



moving FORWARD

SPRING 2018

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

Call Before You Dig

Recent Law Transfers One Call Enforcement to PUC Among Other Revisions

by Michael H. Fleming, ISMF LLC

Recent changes to the state One Call Law could affect how utilities, municipalities, and contractors protect a facility or perform excavation within Pennsylvania. The Underground Utility Line Protection Law, commonly referred to as the One Call System, was recently amended to transfer enforcement authority from the state Department of Labor and Industry to the Pennsylvania Public Utility Commission (PUC).

Act 50 of 2017, signed into law on October 30, stipulates that municipalities and PennDOT may continue performing minor routine maintenance up to a depth of less than 18 inches measured from the top of the edge of the cartway or the top of the outer edge of an improved shoulder, in addition to performing incidental de minimis excavation associated with routine maintenance and the removal of sediment buildup within the right-of-way of public roads. PennDOT will continue to be able to work up to a depth of 24 inches beneath the existing surface within the right-of-way of a state highway.

The act also adds unconventional oil and gas well production and gathering lines or facilities to the definition of “line or facility.”

The Underground Utility Line Protection Law was established in 1974 to protect the public health and safety by preventing excavation or demolition work from damaging underground lines used in providing electricity, communication, gas, propane, oil delivery, oil product delivery, sewage, water, or other service; imposing duties upon the providers of such service, recorder of deeds, and other entities



preparing drawings or performing excavation or demolition work; and prescribing penalties.

Changes to the various responsibilities under Act 50 are summarized below:

- **Facility Owner Responsibilities** — Facility owners are not required to locate lines or facilities installed before the effective date of this clause unless they have existing maps of the lines or facilities that meet the One Call System’s Member Mapping Solutions.

The facility owner also must communicate with the excavator within two hours of a renotification involving mismarked and unmarked lines. Facility owners may respond using such electronic methods as FaceTime, Skype, Google maps, or similar technology to provide location information to the excavator on site.

In addition, facility owners must maintain, locate, or otherwise identify records of abandoned lines. With the PUC now policing the One Call System, any violations of the act must be reported within 30 business days unless the cost to repair the line is less than \$2,500.

- **One Call System Responsibilities** — The One Call System must notify the facility owner when an excavator has identified an unmarked or incorrectly marked facility. Failure to pay an excavator fee to help cover the costs of enforcement

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Asphalt Pavement Maintenance Toolbox: What is in yours?

by Sam Gregory, LTAP Technical Expert, in conjunction with the Pennsylvania Association of Asphalt Material Applicators

Maintaining your asphalt pavements in a cost-effective manner is one of the most important responsibilities of a public works agency, but it can be an especially formidable task within the funding constraints of today's economy.

It's imperative to know and use every "tool" available. Whether dealing with base, binder, or surface course issues, you should understand the alternatives to help make the most cost-effective decision for your municipality.

Fortunately, we have more choices or "tools" to choose from than in the past, but it's important to choose the "right tool for the right job."

In the public works arena, we preach the mantra of applying "the right treatment to the right road at the right time," whether it's a bituminous overlay after repairing the base, a mill and fill, or an old reliable oil and chip after the prep work is completed. While these options are still viable alternatives, there are additional techniques available these days, and it's important to know what else is out there.

Remember that a pavement surface is only as good as the foundation it is built on. Whichever surface type you choose, it must be placed on a sound foundation. Recently, full-depth reclamation has been demonstrated to be a cost-effective method for repairing roadways with extensive base problems. However, if conditions do not warrant this, let's examine what other alternatives are available.

Cold In-Place Recycling

Cold in-place recycling is an alternative for rejuvenating bituminous material to provide for a recycled base course. Cold in-place asphalt recycling (CIR) is the maintenance and rehabilitation of asphalt pavements without applying heat during the construction process.

In CIR, the existing asphalt pavement is cold milled to produce reclaimed asphalt pavement (RAP), which is then processed into a recycled mixture and placed and compacted in one continuous operation on the roadway. Pavements with extensive surface cracking or numerous utility cuts are good candidates for CIR as long as no subgrade failure or severe rutting is present. Non-load-related pavement distresses, which can be treated by CIR, include raveling, potholes, longitudinal, traverse, thermal, and reflection cracking.



Pavement with extensive surface cracking is a good candidate for cold in-place recycling as long as no subgrade failure or severe rutting is present.

In Pennsylvania, CIR has been used in townships, boroughs, and cities along with secondary roadways maintained by PennDOT.

The process mills and cuts to a depth up to 6 inches. All cracks, potholes, corrugation, rutting, and rough-ride issues are eliminated through the milling process. The millings are sized and mixed with the emulsified asphalt. The mixed material is then transferred directly into the bituminous paver and placed to the desired depth and cross-slope on the road. The material is compacted and allowed to cure for a minimum of seven days. Now you have a recycled base course to place your surface on.



A CIP equipment train at work. Cold in-place recycling offers a "green technology" method for removing the existing distress to a pavement and providing a sound foundation for placing a surface.

Some advantages of CIR include conservation of nonrenewable resources and energy, correction of surface irregularities, and removal of existing cracks, potholes, and raveling. Municipalities will often enjoy a cost savings compared to other treatments.

Ask yourself where a CIR treatment with a bituminous overlay would fall in your toolbox. The specifications for this operation are covered in PennDOT Publication 408, Section 341.

CP-2 Bituminous Binder Course

Another tool for improving your roads is the CP-2 bituminous binder course, an extremely flexible option that can be used for new construction of gravel roads or over existing but severely deteriorated roads. The material is designed to provide a flexible base course for low-volume roads where a rigid hot-mix asphalt may be too brittle.

The road is reprofiled by a paver placing #57 aggregate at an average depth of 2½ inches and then penetrating the aggregate with 1.5 gallons per square yard of a "soft" asphalt emulsion. Then, #8 aggregate is applied with a full-width chip spreader to choke in the #57s. Typically, a CP-2 bituminous binder course is followed by a double chip seal, which waterproofs the binder course and provides an inexpensive flexible wearing surface.

CP-2 has been successfully used for decades but has recently gained popularity due to the reintroduction of this process using full-width

construction techniques. CP-2 is an extremely cost-effective, long-term solution for low-volume roads.

Water and drainage issues should be corrected before placing any paving system, but the open textured course does allow water to pass laterally through the bottom layer of the CP-2 without fear of frost damage due to the high air void and asphalt content of the material.

Benefits of CP-2 include reduction in base preparation as the material “bridges” the problem areas of the roadway, lower costs compared to the alternative of total reconstruction, successful use in areas with poor drainage, and an environmentally friendly “green” paving process requiring no heating of the aggregate.

Specifications for this process can be found in PennDOT Publication 447, Approved Products for Lower Volume Local Roads.



A CP-2 project (top left and right): placing #57 aggregate, the course completed with a double seal coat, and (left) the road four years later.

Now that we have reviewed alternatives for base and binder courses, let's look at some surface alternatives.

Cold-Mix Paving

Cold-mix paving has been successfully used since the 20th century. FB-1 and FB-2 bituminous binder and wearing courses have been proven processes for successfully maintaining low-volume roads. New specifications, materials, and construction techniques allow these materials to remain a cost-effective solution for meeting the changing demands of the 21st century.

PennDOT, working in conjunction with the Technical Committee of the Pennsylvania Association of Asphalt Material Applicators (PAAMA), recently updated the cold-mix paving specifications for FB modified bituminous paving course and FB-3 modified bituminous wearing course. The updated specifications have been placed in Publication 447. All cold-mix paving processes are now located in one centralized location in a publication specifically addressing low-volume roads. This will make the process of finding and using these cold-mix

paving specifications much easier for municipalities.

FB modified and FB-3 modified are considered dense-graded cold mixes where a custom blend of coarse and fine aggregate is combined with “soft” emulsified asphalt. They are used for paving courses on low-volume rural and secondary roads. Materials are produced in a portable pug mill, which can be quickly set up on or close to the job site, at ambient temperatures so no heating of aggregates is required. Cold mix is considered a “green” alternative to Superpave.

Custom-mix designs are developed according to project specific conditions, and material can be designed to be more flexible or ridged, as desired. Conventional paving equipment is used for placing the material.

Cold-mix paving is an economical, long-life alternative to hot mix for low-volume roads.

Dense-graded cold-mix materials combine the early strength necessary for a quick return of traffic with the necessary flexibility to perform extremely well over pavements that exhibit a deficient or severely deteriorated base.

FB modified, a combination base and wearing course in one material, is typically selected for low-volume roads that have a deficient base and

are severely deteriorated where a flexible material is required. Below are some typical applications:

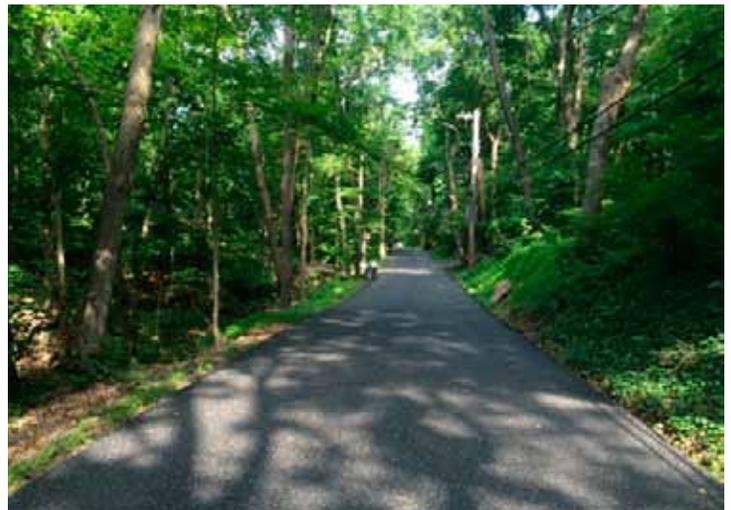
NEW OR RECONSTRUCTED ROADS:

- 3-inch compacted depth overlay

OVERLAY OF EXISTING ROADS:

- Leveling course followed by a 2-inch compacted depth overlay
- 2-inch compacted depth overlay
- Leveling course followed by a double chip seal

Continued on page 5



An FB modified leveling course followed by a 2-inch overlay.

Transportation News Briefs

LATEST INFORMATION FROM PENNDOT & OTHERS

PennDOT Updates Publication 447

An update to Publication 447, Approved Products for Lower Volume Local Roads, is now available on the PennDOT website.

Major changes include:

- All cold-mix paving products now reside in this publication.
- FJ1 and FJ1C, products used for tie-ins and bridge decks to level the surface before a geotextile is placed, are listed in the publication.
- The seal coat specification now includes high-float emulsions and allows for a fine coat of AASHTO #9 aggregate to be placed over top of a new seal coat completed with #7 or #8 aggregates.
- Resinator has been added to the approved list of dust palliatives.
- One producer has been dropped from the municipal anti-skid list.

The link to this revised publication is www.dot.state.pa.us/public/PubsForms/Publications/PUB%20447.pdf.

Questions about the update can be directed to a District Municipal Services representative or Tom Welker in Central Office at (717) 783-3721 or twelker@pa.gov.

FHWA rescinds approval of rectangular rapid flashing beacons

On December 21, 2017, the Federal Highway Administration (FHWA) terminated Interim Approval 11, which permitted the optional use of rectangular rapid flashing beacons at crosswalks.

The rectangular-shaped, high-intensity LED-based beacons, which flash rapidly in a wig-wag “flickering” flash pattern, are mounted immediately between the crossing sign and the sign’s supplemental arrow plaque. These user-actuated amber signals supplement warning signs at unsignalized intersections or mid-block crosswalks and can be activated manually by pedestrians pushing a button or passively through a pedestrian-detection system.

The device has been used effectively and safely throughout the United States, including in many locations in Pennsylvania. However, the FHWA rescinded the interim approval after it learned of four issued U.S. patents and at least one pending patent application for the beacons. Federal regulations prohibit the use of patented traffic control devices.

In light of this rescission, PennDOT has issued the following clarification:

- Existing installations of the rectangular rapid flashing beacons may remain in place until the end of their useful service life and do not need to be removed.
- Rectangular rapid flashing beacons that were part of projects awarded prior to the FHWA rescission letter dated December 21, 2017, may be installed and may remain in place until the end of their useful service life.
- Any projects using these beacons that were awarded after December 21, 2017, must be reevaluated for alternatives and the beacons replaced with an appropriate pedestrian crossing application.

The FHWA has prepared an informational brief on other alternative treatments available for use at uncontrolled marked crosswalks. Go

to mutcd.fhwa.dot.gov and type in “Treatments for Uncontrolled Marked Crosswalks” in the search window. Note that Pennsylvania allows all the identified applications except the pedestrian hybrid beacon.

If you are concerned about what devices to use in lieu of rectangular rapid flashing beacons at your crosswalks, contact LTAP for technical assistance. [🔗](#)



A rectangular rapid flashing beacon already in place may remain there until the end of its useful service life.

Call Before You Dig *continued from page 1*

would be a violation of the act. Additional board seats can now be occupied by pipeline owners or operators.

• **Designer Responsibilities** — Designers may request line and facility information from the One Call System and pay the applicable fee for the request.

• **Excavator Responsibilities** — The excavator must notify the call center if it arrives at a work site and notes an unmarked or incorrectly marked facility. The excavator must report within 10 days of striking or damaging a line if a violation of the act has occurred.

• **Project Owner Responsibilities** — Project owners must submit a report of any alleged violation to the PUC through the One Call

System not more than 10 business days after striking or damaging a facility owner’s line during excavation or demolition work activities or if the project owner believes the act was violated during excavation or demolition.

• **Auditor General Responsibilities** — A financial audit of the One Call System must be performed annually by a qualified auditing firm. New language was included to establish a damage prevention committee and describe how that committee is to operate.

While transfer of authority to the PUC took effect October 30, 2017, the remaining provisions of Act 50 go into effect April 29, 2018. The act is set to expire on December 31, 2024.

Additional information about the One Call System can be located at the Pennsylvania 811 website, www.pa1call.org. [🔗](#)

▶ A CLOSER LOOK AT ROAD TECHNOLOGY

Microsurfacing: A Cost-Effective Pavement Preservation Treatment

by Jennifer A. Albert, Ph.D., P.E., Federal Highway Administration

Microsurfacing is a slurry mixture consisting of polymer-modified emulsified asphalt, water, fine aggregate, and mineral filler. The polymer-modified asphalt emulsion gives it more flexibility than a conventional asphalt binder. When applied to structurally sound pavements, microsurfacing is a cost-effective preservation treatment that can extend the life of a pavement five to 10 years.

Microsurfacing is primarily used to mitigate raveling and oxidation of asphalt pavement surfaces, but it also improves skid resistance. If designed with larger aggregate, microsurfacing may be used for filling shallow- to moderate-depth ruts in asphalt pavement.

PennDOT defines three types of microsurfacing material:

- 1) Type A, the finest gradation, is used to seal cracks, fill shallow ruts (less than ½-inch), and provide a scratch course or surface seal.
- 2) Type B may be used as a scratch course, a leveling course, a seal coat, or a surface treatment. It may also be used to fill moderate ruts (½- to 1¼-inch).
- 3) Type rut fill (RF) has the coarsest gradation and is used to fill deeper ruts (2-inch). Note that microsurfacing will only be effective for filling ruts when the distress is not related to base failure.

For all pavement preservation treatments, project selection is critical. Microsurfacing is an appropriate treatment for roads exhibiting the following characteristics:

- Low severity cracking
- Low to medium severity raveling/weathering
- Friction loss
- Moisture infiltration

Double applications are recommended for all interstate applications and on all other roadways that are in less than excellent condition.

Additional information on microsurfacing, as well as project

selection guidelines, can be found in PennDOT Publication 242, Section 5.4. Construction specifications are provided in PennDOT Publication 408, Section 483. Finally, a microsurfacing application checklist, developed through the joint efforts of the Federal Highway Administration and the Foundation for Pavement Preservation, is available at www.fhwa.dot.gov/pavement/preservation/ppcl05.pdf. 



Microsurfacing is a cost-effective preservation treatment that can extend the life of a pavement five to 10 years when applied to structurally sound pavements.

Photos courtesy of PAAMA.

Asphalt Pavement Maintenance Toolbox *continued from page 3*

FB-3 modified wearing is a dense-graded course for low-volume roads that require either a leveling course or a 1½-inch overlay. When material is used as a scratch or leveling course to restore pavement



Applying the FB-3 wearing course (left), and the course before rolling (right).

profile, it should then be followed by a double chip seal. This cost-effective solution is for roads too out of profile to simply chip seal but that may not require a 1½-inch overlay.

Whether you choose to apply the same maintenance techniques you have always used or are interested in trying new ones, a project-level evaluation using all the available pavement data is necessary to ensure you choose the best alternative. A detailed pavement assessment with the type, severity, and frequency of distress must be completed. This along with other factors will help you choose the “right tool for the right job.”

Public works agencies throughout Pennsylvania face increasing demands and decreasing resources in their challenge to maintain a roadway infrastructure. By keeping abreast of new and alternative processes, you can maintain a “toolbox” of treatments to meet these demands in a cost-effective manner. So, do you know what is in your toolbox? 

STIC Spotlight Educating Local Officials for Safer Roads

The Pennsylvania State Transportation Innovation Council (STIC) continues to educate local government officials about road safety planning, proven safety solutions, and resources for funding and programs. Last summer, in collaboration with PennDOT and the Federal Highway Administration (FHWA), STIC hosted a Local Government Safety Seminar to address safety issues on local roads.

More than 110 people attended the event in person at the Farm Show Complex in Harrisburg, while more than 100 tuned into a simulcast at more than 80 locations around the state. The seminar, which was moderated by LTAP instructor Patrick Wright, was broken into four focal areas:

- 1) The first session focused on identifying safety issues, followed by a demonstration on the importance of developing a transportation safety plan and using best practices to develop the right solutions to safety challenges.
- 2) The second session focused on safety countermeasures to help address issues and challenges in communities.
- 3) The third session focused on ways to foster a safety culture through education and enforcement.
- 4) The final session discussed funding opportunities for local transportation safety programs, including the availability of grants and other dedicated funding sources, and how to apply for them.



Secretary of Transportation Leslie Richards introduces the PennDOT Connects program.



LTAP instructor Patrick Wright moderates the event, which focused on safety issues, countermeasures, and culture.



At last year's Local Government Safety Seminar, several hundred people, both on-site and at simulcasts, learn about safety initiatives in transportation.

The presentations were provided by experts from PennDOT, FHWA, the National Highway Traffic Safety Administration, planning and advocacy organizations, and local government representatives who shared success stories on improving roadway safety in their communities.

"If we can get every local community in Pennsylvania to develop an annual transportation safety plan, we could easily knock down the number of roadway fatalities in Pennsylvania," Wright said.

Secretary of Transportation Leslie Richards delivered a keynote presentation about the PennDOT Connects program, which is designed to foster collaboration between PennDOT and local governments to ensure that local concerns and needs are considered early in the project design process.

"I wanted to find a way where we truly felt that every dollar we invested in a PennDOT asset was a dollar invested in the community," said Richards, who stressed the importance of municipal participation in the PennDOT Connects process. "The more we know what is important to you, the better we can design projects moving forward."

PennDOT Connects encourages municipal partners and PennDOT employees to work together to find solutions that will identify and address safety needs.

Among the shared success stories, Jane Billings, the manager of Swarthmore Borough, Delaware County, discussed the borough's decision to install a roundabout and how safety has improved tremendously at the intersection. In addition to being safer for vehicles, the roundabout provides shorter crossing paths and increased pedestrian protection from vehicles passing through the intersection.

Award-Winning Excellence in Innovation

STIC's local government outreach efforts were recognized last year when the council received the **2017 STIC Excellence Award** from the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA). STIC collaborated with local governments to identify, pilot, and promote innovations that have the potential to improve efficiency and safety on local road networks while reducing environmental impacts.



State Transportation Innovation Council (STIC)
 (717) 772-4664 RA-pdPennDOTSTIC@pa.gov
www.penndot.gov/about-us/PennDOT2020

Upcoming 2018 Classes

To Register:
PHONE: 1-800-FOR-LTAP (367-5827)
WEBSITE: www.ltap.state.pa.us

This represents some of our scheduled courses. Look for updates on the website.

Americans with Disabilities Act
May 22 – Lehigh County

**Asphalt Roads Common
Maintenance Problems**
April 11 – Centre County

**Bridge Maintenance &
Inspection**
June 12 – Blair County

**Conducting Sign
Retroreflectivity Inspections**
June 6 – York County

**Curves on Local Roads: Issues
and Safety Tools (New Class)**
April 11 – Luzerne County
April 17 – Cambria County
April 26 – Lancaster County

Engineering and Traffic Studies
May 17 – Clarion County

Equipment & Worker Safety
April 9 – Montour County
April 12 – Lehigh County

Full Depth Reclamation
April 12 – Venango County

Liquid Bituminous Seal Coat
May 3 – Bucks County

Managing Utilities Cuts
April 5 – Lehigh County
April 25 – Bucks County
June 11 – Cambria County

**Pavement Preventive
Maintenance**
May 1 – Lancaster County

**Posting & Bonding of Local
Roads**
June 21 – Blair County

Principles of Paving
April 25 – Chester County
May 8 – York County
May 10 – Huntingdon County

Risk Management
June 14 – Montgomery County

Roadside Safety Features
April 3 – Lebanon County

Roadside Vegetation Control
April 26 – Chester County

Safe Driver
April 19 – Mercer County
May 15 – Cambria County
June 13 – Chester County

**Signs and Safety Features for
Bridges/Culverts**
June 26 – Montgomery County

**Stop Signs and Intersections
Traffic Control (New Class)**
April 12 – Pike County
May 10 – York County
May 17 – Allegheny County
May 24 – Crawford County
June 14 – Montgomery County

**Stormwater Facility Operation
and Maintenance**
April 3 – York County
April 12 – Berks County
May 22 – Bedford County
June 4 – York County

Traffic Calming
June 5 – Berks County

**Traffic Safety Development Plan
for Local Roads**
May 4 – Crawford County

Traffic Signs Basics
April 5 – Lackawanna County
May 9 – York County

**Unpaved and Gravel Roads
Common Maintenance
Practices (Recently Updated)**
April 10 – Columbia County
May 2 – Schuylkill County

Warm Mix Asphalt
April 9 – York County

**Work Zone (Temporary) Traffic
Control**
April 3 – Warren County
April 17 – Blair County
April 26 – Centre County

Congratulations to the following Roads Scholar recipients (Certified between November 1, 2017 and January 1, 2018)

- Clair Arentz, Borough of Littlestown, Adams County
- Brad Wolf, Borough of Littlestown, Adams County
- Robert F. Weer Jr., London Grove Township, Chester County
- Danny Peters, Penn Township, Chester County
- Christian Kundla, White Township, Indiana County
- Brad Lowmaster, White Township, Indiana County
- Robert C. Ream, White Township, Indiana County
- Timothy A. Willis, White Township, Indiana County
- Richie L. Deibert, Jonestown Borough, Lebanon County
- Kenneth Riggins, Jenkintown Borough, Montgomery County

Are You a Roads Scholar Yet?

The Roads Scholar Program, offered by the PennDOT LTAP, provides an opportunity for municipal employees to be trained by LTAP's professional team in the latest road-related technologies and innovations related to maintenance and safety and receive recognition as a certified Roads Scholar. The program consists of two designations (Roads Scholar I and Roads Scholar II) and provides a professional certification to municipal employees and officials who attend a certain number of LTAP courses within a three-year period (10 courses for Roads Scholar I and 8 for Roads Scholar II). For more information on the Roads Scholar Program, go to www.ltap.state.pa.us and click on "Roads Scholar Program."

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 www.ltap.state.pa.us and look for the release under "Roads Scholar Program."

Free LTAP Webinar

Curves on Local Roads: Issues and Safety Tools
Thursday, April 19, noon

This webinar will provide an overview of the application of horizontal alignment signs for curves. Based on national and state standards, the webinar will cover:

- Curve warning sign details and applications
- Curve warning sign placement and installation criteria
- Curve study components

The webinar will also examine other features germane to curve safety, including pavement quality, super-elevation, shoulder edge drop-offs, clear zones, and fixed-object hazards.

Registration required. Go to: psats.webex.com/psats/onstage/g.php?MTID=e3a2822fe431bdb511386f695e02411e3

2018 PennDOT-LTAP Municipal Road Maintenance and Safety Symposium

April 22-24 • Hershey Lodge



HELD CONCURRENTLY with **PSATS' 96th Annual Educational Conference and Trade Show**, this three-day symposium features presentations by road maintenance professionals on new products and technologies and by municipal officials on real-world road issues.

The symposium includes the following workshops and activities each day:

SUNDAY, APRIL 22

8 a.m.-4 p.m. — Conference check-in open (Confection Hall — downstairs)

Noon-5 p.m. — Exhibits open

2-4 p.m. — Roadmasters Roundtable

MONDAY, APRIL 23

7 a.m.-5:30 p.m. — Conference check-in open (Chocolate Lobby)

7:30 a.m.-4 p.m. — Exhibits open

10:45 a.m.-11:55 p.m.

- Durable Markings for Traffic Calming and Pedestrian Safety
- Learn about the State's Liquid Fuels Program

1:15-2:25 p.m.

- Posting and Bonding Roads: Get It Right!
- The Power of e-Procurement: Cost Savings with Every Click
- Using Technology to Improve Road Quality

2:45-3:55 p.m.

- Crack Sealing and Hot-Pour Mastics
- New Stormwater Education Tools for Municipalities

TUESDAY, APRIL 24

7 a.m.-5 p.m. — Conference check-in open (Chocolate Lobby)

7:30 a.m.-1:30 p.m. — Exhibits open

1:15-2:25 p.m.

- Do You Know How to Operate and Maintain Your MS4?
- Road Maintenance, Mill and Fill, and Widening Practices

2:45-3:55 p.m.

- Is Paving Fabric Worth It? The Good, the Bad, and the Ugly
- Lessons Learned: Stormwater, Buffers, and More ... Oh My!

COST: Conference registrants may attend the symposium for no additional charge.

There is a \$65 registration fee for those who wish to attend the symposium without registering for the conference. The fee includes access to the specified workshops and the largest municipal exhibit show in Pennsylvania. Nearly 300 vendors will be on hand at the conference to display new products and equipment and answer questions.

REGISTRATION: Go to psats.org, choose the "Training" tab, and then "PSATS Training."

SAVE THE DATE!

17th Annual Roadway Management Conference

Sponsored by the Mid-Atlantic (Delaware, Maryland, Pennsylvania, Virginia, and West Virginia) Transportation Technology Transfer (T2) Centers and Local Technical Assistance Programs (LTAP)

When: October 15-17

Where: Eisenhower Hotel, Gettysburg

What: Educational sessions, demonstrations, exhibits, and networking

Who should attend: Practitioners who manage, construct, and maintain state, county, and municipal roads and streets, including elected and appointed officials, managers, engineers, technicians, supervisors, and contractors.

For more information:

roadwaymanagementc.wixsite.com/home

Stay tuned for more details!

Want Off the Mailing List?

If you do not want to receive a copy of this newsletter, please send an email to ltap@pa.gov. The newsletter is available electronically on the LTAP website under "Publications" on the right-hand side of the page.



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Did you find the information in this newsletter useful? Do you know others who will, too?

Please share this newsletter with others, including:

- Road supervisors/roadmasters
- Public Works Department
- Road crew
- Elected officials
- Managers and secretaries
- Engineers

You can also direct them to the electronic version available at www.ltap.state.pa.us.

