



moving FORWARD

SUMMER 2020

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

Embracing the Virtual World When COVID-19 hit, LTAP didn't skip a beat, seamlessly shifting its training online

by Amy Bobb, PSATS

LTAP did not let a global pandemic get in the way of its mission to train and update municipalities on road-related practices and technologies. When Gov. Wolf proclaimed an emergency stay-at-home order for the state in mid-March to slow the spread of the COVID-19 virus, LTAP quickly adjusted its operations and shifted many of its scheduled classroom trainings online instead.

“From March 19 through the end of May, we offered a virtual training every day but a couple,” reports Karen Atkinson, the LTAP program manager for PSATS.

With more than 40 classes delivered virtually, municipal employees and officials, many at home because of the state-declared emergency, were quick to sign up and take part in the live sessions. Between mid-March and the end of May, approximately 1,280 people tuned in to learn about asphalt maintenance problems, stormwater, worker safety, seal coat, speed management, safe driving, crosswalks, traffic calming, and more.

“While nine of the classes were new, the rest were scheduled classroom classes that were moved to virtual delivery,” Atkinson says. Anyone originally registered for the classroom courses was given the first opportunity to participate in the virtual offering, she says, before registration was opened to others.

LTAP also implemented a new networking and learning opportunity through weekly Drop-in Sessions. These one-hour virtual gatherings are geared toward a certain topic, such as truck restrictions, speed humps, curve signs, public works operations during COVID-19, and hot pour mastics, and led by an LTAP technical expert. Each session begins with a brief overview of the topic, and throughout the hour, participants are encouraged to share their experiences and ask questions of the expert and one another. The Drop-in Sessions have been extremely popular with more than 345 participating in the first five sessions and some averaging up to 60 participants.

“At these sessions, people are sharing their experiences with one another, and that’s what everyone wants to hear,” says LTAP instructor Pat Wright of Pennoni, who suggested the format after participating in similar sessions with another national organization. “They want to know how did that work for you? What did your residents think?”

For their part, LTAP’s instructors have embraced the virtual concept and had no trouble shifting gears to deliver the training online. The GoToWebinar application that LTAP uses allows the instructors to access their computer camera to talk and show their faces, share their screen to display slides and other material, and engage with attendees via a chat box, polling, and a “raise your hand” feature. The instructors often use photos to



The LTAP community, instructors and participants alike, has embraced virtual training.

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Improving Roadside Safety

Municipalities urged to take a strategic approach to roadway departure safety

by Marvin V. Ta, EIT, ENV SP, Pennoni

According to the National Highway Traffic Safety Administration, 36,560 people lost their lives on U.S. roads in 2018. In Pennsylvania, that number was 1,190, and the number-one fatal crash type involved a single vehicle running off the road and hitting fixed objects. In fact, this type of accident had the highest number of crashes and fatalities in Pennsylvania for years.

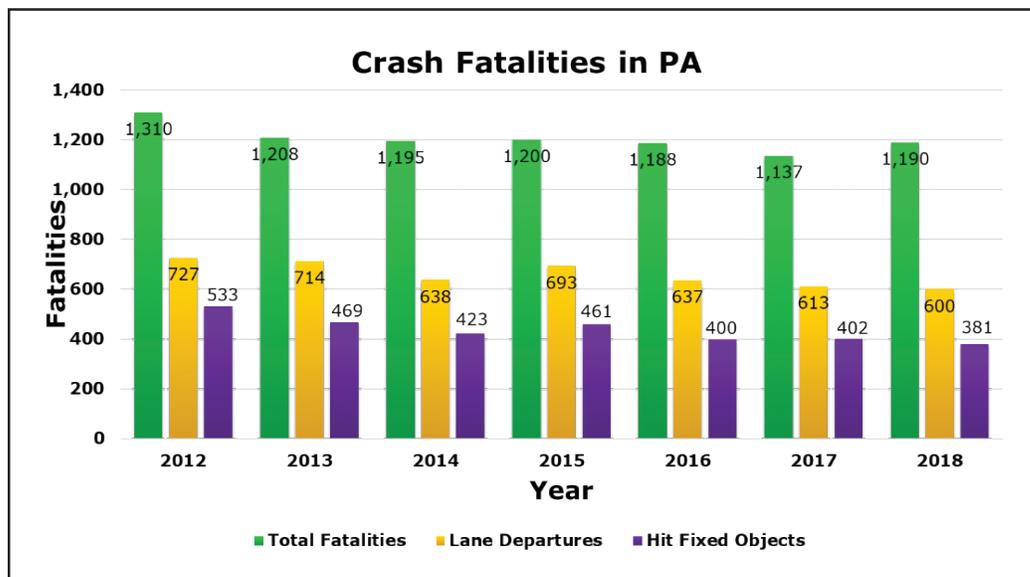
While most of these crashes occur because of driver error (such as driving too fast), public officials must maintain the roadside to be as forgiving as possible so that when crashes do happen, the individuals involved are more likely to survive.

Crash Type	Crashes	Fatalities
Angle	34,346	257
Backing Up	448	0
Head On	5,089	141
Hit Fixed Object	39,261	381
Hit Pedestrian	4,045	191
Non-Collision	4,098	59
Rear End	27,958	80
Sideswipe	8,138	60
Other	5,037	21
TOTAL	128,420	1,190

This table from PennDOT's 2018 Pennsylvania Crash Facts & Statistics breaks down the different types of crashes and fatalities in Pennsylvania.



Trees alongside curves are the most common safety concern on local rural roads.



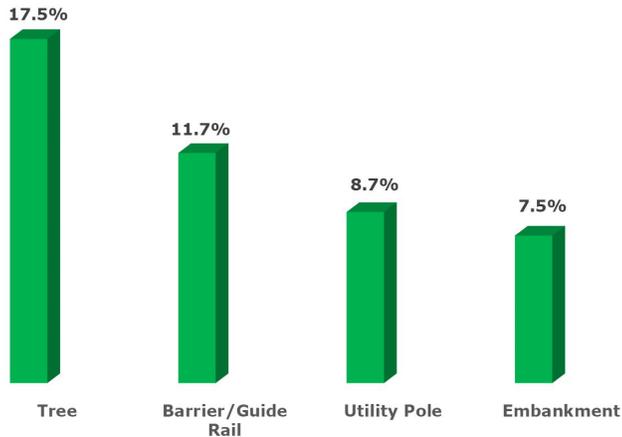
Between 2012 and 2018, roadway departure crashes encompass about 50% of the total fatalities in Pennsylvania every year.

Roadside Hazards

Whenever drivers run off the road, trees become the most frequently hit roadside hazard. On rural roads, the most common safety concern is trees alongside curved sections of road. Other commonly hit roadside hazards include utility poles, guide rail, and embankments.

While guide rail can be helpful in shielding drivers from certain hazards, the guide rail itself can also become a threat. In fact, drivers hitting guide rail account for 12.2% of fatalities in Pennsylvania. Therefore, municipalities considering a guide rail installation should carefully conduct studies and perform certain steps first.

Percent Fatalities by Object



Reducing Roadway Departure Crashes

Roadway departure crashes are not just a state issue but are of national concern, too. To reduce these kinds of crashes, the Federal Highway Administration has developed a process, which municipalities are urged to follow:

- 1) **Keep vehicles on roadway:** As the first line of defense in reducing roadway departure crashes, this countermeasure focuses on preventing vehicles from leaving the road in the first place. An example would be horizontal curve safety, such as curve warning signs.
- 2) **Provide for safe recovery:** This countermeasure focuses on providing the means for a vehicle to safely recover and return to the road. Clear zones would be an example.
- 3) **Reduce crash severity:** This is a last-resort measure to be used only when the first two options fail. This countermeasure focuses on ways to minimize the likelihood of an injury or fatality if a crash were to occur. An example would be to install longitudinal barriers, such as guide rail.

PennDOT's *Design Manual Part 2: Highway Design*, Publication 13M, and the American Association of State Highway and Transportation Officials' (AASHTO) *Roadside Design Guide* provide options for reducing roadside hazards. These are, in order of preference:

- 1) **Remove:** Eliminate a hazardous condition to prevent it from being struck. This is the most preferable and effective option.
- 2) **Redesign:** Modify the hazard so it is no longer a danger to errant vehicles. Redesigning the hazard to be traversable, for example, can be just as effective as removing the object itself.
- 3) **Relocate:** Move a hazard back from the roadway or to a location where it is less likely to be hit. This option is not always feasible due to cost or limited right of way.
- 4) **Reduce Impact Severity:** Use breakaway sign supports, for example.
- 5) **Shield:** Use a longitudinal barrier to redirect a vehicle or cushion the impact.
- 6) **Delineate:** Increase the hazard's visibility, especially at night or in times of reduced visibility. This option should be used in combination with the other options or when the other options are not appropriate. 🚧



LTAP revises its Roadside Safety Features course

LTAP has updated the Roadside Safety Features course for 2020 to provide municipalities with a basic understanding of roadside safety. The revised course objectives are:

- Increase awareness of roadside safety.
- Understand the FHWA approach to roadway departure crashes.
- Learn tools and methods to reduce roadway departure crashes.
- Increase knowledge of the roadside safety needs of municipalities.

Updates to the course include reorganizing the material, changing the duration from 8 hours to 6, adding more discussion photos, and updating standards and policies.

A webinar providing an overview of the course will be held July 9 and 10. Register for the webinar at gis.penndot.gov/ltap and contact LTAP to schedule a course near you.

Resources

- PennDOT's Design Manual Part 2: Highway Design, Publication 13M
- PennDOT's Roadway Construction Standards, Publication 72M
- AASHTO's Roadside Design Guide
- FHWA's Every Day Counts (EDC-5): www.fhwa.dot.gov/innovation/everydaycounts/
- FHWA's Proven Safety Countermeasure: safety.fhwa.dot.gov/provencountermeasures/
- FHWA's Focused Approach to Safety: safety.fhwa.dot.gov/fas/
- FHWA'S Roadway Departure Safety: safety.fhwa.dot.gov/roadway_dept/

Transportation News Briefs

LATEST INFORMATION FROM PENNDOT & OTHERS

PennDOT Anticipates Budget Shortfalls Due to COVID-19

PennDOT predicts at least \$800 million in funding cuts to state road and bridge projects this year because fewer people are driving due to COVID-19 stay-at-home measures. Fewer gasoline purchases translate into less gas tax collected at the pump. PennDOT and municipalities rely on gas tax revenues to pay for road-related projects. With revenue down more than 30%, the state is hoping to obtain federal funding from the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

At a virtual hearing in May before the state Senate Transportation Committee, Secretary of Transportation Yassmin Gramian revealed that early estimates also indicate \$100 million less available for multimodal initiatives, such as sidewalks and bike paths, and \$90 million less to municipalities for road work. She also anticipated that the state's program to upgrade traffic lights would be reduced to \$5 million from \$40 million.

In addition, with fewer motorists driving on the Pennsylvania Turnpike, PennDOT will see less toll revenue coming to it from the turnpike commission. In 2020, the turnpike is required to pay \$450 million to PennDOT to use for transit services. The turnpike has notified PennDOT that it would not be able to make its July payment of \$112 million. 🚧

PennDOT Approves Mastics for Road Maintenance Use

PennDOT recently approved a new product for use in road maintenance. Mastics are a special material for repairing large cracks more than 2 inches wide, small potholes up to 4 inches deep and 24 inches wide, and pavement depressions; skin patching of alligatored/distressed areas; sealing curb lines to keep water out where the blacktop has pulled away or center joints of roadways that may be pulling and raveling; and capping utility cuts. The minimum suggested thickness is 3/8 inch.

For years, many local road crews have tried with little success to seal some of these areas using PG asphalt like is used in the making of paving materials. These efforts were ineffective due to the width of depth of the attempted repair. Mastics come with a fine aggregate already in the product to allow a more stable fill of these larger areas. Some also allow for aggregate to be placed on top to act as skid resistance to make roads safer.

Mastics is a big step forward in roadway maintenance, which will result in a more permanent repair of problem areas. However, the product does have a few drawbacks. Heating and dispensing the product requires a special machine, which adds to the cost and may discourage some municipalities from purchasing it. Crews must provide a thorough cleaning of the area, especially in the cracks, and control traffic until the mastic cools and sets, which can take up to 60 minutes. If the areas to be repaired are far apart, the daily production levels may be low.

Municipalities might want to consider cooperatively purchasing

a mastic machine or renting one from a local mastic supplier and sharing it. Keep in mind that special training is necessary to operate the machine and safety precautions must be followed since the product is normally heated from 175 to 230 degrees F. In addition, special tools are required for the placement and finishing of this material.

Currently, PennDOT has conditionally approved four different products in Bulletin 15 for use with Liquid Fuels monies. Manufacturer's specifications must be followed when applying this product, and you should inform your district's Municipal Services Representative if you plan to use it.

Read more about mastics in Tech Sheet 199 enclosed with this newsletter. For more information, contact your Municipal Services Representative or Tom Welker, PennDOT Municipal Services Specialist, at 717-783-3721 or twelker@pa.gov. 🚧

Highway Fatalities Reach New Low in 2019

Statewide highway fatalities reached a new low in 2019, dropping to 1,059, the lowest since record keeping began in 1928 and 131 less than in 2018.

Notably, the number of unrestrained fatalities dropped from 398 in 2018 to 330 last year, the lowest it has been in the last 20 years. Other areas with significant decreases were fatalities in aggressive driving crashes (95 compared to 129 in 2018), fatal crashes involving a driver 65 years of age or older (281 compared to 330), and pedestrian fatalities (154 in 2019 vs. 201 in 2018).

Some types of crashes did see fatality increases in 2019. There were 174 motorcyclist fatalities last year, up from 164 in 2018; 92 fatalities involving stop-controlled intersections compared to 67 in 2018; and 52 fatalities from vehicle failure-related crashes, up from 45. Despite the year-over-year increase, long-term trends for all three categories continue to decrease.

According to national data, over 90% of crashes are caused by driver behavior. To enhance safety on roads, PennDOT invests money in enforcement and education improvements to improve behavioral safety and focuses on infrastructure improvements to further reduce fatalities and serious injuries.

From 2015 to 2019, more than \$403 million in Federal Highway Safety Improvement Program funds were invested on 464 unique safety projects. Another \$50 million of state funds were invested in low-cost safety improvements at approximately 2,800 locations between 2014-2018. Examples of low-cost safety countermeasures include centerline and edge-line rumble strips, signing, and pavement markings. Approximately 11,000 miles of rumble strips were added or replaced during this time. 🚧

Resurfacing Program Results in More Bicycle Lanes

Since PennDOT has eliminated the bicycle occupancy permit and uses letters of agreement with municipalities where bicycle lanes will be installed, municipal interest in bike lanes has been on the rise. In most instances, municipalities are responsible for design, installation,

and maintenance of bicycle lanes.

To encourage more municipal interest in bicycle facilities, PennDOT District 6 has been working with the Delaware Valley Regional Planning Commission and planners from Bucks, Chester, Delaware, and Montgomery counties to get regional support for bicycle lane designs on state highways scheduled for resurfacing.

Roads on the district's Five-Year Resurfacing Plan are screened and prioritized by the groups, and planners contact municipalities to gauge their interest in bicycle facilities and commitment to maintaining them. If an agreement is reached, PennDOT installs the bicycle facilities during the resurfacing project, and the municipality agrees to maintain the bike lanes until the next resurfacing cycle. PennDOT also installs any necessary supplemental signing, which the municipality is responsible to maintain.

The Bicycle Coalition of Philadelphia recently reported that through this process, Philadelphia's suburbs will see an 18% increase in bike lanes. That amounts to roughly six miles of new bike lanes in the counties that surround Philadelphia. 🚲

DEP Offering Rebates for Electric Vehicle Chargers

If you're thinking about or planning to install an electric vehicle (EV) charging station for employee, fleet, and/or public use, be sure to apply for a rebate from the Pennsylvania Department of Environmental Protection.

Government offices, nonprofit organizations, educational institutions, businesses, planning organizations, and parking authorities are eligible. Up to \$4,500 per plug is available for Level 2 EV chargers installed at a workplace, public space, or multi-unit residential building. Funding for the rebates comes from Pennsylvania's share of the Volkswagen lawsuit settlement.

For application information and details on qualifying project costs and charging equipment, visit www.depgis.state.pa.us/DrivingPAForward/. 🚲



Virtual World *continued from page 1*

illustrate “the good, the bad, and the ugly” to check the participants’ understanding of the material and generate more discussion.

“In many ways, we actually seem to engage and interact more in our virtual trainings,” Wright says. “We ask questions and poll participants, and they can respond or ask their own questions in the chat box.”

As an example, he points to a safe driving class, which averaged a record 30-some responses per person over the four-hour training.

“That meant every seven to eight minutes, they were interacting with us in the chat box,” he says.

Pandemic or no pandemic, Wright says, virtual training is here to stay.

Even with the stay-at-home restrictions lifted, concern for keeping people safe in large gatherings lends uncertainty about in-person training for the immediate future. Whenever classroom training becomes viable again, LTAP still plans to keep virtual sessions a regular part of its education menu for municipalities and other transportation partners.

Besides virtual courses and Drop-in Sessions, LTAP will also continue to offer webinars (see page 8). In addition, the PennDOT Municipal Road Maintenance and Safety Symposium, normally held in the spring in Hershey but cancelled this year due to COVID-19 restrictions, is being offered virtually this summer (see page 8).

“The door has been opened to a new delivery vehicle for our training, and the feedback has been positive,” Atkinson says. “Yes, classroom will still be the main delivery method for LTAP and our instructors are eager to get back out and work with municipalities both in the classroom and one-on-one through tech assists, but in the meantime and beyond, this new virtual offering will be a welcome addition to the mix.” 🚲

What participants are saying about LTAP's virtual training

“The virtual trainings have been one of the few good things COVID has brought our way. VERY informative and helpful!”

—Sgt. David M. Bentz,
Exeter Township Police Department, Berks County

“Great class. Thanks for offering it, especially in times like these when we can use some isolation time to further educate ourselves. Keep up the good work!”

—Adam Bender, Mt. Penn Borough, Berks County

“I believe having the webinar-style class is much better, and I was able to learn and follow along much easier.”

—Peter Castro, Public Works,
Northampton Township, Bucks County

“I just wanted to let you know that I have been enjoying the virtual classes and they have been very helpful.”

—Laura McLeod, Supervisor,
Keating Township, Potter County

2020 Build a Better Mousetrap Winners

Berks County Township's Innovative Paver Takes First Place

Three townships were the winners of this year's Build a Better Mousetrap Contest, sponsored by PennDOT LTAP to recognize municipalities that develop improved ways of doing a transportation-related job.

Now in its 10th year, the annual competition honors innovative inventions, improvements, and projects built and designed by road crews or municipal employees to improve safety, reduce costs, or increase efficiency.

LTAP awarded the first-place honor to Lower Heidelberg Township in Berks County and named Upper Mount Bethel Township in Northampton County and London Grove Township in Chester County as runners-up for their inventive gadgets to improve road operations.

For its winning entry, Lower Heidelberg Township designed a paver that saves time and money while also reducing worker injury.

"When doing spot repairs or filling in shoulders, we would have to hand shovel and rake the material, which can cause an uneven road surface," Matt Clay, the township's road foreman, says. "Shoveling and raking could also cause back injuries."

The paver that the road crew developed allows stone and blacktop to be unloaded and laid down in just six to eight minutes compared to 35 minutes by hand. The result is more efficient operations and a smoother riding surface.

"The paver allows the township to set an even height, which eliminates wavy road surfaces and creates safer driving conditions," Clay says. "With the new operation, minimal hand work is required, which reduces the risk of injury and work fatigue."

The township estimates the paver will save thousands of dollars in labor costs and workers' compensation claims for back injuries for years to come. For less than \$2,000, the paver was created in around 38 hours using flat steel, a skid steer, a three-point drag box, a five-trailer jack, a quick-attach weld on the plate, and bolts and washers.

Upper Mt. Bethel Township placed as a runner-up in the state contest for a signpost driver, which an employee designed to save money and improve efficiency when installing signposts. The new device is an improvement over the township's previous driver, which would swell and crack signposts when installed in rocky terrain. The old driver, which only extended into the post 2 inches, would also twist and damage the footer, causing the township to waste signposts.

The new driver extends 9 inches into a signpost, and the design allows either a round or flat bar to be inserted. At a cost of approximately \$90, the crew made the new driver from scrap steel tubes, which were welded and painted.

London Grove Township also received runner-up honors for a storage rack that allows the road department to efficiently store, install, and remove salt spreaders. For around \$200 and eight hours of labor, staff used steel, a welder, and fasteners to create the device, which was then installed on an empty wall in the garage.

With the use of a portable hydraulic vehicle, a single person can quickly remove a spreader from the rack and transport it to a piece of equipment for installation. The quick and efficient installation and removal of the spreader allows the equipment to be used for other tasks between storms.

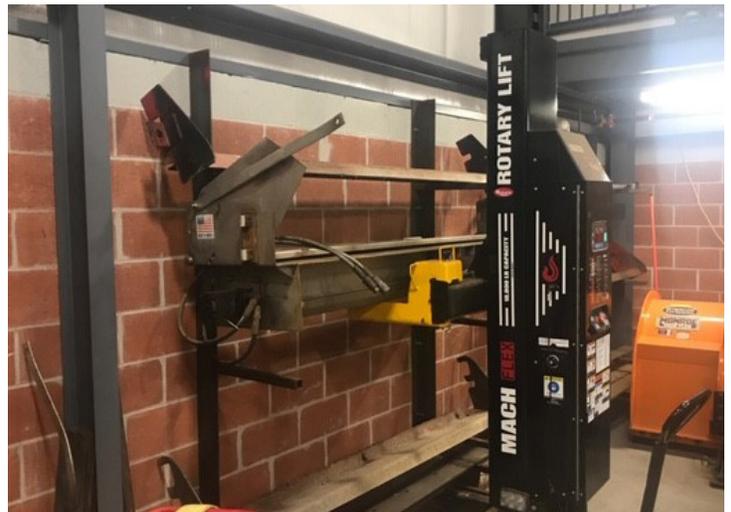
Lower Heidelberg's winning entry will be submitted into the



Lower Heidelberg Township created a paver that saves time and money when conducting spot repairs and filling in shoulders.



Upper Mt. Bethel Township developed a better signpost driver.



London Grove Township designed a storage rack to efficiently store and access salt spreaders for installation on equipment.

national competition, whose winners will be announced this summer. All entries at the national level will be posted on the LTAP/TTAP website and compiled into an electronic booklet. 📖

STIC Spotlight STIC Working to Enhance Concrete Finishing

Nothing beats a new, smooth finish on a just-completed sidewalk, and the Pennsylvania State Transportation Innovation Council (STIC) is developing an innovation that will enhance the quality of concrete finishing across Pennsylvania.

Through the collaborative power of STIC, PennDOT and the Pennsylvania Aggregates and Concrete Association (PACA) are working together to update PennDOT specifications by the end of 2021 to include a requirement for certification for concrete finishers. A new certification course was recently developed and has begun to be offered in some areas of the state. The course, which includes classroom and hands-on training, aims to eliminate mistakes in concrete finishing, particularly with sidewalks, that can result in costly repairs or reconstruction.

"So far, we conducted certification courses in six engineering districts in Pennsylvania," Harold Hill, STIC's Construction and Materials Technical Advisory Group (TAG) leader, says. "Throughout the next several months, we will go to the central and western portions of the state."

Hill and James Casilio, PACA's director of technical services, are leading the effort to update PennDOT's specifications and develop a certification course for concrete finishers. Hill, who is assistant district executive for construction in PennDOT's District 4 in northeastern Pennsylvania, became aware of an issue with sidewalk finishing work when a local project sponsor noted that newly finished concrete sidewalks were losing their top finish prematurely.

The issue is not just confined to Pennsylvania. Maryland's Highway Administration has done research on the problem, and the Delaware Department of Transportation has added certification requirements to its project specifications.

Pennsylvania's certification course features three to four hours of classroom instruction with a test and then two to three hours of hands-on practical concrete finishing work. The courses were developed by the National Ready Mixed Concrete Association and are taught in Pennsylvania by members and staff of PACA.

In February, a session was held to gather feedback from municipalities. Local governments recommended potential

changes to municipal specifications and advised that the training should be made available through PennDOT's Local Technical Assistance Program (LTAP).

"The goal and emphasis of the course are the field practices to reduce the occurrence of scaling," Casilio says. He notes that the issue seems to show up more on sidewalk work rather than

on concrete pavements or bridge decks. "By focusing on what goes into quality concrete flatwork, this course will lead to longer lifespan, among other things."

The state's effort to enhance concrete finishing will include outreach to contractors and unions to let them know about the certification requirement and courses.

"Ultimately, we are telling them that by the end of 2021, they will be required to be certified," Hill says. "We are giving them a timeframe to get their people certified. It will be a lifetime certification."



PennDOT has joined forces with the Pennsylvania Aggregates and Concrete Association to offer a certification course that aims to eliminate costly mistakes in concrete finishing.



**State Transportation
Innovation Council (STIC)**
(717) 772-4664

RA-pdPennDOTSTIC@pa.gov
[www.penn.dot.gov/about-us/
PennDOT2020](http://www.penn.dot.gov/about-us/PennDOT2020)

Congratulations to the following Roads Scholar I recipients

(Certified between January 2 and April 30, 2020)

- Donald A. Bottles Jr., City of Pittsburgh, Allegheny Co.
- Eli Kosanovich, West Mayfield Borough, Beaver Co.
- Maria Dreese, Troy Twp., Crawford Co.
- David Alas, PennDOT, Dauphin Co.
- Bryan Cumberledge, Waynesburg Borough, Greene Co.
- Edgar F. Stark, City of Wilkes-Barre, Luzerne Co.
- Steven W. DeSalva, City of Easton, Northampton Co.
- Josh Conover, Penn Twp., York Co.

Congratulations to the following Roads Scholar II recipients

(Certified between January 2 and April 30, 2020)

- Donald A. Bottles Jr., City of Pittsburgh, Allegheny Co.
- Karen Atkinson, PSATS, Cumberland Co.
- Dennis Flynn Jr., New Hanover Twp., Montgomery Co.
- Brian Hite, Hanover Twp., Northampton Co.
- Steven W. DeSalva, City of Easton, Northampton Co.
- Jeffrey Zavinski, Warren City, Warren Co.

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.penn.dot.gov/ltap and look for the release under "Roads Scholar Program."

PennDOT Annual Road Maintenance and Safety Symposium Is Going Virtual This Summer; Register Today!

The PennDOT Municipal Road Maintenance and Safety Symposium at the PSATS Educational Conference and Exhibit Show could not happen this year due to the COVID-19 pandemic, but PennDOT has partnered with PSATS to offer all the symposium workshops virtually now through August. If the scheduled time does not work for you, the recorded workshops will be available on demand.

During the symposium, participants will hear from road maintenance experts, transportation safety professionals, and municipal officials who have a deep understanding of standard road maintenance and safety practices. If you have not had the opportunity to attend the PennDOT Municipal Road Maintenance and Safety Symposium in the past, this is your opportunity to experience the educational workshops without traveling to Hershey.

The cost is \$50 and includes access to Roadmasters Roundtable plus nine educational virtual workshops. To register or find out more, go to learn.psats.org and click on "PennDOT Symposium."

Symposium Schedule* (All workshops held on Fridays.)

July 10	8-9:15 a.m.	E-Scooters, Mopeds, and E-Bikes, Oh My! Micromobility Rising
July 17	8-9:15 a.m.	PennTIME – What Is It? Why Do I Need It?
July 24	8-9:15 a.m.	Posting Local Roads for Infrastructure Preservation & Safety
July 31	8-9:15 a.m.	Temporary Traffic Control Planning and Deployment
August 7	8-9:15 a.m.	PennDOT's Traffic Safety & Operations Funding Programs
August 14	8-9:15 a.m.	Trenchless Pipe Rehabilitation – What Are My Options?
August 21	8-9:15 a.m.	Flexible Base (FB) Dense Graded Cold Applications and Their Benefits
August 28	8-9:15 a.m.	The ABCs of Liquid Fuels Tax Funds

* **Note:** The Roadmasters Roundtable and Making Your Community Safer for Pedestrians session were held in June and are available on demand.

Upcoming Webinars

The following LTAP webinars will be repeated on two consecutive days. Registration is free and will open 30 days prior to the webinar; email notifications will be sent. Register at gis.penndot.gov/ltap (under "Webinars").

Roadside Safety Features, July 9, 1 p.m., or July 10, Noon

This webinar will discuss safety concepts surrounding the roadside and how to keep vehicles on the road through pavement markings, guide rails, signs, and road surface improvements.

ABC's of Asset Management, September 24 or 25, Noon

Have you often wondered what can you do to maximize the life of all your assets, and how to start a plan to do that? This webinar will discuss asset management systems and their benefits to municipalities. Using examples from around Pennsylvania, the webinar will review different types of asset management systems and what assets are worth managing (from bridges to park benches). We will also discuss the use of modern technologies to accelerate data collection and system management.

Municipal Responsibilities on State Roads, November 19 or 20, Noon

PennDOT and municipalities share responsibilities for maintaining and operating roads for the traveling public. While some responsibilities are obvious, there are many intricacies to who is responsible for what traffic control devices, permits, sight distances, drainage, and others. This webinar will review the state laws and regulations that define these responsibilities and discuss example scenarios to clarify them. Ultimately, this webinar will help municipalities and PennDOT seamlessly maintain the roadway system for the public road user.

Emergency Preparedness from the Road Crew Perspective, December 10 or 11, Noon

Upcoming 2020 Classes

Because of COVID-19, classroom courses are on hold for now. Check your email regularly and go online at gis.penndot.gov/ltap for more information about when classes will resume. In the meantime, watch for announcements about virtual training.

EVENT UPDATE



Roadway Management Conference

Virtual Format — October 26-28

2020 RMC Hosted by

Delaware T2/LTAP Center

Maryland Transportation T2 Center

Pennsylvania Local Technical Assistance Program

UVA Transportation Training Academy (VA LTAP)

West Virginia Local Technical Assistance Program

This year's event to be held virtually.
DETAILS TO COME SOON

Visit the Conference website for more information.
<https://roadwaymanagementc.wixsite.com/home>