

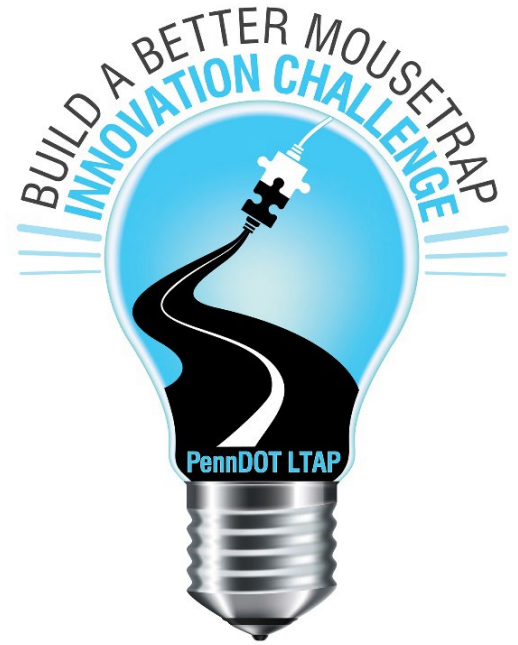
Build a Better Mousetrap Innovation Challenge

Recognizing Innovative Inventions
and Improvements



pennsylvania

DEPARTMENT OF TRANSPORTATION
LOCAL TECHNICAL ASSISTANCE PROGRAM



Pennsylvania Past Entries



A sample entry form or the entry form for the current year is on the LTAP website (gis.penndot.gov/ltap/) under "News". Entries are due the first Friday of March.

If you have questions Karen Atkinson can help.

Email: ltap@psats.org

Call: 717-763-0930 ext. 156

2023 Build a Better Mousetrap: Pennsylvania Recognitions

Inlet Replacement Tools

London Grove Township, Chester County, PA
Contact: Shane Kinsey, Director of Public Works
skinsey@londongrove.org

What was the challenge? With our infrastructure starting to age, we were seeing a significant number of inlet top and riser failures in 20- to 30-year-old developments. In many of these cases the inlet box and associated stormwater piping was in excellent condition. In one development alone we identified the need to replace inlet tops and/or risers on over 90 inlets. We wanted to limit any curb and roadway repairs beyond what was absolutely necessary, while attempting to save money as well. We quickly realized that we needed a solution to lift the inlet tops from the inside as opposed to the traditional lifting methods from the outside of the inlet top. We attempted to find a commercially available safe solution but could not locate anything.



London Grove Township came up with a lift to ease repairs associated with inlet tops and risers in decades-old developments in the township.

How did you develop and implement your solution? Our public works crew brainstormed to develop a lifting mechanism that could lift the inlet from the inside of the inlet top in a safe manner. We wanted a solution that would allow the inlet to be rotated during installation and would keep the inlet level. While the focus of our immediate needs was lifting “S” tops utilized with rolled curbs, we also wanted to make the lifting device compatible with “M” and “C” type tops which have a different center of gravity. A “paper napkin” sketch of the design was created, and the crew worked to create the lift. We later identified the need for a simple way to keep debris from falling into the inlet boxes as we worked on replacing risers and/or tops. An additional pan was developed to sit inside the inlet and the pan was set up to allow it to be lifted out with debris by a backhoe or excavator and dumped into a dump truck.

What labor, equipment, plans, or materials did it take to make the solution work? The project went fairly quickly, and more time was spent brainstorming the design than actually constructing the lift. Most of the materials for the project were metal leftovers from other projects. The only material purchased specifically for the project was a length of round stock for the lifting pins. In the construction process we utilized both MIG and Stick Welders and a Plasma Cutter along with basic hand tools.

What was the cost of implementation? The majority of the materials for this project were leftover materials from other projects. The only “new” materials utilized were four bolts, washers, and nuts from our bolt bins and a piece of round stock for the lifting pins. The total cost of the project was under \$200.

What was the positive impact/results/outcome of your efforts? Being able to lift the inlets from the inside has allowed us to replace most inlet tops without the need to remove adjacent rolled curb. We have also been able to decrease the size of associated asphalt repairs. This resulted in significant cost savings in both material and labor. We feel that the lift has resulted in a safer solution for inlet top installation and has led to less disruptions to vehicular and pedestrian traffic.

Truck Tamper Transporter

Delaware Township, Pike County, PA
Contact: Rich Baio, Roadmaster
roadmaster@delawaretownship.pa.gov

What was the challenge? Our biggest concern is safety as some of our roads are narrow and very busy. This makes it difficult when we need to bring the tamper around from behind the truck. Lifting the tamper from the back of a truck and/or trailer and then dragging it around the truck is not the easiest task and it time consuming.

How did you develop and implement your solution? We decided that there was another way. An old plow frame would be ideal for holding the tamper directly behind the truck with the asphalt making it a safer zone as no one needs to leave the area between the two trucks.

What labor, equipment, plans, or materials did it take to make the solution work? Labor took about two days. We used an old Western Ultra-mount 1, some scrap metal, a welder, and torch. We purchased one trailer jack for the front to store the tamper. We also welded eye hooks to the tamper frame to tie it down securely.

What was the cost of implementation? The cost was about \$100 to create, and well worth every penny.

What was the positive impact/results/outcome of your efforts? This innovation creates a safer working environment for the road crew, less time wasted dragging a tamper from the back of the truck, and we don't have to lift the tamper as high to place in the back of the truck. This also saves us time now as we just pull the truck up and lock it in and go. When we are done, we just pull it in and leave the tamper on the holder, place the trailer stand, release plow, and drive the truck away

Tar Kettle Turned Hydroseeder Project

Warwick Township, Lancaster County, PA
Contact: Brian Harris, Township Manager/Municipal Authority Administrator
BHarris@warwicktownship.org

What was the challenge? Warwick Township maintains over 89 miles of roadway, over 80 acres of parkland, and over five miles of trails. The township annually schedules road improvement projects and park maintenance projects to ensure the safety of its residents and visitors to our parks. Following these improvements, restoration work is scheduled for any disturbed areas. Historically, the Public Works Department would seed and straw these areas by hand, which took several crew members an inordinate amount of time away from other projects and was also labor intensive. The township needed a solution for a more



Delaware Township's innovation saves time and energy when the road crew is patching potholes.



Warwick Township crafted a hydroseeder which made restoration and seeding after projects much easier.

efficient process for restoration and seeding post township paving projects as well as reseeded associated with recreational projects involving earth disturbance.

How did you develop and implement your solution? Warwick Township had considered purchasing a commercial hydroseeder. However, after comparing prices and realizing these pieces of equipment are costly, the township then considered whether it could retrofit existing equipment that could be used to construct a hydroseeder. The township had a 1995 Crafco EZ Pour 100 Crack Sealing machine, which was well past its prime, and discussed converting it to a commercial hydroseeder. This would be much more efficient and reliable for restoration work than hand spreading seed and covering it with hay. It was decided that the Public Works employees were skilled enough with engines and welding so that they decided to tackle the project.

What labor, equipment, plans, or materials did it take to make the solution work? It was determined that the 1995 Crafco had a structurally sound frame and a strong 17HP Isuzu diesel engine. The Public Works crew disassembled the unit and stripped it down. The engine was thoroughly cleaned and refurbished with great results. It was decided that a 300-gallon water tank would provide the best option to cover large areas efficiently. After that decision, a commercial pump was added that accommodated the tank size. The necessary hoses and fittings were added to the unit for it to be operational. The frame and associated parts were taken to be sand blasted, and the equipment was brought back to the township garage for painting and finishing work. It took roughly 70 hours to convert the sealer to a hydroseeder.

What was the cost of implementation? The cost of materials was roughly \$1,500, which consisted of a commercial pump, necessary hoses, clamps, fittings, and steel. The township custom fabricated the frame and most of the labor hours were spent welding and fabricating the frame. This work was done with welding equipment that the township already owned. The engine cleaning and restoration work was done in house by the township. Additional hours were spent painting the unit with equipment already in the township garage. The installation of the water tank and pump and the necessary valves and fittings were all done by the township crew.

What was the positive impact/results/outcome of your efforts? This piece of equipment is much more efficient than hand seeding and spreading hay. At times the seed could dry out and the hay would blow around. Now the township can simply drive along an area and spray the seed. Warwick Township recycled a nearly 30-year-old piece of equipment to efficiently reseed and restore disturbed areas. Township staff no longer need to purchase straw bales and seed and cover by hand. This drastically reduces staff time to half of the hours previously associated with restoration projects and improves seeding efficiency. This also saved thousands of dollars in expense to purchase a commercial hydroseeder.

2022 Build a Better Mousetrap: Pennsylvania Recognitions

Sidewinder – 2022 National Winner

South Manheim Township, Schuylkill County, PA
Contact: Corby Lewis, Roadmaster
southmanheimroads@gmail.com

What was the challenge? Like many small, rural communities, we face budget constraints. Therefore, we can not purchase or rent additional equipment for every job. Along many of our roadways, the berm is not very wide and our challenge was to be able to fill areas of the berms without losing expensive materials. We also needed to be mobile enough to cover a large area in a short amount of time. Dumping our material directly on the roadway and working it in slowly with our backhoe caused a waste of material, as some material was not going into the correct areas. The result was inconsistent and required continuous sweeping to keep roadways safe. We owned a berming machine with a moon paver which works well; however, you are limited to using one truck over and over which results in a lot of down time while the truck gets loaded, then returns to the site. We needed something more efficient that allowed us to use multiple trucks and provide consistent flow of materials to avoid waste and increase productivity.



South Manheim Township came up with a way to preserve materials, save time and create a more consistent fill along berms with the sidewinder. The township used existing materials and a donated ATV plow to create a product that saves money, time and materials.

How did you develop and implement your solution? The township needed something similar to a widener, which can be expensive. Working together, we developed something along the lines of a widener using implements we already owned, including a berming machine, which usually would mount on the back of a truck, and some scrap metal from the shop. Although we knew there would be some cost involved, we estimated we would save thousands in labor in just a short time. The machine would need to mount to our backhoe (JD 410j tmc) and it needed to be able to push the trucks like a paver. This would allow us to use multiple trucks (we often work with neighboring municipalities, sharing trucks and equipment) and eliminate unnecessary loss of material due to the truck coming out of the berming machine and making a mess on the roadway. We constructed a frame with quick-attach mounting for our backhoe and put a dock bumper to eliminate potential damage from pushing the trucks. Next, we created a frame for the berming machine, and skis to run on the roadway to ensure it stays on grade.

What labor, equipment, plans, or materials did it take to make the solution work? It took roughly 60 manhours to construct the sidewinder, using basic metal-working tools (welder, grinder, etc.). A good portion of the metal was scrap from our shop. Also, one of our employees donated an old ATV plow he intended to scrap. We reinforced it so it could handle the material load. We had to purchase metal and a dock bumper. The quick-attach plates were cut by a plasma cutter instead of buying blanks from the dealer, which can cost \$1,500. Plasma-cutting material was roughly \$250 for the pair through a local metal sales group. As we were building it, we also discovered we could make other attachments to accomplish other tasks with the same unit. We designed an attachment for doing curbing with blacktop, and an attachment for making a uniform 2-inch-wide pass for berms. We also ran the hydraulics off of the backhoe so everything can be controlled right from the driver's seat.

What was the cost of implementation? The cost of materials was just under \$500. This included the cost of blanks for the quick-attach for the backhoe. We used a mig welder and simple angle grinders to fabricate the sidewinder, all of which we already owned.

What was the positive impact/results/outcome of your efforts? This invention has been very beneficial to the township. It saves time because we can keep it running continuously. We have a three-man crew, and this allows one person to operate the sidewinder while the other two employees are hauling materials. The sidewinder also saves our township on costs of materials. We don't lose as much material over the banks because we can control the flow and placement of the materials. Above all we can make our township roadways safer for our residents by having wider shoulders.

Hydraulic Powered Concrete Mixer

North Manheim Township, Schuylkill County, PA
Contact: Ross Miller, Roadmaster
NMTRoadmaster@comcast.net

What was the challenge? We do a lot of catch basin repairs, pouring of headwalls, and other concrete work. Our off-the-shelf options were to mix by hand with a wheelbarrow, which can be labor intensive and slow; use an electric mixer, which requires hauling a generator and fuel to jobsite; or use a gas-powered mixer, which requires another engine to maintain and hauling fuel to the jobsite. We weren't satisfied with these options.

How did you develop and implement your solution? All of our trucks are built with central hydraulics, so we decided to convert an electric mixer to hydraulic. We removed the electric motor, fabricated a mount to install a hydraulic spinner motor, added a safety shut-off valve, and had long hydraulic lines made to hook to the spreader or spinner hydraulic hook-ups at the back of the trucks. We purchased a suitably sized pulley from Tractor Supply and the correct-length belt from a local hardware store to complete it. Since those hook-ups already have adjustable flow for controlling salt usage, we were able to adjust the speed of rotation on the mixer. Now we don't have to haul any extra fuel or a generator to the job site. We don't have to worry about getting a small engine to start, and we don't have to break our backs mixing by hand.

What labor, equipment, plans, or materials did it take to make the solution work? A used electric mixer, hydraulic spinner motor, V belt pulley, V belt hydraulic lines and fittings, hydraulic safety valve, random sheet metal laying around to build the mount and about 8 hours of labor.

What was the cost of implementation? Our costs included: a used mixer, \$100; pulley, \$20; belt, \$15; and hydraulic lines and fittings, \$90. The hydraulic spinner motor and hydraulic safety valve were already in stock and not planned to be in used in the near future. Labor was approximately \$200. The total cost for us was \$425.

What was the positive impact/results/outcome of your efforts? Not running a gas engine or generator saved us fuel costs and resulted in reduced emissions/pollution. Time was saved from not having to perform maintenance on the engine/generator or having difficulty getting them started. Not having to hand mix saved



North Manheim Township's innovation solves several problems and eliminates the need for additional equipment and fuel back and forth to job sites. The mixer saves the township time and money, and gives township workers flexibility at the site.

on labor. The main benefit for the crew is simply convenience. Just hook the lines to the truck and you're done.

Decorative Light Rebuild

Tarentum Borough, Allegheny County, PA

Contact: Mark Anuszek, Borough Foreman
streets@tarentumboro.com

What was the challenge? Multiple decorative LED streetlights were fading or completely burning out at the same time. The lights are about 10 years old and out of warranty and the cost to retrofit one light was estimated at \$870, plus shipping. We have 45 of these lights in the borough, and in October 2021 we had to figure a way to repair or replace 38 of them. No money was allocated for this large purchase in the 2021 budget.

How did you develop and implement your solution? We took the top light assembly from one of the units, disassembled it and evaluated its design. The LED lights were built into a 22-inch aluminum-finned shaft. The top of the LED lights included a plastic shield designed to deflect the light downward. At the top and bottom of the shaft were three threaded holes for screws. Our group came up with an idea to somehow fit this light with a new 360 LED screw in the light by using a ceramic socket. We spoke with the local electrical vendor who had seen our lights before and recommended the correct lumens. Our group purchased the material and came back to the table for design.

We had to figure a way to put it all together so that all the disassembled parts got reconnected. We started with an inch-and-a-half piece of threaded PVC to hold the decorative top onto the assembly. We removed all LED lights and shields from the aluminum shaft. We then cut 3 inches off the top and bottom of the shaft. This allowed us to use the threaded spots to attach our ceramic socket. We wired the socket through the center of the 3-inch aluminum shaft and reattached to the bottom of assembly. We then removed the driver for the decorative light pole and wired a new assembly to the pole.

What labor, equipment, plans, or materials did it take to make the solution work? We used our lineman and bucket truck to take down the light assembly and wire it back up to the pole. We had two laborers disassemble and strip old LED lights apart. Two others cut the aluminum shafts using our bandsaw. They then assembled the new sockets onto the aluminum base and wired them to the base for our linemen to finish.

What was the cost of implementation? Material costs: Ceramic socket, \$8.85; Keystone 360 LED, \$67; miscellaneous wire/nuts, \$20. Total cost: \$95.85 per light. With 38 lights, the project came to \$3,642.30. New retrofitted lights would have cost over \$33,000.

What was the positive impact/results/outcome of your efforts? The savings came to \$29,417 for the borough. The results were fresh and brighter lighting throughout the borough. Our citizens and businesses immediately noticed the difference. Every one of the workers that participated in the project felt rewarded by the positive feedback of the community and borough officials. We still have eight more to complete, and in the future we will be modifying our decorative lights in the park.



Tarentum's invention enables the borough to save considerable money by refurbishing street lights in house. Crews disassembled an existing light to learn how better to repair the units.

2021 Build a Better Mousetrap: Pennsylvania Recognitions

Snow Fence Winder

Penn Township, Lancaster County, PA
Contact: Daryle J. Lefever, Roadmaster
publicworks@penntwplanco.org

Problem Statement: Putting up and taking down snow fence can be very labor intensive. The township has an aging workforce and to be on our knees rolling up the snow fence, can be a task. Rolling up snow fence in higher grass and corn stalks or fodder is a problem. The public works crew felt there is a need to keep putting up snow fence in problem areas and high traffic roads.

Discussion of Solution: The public works crew felt there was a need to come up with some way to roll snow fence up tighter and not be bent over or on our knees to do it. We came up with a way we can roll snow fence up tighter and utilize the hydraulics on our small dump truck. There was a lot of thought put into creating this tool. One of the hurdles was, once the roll was rolled up, how do we remove it from the winder and keep moving, without wasting time. The winder bar is lifted out of a cradle and the snow fence roll is slid off the shaft. Two men then throw the roll onto the truck. There was some trial and error on all aspects of the snow fence winder.

Labor, Equipment, & Materials Used: Two innovative minds, on the public works crew, came up with the idea to use the framework of an old stone pan from the back of a dump truck, add hydraulics and valving to it to make a snow fence winder. There was some work involved in removing the floor of the stone pan and welding a platform for the valve and controls to sit on. Most of the material used, other than the valving, hydraulic hoses, a couple of universal joints, and controls for the operation of the winder, was scrap we had laying around the shop and not being used. This unit was built in the shop over the 2019/2020 Winter season.

Cost: Our total cost, other than labor, was \$520.

Savings & Benefits: Putting up snow fence has cut down on the blowing and drifting of the snow in problem and high traffic areas, so the traveling public, can travel safer. It has enabled us to be more efficient in rolling the snow fence rolls tighter for storage. It has benefited in getting up and down from rolling snow fence on the ground. Possibly a benefit in workmen's compensation claims.



Penn Township came up with a way to use the hydraulics on its small dump truck to create a winder that rolls up the fencing on a metal rod. A used stone pan from the back of a dump truck supplied the framework for the new tool. The crew removed the floor of the pan and welded on a platform to hold the hydraulic valve and controls. With the addition of some hoses, a couple universal joints, and scrap that the department had on hand, the snow fence winder was built for \$520. The new equipment has increased the efficiency of rolling the snow fence into tighter rolls for storage.

Snow Fence Installation Equipment

Jefferson Township, Butler County, PA
Contact: William L. Foertsch
jefbutldustyrds@consolidated.net

Problem Statement: Snow fence installation can be very time consuming and labor intensive. Complete manual installation can cause back and shoulder injuries. It is a challenge to install all snow fence in a timely matter before inclement weather sets in.

Discussion of Solution: To modify a used 3-point hitch post pounder (donated from another township that was going to be scrapped) to install posts and to fabricate other attachments to carry all snow fence materials (snow fence, posts, wooden slats, tires, etc.) so they can be laid out at the time of pounding in the fence posts. All equipment to be mounted on a tractor (commonly used by townships) with the side deck mower removed.

Labor, Equipment, & Materials Used: Approximately 65 hours of labor to complete.

Used post pounder – (donated)

Tractor with 3-point hitch – (already on TWP inventory used for mowing along the roads).

Used pallet forks, various pieces of scrap steel, left over particle board (all on inventory).

2 new hydraulic hoses - \$120

New steel - \$80

Miscellaneous hardware - \$30

Welders, torches, and other various tools on hand.

Cost: \$230

Savings & Benefits: The road crew can safely and efficiently install temporary snow fence in about one-third of the time as in the past years. Three personnel can install approximately 2,500 feet in seven hours. Using machines to do the work will also save on possible back and shoulder injuries. Using snow fence will keep frequent drifting areas to a minimum and keep the roads clear and safe throughout the township. Using snow fence also saves on extra man hours (usually over time), wear and tear on trucks, plows, salt and antiskid. By using the post pounder, the posts can be driven in deep enough so that no additional anchor posts or guy wires will be needed to keep the fence from blowing over.



Jefferson Township's innovation helps with snow fencing installation. The crew modified a donated post pounder that attaches to a tractor's three-point hitch to install the snow fence posts and then fabricated other attachments to carry the fencing, posts, wooden slats, and other materials. The tool enables all the elements to be laid out as the posts are driven into the ground. All the equipment can be mounted on the township's tractor with the side deck mower removed.

The crew spent less than \$250 to purchase new hydraulic hoses, steel, and hardware. The rest of the materials were scrap or items on hand. The device helps the crew safely and efficiently install temporary snow fence in about one-third the time of previous years. Three workers can install approximately 2,500 feet of snow fence in roughly seven hours.

Hammer Holder

Borough of Brentwood, Allegheny County, PA
Contact: Robert Mackewich, Superintendent of Public Works
rmackewich@brentwoodboro.com

Problem Statement: Storing the hammer in an upright position so the seals do not get damaged, since the equipment is not used everyday.

Discussion of Solution: We either buy or fabricate a holder.

Labor, Equipment, & Materials Used: One man, six hours, plasma cutler, welder, old ramp from trailer, pipe covers, and spray paint.

Cost: \$150 in labor all other materials were on hand through other jobs.

Savings & Benefits: New holders were approximately \$1,200 and we were saving by being able to store indoors and out of the way until we needed to use the hammer again. There will be no downtime for repairs die to the fact it is stored in an upright position.



Brentwood's invention enables the borough to store its excavator hammer in an upright position to keep the hammer's seals from getting damaged. The hammer holder allows the excavator hammer to be stored indoors, out of the elements and out of the way until it is needed, which helps to reduce the need for repairs and downtime.

A member of the public works crew built the holder in six hours using a plasma cutter and welder with materials found in the shop, including an old trailer ramp, pipe covers, and spray paint. The device cost just \$150 in labor and saved the borough more than \$1,000

2020 Build a Better Mousetrap: Pennsylvania Recognitions

Black Top and Shoulder Stone Paver

Lower Heidelberg Township, Berks County, PA
Contact: Matt Clay, Road Foreman
mclay@lowerhbtwp.org

Problem Statement: When repairing spot repairs or filling in shoulders we have to hand shovel and rake the material, which can cause an uneven road surface. Shoveling and raking could also cause back injuries.

Discussion of Solution: With the paver it allows the township to set an even height which eliminates wavy road surfaces and also creates safer driving conditions. With the new operation, minimal hand work is required reducing the risk of injury and work fatigue.

Labor, Equipment, & Materials Used:

38 hours of labor, Skid steer, 3 point drag box, quick attach weld on plate, 5 trailer jack.

Flat Steel: 1 in.- 4 in. x 21 in., 3/8 in.- 6 in. x 21 in., 3/8 in.- 6 in. x 17 in., 1-½ in. x 17 in., ¼ in.- 13 in. x 22 in.

Pins: (2) 1 ½ in. x 5/8 in.

Bolts and Washers: (16) ¾ in. x 1 ½ in., (16) 3/8 in. x 1 in.

Cost: \$1,950

Savings & Benefits: Thousands of dollars for years to come in labor costs and workman's compensation claims for back injuries. It also makes for a smoother riding road surface. For example, previously it would take 35 minutes to unload a truck of black top and rake it by hand. Now it takes only 6-8 minutes to unload the truck.



The Lower Heidelberg Township, Berks Co., Pa. public works department created the Black Top and Shoulder Stone Paver. "When doing spot repairs or filling in shoulders, we would have to hand shovel and rake the material, which can cause an uneven road surface," Matt Clay, the township's road foreman, says. "Shoveling and raking could also cause back injuries."

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

Sign Post Driver

Upper Mount Bethel Township, Northampton County, PA

Contact: Lindsey Manzi
townshipsecretary@umbt.org

Problem Statement: The current signpost driver swells and cracks the posts during installation into the rocky terrain of the township. The driver also twists, damaging the footer, causing wasted posts. The driver only extends into the post 2 inches in depth.

Discussion of Solution: The signpost driver extends into the post 9 inches in depth. The design includes a round hole for a round bar or a square hole for a flat bar to be inserted for stability and safety. The driver was field tested, and the results were successful. The driver is used weekly and it has reduced costs and improved efficiency when installing signposts.

Labor, Equipment, & Materials Used: Labor included cutting, welding, and painting. Materials: ¼ x 2 inch steel tube with a solid piece of square tube installed and welded inside for a total length of 12 inches.

Cost: \$90 – Materials were cut off from scraps of other shop repairs and projects.

Savings & Benefits: Sign post are no longer being wasted, so the township is saving money.



An employee designed signpost driver saves money and improves efficiency when installing signposts. The new device is an improvement over the township's previous driver, which would swell and crack signposts when installed in rocky terrain. The old driver, which only extended into the post 2 inches, would also twist and damage the footer, causing the township to waste signposts. The new driver extends 9 inches into a signpost, and the design allows either a round or flat bar to be inserted.

Spreader Storage Rack

London Grove Township, Chester County, PA
Contact: Shane Kinsey
Skinsey@Londongrove.org

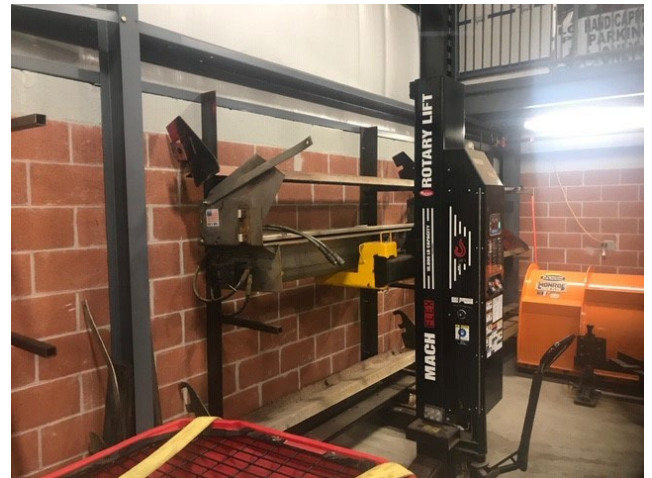
Problem Statement: There was a need for an efficient method to install and store salt spreaders allowing for quick removal and installation.

Discussion of Solution: The solution was to utilize the empty wall space by installing a rack which allowed the use of a portable hydraulic vehicle lift to remove, transport, and install spreaders. All these functions can be done easily with a single person.

Labor, Equipment, & Materials Used: Eight hours of labor to build. Materials: Steel, scrap steel, welder, and fasteners.

Cost: \$200

Savings & Benefits: Allows staff to quickly install and remove spreaders so equipment can be used for other tasks between storms.



The storage rack allows the road department to efficiently store, install, and remove salt spreaders. For around \$200 and eight hours of labor, staff used steel, a welder, and fasteners to create the device, which was then installed on an empty wall in the garage.

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

2019 Build a Better Mousetrap: Pennsylvania Recognitions

Polish Paver

City of Williamsport, Lycoming County, PA
Contact: James O'Brien, Street Department Foreman
Streets@cityofwilliamsport.org

Problem Statement: Completing the most potholes possible with the least amount of manpower and equipment.

Discussion of Solution: Something that would allow more blacktop to be put down with less work.

Labor, Equipment, & Materials Used: Steel, welder, pins, bolts, and 24 hours of labor.

Cost: \$600

Savings & Benefits: We are repaving roads without a paver. It is now a two-man operation. 10 ton/10 minutes.



Spreader Rack – 2019 National Winner

East Brandywine Township, Chester County, PA
Contact: Matthew VanLew, Township Road Master
roadmaster@ebrandywine.org

Problem Statement: The spreaders for the trucks were always on the floor taking up space and if we needed to move them we had to hook them up to a chain with the backhoe. Also used a backhoe to mount on the trucks with two guys.

Discussion of Solution: The road department devised a storage rack which is portable for the spreaders. It holds four spreaders that can be moved throughout the building and outside to a lift for truck mounting.

Labor, Equipment, & Materials Used: The rack was built using scrap lumber, the only material purchased was the wheels which swivel. Approximately 10 man hours were used to build the rack.

Cost: \$50 for wheels and bolts.

Savings & Benefits: This saves time for the department utilizing one guy and no equipment to install and remove salt spreaders from trucks.

Inlet Grate Puller

City of Easton, Northampton County, PA
Contact: Charles Wilson
cwillson@easton-pa.gov

Problem Statement: Removal of storm sewer inlet covers for inspecting and cleaning.

Discussion of Solution: Staff designed and fabricated a user-friendly tool.

Labor, Equipment, & Materials Used: Stop sign post, chain with hook, car jack and four hours of labor.

Cost: Personnel hours = \$150.

Savings & Benefits: Eliminated the need to have a backhoe to remove difficult inlet grates.



The East Brandywine Township road crew designed a portable storage rack for spreaders out of scrap lumber and inexpensive wheels. A hoist lifts the spreaders for mounting on trucks. (Credit: Matthew VanLew, East Brandywine Township, PA)



Using an old stop sign post, a car jack, and a chain with a hook, two employees at the City of Easton engineered a device that easily removes storm sewer inlet covers for inspection and cleaning. The tool is placed over the inlet grate with the angle iron against the curb. The hook is attached to the grate, and the handle is cranked to lift the cover. (Credit: Dwayne Woolverton & Bob Piperato, City of Easton, PA)

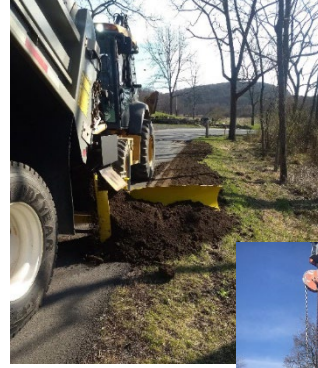
Past National Winners

2022 Sidewinder

South Manheim Township, Schuylkill County, PA

Contact: Corby Lewis, Roadmaster

southmanheimroads@gmail.com



2019 Spreader Rack

East Brandywine Township, Chester County, PA

Contact: Matthew VanLew, Township Road Master

roadmaster@ebrandywine.org



2016 High Pressure Undercarriage Sprayer

Swatara Township, Dauphin County, PA

Todd Webb

twebb@swataratwp.com



Sample Build a Better Mousetrap Entry Form

Agency Name: _____ Contact Person: _____

Contact Phone #: _____ Contact Email: _____

Contact Address: _____

County: _____

Entry Title: _____

What was the challenge?

How did you develop and implement your solution?

What labor, equipment, plans, or materials did it take to make the solution work?

What was the cost of implementation?

What was the positive impact/results/outcome of your efforts?

Email photographs to ltap@psats.org and include the municipality and the entry title.
You may enter more than one innovation. Use separate forms for each innovation.

Return your completed form by the first **Friday in March**, to ltap@psats.org,
fax it to 717-763-9732, or mail it to:



PennDOT LTAP
c/o PSATS
Attention: Karen Atkinson
4855 Woodland Drive
Enola, PA 17025

Questions? Call Karen 717-763-0930, ext.156 or email ltap@psats.org.