



moving FORWARD

SPRING 2022

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

Pavement Management Plan Can Help Municipalities Better Manage Their Roads

Revised LTAP course provides a roadmap

by Kyle R. Turner, P.E., CEDARVILLE Engineering Group

Municipalities are responsible for more than 78,000 miles of roads throughout Pennsylvania. This responsibility involves ensuring that roads are safe for the public and in good condition for vehicles to drive on.

So, what's your plan for managing your roadways? Roads are a major asset for municipalities, and it is vital to have a plan in place that will extend the lifespan and reduce maintenance costs of roads while ensuring that they aren't a hazard to the motoring public. LTAP's newly revised Roadway Surface Management V.II course can assist you by introducing the overall process for creating a pavement management plan.

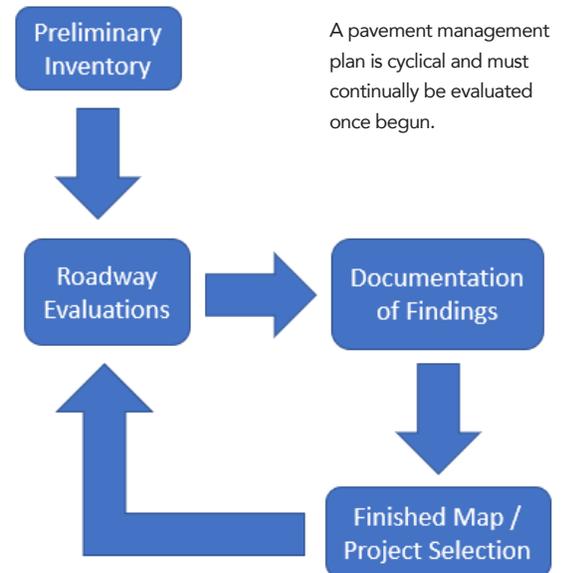


Snow plowing can lead to the unintentional removal of severely damaged pavement sections, thus creating potholes and areas for water to enter the pavement.

Plan it Out

On the surface, maintaining roads might appear simple: Fix the ones that are in the most distress first and go on from there. However, many other factors must go into the planning process to allow your roads to be managed cost-effectively. Being able to analyze roadway conditions and effectively treat them before they deteriorate further will save you time and money in the long run.

When developing a pavement management plan, remember that it is a cyclical process and must continually be evaluated once the plan has begun. Keep in mind that road conditions are constantly changing. Increased rain events or the need to frequently plow can alter roadway conditions and change the overall management plan. By having the most up-to-date information about your roads throughout the



management process, you can create the best plan possible for your network.

Inventory Assets

To be able to properly manage your assets, you must determine exactly what you have. Inventories help collect and store information about your roads in one central location that makes it easier for all parties involved to review the data. A great way to begin is to coordinate with your local PennDOT Municipal Services representative, who can provide a list of roads in your municipality.

Start building a robust database by collecting the basic attributes associated with each roadway. This should include the road length, width, and condition rating among other details.

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Pavement Management *continued from page 1*

The inventory creation process is also a good time to collect other information beyond the standard details and inventory other municipally owned assets. This final inventory will act as the foundation for your planning efforts to help you effectively analyze which projects should take priority.

Road Name	WIDTH	Length (ft)	Road Score	Road Surface Type
Adelphia LA	25	827	6	paved
Art School RD	16	1757	3	paved
Art School RD	22	1552	6	paved
Barrington LA	25	2190	8	paved
Bartlett LA	16	3919	4	gravel
Bartlett LA	25	2019	9	paved
Beaver Hill RD	14		7	paved
Beaver Hill RD	14	14129	7	gravel
Bertolet School RD	18	2494	8	gravel
Black Horse RD	17	5659	6	gravel
Black Horse RD	20	1075	10	paved
Brian WY	26	476	9	paved
Brighton WY	24	710	9	paved

Build a database by collecting basic attributes, such as width, length, road type, and condition rating, for each of your roads.

Evaluate Roads

A critical component in developing a management plan is to evaluate each roadway and determine its current structural/physical and functional characteristics. The structural evaluation involves reviewing how safe the roadway is and determining its ability to support vehicle traffic. This is especially important if the volume or type of traffic has changed since the road's construction or latest round of maintenance. The functional evaluation defines the drivability of the roadway based on identifying distresses.

An effective method for evaluating distresses on roads is the Pavement Surface Evaluation and Rating (PASER) system. This system relies on visually observed distresses in the roadway to assign a corresponding rating. There is a separate manual for each type of road surface: sealcoats, gravel roads, brick and block, concrete roads, asphalt roads, and unimproved roads.

With the PASER system, each condition rating score directly corresponds to a recommended maintenance or repair category. It is intended to streamline the evaluation and project selection process by

Being able to analyze roadway conditions and effectively treat them before they deteriorate further will save you time and money in the long run.

taking the guesswork out of which maintenance activity is needed.

Select Projects

The next step in the process is to evaluate potential projects and determine the order in which they need to be completed. When evaluating these projects, you should take pavement preservation into account.

Pavement preservation is the strategic method of project planning that protects the overall pavement structure and extends the life of pavement. Implementing this method avoids the "worst first" mentality of roadway management that causes

needless amounts of money to be spent restoring severely deteriorated roads. In the long run, it also helps to provide you with better control of the condition of your network and how you spend your maintenance funding.

When conducting pavement preservation, you should also take into account other factors that you deem important, whether it is traffic volumes, truck traffic, or safety concerns, and review them with the roadway's existing condition.

LTAP Can Help

Developing a plan may seem overwhelming no matter what size network you have. LTAP's Roadway Surface Management Course V.II. is designed to help guide attendees in evaluating their roads and developing their plans. With roadway conditions constantly changing, it's important to understand which projects should take priority so that you address a potential problem before it becomes an issue.

To learn more about the Roadway Surface Management Course V.II, contact LTAP at gis.penndot.gov/ltap or 1-800-FOR-LTAP. 



A good pavement management system includes evaluating distresses on road surfaces.

Keep in mind that road conditions are constantly changing.

Transportation News Briefs

LATEST INFORMATION FROM PENNDOT & OTHERS

Legislation Aims to Advance Automated Vehicle Deployment in PA

PennDOT joined Sen. Wayne Langerholc (R-Johnstown), chair of the Senate Transportation Committee, along with Carnegie Mellon University President Farnam Jahanian and other municipal and industry representatives to present Senate Bill 965, which is designed to advance automated vehicle testing in Pennsylvania by allowing highly automated vehicles (HAVs) to be tested on the state's roads without a person behind the wheel.

"PennDOT is actively working with various stakeholders to prepare Pennsylvania roadways for large-scale deployment of AVs in the future," PennDOT Secretary Yassmin Gramian says. "This may seem futuristic to some, but the future is being built in our backyard."

More than 15 states already have legislation authorizing the testing and commercial deployment of HAVs. There are now 11 co-sponsors to this bill. Testing has been occurring on public roads in Pennsylvania since 2011, with eight companies authorized to test HAVs in 56 counties across the state.

Learn more about the department's automated vehicle endeavors on PennDOT's website, www.penndot.gov (under the "Projects and Programs" tab, click on "Research and Testing" and then "automated vehicles").



PennDOT Seeking New Products for Lower Volume Local Roads

PennDOT Bureau of Planning and Research, Municipal Outreach Section, is looking for "new" products or procedures to research and possibly include in Publication 447, which contains products approved for purchase with liquid fuels funds to help maintain local and rural roads and streets.

PennDOT recently approved a new five-year testing contract with Penn State University, who has partnered with the state agency for the

past 15 to 20 years and whose expertise and laboratory testing have been helpful to the success of the Pub 447 program targeting products for low-volume local roads. (Publication 408, Bulletin 15, and other publications concentrate on higher use and volume roads.)

In the past, many now commonly used procedures and products were vetted and approved for Pub 447, including cold mix paving materials, seal coats and chip seals (using larger and smaller aggregates as needed for traffic loading), seal coats with paving fabric, fiberized seal coats and stress-absorbing membranes, full-depth reclamation, dust control products, and salt brine for municipal use. These products have been tested, and at times, the specifications have been reviewed to ensure that they are updated as changes are required.

Anyone with suggestions on new products or procedures to research or any other input that might benefit the program should contact Tom Welker at twelker@pa.gov or 717-783-3721.

'Living Snow Fence' Helps to Control Blowing Snow

At one time, snow fence was a common sight across Pennsylvania's landscape, but the material proved costly and labor intensive to use so the state began to phase out the process. Today, you can still see snow fence dotting the landscape in areas of high winds and drifting snow, but its use has been drastically reduced.

Instead, PennDOT Districts 3 and 9 are teaming up with Mother Nature to use trees and shrubs as "living snow fence," which lasts twice as long and costs four to seven times less to install than standard snow fence. While many species of trees or shrubs can be used, some species are more well suited for trapping snow. A species of shrub willows, which grow quickly and perform well in both poor growing conditions and harsh environments, works well along roadsides in areas subject to drifting snow.

These willows, which can be purchased as live stakes, are easy to plant, inexpensive, and maintenance free. Planting them is as simple as pushing the 20-inch rebar-sized stakes into the ground in early spring. With no root ball, there is no hole to dig. Two rows of plants spaced two feet apart soon provide a fence capable of trapping snow.

Salix purpurea, more commonly known as streamco willow, is the

genus and species most often used in PennDOT's Living Snow Fence Program. Because it is a "male" plant and does not produce seed, it stays put when planted off the right-of-way. It is also adaptable to a variety of soil conditions, including poor soil or drainage conditions often found in the right-of-way.

District 9 has installed living snow fence in Cambria and Somerset counties and is continually evaluating its use in other counties.

In District 3, living snow fence is located at an interchange along I-180 in Lycoming County at a main artery for traffic heading to and from the Lycoming Mall.

Living snow fence lasts twice as long and costs four to seven times less to install than standard snow fence.

A Primer to Understanding Proven Safety Countermeasures

FHWA Employs Strategy to Make Roads Safer

by Pat Wright, Pennoni

The Federal Highway Administration's Proven Safety Countermeasures initiative is a collection of countermeasures and strategies effective in reducing fatalities and serious injuries on the nation's highways. Transportation agencies are strongly encouraged to consider widespread implementation of proven safety countermeasures (PSCs) to accelerate the achievement of local, state, and national safety goals.

The FHWA, PennDOT, and LTAP are promoting widespread application of these PSCs. The following questions and answers will shed more light on how this initiative works and what it means for local governments.



Enhanced delineation at curves is a proven safety countermeasure.

What does 'proven' mean?

Safety studies that the FHWA and other agencies have conducted on these countermeasures have provided enough statistically significant evidence to show that the PSCs will improve safety. For each countermeasure, the FHWA identifies crash reduction factors.

Why is there a push to implement these countermeasures?

The FHWA has determined that the countermeasures are underused, and thus widespread implementation of these PSCs would improve safety on roads.

How long has the FHWA been promoting PSCs?

The program started in 2008 with nine PSCs and has evolved over time to add more and refine the existing PSCs. In December 2021, the FHWA added eight more PSCs, to bring the total to 28. The 28 PSCs are organized into five categories:

- 1) Speed Management (3 PSCs)
- 2) Roadway Departure (6 PSCs)
- 3) Intersections (7 PSCs)
- 4) Pedestrians and Bicycles (8 PSCs)
- 5) Crosscutting (4 PSCs)

Where can I find more information on the PSCs?

The FHWA has a website dedicated to PSCs, safety.fhwa.dot.gov/provencountermeasures/. It has developed one-page summary sheets on the 28 countermeasures. Each summary sheet identifies the PSC and discusses applications, considerations, and safety benefits. You can also access a booklet of the PSCs on the website safety.fhwa.dot.gov/provencountermeasures/pdf/FHWA-SA-21-071_PSC%20Booklet_508.pdf



This one-page summary sheet provides information on the countermeasure backplates with retroreflective borders.

Do these countermeasures apply to local roads?

Yes, the PSCs apply to all types of roads, including rural, suburban, urban, low-volume, and high-volume, as well as all parts of roads from rural curves to busy urban signalized intersections.

However, current Pennsylvania law does not permit the application of all PSCs on local roads. For example, speed safety cameras, variable speed limits, and pedestrian hybrid beacons cannot be installed on local roads. Speed safety cameras are only permitted in certain work zones, and variable speed limits are only approved for certain roads. Pedestrian hybrid beacons are also not approved for use in Pennsylvania.

Are countermeasures complicated and expensive to install?

While some PSCs can be expensive and longer-term projects, such as designing and building a roundabout or implementing a roadway reconfiguration (road diet), many of the PSCs are low-cost safety solutions that can be studied and installed quickly and can be built into a municipal work program. Although countermeasures may require a study (conducted by you or an engineer), many are as simple as painting a new high visibility crosswalk or adding reflective post strips to a signpost. For example, providing proper signs for curves or installing high-visibility crosswalk markings are simple yet effective ways to improve safety.



A simple and effective PSC is establishing appropriate speed limits for all road users.



LTAP assisted Dover Township, York County, with a study to install enhanced delineation for curves.

What is meant by systemic application?

Some of the PSCs are appropriate for a systemic approach, which involves taking one set of PSCs and installing them at other similar locations within your community. For example, you can install stop-control intersection treatments at all your intersections with higher speed approaches and higher volume routes. Likewise, you can apply curve signing treatments on all local roads with curves under a certain radius.

The systemic safety planning process involves identifying the problem, screening and prioritizing candidate locations, selecting countermeasures, and prioritizing projects.

The premise that makes systemic safety planning different from traditional network screening techniques is that it looks for similar issues across the roadway system rather than focusing on select locations with high-crash histories or densities. The systemic safety planning process begins by looking at systemwide data to analyze and identify focus crash types (those representing the greatest number of severe crashes) and potential risk factors.

The approach then moves to a micro-level risk assessment of locations across the network, which leads to selecting relevant mitigating countermeasures most appropriate for broad implementation across those locations and prioritizing projects for implementation. The results of one step might suggest the need to return to a previous step and make adjustments before continuing the process.

Can my community take more comprehensive action to improve safety?

Yes. Two of the crosscutting PSCs are developing Local Road Safety Plans and conducting Road Safety Audits. Both these PSCs will help your community be more proactive by identifying safety issues and creating a plan to implement safety improvements. LTAP has a course that provides information on how to create a Local Road Safety Plan or conduct a Road Safety Audit in your community. Information about Local Road Safety Plans can be found on the FHWA's website at safety.fhwa.dot.gov/LRSPDIY. Information about Road Safety Audits can be found on the FHWA's website at safety.fhwa.dot.gov/tsa/resources.

Do the PSCs address other road users besides motorists?

Yes. Eight PSCs specifically target vulnerable road users, such as pedestrians and bicyclists. These include such low-cost measures as

crosswalk markings and signing enhancements, walkways, and bike lanes, as well as more complex measures, such as road diets and pedestrian refuge islands. Although not specific to pedestrians and bicyclists, some PSCs, such as installing roundabouts and setting appropriate speed limits, have safety benefits for pedestrians and bicyclists.



The Saucon Rail Trail crossing in Coopersburg Borough, Lehigh County, uses crosswalk visibility enhancements and rectangular rapid flashing beacons to improve pedestrian safety.

Do PSCs require traffic studies before they can be installed?

Many PSCs will require a traffic study, which will help ensure they are appropriate for that location and applied correctly. Studies that can be completed by roadmasters and police officers include the following:

- Speed study for appropriate speed limits
- Curve study for wider edge lines, enhanced delineation for curves, and roadside improvement at curves
- Crosswalk study for crosswalk visibility enhancements and rectangular rapid flashing beacons
- Stop-controlled intersection study for multiple countermeasure options

Some PSCs, although low cost, will require a professional traffic engineer to conduct a study. These include:

- Any of the traffic signal PSCs, such as backplates, yellow change intervals, and leading pedestrian intervals.
- Any of the PSCs requiring geometric changes, such as roundabouts, dedicated turn lanes at intersections, road diets, and reduced conflict intersections.

How can my municipality get started with using PSCs?

There are a couple of approaches you can consider for implementing PSCs on your roads. One option is to start developing a Local Road Safety Plan, which will guide the deployment of the PSCs in your community. Another approach is to select one road that may have known safety issues and conduct a Road Safety Audit.

Other approaches involve picking a safety focus area for your community, such as pedestrian safety. Then, review crash/traffic data, conduct studies, and implement pedestrian PSCs where appropriate.

Whatever approach you take, LTAP staff is available with training and direct technical assistance to help.

How can I learn more about implementing PSCs?

LTAP identifies and promotes PSCs in its traffic safety courses. For example, the PSCs for speed management are part of the LTAP Speed Limits and Speed Management course. To find out about upcoming courses, check the LTAP website, gis.pennndot.gov/LTAP.

LTAP also offers FREE technical assistance on safety issues for local roads. You can request help by calling 1-800-FOR-LTAP or emailing LTAP@pa.gov.

Show Off Your Road Crew's Innovative Gadgets and Ideas

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. It can also be an innovation using existing technology, such as an app, smartphone, or GIS, to save time or increase safety.

If you have a project, submit your entry by **May 6, 2022**. PennDOT will choose winners in June. Entries will be judged by a committee of municipal road employees on cost savings/benefits to the community, ingenuity, transferability to others, and effectiveness.

If your municipality submitted an entry in a prior year of the contest but didn't win, consider entering it again in 2022.

The winning entries for each category will be submitted into the national competition. Winners of the national competition will be announced at the annual LTAP/TTAP national conference this

summer. All entries at the national level will be posted on the LTAP/TTAP website and compiled into an electronic booklet.

Entry forms for the 2022 Build a Better Mousetrap Competition may be downloaded at gis.penndot.gov/ltap; click on "News" halfway down the page on the right. 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 PSATS at (717) 763-0930, ext. 156.

Need ideas for what to enter?

Check out these innovative winning entries from the past two years:



2021 Winner: Snow Fence Winder, Penn Township, Lancaster County



2020 Winner: Top and Shoulder Stone Paver, Lower Heidelberg Township, Berks County



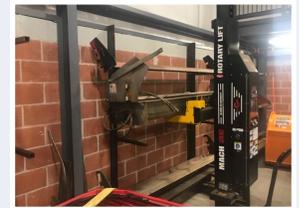
2021 Runner-up: Excavator Hammer Holder, Borough of Brentwood, Allegheny County



2020 Runner-up: Sign Post Driver, Upper Mount Bethel Township, Northampton County



2021 Runner-up: Snow Fence Installation Equipment, Jefferson Township, Butler County



2020 Runner-up: Spreader Storage Rack, London Grove Township, Chester County

Course Handouts Are 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 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.

Local Technical Assistance Program

The Pennsylvania Local Technical Assistance Program (LTAP) was created to share transportation knowledge, improve road maintenance and safety skills, and put research and new technology into practice at the municipal level.

LTAP Programs

- About LTAP
- Roads Scholar Program
- LTAP Resources
- Course Descriptions**
- Why do I need an Account?

Course Descriptions

Upcoming Courses

- WINTER MAINTENANCE 101 (RS-M32-B1) ALLENTOWN, PA - 24 NOV
- WINTER MAINTENANCE 101 (RS-M32-B1) BETHLEHEM, PA - 30 NOV
- DRAINAGE: THE KEY TO ROADS THAT LAST (RS-M04-B2) BERLIN, PA - 30 NOV
- INTRODUCTION TO GIS FOR MUNICIPAL ASSET MANAGEMENT DROP-IN SESSION (NA-DM2-C3) VERTIGO, PA - 02 DEC

Training Courses

Course Code: * RS2-S22-D1 Contract Type: * LTAP Contracts

Name: * ACTIVE TRANSPORTATION

Short Description: * Half Day, Roads Scholar II, Available February 2020

Full Description: The Active Transportation training course will discuss the latest research and guidelines for nonmotorized transportation modes. Many communities in Pennsylvania are encouraging more active transportation (walking, cycling, etc.) to enhance their community and foster healthy lifestyles. Corresponding to this encouragement of active transportation, communities are looking to develop active transportation plans to help create more facilities such as bicycle paths, sidewalks, trails, greenways, etc. This

Course Handouts:

#	File Name	Date	Download
1	Australia Vision Zero Ad.mp4	7/23/2021 9:36:32 AM	
2	00.ActiveTransportation_2020-11-20.pdf	11/20/2020 10:25:25 AM	
3	01.ActiveTransportationActivityColor.pdf	10/21/2020 11:54:58 AM	



pennsylvania

DEPARTMENT OF TRANSPORTATION
AGILITY PROGRAM

PennDOT Agility Program Innovative Thinking Leads to Unconventional Exchanges

by Rich Kirkpatrick, PennDOT Bureau of Innovations

Outside-the-box and unconventional thinking is at the heart of PennDOT's Agility Program, which celebrated its 25th anniversary in 2021. While service-for-service Agility exchanges are traditionally executed between PennDOT and local governments, innovative thinking has led to exchanges with several nontraditional PennDOT partners over the past 25 years, including airports, career and technology centers, hospitals, school districts, and even volunteer fire departments.

One such nontraditional Agility exchange began with an idea from Joe Rossi, a former equipment operator in PennDOT's District 4 in northeastern Pennsylvania. In his work on the front lines for PennDOT and as assistant chief and president of the Union Dale Volunteer Fire Department in Susquehanna County, Rossi saw an opportunity to help advance the agency's innovative Agility Program and help the fire department.

Over the years, the fire department assisted PennDOT in informal ways, such as hosing off equipment and allowing PennDOT to park chipping equipment at the fire station so it could be near a project area. When the fire department faced significant repairs to its parking lot, it was not in a financial position to pay the estimated \$20,000 for a full repaving.

"I inquired if there was a way PennDOT could help us with patching the parking lot, and the Agility Program was mentioned," Rossi says. "We could get involved since the fire department had helped PennDOT in the past, and they were glad to help us.

"It was a good idea," he says. "Being a volunteer fire department, we don't have the resources to go in and do pavement repairs. Not everyone knows how to do blacktop. It would've cost us a small fortune."

In return for the patching that PennDOT would perform, the fire department agreed to allow PennDOT to store chipping stones and other materials needed for nearby projects.

"We are fortunate to have such a good partner like the Union Dale Fire Department," says Erin Mazikewich, assistant highway maintenance manager in Susquehanna County. "When planning future projects, it helps to know that we may have a storage location closer to the actual job site. The reduced time in hauling from the fire department's storage location to the job site can result in more timely completion of our project. We appreciate all the fire department does in and for the community, and we're happy to be able to help them out through the Agility Program."

In addition to volunteer fire departments, PennDOT has developed Agility Program exchanges with other nontraditional partners. Examples include:

- In District 1's Warren and Forest counties, PennDOT has had a long-standing Agility agreement with the Allegheny National Forest. PennDOT painted lines and did some paving on forest roads. In return, the U.S. Forest Service provided conference room space and graded some of PennDOT's dirt roads.

- PennDOT's District 12 based in Uniontown had an Agility agreement with Fayette County Airport. The airport gave PennDOT space in an empty hangar for equipment and spare furniture storage, and in return, PennDOT painted the airport's yellow taxiway lines, did some crack sealing, and sprayed herbicide for weed control.
- District 12 also had an Agility agreement with the Washington County Fairgrounds where PennDOT was given storage space in exchange for providing a flush truck to wash down bleachers and make some fairground roadway repairs.
- Under an agreement with the Lehigh Valley International Airport in District 5, based in Allentown, PennDOT applied salt brine to some airport roadways and in return, received use of the airport wash facility to clean PennDOT trucks. The airport also took responsibility for plowing some turning lanes into the airport.

"There have been numerous Agility success stories across Pennsylvania over the past 25 years, several with nontraditional partner organizations," says Bob Snyder, acting Agility Program manager in PennDOT's Bureau of Innovations. "PennDOT and its partner organizations, nontraditional or otherwise, have continued to recognize the potential for innovative 'win-win' opportunities to make the program work for everyone involved and ultimately benefit the citizens of the commonwealth."

Do you have an innovative Agility exchange idea? Learn more by visiting PennDOT's Agility webpage, www.penndot.gov/Doing-Business/LocalGovernment/AgilityProgram, or emailing pdagility@pa.gov.



This is the third and final submission in a series of articles celebrating the 25th anniversary of PennDOT's Agility Program. Previous articles ran in the Winter 2021-22 and Summer 2021 issues of the Moving Forward newsletter.

**2022
ROADWAY MANAGEMENT
CONFERENCE**

SAVE
THE
DATE!



<https://roadwaymanagementc.wixsite.com/home>

October 11-13, 2022
Oglebay Resort
Wheeling, West Virginia

RMC

The RMC is targeted to practitioners who manage, construct, and maintain state, county, and municipal roads and streets and help them prepare for and successfully address public works transportation challenges using proven and innovative methods. **Stay tuned for more details!**

RMC is an annual event hosted by the five LTAP and T2 Centers of the Mid-Atlantic Region – DE, MD, PA, VA, and WV.

Upcoming LTAP Training

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!**

Active Transportation
May 10 – Mifflin County

Drainage: The Key to Roads that Last
May 4 – Chester County

Equipment & Worker Safety
May 24 – Lycoming County

Introduction to Traffic Studies
August 9 – Berks County

Pedestrian and Crosswalks
October 18 – Berks County

Risk Management Strategies V.II
May 5 – Clearfield County

Roadside Safety Vegetation
May 10 and 11 – Virtual (2-day class)

Speed Limits & Speed Management
May 5 – Cambria County
June 7 – Berks County

Temporary Traffic Control (Work Zones)
May 6 – Cumberland County
May 19 and 20 – Virtual (TTC-WZ workshop on 2nd day)

Winter Maintenance 101
October 14 – Chester County
December 14 – Berks County

Drop-in Sessions

**The Safe Systems Approach:
A better way to create safer roads**
May 5 – Virtual

**Bicycle Lane Operational Experiences:
Are we coasting smoothly or pedaling uphill?**
June 2 – Virtual

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.

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.

Congratulations to the following Roads Scholars!

The following scholars were certified between
November 1, 2021, and January 31, 2022

Roads Scholar I:

- Scott L. Brown, Halfmoon Twp., Centre Co.
- Derek E. Martin, Upper Leacock Twp., Lancaster Co.
- William E. Spotts, North Manheim Twp., Schuylkill Co.
- Slade A. Bugajinsky, Orwigsburg Borough, Schuylkill Co.

Roads Scholar Administrative:

- Allison L. Botti, City of Pittsburgh, Allegheny Co.
- Scott L. Brown, Halfmoon Twp., Centre Co.
- Ida H. Lively, Port Matilda Borough, Centre Co.
- Jared R. Wehry, Point Twp., Northumberland Co.

Roads Scholar Police:

- Anthony G. Schappell, Exeter Twp., Berks 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.penndot.gov/ltap and look for the release under "Roads Scholar Program."

New Roads Scholar Courses Rolling Out This Spring

Two new LTAP Roads Scholar courses are now available. These previously offered courses have been updated, and the V.II designation makes them new Roads Scholar courses. Contact LTAP or your area Planning Partner to schedule either of these courses.

TEMPORARY TRAFFIC CONTROL (WORK ZONES) V.II

This course will enhance your awareness of the importance of safety for all workers and road users in work zones. It covers basic work zone principles and reviews the different control devices applied in work zones. The course also emphasizes worker safety, including appropriate safety apparel, safe work zone practices, and appropriate work zone set-ups.

The course is designed for individuals who are performing maintenance, construction, or traffic control on municipal roads, including public works employees, road crews, roadmasters, and street superintendents. Others who would benefit from this course include law enforcement personnel (for enforcement purposes), municipal managers, and elected officials (to understand the importance and for budgeting purposes). Engineers are welcome to attend, but the focus is on the non-engineer. Note: This is not a flagger certification workshop.

ROAD SURFACE MANAGEMENT V.II

This course provides the basics for developing a road surface management program to help local governments manage their pavements. It provides an understanding of the concept and importance of road surface inventories and condition surveys. The basic components of flexible and rigid pavements are reviewed as well as pavement condition evaluations and how to recognize common pavement distress. Repair strategies at the system and project level are also discussed. Participants will perform sample pavement ratings.

Individuals who perform roadway inventory and condition surveys as well as those responsible for planning and programming functions, such as public works directors, street supervisors, roadmasters, and crew foremen, will find this course beneficial. 



LTAP Contact Information:

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