



moving FORWARD

WINTER 2021-22

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

A Sneak Peek at Publication 756 Changes Updates to Pennsylvania's Invasive Species Best Management Practices Are Coming Soon

by Susan Giannantonio, PE, CPESC, NTM Engineering

Municipal employees hear a lot about invasive species, but it's often just tidbits of information that do not provide full details about the implications and where to get more information. Invasive species can affect safety along roads and on public lands, decrease infrastructure longevity, and cause many other implications for municipalities. For example, invasive plants can overtake a roadside, blocking important signage and degrading guide rail.

To identify and manage concerns about invasive plants and animals, municipalities can look to LTAP and PennDOT for resources and support. PennDOT Publication 756 is a valuable resource containing best management practices (BMPs) for addressing invasive species throughout the state. This guide also contains information to aid in the identification and control of key invasive species.

What are invasive species?

Pennsylvania has hundreds of invasive species within its borders, but what exactly makes something invasive and not simply a nuisance? Federal Executive Order 13112 defines an invasive species as a plant, insect, animal, or other living organism, such as microbes, that is non-native or alien to the ecosystem and whose introduction causes or is likely to cause economic or environmental harm and is detrimental to human health.

As this definition highlights, invasive species are not just plants but could include any non-native living organism. Because there are so many non-native organisms, the definition clarifies that the organism must also cause harm to the system. Publication 756 lists invasive species, including plants, insects, and animals, that are most likely to occur adjacent to roads and around waters that cross the right of way.

How is Pennsylvania improving this approach?

Considering the large number of invasive plants in Pennsylvania and the variable impact each has on the natural ecosystem, the state has legislation to direct control and eradication efforts toward those species of greatest concern. The PA Controlled Plants and Noxious Weeds Act was enacted in 2017 and replaces prior legislation.

Under this new law, a noxious weed is defined as either 1) a plant part or plant in any stage of development that is determined to be injurious to crops, livestock, agricultural land, or other property, including forest land and bodies of water, or 2) any weed listed in 7 CFR 360.200. The act added classifications of noxious weeds to better prioritize and direct management protocols as follows:

- **Class A noxious weed** is established in the state, is geographically limited, and is intended to be eradicated.
- **Class B noxious weed** is widely established in the state and cannot feasibly be eradicated.
- **Class C noxious weed** is not yet known to exist in the state, but it poses a potential threat if introduced.
- **Controlled plant** is a plant species or subspecies that has been designated by the Noxious Weed and Controlled Plants Committee as a controlled plant and is regulated to prevent uncontained growth and to negate undesirable characteristics.

The Noxious Weed and Controlled Plants Committee, as established in the act, monitors and updates the listing over time. The regularly updated list appears on the website of the Pennsylvania Department

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PennDOT Publication 756

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An Agility Success Story

Cranberry Township and PennDOT's Butler County Operation Form Long-Lasting, Productive Bond Through Agility

When it comes to managing Pennsylvania's vast network of more than 120,000 miles of roads, PennDOT and its local government partners know the stiff challenges they must overcome. Increasingly, both these entities are turning to the cooperative Agility program, which celebrated its 25th anniversary in 2021.

One of the most compelling Agility success stories is the solid relationship that has developed between PennDOT's Butler County operation and Cranberry Township.

"It's one of the best programs that has been offered around the state for municipalities in general," Jason Dailey, Cranberry's utilities director and former public works director, says. "We have certainly had a really good experience with the program."

A Productive Arrangement

Chris Robinson, roadway programs coordinator for PennDOT's Butler County operation, applauds Cranberry Township for its involvement with Agility.

"They and Jason have been absolutely great to us and been a big help," Robinson says. "We've actually received compliments from some of the other groups we've had meetings with on how we were able to make that happen. It's been good for everybody."

One innovative aspect of the Cranberry-PennDOT relationship is access to much-needed meeting space that the township provides.

"We've always been creative with it," Dailey notes of the Agility arrangements. "And that goes to the district being very open with it and very forward thinking as well and having really good insight into how we can utilize this program."

Robinson adds, "In their case, the meeting space isn't really about us saving money but having access to a resource that wouldn't otherwise be available, which is a good thing."

"There are always opportunities [through Agility]," he says. "You always look for things

PennDOT's **Agility** PROGRAM

Did You Know?

The travelling public benefits from PennDOT and its eligible partners exchanging services, equipment and staff without monetary payments. Agility also helps PennDOT and its partners make the most of limited resources, while developing strong and rewarding relationships.



EXAMPLE: Partner performs winter services in exchange for PennDOT seal coating local roads.

Who is Eligible?



LOCAL & COUNTY
GOVERNMENTS



SCHOOL DISTRICTS
& PUBLIC COLLEGES



VOLUNTEER FIRE COMPANIES
& CHARITABLE HOSPITALS

And More!

Program Benefits

- Completes work that otherwise may not have been done
- Provides better service to the public
- Provides smoother, safer and cleaner roads, bridges and roadsides
- Uses funds more efficiently and effectively



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LEARN MORE AT: PennDOT.gov > Doing Business > Local Government > Agility Program
EMAIL: PDAGILITY@pa.gov

Agility *continued from page 2*

you can do easier than they can, and that is usually where you can find the sweet spot of where the savings are.”

Positive Reviews

Robinson cites how an Agility agreement helped increase winter service on U.S. Route 422 in Butler County at a spot not near any PennDOT stockpiles. PennDOT worked out an arrangement to park one of its plows at a municipality’s stockpile.

“The first year we did that, we had phone calls praising us for the increase in service without us actually telling the community anything about it,” Robinson says. “So, it was a noticeable difference right off the bat. It is things like that. A little creativity and a little bit just talking about things, and you’d be surprised what you can come up with.”

Dailey refers to the advantages of what he calls PennDOT’s well-earned reputation for expertise.

“PennDOT is very well known for the high product quality it puts out for its single- and double-seal applications, and we have taken advantage of that program,” he says. “We’ve taken advantage of their line painting program. In trading for different things and getting the expertise that it brings, a municipality can take advantage of the high-quality product that is part of this program. We always realize significant savings.”

He points out the simple bartering aspect of Agility.

“Essentially, the Agility program is a this for that,” Dailey says. “One is providing one thing, and you are getting a good quality product from PennDOT in return. This program really has been a big benefit for us in that fashion.”

Saving on Costs

In addition to getting quality service from PennDOT, municipalities that participate in the Agility program benefit from cost savings.

“If it’s not 50% savings, oftentimes it’s pretty close to that, if not more,” Dailey says. “There’s a mutual benefit that’s being shared between the two entities involved in the program.”

He notes that Cranberry Township has aggressively checked the quality of the Agility services and has always found them to be excellent.

“When we’ve looked at the cost benefit, we found it always pays to participate in a program like this,” he says.

Agility can also inspire creativity on both sides of the transactions.

“Consider the creativity you can bring to the exchange and the flexibility the district offices have to make this program work for everyone, and the opportunities are really endless,” Dailey says. “If you can think it up, your district will work with you to make that happen.”

He urges municipalities to consider Agility participation.

“Whether you are a large or a small municipality, this program has something to offer everyone,” he says. “It is really not just for a sophisticated community. This is a very achievable program than can be done whether you are a township, borough, or third-class city. This program is for everyone.”

For more information about the program, visit the Agility page under “Doing Business” and then “Local Government” on PennDOT’s website, www.penndot.gov.

This is the second in a series of articles celebrating the 25th anniversary of PennDOT’s Agility Program. 📌

Invasive Species *continued from page 1*

of Agriculture (PDA). The PDA has the authority to enforce control and eradication of noxious species using a complaint form, which can be submitted by concerned parties.

What do municipalities need to know?

If a property owner fails to respond to a violation and order, the PDA may assess penalties and direct the municipality to perform the removal of the noxious species. The law incorporates methods for a municipality to recoup its costs in these instances.

Municipal-owned rights of way, park lands, and other properties could also be the subject of a PDA-filed complaint if noxious weeds are causing injury or harm as defined by the law. In this case, a citizen or entity has the right to file a PDA complaint about noxious weeds growing on municipal lands. As the recipient of the PDA violation order, the municipality must respond to and address the concern at its own cost.

To aid in compliance with the law, municipalities can reference Publication 756, which is currently being updated to incorporate the new PA Controlled Plants and Noxious Weeds Act classification system and additional plants. Chapter one will detail the updated law, while chapter two will review BMPs, which contain specific approaches for handling the various classes of noxious weeds. Chapter three will contain updated listings of all the plants currently on the Class A and B lists as well as detailed writeups of select species commonly found in the right of way.

Municipalities will be able to use this updated reference to help identify and implement appropriate BMPs for control and eradication of invasive species.

How can LTAP help?

LTAP’s Roadside Vegetation Management course presents an in-depth review of the law, provides overviews of noxious and invasive species, and details how to develop a well-rounded integrated vegetation management program. The course is scheduled throughout the year and can be presented upon request.

LTAP Tech Sheet #218, which has been newly updated to incorporate changes in the law, summarizes key points from the Roadside Vegetation Management course. 📌



Landscape overtaken by kudzu, a Class A noxious weed. (Photo c/o Gerald Holmes, Strawberry Center, Cal Poly San Luis Obispo, Bugwood.org)

Improving Safety at Intersections

New PennDOT Policy Gives Pedestrians a 'Head Start' at Traffic Signals

by Jennifer Warner Hayman, Michael Baker International

Imagine that you're a pedestrian standing on the corner of a signalized intersection, waiting to cross. When the light turns green and the pedestrian signal shows the walk symbol, a vehicle begins turning right across the crosswalk at the exact moment that you step off the curb to enter the intersection. While vehicles are required to yield to pedestrians in the crosswalk who are crossing with a walk signal, this doesn't always happen. If you didn't see the car coming from behind you or the car does not see you, your safety is at stake.

PennDOT has recently published a new policy via Strike-off Letter 494-21-09 for a low-cost countermeasure to reduce these types of vehicle-pedestrian conflicts at signalized intersections. It is called leading pedestrian interval or LPI.

What is LPI and how does it work?

LPI is a traffic signal-timing safety countermeasure that is also known as "pedestrian head start" or "delayed vehicle green." With LPI, a pedestrian walk signal indicator activates a few seconds before vehicles are given a concurrent green signal. This delay in the green light allows pedestrians to establish their presence in the crosswalk and increase their visibility before vehicles begin moving.

LPI is estimated to reduce pedestrian-vehicle crashes by 19% at signalized intersections in urban and suburban areas. The technology has been recommended as an FHWA "proven safety countermeasure" that offers significant, measurable safety improvements at signalized traffic signals with pedestrian crossings.

This graphic illustrates how LPI works.



What is the new LPI policy?

The Leading Pedestrian Interval (LPI) Policy for Traffic Signals establishes guidance for implementing LPI at new and existing intersections with traffic signals. The policy can be accessed online at www.dot.state.pa.us/public/Bureaus/BOMO/Portal/SOL/494-21-09.pdf. As outlined in the policy, the decision to implement LPI should be

based on engineering judgment. The following considerations may influence the decision:

- Local experiences
- Crash data and conditions
- Land use context
- Intersection type and operation
- Visibility issues
- Traffic controller capabilities

The policy also provides guidance on design considerations for LPI applications.

What are the steps for installing LPI?

- 1) Perform an engineering study.
- 2) Document the decision to implement LPI using the TE-672 Form: Pedestrian Accommodations at Signalized Intersections (available at www.dot.state.pa.us/public/PubsForms/Forms/TE-672.pdf).
- 3) Update the traffic signal permit for the intersection to reflect revised timings.
- 4) Submit the TE-672 Form and updated traffic signal permit to your regional PennDOT Engineering District Traffic Unit for review.
- 5) After receiving approval and permit signatures, update the timing in the traffic signal controller.

For more information

Check out the PennDOT Traffic Signal Portal at [www.dot.state.pa.us/portal/information/traffic signal portal/index.html](http://www.dot.state.pa.us/portal/information/traffic%20signal%20portal/index.html) for resources about traffic signals in Pennsylvania. You can direct your questions about LPI and traffic signals to the appropriate local contact on the PennDOT Traffic Signal Contacts List in the portal (click on "Contacts" under the Menu tab).

IN OTHER TRAFFIC SIGNAL NEWS:

PennDOT Reissues Publication 191 on Maintaining Traffic Signals

PennDOT's Bureau of Maintenance and Operations (BOMO) has renamed and reissued Publication 191, *Traffic Signal Maintenance Manual* (12-20), to provide the latest industry standards and guidelines for maintaining and operating traffic signals within Pennsylvania.

The 2020 edition supersedes the 2010 edition, which was called *Guidelines for the Maintenance of Traffic Signal Systems*, and cancels the following forms: Form TE-699, Traffic Signal Descriptions (4-09); Form TE-971, Master Intersection Record (8-10); Form TE-972, Response Maintenance Record (7-10); and Form TE-973, Preventative Maintenance Record (8-10).

New policies under the reissued Publication 191 include:

- Process and content revisions of municipal Traffic Signal Maintenance Agreements (TSMA), which are required before issuing a new or revised traffic signal permit (see Section 2.1). The standard TSMA applies to all traffic signals owned by the permittee in perpetuity. Note that only one TSMA is required for a permittee, no matter how many traffic signals the permittee owns.

Standard templates of the agreement (the language should not be altered) are available via PennDOT's Traffic Signal Portal. Go to [www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSMA Instructions.pdf](http://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSMA%20Instructions.pdf) to access instructions for completing the agreement. Links to the template are contained within the instructions.

- Preventative, response, and operational maintenance requirements (see Chapters 4 and 5); and

Safety at intersections *continued from page 4*

- The roles and responsibilities of the PennDOT engineering districts and municipal traffic signal permittees to retain traffic signal asset data within PennDOT's Traffic Signal Asset Management System (see Section 7.1.2).

Publication 191 is available for download at www.dot.state.pa.us/public/PubsForms/Publications/PUB_191.pdf. For questions about the new guidance, call Stephen Gault, chief of TSMO Arterials and Planning Section, at (717) 787-6988.

Maintenance Agreements Found on New Page on Traffic Signal Portal

PennDOT has developed a new page on its Traffic Signal Portal that contains information about Traffic Signal Maintenance Agreements. The page includes instructions, frequently asked questions (FAQ), a sample resolution, and two versions of the template agreement (digital and paper, depending on how the municipality wants to file the document).

PennDOT signal staff ensures that the agreement available on the Traffic Signal Portal reflects any changes from the Office of Chief Counsel (OCC). Therefore, language in the agreement should not be altered, and municipalities should be sure to use the latest template from that page and not store copies of the agreement template on their computer. The page can be accessed at [www.dot.state.pa.us/Portal/Information/Traffic Signal Portal/TSMA.html](http://www.dot.state.pa.us/Portal/Information/Traffic%20Signal%20Portal/TSMA.html).

In August 2021, the Office of General Counsel (OGC) and the Office of Attorney General (OAG) granted form approval status for Traffic Signal Maintenance Agreements. The agreements no longer need to be routed to OGC and OAG for signatures, thus significantly shortening the time necessary for PennDOT to approve agreements. The signature page of the Traffic Signal Maintenance Agreement templates has been updated to remove signatures that are no longer necessary and instead reference the form approvals. Also, due to low usage and technical issues, PennDOT has discontinued use of the "digital signature" template. Instead, the signature page should be printed for signatures, and the signed version should be scanned and sent to signals@pa.gov. 

Success Story

PennDOT Multimodal Project Improving Accessibility at Ohiopyle State Park Recognized in National Contest

PennDOT's Ohiopyle Multimodal Gateway Project was among the top 12 finalists in the American Association of State Highway and Transportation Officials' 2021 America's Transportation Awards competition. The finalists were whittled down from 80 nominees from 35 state DOTs via four U.S. regional contests.

"Though our multimodal project did not win an award," Secretary of Transportation Yassmin Gramian says, "to have been named among the best of the best is truly reflective of the effort that went into the planning and construction of the improvements at Ohiopyle State Park, now enjoyed by thousands of nature enthusiasts."

The Ohiopyle Multimodal Gateway Project was recognized in the category of Community Development/Quality of Life for providing



The superstructure replacement (shown from the northbound SR 381 approach) includes a 10-foot-wide shared-use path on the downstream side, lighting, and a speed table for

traffic calming. Paraphets are stamped with a wampum pattern from Tribal Council coordination in the NEPA phase.



Stamped asphalt is used for traffic calming and delineation of pedestrian crosswalks. A dedicated bike lane can be seen on the left side of the photo.



The view from the south side of the project includes the relocated Sugarloaf Road, the updated boaters parking lot with pervious pavement, and the entrance to the pedestrian underpass.

safer multimodal options around this popular state park, which receives almost 1.5 million visitors annually. To improve accessibility and safety for pedestrians, bicyclists, boaters, and motorists along SR 381 in Fayette County, the \$12.8 million Ohiopyle Multimodal Gateway project encompassed several improvements:

- Replacing the SR 381 bridge over the Youghiogheny River, which included wider lanes for vehicles and a 10-foot-wide shared-use pedestrian and bike path with a wide shoulder.
- Relocating Sugarloaf Road to improve the grade, reconstruct the boaters parking lot, and create a pedestrian underpass.
- Widening SR 381 to allow for continuous sidewalks and on-street parking and building a dedicated bike lane away from SR 381 traffic.

Sponsored by the American Association of State Highway and Transportation Officials, AAA, and the U.S. Chamber of Commerce, the competition evaluates projects in three categories: Quality of Life/Community Development; Best Use of Technology & Innovation; and Operations Excellence. The projects are also divided into three sizes: small (costing up to \$25 million), medium (costing between \$26 and \$200 million), and large (costing more than \$200 million).

To learn more about the America's Transportation Awards projects, visit www.AmericasTransportationAwards.org. 



This view of the boaters parking lot shows outfitters in the background and the park's visitors center on the far left.



An underpass was installed to provide pedestrians with safe access between the visitors center and the boaters parking lot.



The SR 381 corridor heading south was widened to include sidewalks and space for on-street parking.

Meet Michael Dudrich

Transportation Planning Specialist, PennDOT



Michael Dudrich is the LTAP program manager for PennDOT.

Tell us about yourself.

I'm originally from the Harrisburg area. After graduating from Temple University with a bachelor's degree in Geography and Urban Planning, I worked for UPS for about two years. I then began working for PennDOT in the Highway Safety Section, where I served as the section's grant fiscal manager and then took on duties as a regional program manager. After about 10 years there, I became a transportation planning specialist last March.

When I'm not working, I enjoy playing soccer, traveling, cycling, hiking, and reading, among other things.

What is your role with LTAP and what are your goals for the program?

As the program manager for LTAP at PennDOT, I'd like to do my part in helping the system function as efficiently as possible so that LTAP instructors and technical experts can continue to do a great job and municipalities have access to the services they need.

What have you learned about LTAP since you started?

The biggest thing is the comprehensive nature of the services offered by the program. The instructors' depth of knowledge presented on every subject is very impressive.

Why is the program valuable to local governments? What are its benefits for PennDOT?

The program is valuable to local governments because of the wide variety of free classes and assistance that LTAP offers. LTAP can address almost any transportation issue that a municipality could have — and at no cost to the municipality.

The benefit to PennDOT lies in LTAP's capacity to connect 2,500-plus municipalities with the department. Feedback from the program gives the state a better idea of what our municipalities need.

What advice do you have for municipalities about taking advantage of LTAP services?

It's easy to take advantage of LTAP services. I would advise them to look around on the LTAP website to see the kinds of classes and services that are offered. Call or email us, and we'll be happy to point you in the right direction. 🦋



In his spare time, Mike likes hiking and staying active.

LTAP SUCCESS STORY

by Marvin Ta, Pennoni

In October 2020 as students started returning to in-person school, Quarryville Borough expressed concerns about student safety in the area around the Quarryville Elementary School. Most of the students walking to the school cross Hess Street at either Third or Fourth streets.

At the time of the LTAP field visit, Hess Street had school speed limit signs posting 15 miles per hour. However, the borough could not find any records of a study or a PennDOT-issued permit to justify the existing school zone. Since the school zone was unofficially established, borough police had a difficult time enforcing the speed limit. Per the PA Code, Title 67, Section 212.501, PennDOT is responsible for approving the establishment of all school zones (including on local roads) unless the municipality has received municipal traffic engineering certification or is a city of the first or second class.

Using PennDOT's study form for school zones (TE-112), LTAP assisted the borough with conducting a study to determine the length of the school zone, the effective times for the school zone, and the appropriate signs and pavement markings within the zone. The study allowed the borough to receive approval and a permit from PennDOT to officially establish the school zone on Hess Street with designated times for enforcement.

Need help with school zones in your municipality?

Call 1-800-FOR-LTAP (367-5827) or email LTAP@pa.gov. More information on school speed limits is available by attending the LTAP Speed Limits and Speed Management Course. 🦋

Making a School Zone Safer in Quarryville Borough, Lancaster County



This aerial view of the study area shows the location of the school along Hess Street.

BEFORE



AFTER



The school zone signs before (left) and after (right) the LTAP-assisted study that helped to justify the 15-mph speed zone and the hours it is enforced.

STIC Spotlight Brushing Loader Attachment Improves Roadside Vegetation Management

To improve the efficiency and safety of roadside vegetation management, PennDOT and several local governments are exploring brushing loader attachments for their equipment inventories. The State Transportation Innovation Council's (STIC) Maintenance Technical Advisory Group (TAG) is advancing this innovation to help crews be more efficient, increase operator visibility, and reach overhead obstacles that would otherwise prevent effective tree or brush trimming.

A brushing loader attachment can be connected to loaders 25,000 pounds and larger to trim trees and brush along the roadway. From the safety of the loader's cab, an operator can effectively complete tree canopy removal and conduct daylighting and brushing operations, an activity that occurs across all counties in Pennsylvania.

Versatility and Benefits

Fermanagh Township in Juniata County held a demonstration in mid-March for a brushing loader attachment it had purchased. PennDOT's Fleet Management Division (FMD) participated in the demonstration.

"Our Fleet Management Division employees liked the equipment and thought it had a lot of benefits," says Dean A. Poleti, P.E., Maintenance TAG leader and maintenance services engineer in PennDOT's District 11 in the Pittsburgh region.

A second demonstration was held later in March at the Interstate-79 interchange in Carnegie, Allegheny County, with a Mower Max piece of equipment. Organized by PennDOT's FMD, the demonstration was attended by representatives from PennDOT's Operations and Performance Office and District 11, including several PennDOT Beaver County equipment operators.

"The Mower Max is a stand-alone piece with different attachments for mowing and vertical vegetation removal," Poleti says. "It is a nice piece of equipment with a lot of versatility."

The Maintenance TAG is looking to purchase a brushing loader attachment to use for pilot purposes statewide. The piece of equipment would be rotated among the districts to see how PennDOT equipment operators like it and get their feedback.

"With a brushing loader attachment, there is a lot of versatility," Poleti says. "It would keep someone inside the cab rather than have that individual exposed while using a weed whacker or chainsaw working on a hillside where they could fall or twist an ankle. Anything to make the job more mechanical will be safer for employees."

A brushing loader attachment would also help municipal road crews to be more efficient and handle longer stretches of roadside. Since the attachment usually goes on a front loader, which not all municipalities have, Poleti notes that Agility opportunities could help to make the device available to municipalities.

"If PennDOT owned the front loader attachment, we could send an operator to a municipality for whatever roadside management was needed, and the municipality could offer one of its services in exchange," Poleti says. "It definitely has Agility potential."

Catalog of Innovative Tools

The Maintenance TAG is also developing a catalog of innovative vegetation management equipment for use by PennDOT county managers and their assistants as well as local governments. Once finalized, the catalog will provide PennDOT and its partners with easy reference to select innovative tools for clearing tree canopies and other roadside vegetation. Such implements could include



STIC's Maintenance Technical Advisory Group is promoting the use of brushing loader attachments to help crews be more efficient, increase operator visibility, and reach overhead obstacles when brush or tree trimming.



The Mower Max is a stand-alone piece of equipment with different attachments for mowing and vertical vegetation removal.

vegetation removal-related equipment, roadside mowers, tree shearers, forest mulchers, and attachments to mow around high-tension cables.

The Innovation Development Team, led by PennDOT's FMD Chief and Innovation Owner Michael A. Martin, has developed a draft of the catalog and is now making modifications and adding equipment photos. Martin expects final editing and formatting to take several more months. The catalog will provide best practices and equipment availability for sharing opportunities.

"With the catalog, the maintenance staffs from all of our partners can sit down and identify pieces of equipment that could serve as best practices and which they would like to use," Martin says.

More information is available on the Agility page under "Doing Business" and then "Local Government" on PennDOT's website, www.penndot.gov. 



State Transportation
Innovation Council (STIC)

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www.penndot.gov/about-us/PennDOT2020

Upcoming LTAP Training

American with Disabilities Act (ADA)

February 10 – Berks County

Asphalt Roads CMP

March 2 – Chester County
April 5 – Lycoming County
April 13 – Berks County

Bridge & Culvert Inspections for Municipalities

April 6 – Chester County

Curves on Local Roads: Issues and Safety Tools

February 1 – Virtual

Drainage: The Key to Roads that Last

March 22 – Lycoming County
May 4 – Chester County

Introduction to Traffic Studies

August 9 – Berks County

Local Road Safety Plans

February 15 – Virtual

Road Safety Audit

March 1 – Virtual

Roadside Safety Features v.11

March 8 & 9 – Virtual
March 22 – Chester County

Roadside Safety Vegetation

March 30 – Schuylkill County

Safe Drive v.11

February 11 – Chester County
February 22 – Virtual

Speed Limits & Speed Management

June 7 – Berks County

Stop Signs & Intersections Traffic Control

April 21 – Chester County

Unpaved & Gravel Roads CMP

February 1 – Schuylkill County

Winter Maintenance 101

December 14 – Berks County

Classes are being held in person and virtually. Check the website, 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. Here is a sampling of upcoming scheduled classes. **All classes are free!**

Drop-in Sessions

Developing a Prioritized Program of Stormwater Facility Maintenance
February 3 – Virtual

Incorporating Stormwater Improvements into PennDOT Roadway Projects
March 3 – Virtual

Webinar

Road Surface Management
March 17 & 18

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. 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 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.

Show Off Your Road Crew's Innovative Gadgets and Ideas by Entering the 2022 Build a Better Mousetrap Contest

Has one of your employees recently built an innovative gadget or come up with a better way to do a job? If so, now is the time to show it off by entering the 2022 Build a Better Mousetrap Competition.

PennDOT is looking for projects that municipal employees or road crews designed and built. It can be anything from the development of tools and equipment modifications to processes that increase safety, reduce costs, or improve efficiency or the quality of transportation.

If you have a project that you think is worthy of recognition, submit your entry by **May 6, 2022**. PennDOT will choose winners in May and recognize them at the annual conference of the winners' respective municipal associations. Entries will be judged by a committee of municipal road employees on cost savings/benefits to the community, ingenuity, transferability to others, and effectiveness.

The winning entries will be submitted into the national competition for prizes and, of course, bragging rights. Winners of the national competition will be announced at the annual LTAP/TTAP national conference next summer. All entries at the national level will be posted on the LTAP/TTAP website and compiled into an electronic booklet.

To download entry forms for the 2022 Build a Better Mousetrap Competition, go to gis.penndot.gov/ltap and click on "News Items." Complete the entry form and return it by May 6 to PennDOT-LTAP, c/o PSATS, 4855 Woodland Drive, Enola, PA 17025 or email it to katkinson@psats.org. For more information, call Karen Atkinson at (717) 763-0930, ext. 156. 

Congratulations to the following Roads Scholars!

The following scholars were certified between August 1 and Oct 31, 2021:

Roads Scholar I:

- Paul W. Twale, Elizabeth Township, Allegheny County
- Michael Esterlis, Upper Uwchlan Township, Chester County
- Ross Miller, North Manheim Township, Schuylkill County

Roads Scholar II:

- Gabriele Mastroberardino, Pittsburgh City, Allegheny County
- Eli Kosanovich, West Mayfield Borough, Beaver County
- Judy Houck, Spring Township, Berks County
- Daniel Zmuida, Upper Uwchlan Township, Chester County
- Jared Comp, East Pennsboro Township, Cumberland County
- Tom Estright, East Pennsboro Township, Cumberland County
- Chad E. Yohe, East Pennsboro Township, Cumberland County
- Allen L. Spaw, Georges Township, Fayette County
- Suzanne E. Sepic, Uniontown City, Fayette County
- Jarrid D. Shulla, Plymouth Borough, Luzerne County
- Ian R. Hammer, Springfield Township, Montgomery County

Roads Scholar Administrative:

- Tom Bayly, Findley Township, Allegheny County
- Alicia Ramsey, Clarion Borough, Clarion County
- Dawn Koch, Washington Township, Schuylkill County

Roads Scholar Police:

- Eli Kosanovich, West Mayfield Borough, Beaver County
- Daniel Zmuida, Upper Uwchlan Township, Chester County
- Paul E. Jewell, Hermitage City, Mercer 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 and look for the release under "Roads Scholar Program."