines, lane lines, and edge lines) must be designed to maintain a retroreflectivity at or above 50 millicandelas per square meter per lux (mcd/m<sup>2</sup>/lx) for speed limits 35 MPH or more. This requirement increases to 100 mcd/m<sup>2</sup>/lx for roadways posted at 70 MPH or more. The standard is the same for white or yellow lines. MUTCD Section 1A.11 describes the different methods that can be used to maintain the pavement marking retroreflectivity.

There are some exceptions to the new rule, many of which will apply to municipal roads, including:

- If there is adequate street lighting/illumination that assures the markings are visible.
- Roadways that have an average daily traffic (ADT) of less than 6,000 vehicles per day.
- Speed limits posted at 30 MPH or less.
- Dotted line extensions, curb markings, parking space markings, and

share-use path markings are exempt.

- Other exclusions include transverse markings (stop bars, crosswalks, etc.), word/symbol/arrow markings, and chevron/diagonal/crosshatch markings.

Remember, although the above markings are excluded from the new rule, the MUTCD Section 3A.02 still requires the markings to be retroreflective. 🗨️

## Resources:

- Federal Register Final Rule: <https://www.federalregister.gov/documents/2022/08/05/2022-16781/national-standards-for-traffic-control-devices-the-manual-on-uniform-traffic-control-devices-for>
- MUTCD: <https://mutcd.fhwa.dot.gov/>
- FHWA's Nighttime Visibility Website: [https://safety.fhwa.dot.gov/roadway\\_dept/night\\_visib/](https://safety.fhwa.dot.gov/roadway_dept/night_visib/)
- Methods for Maintaining Pavement Marking Retroreflectivity: [https://safety.fhwa.dot.gov/roadway\\_dept/night\\_visib/pm\\_methods\\_fhwasa22028.pdf](https://safety.fhwa.dot.gov/roadway_dept/night_visib/pm_methods_fhwasa22028.pdf)
- Press Release: NHTSA Early Estimates Show Record Increase in Fatalities Nationwide <https://www.nhtsa.gov/press-releases/early-estimates-first-quarter-2022>
- Press Release: Newly Released Estimates Show Traffic Fatalities Reached a 16-Year High in 2021 <https://www.nhtsa.gov/press-releases/early-estimate-2021-traffic-fatalities>

# Success Story

## Washington Township, Schuylkill County

By Marvin Ta, Pennoni

In April 2022 as more vegetation started growing, Washington Township expressed safety concerns at the intersection of Ferebees Road and Wild Cherry Road/Oak Road as seen in Figure 1. Ferebees Road is uncontrolled through the intersection. The main concern was looking to the right from



Figure 1: Aerial view of the study intersection.

both the north and south legs. At the time of the field visit, although Ferebees Road is unposted for speeds through the intersection, a speed study conducted in 2018 recommended a posted speed limit of 35 MPH, which was used for the sight distance study.

Sight distance was measured following the requirements of the PA Code, Title 67, Section 212.2. This section requires that sight distance measurements be made 10 feet back from the edge of the travel lane from a driver's eye height of 3.5 feet looking for an object height of 3.5 feet. Therefore, using PennDOT's study form for sight distance (M-950S), LTAP assisted the township with measuring sight distance at the intersection to ensure the minimum required sight distance was met for all approaches. The study results confirmed that the sight distance looking to the right from both Wild Cherry Road and Oak Road were deficient as seen in Figure 2.

As a result of this study, the township removed the sight distance hazards and remeasured the sight distance to ensure the minimum sight distance was met per Title 67 as seen in Figure 3.

Need help with measuring sight distance in your municipality? Call 1-800-FOR-LTAP or email us at [LTAP@pa.gov](mailto:LTAP@pa.gov). For more information on measuring sight distance, check out our Introduction to Traffic Studies Course. 📖



Figure 2: Oak Road Looking to the right (before).



Figure 3: Oak Road looking to the right (after).

### GIS Assistance Available *continued from page 4*

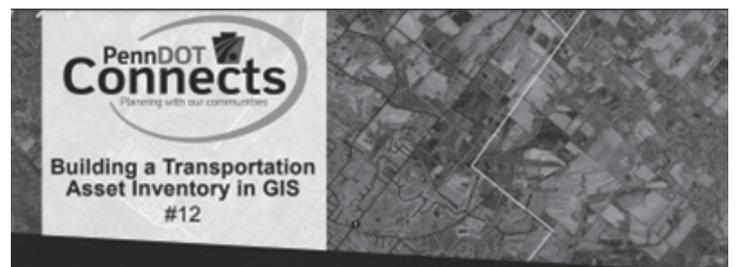
at [paconnects@pa.gov](mailto:paconnects@pa.gov) or by calling 717-710-2090. You may also fill out the assistance request form.

### Building a Transportation Asset Inventory in GIS

Learn about the steps to determine the data to collect in a transportation asset inventory in Geographic Information Systems (GIS). The tech sheet will walk you through steps to determine what data your municipality should be collecting. 📖



New Hanover Township, Montgomery County, features a GIS page on its website.



#### Introduction

Geographic Information Systems (GIS) can help municipalities increase efficiency and reduce costs for asset management and transportation planning. But how do you get started? You may already track transportation assets in a spreadsheet. Maybe you are new to your position and your predecessor took all of their institutional knowledge with them upon their departure and you are starting from scratch. A detailed roadmap demonstrating how to build a transportation asset inventory and options to be able to access GIS data is provided in a step-by-step process below.

#### Step 1: Create a List of Your Municipal Transportation Assets

Typical transportation assets owned and operated by municipalities would include municipally owned roads and other items within the road right-of-way (ROW). Table 1.0 lists potential transportation assets your municipality may own. If you do not own or are not responsible for maintaining any bridges, for example, there is no need to include that asset on your inventory.

Table 1.0- Potential Transportation Asset Categories

TRANSPORTATION ASSET CATEGORIES		
Roads	Stormwater outfalls	Traffic signals
Bridges	Stormwater pipes	Sidewalks
Culverts	Roadside swales	Curbs
Cross-pipes	Signs	ADA ramps
Stormwater inlets	Streetlights	Crosswalks
Stormwater manholes		Trails

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Documents/12%20-%20Building%20a%20Transportation%20Asset%20Inventory%20in%20GIS.pdf>

## Embracing Innovation to Improve Mobility for Pennsylvania Drivers

PennDOT is building on its commitment to easing traffic congestion through two initiatives: [Crowdsourcing for Advancing Operations](#) and [Next Generation Traffic Incident Management \(TIM\): Integrating Technology, Data and Training](#).

Both are Federal Highway Administration's [Every Day Counts Round 6 \(EDC-6\)](#) innovations that Pennsylvania is championing through its [State Transportation Innovation Council](#).

Ryan McNary, manager of Traffic Systems and the Transportation



Systems Management and Operations (TSMO) Performance, and Dan Farley, director of PennDOT's Bureau of Operations, have played groundbreaking roles in implementing these innovations.

McNary noted that over the last four to five years, he worked with a development team within PennDOT that produced software that pulls in crowd-sourced incident data from Waze and Inrix, two worldwide speed and incident data providers.

The technology pulls together the speeds and incidents from a subset of vehicles on a given segment of road to provide real-time information, which enables PennDOT to create travel time messaging and increase roadway situational awareness.

"Many areas were relying on emergency responders calling us (with incident reports)," McNary said. "So, we wanted to utilize our data sources better."

One challenge PennDOT currently faces is that its five Traffic Managements Centers (TMCs) are not integrated with 911 systems across the state and thus don't have direct access to roadway incident details.

"Our goal is to make (traffic) operations better, and we need to fill the void of not having incidents integrated easily for our operators," McNary said.

With the new Traffic Alerts system, the TMCs can better monitor INRIX and Waze incidents on individual routes around the state. Operators can click on items in the incident list and see details of the length of the congestion and can zoom in on maps and cameras for a better picture of what is occurring. That information can then be quickly posted for queue protection, detouring, and displayed on the public-facing



511PA system.

"One future effort we are working with the Pennsylvania Emergency Management Agency (PEMA), the Pennsylvania State Police (PSP), and the 911 centers is to potentially get

computer-aided dispatch traffic information into the TMCs," he added. "This would help with our timeliness of responding to incidents, diverting traffic, or alert travelers sooner."

Beginning in July 2021, Farley's and McNary's team piloted a system that automatically relays data to post "congestion

X miles ahead" on roadside electronic signs. That advanced information helps minimize the risk of crashes in congestion where traffic suddenly stops.

Farley noted that another innovation added to the 511PA system now allows for a call-in audio traffic report to drivers alerting them to roadway impacts in their areas of interest.

Also, "If you are routing through the 511PA App, the system will speak to you and tell you about all known slowdowns ahead from all PennDOT and external partner sources," Farley said.

The Next Generation TIM innovation is aimed at incorporating training, data, and technology to help PennDOT, law enforcement and local agencies reduce secondary crashes and incident clearance times.

McNary said his objective was to put reliable data behind the incident timeline.

"Operations staff records incidents on the road, but we correlate it with the crash information and Waze incident to get a more complete picture," he said. "We then take the incident information and overlay it where we have the INRIX speed data to understand how long the incident lasted and how it was affecting the traffic conditions. This allowed us to develop a data-driven 'incident influence time' measure of when traffic returns to historically normal speeds (for that time of day)."

It's a matter of understanding how the incident influences traffic and road conditions over time.

"When an incident is cleared, the thought many times was the traffic management job is done," McNary observed. "But what we are trying to adjust culturally, is that our job isn't done until those queues are gone, and traffic is flowing as normal again. The residual congestion causes safety concerns, and hundreds of secondary incidents each year."



# Upcoming LTAP Training

Classes are being held in person and virtually. Check the website, [gis.penndot.gov/ltap](http://gis.penndot.gov/ltap), for the latest listing. If you would like to receive email alerts about upcoming training, send a request to [ltap@pa.gov](mailto:ltap@pa.gov). Here is a sampling of upcoming scheduled classes. **All classes are free!**

**Bridge and Culvert Inspections for Municipalities**  
December 13, 2022 – Virtual

**Erosion and Sediment Control**  
January 24, 2023 – Virtual

**Road Surface Management v.II**  
November 15, 2022 – Centre County

**Temporary Traffic Control – Work Zones**  
November 15, 2022 – York County

**Winter Maintenance 101**  
December 7, 2022 – Lehigh County  
December 14, 2022 – Berks County

## Archived Training: Catch up online!

Recorded sessions and handouts from previously held drop-ins and webinars are available on the LTAP website, [gis.penndot.gov/ltap](http://gis.penndot.gov/ltap). Sessions cover a variety of topics from asset management to truck restrictions. Check out the full list online and take advantage of this free training from the comfort of your home or office.

## NEW! Course Handouts Are Now Online

Did you misplace a workbook or handout from a course? Do you wish you had the handouts in an electronic format? All the handouts from LTAP courses are now online and available for download. Go to [gis.penndot.gov/ltap](http://gis.penndot.gov/ltap) and under the Course Descriptions tab, click on the course and then scroll to the bottom of the course information to see a list of course handouts.

## Congratulations to the following Roads Scholars!

The following scholars were certified between May 1 and August 31, 2022

### Roads Scholar I:

- Brian P. Sullivan, City of Pittsburgh, Allegheny County
- Preston K. Repman III, State College Borough, Centre County
- Devin A. Martin, Upper Leacock Township, Lancaster County

### Roads Scholar II:

- Harrison R. Whalen, West Goshen Township, Chester County
- Jennifer L. Kellogg, Crawford County Conservation District, Crawford County
- Jacob A. Houck, Mount Joy Borough, Lancaster County
- Shawn Long, Mount Joy Borough, Lancaster County

### Roads Scholar Administrative:

- Matt McGough, Reading MPO, Berks County Service Center, Berks County
- Barry L. Geltmacher Jr., Mount Joy Borough, Lancaster County

**Roads Scholars, Share the News!** LTAP has a press release you can modify and use to announce your accomplishment to your local media. To obtain a copy of the release, go to [gis.penndot.gov/ltap](http://gis.penndot.gov/ltap) and look for the release under "Roads Scholar Program."

## Embracing Innovation *continued from page 7*

This initiative "helped us identify where there are opportunities to collaborate with partners to reduce the timeline," McNary said.

Training is an important part of the Next Generation TIM, Farley noted.

"We are a national leader when developing innovative ways to deliver traffic incident training to emergency management professionals," he said.

Online courses were developed with the help of the Pennsylvania Turnpike Commission.

"We are looked to nationally when it comes to providing online training and flexibility on when training can be provided," Farley said. "After hours, weekends, or nights demonstrate our commitment and collaboration."

PennDOT also recently agreed to obtain a video sharing software with Maryland called MView. The software allows public agencies around the state to view our live camera feeds in a video wall format. Additionally, several states surrounding Pennsylvania share their cameras to view bordering traffic concerns. In Maryland, more than 200 public agencies share their cameras with one another to build a more comprehensive network while sharing resources.

"We're in the process of building our network of partners to share video with, and we continue outreach to 911 Centers and PSP Dispatch," McNary said.

For more information, contact [penndotstic@pa.gov](mailto:penndotstic@pa.gov).



### LTAP Contact Information:

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1-800-FOR-LTAP (367-5827) Fax: (717) 783-9152  
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*All LTAP services are free to municipalities.*