



moving FORWARD

SPRING 2026

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

Pavement Preservation: Cape Seal – Liquid Fuels Funding Eligible

Michael K. Grigoruk, Team Lead CM/CI and Municipal Engineering Services, Cedarville Engineering Group, LLC (CEG)



This is a cape seal done with a slurry seal on a residential street in Lower Salford Township, Montgomery County.
Photo: PennDOT

The cape seal pavement preservation technique has been added to PennDOT Publication 447, *Approved Products for Lower Volume Local Roads*, Section MS-0340-0010 “Cape Seal”. The process is now eligible for liquid fuels funding.

A cape seal is a combination of a chip seal with a slurry seal or polymer-modified emulsified asphalt paving system (micro surfacing). The overall treatment method should be considered for use on pavements where typical chip seals would prove successful. Specifically, cape seals are best suited for existing roadways that have adequate structural integrity in fair to good condition with low to moderate fatigue cracking, low to moderate oxidation and raveling, and low to moderate longitudinal and transverse cracking. With the benefit of a multi-stage preservation technique, cape seal is intended to seal moderate cracks, minimize moisture intrusion to the base layer, provide protection from further oxidation and raveling, provide a uniform black color to improve contrast with pavement markings, and improve overall surface skid resistance while exhibiting a smooth uniform finish (no loose chips) for improved rideability. Pavements displaying structural distress such as major

cracking, surface loss, deformation, or active shoving or rutting would require an alternate method of preservation and not a cape seal.

For budgeting, because cape seal is a combination treatment, overall cost would fall at the upper end of those maintenance techniques involving standard crack sealing, bituminous seal coat, chip seal, fog seal, slurry seal, and micro surfacing alone. However, in the right application, a cape seal can provide six to eight years of extended pavement life without the typical disruption and time delay associated with costly mill and overlays.

Cape seal is a good choice for roads that require more than a basic slurry seal but not bad enough to justify a full mill and overlay. The chip seal phase of the cape seal locks in the structural integrity of the pavement while allowing flexibility and provides a barrier to keep moisture from continuing to penetrate the existing pavement section, where the slurry or micro surface provides an additional waterproof membrane with a skid-resistant surface that is satisfactory to vehicular traffic and approved by the community. Cape seal promotes delayed surface cracking, minimal

Continued on page 2

ALSO IN THIS ISSUE

Truck Parking	3
RMA.....	4
Meet The Expert.....	5
MUTCD.....	6
Upcoming Training.....	8
Roads Scholars	8

Pavement Preservation *continued from page 1*

loss of curb reveal, and a quick return to traffic. As such, cape seals provide a value alternative to fill the gap between straight chip and slurry seals or micro surfacing, and the installation of an asphalt overlay or mill and fill project.

If you have questions about bidding, please contact your municipal services representative. For assistance with the process, call 1-800-FOR-LTAP or email LTAP@pa.gov.

Resources

- [PennDOT Publication 408, Construction Specifications](#)
- [PennDOT Publication 447, Approved Products for Lower Volume Local Roads](#)
- [Municipal Services: LTAP Tech Sheet 233 Municipal Guide for Contacting PennDOT](#)

Roadway Selection



This is a good candidate for a cape seal. It has cracks, but the road does not have base damage. The larger cracks were repaired prior to bituminous seal coat installation. Photo: Lower Salford Township, Montgomery County



A micro surface is being placed over the chip seal (the second step in the cape seal process). The right side shows the micro surface being placed. Photo: PennDOT

Step 1: Apply a chip seal



The chips are being placed on top of the emulsion. This is the first step of the cape seal operation. Note the minor cracks which will be sealed by this operation. Photo: Ergon, Inc.

Step 2: Apply a slurry seal or micro surface



A slurry seal is being placed over the chip seal (the second step in the cape seal process). The right side shows the slurry being placed and the left side shows the slurry seal cured and ready for traffic. Photo: Asphalt Maintenance Solutions LLC



This is a minor collector road in a residential area with a complete cape seal with pavement markings. The road has the appearance of being paved. Photo: Asphalt Maintenance Solutions LLC

Shapiro Administration Expands Statewide Truck Parking Options for the First Time in Decades, Supporting Freight Movement and Improving Drivers' Safety

With the high volume of freight traffic coming through Pennsylvania and truck parking availability remaining as a nationwide issue, the Shapiro Administration recently announced that the Commonwealth is adding [over 1,200 truck parking spaces in more than 130 locations](#) by the end of 2026. In addition, the Pennsylvania Turnpike (PA Turnpike) is evaluating opportunities for more than 600 additional spaces across its system.

This is the [first statewide expansion of designated parking spaces](#) other than through facility construction projects and will provide safe options for commercial drivers to meet federal hours-of-service rest requirements, helping to address a longstanding, nationwide challenge and improving driver safety. By the end of 2025, the Pennsylvania Department of Transportation (PennDOT) had already opened over 330 new parking spots in 24 locations.

PennDOT's designated truck parking spots are on Interstate on-ramps with no sight distance or safety concerns, weigh stations used for Pennsylvania State Police motor carrier safety enforcement, and other locations within highway right-of-way. PennDOT and PSP staff collaborated to identify sites that can be designated quickly and cost-effectively. Spots will be marked with PennDOT-installed truck-parking signage.

As part of its ongoing investment to the trucking community, the PA Turnpike is evaluating the feasibility of additional spaces at various locations throughout its system, including emergency pull-offs, interchange on-ramps and service plaza on-ramps. Over the last two decades, the PA Turnpike has added parking where it can, investing more than \$30 million to expand truck parking at numerous service plazas, including Sideling Hill, Lawn, Highspire, North Somerset and Stanton service plazas. As it converts to Open Road Tolling (ORT), the PA Turnpike is reviewing if the reconfiguration of interchanges can create opportunities to provide additional spaces for truck parking.

Due to its role supporting regional logistical operations, the Pennsylvania Turnpike is one of the few toll roads that held – and grew – its commercial volumes from pre-pandemic levels. Systemwide, commercial traffic is 15% higher than pre-pandemic levels.

To complement the added spaces and to share available locations, PennDOT also added a new “Public Truck Parking” option on www.511PA.com and the 511PA smartphone application. The map displays existing truck parking options and both agencies' newly designated locations are being added as the parking becomes available.

Truck parking concerns have been well documented, including through a study by the Pennsylvania State Transportation Advisory Committee (TAC) in [2023](#). This parking expansion addresses the study's recommendation to “repurpose select state-owned surplus properties.”

The action to expand parking builds on PennDOT's work on other recommendations included in the TAC study. The department has established the Truck Parking Task Force, an ongoing collaboration with regional and municipal partners along high priority corridors identified in the study. Additionally, the department has engaged the trucking industry, municipalities, and Metropolitan and Rural Planning Organizations to help promote and advance potential solutions at the local level. 🚛



The truck parking spots will be marked with PennDOT truck-parking signage as shown in the photo.
Photo: PennDOT

What are your peers saying about LTAP?

“Pat provided information and did site measurements, which have been helpful in moving this project forward. He connected us with PennDOT personnel that we are planning to meet with to get input on the feasibility of moving the intersection.”

Road Maintenance Activity (RMA) as Defined by DEP

by: Michael H. Fleming, ISMF LLC

Are you considering enlarging a municipal park parking lot or upgrading a public road with full-depth reclamation (FDR)? Do you need a federal National Pollutant Discharge Elimination System (NPDES) Permit or PA Department of Environmental Protection (DEP) Chapter 102 Permit? Permitting will depend on the total area disturbed and/or whether your project is considered construction or road maintenance activity as defined by the PA DEP. Prior to starting your projects, contact your local County Conservation District (CCD) and or the PA DEP to determine what permits are needed, or which type of work is considered exempt.

A road maintenance activity (RMA) is indeed a specific type of earth disturbance activity that is not subject to the NPDES permitting requirements. However, RMA is subject to state permitting requirements under 25 Pa. Code § 102.5(b). DEP prepared a list of frequently asked questions to assist in clarifying earth disturbance activities that constitute RMA and when a permit is required.

According to DEP, RMA is defined at 25 Pa. Code § 102.1 as including the following earth disturbance activities within the existing road cross-section or railroad right-of-way: shaping or restabilizing unpaved roads; shoulder grading; slope stabilization; cutting of existing cut slopes; inlet and end wall cleaning; reshaping and cleaning drainage ditches and swales; pipe cleaning; pipe replacement; support activities incidental to resurfacing activities such as minor vertical adjustment to meet grade of resurfaced area; ballast cleaning; laying additional ballast; replacing ballast, ties, and rails; and other similar activities.

RMA applies to roadway cross-sections and railroad rights-of-way, which would include airports, rails-to-trails, parking lot areas, and in general those areas that have a typical pavement cross-section. The creation of new roads, parking lots, or other new impervious surfaces for pedestrian or vehicular traffic, including the widening of existing impervious surfaces, would be considered construction subject to NPDES Permit requirements if earth disturbance is at least one acre (43,560 SF) and would not be considered RMA.

When RMA earth disturbance includes at least 25 acres, an Erosion and Sediment Control (E&S) Permit is required.



The creation of new park construction in the city of York, including impervious basketball courts, parking lots, and walking paths is considered construction and not covered as maintenance. Photo: PennDOT LTAP, ISMF LLC

During the FDR process, reclaimers are capable of cutting up to fifteen-inch depth which incorporates the subgrade and worn asphalt roadway material layers to form a new pavement base layer upon which an asphalt overlay or surface treatment is applied. This method is considered construction activity rather than RMA by PA DEP. Photo: PennDOT LTAP, ISMF LLC



An E&S Permit is an individual permit that is specifically issued to the municipality. Certain types of RMA will result in earth disturbance, and some will not. Only when at least 25 acres of RMA resulting in earth disturbance is proposed will the E&S Permit requirement be triggered. For RMA projects that will disturb less than 25 acres, the requirements to implement and maintain E&S best management practices (BMPs) and to develop and implement a written E&S Plan apply per 25 Pa. Code § 102.4(b)(1) and (2), respectively.

Full-depth reclamation (FDR) is a process of reconstructing roadways utilizing the existing road materials as the base for new pavement. In FDR, the existing pavement and supporting materials are pulverized, compacted, and stabilized for the new road surface, providing material cost savings. This process may disturb native soils (subgrade) below the road's subbase to various degrees. DEP considers the incidental disturbance associated with FDR to be RMA earth disturbance, subject to the 25-acre threshold for an E&S Permit. Where the municipality intends to modify the subgrade and disturb the subgrade to a depth of six inches or more, DEP considers the earth disturbance to be a construction activity rather than RMA, subject to the one-acre threshold for an NPDES Permit. Elevation adjustments associated with FDR are considered RMA unless they change the stormwater runoff characteristics. Potential stormwater runoff velocity increases from the change in slope due to the elevation adjustments to tie into existing grades are generally assumed to be negligible. It is recommended that the municipality coordinate with DEP/CCD to ensure there are no concerns related to changes in runoff characteristics.

A standard milling and paving operation would not be considered earth disturbance as the milling operation would only extend into the subbase at most. If the operation does not extend into the subgrade, it is considered RMA but generally not considered earth disturbance.

Additional guidance is available from PennDOT on RMA, including examples of earth disturbance and non-earth disturbance in PennDOT Publication 584, *PennDOT Drainage Manual*, specifically Appendix E in Chapter 12. PennDOT's guidance

Meet the Expert

One-on-one with Marvin Ta, PE, PTOE, ENV SP, LTAP Technical Expert

Tell us a little about yourself.

I'm originally from the Harrisburg area and ended up in Philly for school (Drexel University) studying civil engineering. My wife and I now live in South Philly, but my parents are still in the Harrisburg area (Mechanicsburg). Pennoni is my first full-time job out of school, and I've been with them now for a little over six years working within the transportation division. More specifically, my specialty is in traffic: signs, pavement markings, and signals. Being in Philly, we're HUGE sports fans (GO BIRDS!) but also try to leave Philly and travel as much as we can (especially if hiking is involved!)

How did you come to be involved with LTAP?

As part of Drexel's graduation requirement, I had to do three internships, six months at a time. I did all 18 months with Pennoni, but it wasn't until my second cycle when I was introduced to the LTAP project manager at Pennoni, Pat Wright. From that moment on, Pat took me under his wing and brought me out to field visits and LTAP classes with him while I was an intern and started introducing me early on to key LTAP personnel at PennDOT, PSATS, and even various municipalities. Everything I know now about traffic, my connections and success with LTAP, is all because of him. He continues to be my mentor and friend to this day.

If you could describe LTAP in a few words, how would you do so?

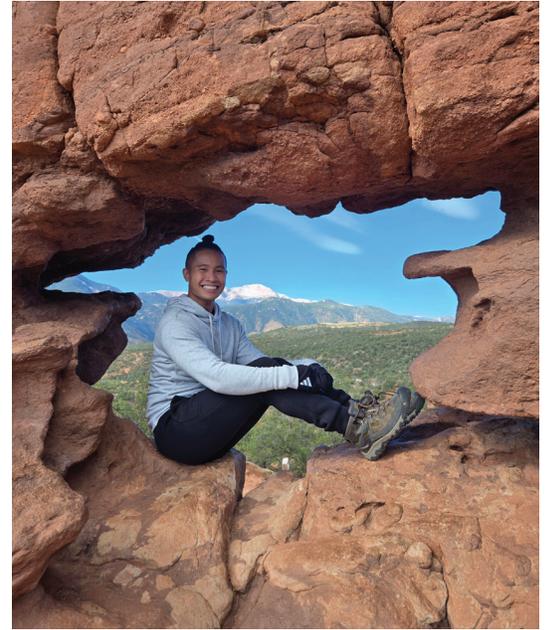
Outside of "free," I would say "reliable!" Pat instilled in me early on the importance of supporting my statements/claims with sources. "Did that come from the state law?" "Can you point to where PennDOT's regulations say that?" "Is that a requirement or recommendation from the MUTCD?" This constant mentality of "cite your sources" can be seen in the trust municipalities have in us whenever they come to LTAP for help. Municipalities rely on us for the latest and greatest information requiring us to stay on our toes and be up to speed on the most recent standards and guidelines. Plus, we're not afraid to say "I don't know" if we're unsure of a question, but we'll certainly try our hardest to find the answer!

What are some of the more common questions you get in the field?

I get a lot of questions related to intersection safety such as whether an intersection has appropriate traffic control, should it be an all-way stop, is there adequate sight distance? I'm starting to lose count the number of times I've helped municipalities

with measuring intersection sight distance. With measuring sight distance, you have to walk in either direction until the person at the intersection can no longer see you. If it's a four-legged intersection, then you have to do that two times. I'm certainly getting my steps in!

In addition to intersection safety, I get a lot of questions related to speed and whether traffic calming is appropriate for a particular road.



Marvin out on the trail, enjoying one of his favorite adventures — hiking! Photo: Marvin Ta

Talk about your interactions with municipalities and what you've learned.

Getting to interact with municipalities whether it's in the classroom or out in the field is one of the best parts of my job. Interactions are always very conversational and informal. It's never one person dominating the discussion and telling the other what to do. Rather, it's more like, "Hey we have a safety concern here. Let's put our heads together and see what we can come up with." Most of the time when I meet a municipality out in the field, they already know the solution to their safety concern. They moreso like to have reassurance that what they are proposing makes sense and conforms with PennDOT and FHWA standards. This goes back to the reliability component of LTAP. I'm only six years into my career, and yes, I've learned a lot in those six years, but there is still a lot more I can learn. Just the other day, I learned from a municipality that although the No Commercial Vehicles Sign is not in PennDOT's *Handbook of Approved Signs*, it is included in FHWA's *Manual on Uniform Traffic Control Devices*.

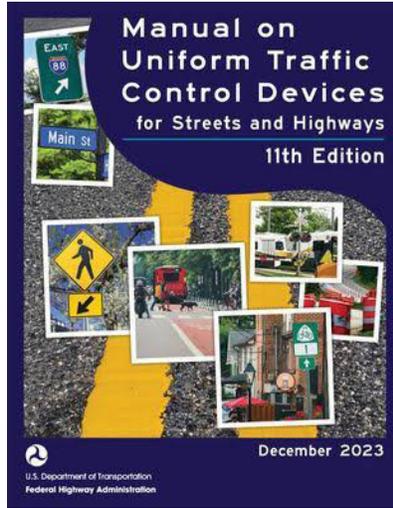
What do you like best about working with LTAP?

Aside from getting to meet and see various municipalities, it has to be the LTAP team itself from everyone involved at Pennoni, PSATS, and PennDOT. They all make it enjoyable for me to come in every day, and there have certainly been times where I needed help with last minute coverage for classes or field visits, and these people never shied away from helping me out. We make a complete team. 🦋

Pennsylvania Adopts MUTCD 11th Edition: What Local Municipalities Need to Know

by: Patrick Wright, Pennoni

The Manual on Uniform Traffic Control Devices (MUTCD) is the national standard that governs the design, application, and placement of traffic control devices (signs, signals, pavement markings, and temporary traffic control) on all public roads, with few exceptions. In December 2023, the Federal Highway Administration (FHWA) released the 11th Edition of the MUTCD, representing the first comprehensive update since 2009. States had two years to review and adopt the new edition of the MUTCD.



Pennsylvania has now formally adopted the MUTCD 11th Edition as the foundation for traffic control standards across the commonwealth. For local municipalities, this adoption brings both continuity and change — maintaining familiar principles while introducing new requirements, updated practices, and important transition timelines.

This article highlights what MUTCD adoption means for local agencies and how municipalities can prepare.

How Pennsylvania Adopts the MUTCD

Under Pennsylvania law (Title 75, Section 6121), traffic control devices must conform to a **uniform system**. PennDOT adopts the national MUTCD through Title 67, Chapter 212, "Official Traffic Control Devices," which serves as Pennsylvania's regulatory supplement to the national manual.

With the adoption of the MUTCD 11th Edition, it becomes the governing standard for all public roads in Pennsylvania, including state and local, with a few exceptions. PennDOT publications such as:

- **Publication 212** (*Official Traffic Control Devices*),
- **Publication 46** (*Traffic Engineering Manual*),
- **Publication 213** (*Temporary Traffic Control Guidelines*), and
- **Publication 236** (*Handbook of Approved Signs*)

will continue to supplement the MUTCD by providing Pennsylvania-specific requirements, clarifications, and implementation guidance. All current

PennDOT Publications can be accessed through [PennDOT - Traffic Signal Portal](#).

For municipalities, this means the MUTCD is not optional — it is the required standard when installing, modifying, or maintaining all traffic control devices.

WHAT'S NEW IN THE MUTCD?

The 11th Edition reflects more than a decade of research, public input, experimentation, and evolving transportation needs. While most core concepts remain unchanged, several updates are particularly relevant to local roads.

Expanded Focus on Vulnerable Road Users

The MUTCD 11th Edition places greater emphasis on pedestrians, bicyclists, older adults, and users of micromobility devices. These changes support local efforts to improve safety on main streets, neighborhood roads, and school routes.

Speed Limits and Other Traffic Studies

There are enhancements to studying and establishing speed limits as well as for other studies. These changes will affect any new studies for these regulatory signs.

Guidelines for the Placement of Warning Signs

The Table used for placement distances for warning signs has been updated. The new Table 2C-3 is based on stopping sight distances for warning signs that warn of a potential stop condition. This will affect the placement of these types of warning signs from now on.

Table 2C-3. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Condition A: Speed reduction and lane changing in heavy traffic ²	Advance Placement Distance ¹								
		Condition B: Deceleration to the listed advisory speed (mph) for the condition								
		0 ³	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴	80 ⁴
20 mph	225 ft	115 ft	N/A ⁵	—	—	—	—	—	—	—
25 mph	325 ft	155 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
30 mph	460 ft	200 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
35 mph	565 ft	250 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
40 mph	670 ft	305 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—	—
45 mph	775 ft	360 ft	125 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—
50 mph	885 ft	425 ft	200 ft	175 ft	125 ft	100 ft ⁶	—	—	—	—
55 mph	990 ft	495 ft	275 ft	225 ft	200 ft	125 ft	N/A ⁵	—	—	—
60 mph	1,100 ft	570 ft	350 ft	325 ft	275 ft	200 ft	100 ft ⁶	—	—	—
65 mph	1,200 ft	645 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft ⁶	—	—
70 mph	1,250 ft	730 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—	—
75 mph	1,350 ft	820 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft ⁶	—
80 mph	1,475 ft	910 ft	725 ft	700 ft	625 ft	550 ft	450 ft	350 ft	200 ft	—
85 mph	1,600 ft	1,010 ft	825 ft	800 ft	750 ft	675 ft	575 ft	450 ft	300 ft	150 ft

MUTCD continued from page 6

Channelization Devices Used for Emphasis

The MUTCD has a new section on the use of cones, tubular markers, vertical panels, and other devices to supplement pavement markings. There are many innovative applications that can assist with pedestrian safety, intersection safety, traffic control, and traffic calming.

WHAT ADOPTION MEANS FOR MUNICIPALITIES Existing Devices Do Not Need Immediate Replacement

One of the most important points for local officials to understand is that the adoption of a new MUTCD **does not require immediate replacement** of existing, compliant traffic control devices.

The MUTCD establishes **minimum standards**. Devices that were installed in accordance with earlier standards and are still serviceable per MUTCD Section 1B.03 and PA requirements, may remain in place.

However, **new installations and replacements** must conform to the MUTCD 11th Edition and applicable PennDOT Publications.

Compliance Dates and Transition Periods

The MUTCD includes specific **compliance dates** for certain new requirements. These transition periods give agencies time to plan, budget, and implement changes over several years. There are three main compliance dates for

- 1) Weight Limit signs,
- 2) Low Clearance signs (W12-2), and
- 3) Low Clearance on Structure signs (W12-2a/b).

The changes are related to the placement of the signs. These signs must be in compliance by December 2028. Municipalities are encouraged to:

- Review all Weight Limit and Low Clearance signs for placement compliance.

- Develop a plan to upgrade the signs over time before December 2028.

PennDOT and LTAP will continue to provide guidance as transition deadlines approach.

Traffic Studies Still Matter

The MUTCD continues to require engineering judgment and engineering studies. Municipalities should not just install a sign or marking. Instead, **decisions should be based on traffic studies** that consider roadway context, traffic conditions, crash history, user needs, and other factors.

Regulatory devices that require engineering studies such as STOP signs and speed limits — must continue to follow established procedures. Continue to follow the **Study-Ordinance-Sign (SOS)** process for regulatory signs. And remember that many of these studies can be performed by appropriate municipal staff per Title 67, Chapter 212 (i.e., engineers are not always required for the studies).

PRACTICAL STEPS FOR MUNICIPAL STAFF

To prepare for and respond to the MUTCD adoption, municipalities should consider the following actions:

- 1) **Familiarize yourself with the MUTCD 11th Edition**
Public works staff, roadmasters, police, and engineering consultants should understand where key changes affect local roads. From now forward, refer the MUTCD 11th Edition and corresponding PennDOT Publications.
- 2) **Update standard details and specifications**
Municipal standard drawings and bid documents should reference the current MUTCD and PennDOT supplements.
- 3) **Use LTAP resources**
PennDOT LTAP will continue offering training, drop-ins, and technical assistance to help municipalities understand and implement MUTCD changes. 🚩

RMA continued from page 4

was created as a collaboration between DEP and PennDOT. This information is also referenced in PennDOT Publication 783, *Environmental Permitting Handbook*.

Sidewalks are generally considered to be outside of RMA boundaries. The installation or replacement of sidewalks are subject to NPDES Permit requirements if there is an earth disturbance of at least one acre. However, the repair or replacement of sidewalks in kind would not be subject to these provisions.

In summary, plan ahead and contact your local CCD to discuss your proposed construction and maintenance projects to determine if permits are needed and which permits may be required. 🚩

REFERENCES

- Chapter 102 Road Maintenance Activities, Frequently Asked Questions (FAQ) Revised, April 13, 2023 Version 1.3: [RMA_FAQ.pdf](#)
- Title 25 CHAPTER 102. Erosion and Sediment Control: [25 Pa. Code Chapter 102. Erosion And Sediment Control](#)
- County Conservation District Directory: [Find Your Conservation District » pacd.org](#)
- PennDOT Drainage Manual, Pub. 584: [PennDOT Pub 584 - PennDOT Drainage Manual](#)
- PennDOT Environmental Permitting Handbook, Pub. 783: [Environmental Permitting Handbook](#)

Upcoming LTAP Training

Classes are being held in person and virtually. Check the website, gis.penndot.pa.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!

New LTAP Courses

If you are interested in hosting one of the new courses or requesting a course in your area, please reach out to your LTAP Planning Partner. Their contact information is on the LTAP website under "Links and Resources" on the home page. You can also call 1-800-FOR-LTAP or email LTAP@pa.gov to request a class.

Leadership Development for Public Works: Roads Scholar I, Administrative, and Police

This program equips municipal public works leaders with the skills and confidence to lead teams, navigate challenges, and drive results in their communities. Across four interactive hours, participants will develop essential supervisory and leadership capabilities, handle conflict and difficult conversations with confidence, and strengthen emotional intelligence to build trust. Designed for leaders at all levels — from elected officials and department directors to supervisors and front-line staff — the course empowers participants to create stronger teams, improve workplace culture, and deliver public works projects more effectively.

Traffic Calming 2026 (New Updated Course): Roads Scholar I, Administrative, and Police

The purpose of this course is to provide municipalities with a basic understanding of traffic calming, including its benefits, issues, and functional implementation strategies. Participants will gain knowledge of various traffic calming measures, learn how to conduct studies to assess the need for traffic calming, and understand how to select and implement the most appropriate solutions for their communities. At the end of this course, attendees will be able to:

- Define what traffic calming is and explain the objectives of implementing it.
- Describe the purpose of traffic calming and summarize the steps involved in conducting a study for its assessment and implementation.
- Identify various traffic calming measures and how to apply them to reduce speeding and improve the safety of vulnerable road users in municipalities across Pennsylvania.

Archived Training: Catch up online!

Recorded sessions and handouts from previously held drop-ins and webinars are available on the LTAP website, gis.penndot.pa.gov/ltap. On the home page, click the "Resources and Technical Information" tile or go to: https://gis.penndot.pa.gov/ltap/Public/LTAP_Resources.aspx. 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.pa.gov/ltap and under the Training Descriptions tab, click on the course and then scroll to the bottom of the course information to see a list of course handouts.

If the handout for a class is three slides per page, there is a full PowerPoint workbook you can download on the website. These have PowerPoint slides with the workbook content below the slide. They are designed to make it easy to follow the virtual classes and provide all the notes for the in-person classes.

Congratulations to the following Roads Scholars!

The following scholars were certified between November 1, 2025 to December 31, 2025.

Roads Scholar I:

- Angela M. Zettlemoyer – Windsor Township, Berks County
- Dan Hoover – East Marlborough Township, Chester County
- Michael T. Quinn – Pennsbury Township, Chester County
- Devlin Schechner – London Grove Township, Chester County
- Slade E. Rauch – Briar Creek Township, Columbia County
- Ronald J. Samich Jr. – St. Marys City, Elk County
- John Savidge – Point Township, Northumberland County

Roads Scholar II:

- Doug Woll – Hamburg Borough, Berks County

Roads Scholar Administrative:

- Drew A. Persinger – Pittsburgh City, Allegheny County
- Joseph Nash – East Marlborough Township, Chester County
- Jeffrey D. Simpson – East Marlborough Township, Chester County



Pennsylvania
Department of Transportation
Local Technical Assistance Program



LTAP Contact Information:
400 North Street, 6th Floor, Harrisburg, PA 17120
1-800-FOR-LTAP (367-5827) Fax: (717) 783-9152
Email: ltap@pa.gov Web: gis.penndot.pa.gov/LTAP

All LTAP services are free to municipalities.