



# moving FORWARD

SUMMER 2013

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

## Flaggers, Stay Safe!

### Valuable Resources and Training Available to Flaggers



The roadway construction season is well under way, and public works departments across Pennsylvania are focused on performing roadway maintenance, repairs, and improvements as safely as possible. During partial or full lane closures, flaggers assume the primary responsibility within the work zone for safety of the motoring public, the workforce, and themselves.

There is a lot to know, but all that knowledge can be distilled into several specific, straightforward procedures. Being current on that knowledge and procedures may help minimize safety risks.

A large number of resources are available to public works department staff for learning and refreshing their work zone and flagging knowledge, and many of these resources are available electronically and are free of charge. Pennsylvania has adopted Federal Highway Administration (FHWA) standards and guidance for official traffic control devices, but PennDOT also publishes additional regulations and policies that are specific to the Keystone State.

#### Federal Guidelines

The Manual on Uniform Traffic Control Devices (MUTCD) is a document produced by FHWA

intended to specify standards and guidance by which signs, signals, and markings are designed, placed, applied, and maintained. Part 6 of the MUTCD (2009 Edition), which focuses on Temporary Traffic Control, presents flagger-specific standards and guidelines in Sections 6C.11, 6C.12, 6C.13, 6C.14, and 6C.15. Section 6D.03 provides standards and guidelines for improving worker safety. The MUTCD is available electronically at [mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf\\_index.htm](http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm).

#### PennDOT Regulations and Guidelines

PennDOT guidance for flagging is Publication 234, *Flagging Handbook*. This guide is published in a pocket-size format to encourage flaggers to carry the document with them for quick reference.

Many PennDOT publications are available electronically through PennDOT's Sales Store at [ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%2012.pdf](http://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%2012.pdf).

The publication includes information about basic positioning, proper attire, and the correct use of a STOP/SLOW paddle and a red flag. The handbook also contains information for supervisors and provides suggestions for managing unusual conditions, such as traffic crashes within the work zone or hostile motorists. Publication 234

Section 6.12, Worker Attire, of PennDOT Publication 46 is useful for ensuring flaggers and all workers within the work zone have the best attire for visibility and conspicuity.

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## Flaggers, Stay Safe

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is available electronically at <ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20234.pdf>.

For full comprehension of work zone set-up and the proper placement of flaggers, no document is more useful than PennDOT Publication 213, *Temporary Traffic Control Guidelines*. In addition to providing basic requirements for flaggers in the General Notes, this publication includes Pennsylvania Typical Application (PATA) schematic drawings showing work zone set-ups for many conditions and highway types, some of which require flaggers. The PATA drawings represent a starting point for work zone set-up, allowing for variability to meet real-world conditions. Publication 213 is available electronically at <ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20213.pdf>.

PennDOT Publication 212, *Official Traffic Control Devices*, essentially covers Title 67, Chapter 212, which is the regulation by which Pennsylvania adopts the MUTCD as its standard for traffic control devices. Publication 212 also adds regulations pertinent to Pennsylvania that do not appear in the MUTCD. Temporary Traffic Control, Subchapter E of Publication 212, articulates guidelines for the management of work zones with flagger-specific information found in Sections 212.411, Flaggers, and 212.412, Flagger Signaling Devices. Publication 212 is available electronically at <ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20212.pdf>.

Section 901, Maintenance and Protection of Traffic During Construction, of PennDOT Publication 408, *Standard Specifications*, contains a section about Pennsylvania's standards for flagger training. Section 901.3(y), Flagger Training, describes the requirement that flaggers must be trained, includes the components of flagger training course content, and establishes a time period of three years for retraining. The 2011 version of Publication 408 is available electronically at <ftp.dot.state.pa.us/public/bureaus/design/pub408/pub%20408-2011.pdf>.

PennDOT Publication 46, *Traffic Engineering Manual*, addresses work zones in Chapter 6, Temporary Traffic Control. This guidance focuses more on the development of effective work zone plans than

on flagging procedures, but Section 6.12, Worker Attire, is useful for ensuring flaggers and all workers within the work zone have the best attire for visibility and conspicuity. Chapter 6 is also useful to public works directors for ensuring their crews deploy the correct temporary traffic control signing and markings for their work zone. Publication 46 is available electronically at <ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%2046.pdf>.

## Flagging as a means of temporary traffic control is a highly responsible job that requires a solid knowledge base and good situational awareness.



PennDOT's *Flagging Handbook* includes information for flaggers about basic positioning, proper attire, and the correct use of a STOP/SLOW paddle.

PennDOT Publication 236, *Handbook of Approved Signs*, contains descriptions and depictions of traffic control signs that are approved for use in Pennsylvania. This publication is useful to public works directors responsible for ensuring their workforce is using correct signage throughout their jurisdictions as well as within their work zones. When the time comes to purchase new signs, municipalities should turn to PennDOT Publication 35, *Approved Construction Materials*, also known as Bulletin 15, which is updated regularly with the latest approved vendors and materials for use in Pennsylvania. Publication 236 is available electronically at [ftp.dot.state.pa.us/public/pubsforms/Publications/PUB%20236M/\\_236%20Sign%20Index.pdf](ftp.dot.state.pa.us/public/pubsforms/Publications/PUB%20236M/_236%20Sign%20Index.pdf).

Publication 35 is available electronically at [ftp.dot.state.pa.us/public/pdf/bocm\\_mtd\\_lab/publications/pub\\_35/bulletin\\_15.pdf](ftp.dot.state.pa.us/public/pdf/bocm_mtd_lab/publications/pub_35/bulletin_15.pdf).

### Work Zone Training

PennDOT LTAP offers a Roads Scholar course titled Work Zone Traffic Control that presents an overview of work zone setup requirements. This overview includes a description of the relevant regulations and publications in Pennsylvania, the importance of work zones, traffic control devices, and traffic control plans, and uses the PATA drawings from PennDOT

Publication 213 and the inspection of established work zones. The course also includes a section on flagging, although all the details required by PennDOT Publication 408 for a flagger training course are not included. This LTAP course provides understanding and insight into how the elements of a complete work zone fit together, including the role of appropriate flagging in temporary traffic control. LTAP does not charge a fee for this class. More information about this and other LTAP classes, including registration instructions, is available

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## 2013 Build a Better Mousetrap: Pennsylvania Competition

The Pennsylvania LTAP staff thanks all those who submitted entries into the 2013 Pennsylvania LTAP Build a Better Mousetrap Competition, specifically: Briar Creek Township, Columbia County; Elk Township, Clarion County; Mount Joy Borough, Lancaster County; Nazareth Borough, Northampton County; and Whitehall Township, Lehigh County.

We recognize the time, effort and ingenuity placed into these projects. The Committee had quite a time judging the entries this year due to the quality of submissions.

**Congratulations!**  
**Nazareth Borough/Northampton County**  
 Winning Entry: Brine Making Totes



Description: Nazareth Borough wanted to apply brine to their streets. The Nazareth Public Works Superintendent, Robert Reimer, contacted Allen Township, who had been doing this for a couple of years. Allen Township purchased the spray set up along with a brine maker. Robert, along with his highway crew, had to come up with a way to make the brine and apply it at minimal cost to the Borough. They came up with an idea to use palletized tote to make, apply and store the brine. The highway crew took about a day to cut the tote, drill the holes and install the pipe and valves along with the wooden hopper. In total, the cost was approximately \$540. Savings are abundant as a manufactured system can cost up to \$20,000. Savings for salt increase with each weather event: the first salting would take about 12-16 tons of salt for our streets. With brine it takes about one ton of salt.

Nazareth Borough's winning entry will represent Pennsylvania in the **2013 Build a Better Mousetrap: National Competition** that is sponsored by the FHWA LTAP/TTAP Clearinghouse. The national winner will be announced at the National Conference this summer.

### 2nd and 3rd Place Entries

We would also like to recognize the following entrants who placed 2nd and 3rd, respectively:

**Elk Township/  
Clarion County** for their entry *Anti-Skid Remover for Under Guiderail*. During winter maintenance months, anti-skid material collects under guiderail and storm water runoff does not remove it from the roadway. In



order to alleviate this problem, the crew fabricated an apparatus which mounts to the mold board of a grader to push and remove material from under guiderail. The total cost of materials was approximately \$50, plus six hours of labor. This mechanism allows the township to complete cleanup at 1/5th of the cost to complete it manually.

**Borough of Mount Joy/Lancaster County** for their entry *Offset Snow Plow*. The Borough has an Amtrak Bridge with a 4' sidewalk that needs shoveled when it snows. Due to the length (+/- 400 ft), it often takes at least 3 men to shovel. There is no way to use a snow blower or any other machinery without closing the bridge due to the width of the bridge. Through team brainstorming and ingenuity, the roadmaster designed a plow that could pivot off the 3-point hitch of a tractor, keeping the snow to the right side. This tool cost less than \$450 to complete and saves countless labor hours.



**Borough of Mount Joy/Lancaster County also receives an honorable mention for their four separate entries into this year's competition!**

*We once again say thank you for all entrants to the 2013 Pennsylvania LTAP Build a Better Mousetrap Competition. Remember to watch for the announcement of the national winner. We look forward to seeing what will be sent in next year! 🇺🇸*

## Meet the Expert

### Pat Wright, LTAP traffic engineer

*Second in a series of profiles on LTAP instructors*



#### Tell us a little about yourself.

I am a civil engineer, specializing in traffic and safety, for Pennoni Associates. I have 28 years of diverse experience in transportation and have worked on projects all over the country. My areas of special expertise include traffic safety, work zones, pedestrians, and general traffic engineering.

#### What has been your involvement with LTAP?

I first started working with LTAP in Georgia, while I was in college at Georgia Tech. Currently, I am an LTAP traffic engineer and have been working with Pennsylvania LTAP since 2005. I teach traffic and anyone who has taken the traffic signs class knows, I am located in

Camp Hill (famous for its traffic signs!) in Cumberland County, but I provide services all over the state, from Pike County in the northeast to Greene County in the southwest.

#### Explain your role as an LTAP traffic engineer.

I teach about 60 classes a year for LTAP, plus other classes for PennDOT. It

is quite busy in the spring and fall, the peak training seasons. I teach courses on the Americans with Disabilities Act, Pavement Markings, Traffic Signs, Engineering/Traffic Studies, Work Zones, Roadside Safety, Risk Management, Safe Driver, and Traffic Calming.

In addition, each month on average, I conduct about 15 to 20 traffic tech assists all over the state. The most common typically relates to sight distance at an intersection and objects, such as trees, buildings, and fences, blocking the sight distance. Speed studies in which we help to establish appropriate speed limits on roads are also common tech assists.

When doing tech assists, I really like helping folks solve problems. Most issues they can work out themselves, so they call us when it's more complicated. Thus, we often get to help resolve safety issues, speeding issues, and other problems. I also like that most folks make the improvements quickly so the problem is soon resolved. I like to theorize that every time we solve a problem, we are preventing future crashes, one location at a time, all over Pennsylvania.

#### What do you like best about your work with LTAP?

I enjoy helping folks learn and solve the problems they have. I also like the safety aspect of providing information to keep road crews and drivers safe. There are so many good folks working hard to keep our roads efficient and safe, and it is gratifying to meet them, get to know them, and help them.

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#### What are you surprised to learn when interacting with municipal personnel or officials?

I'm not surprised by too much anymore—I've seen and heard a lot! But I would say the most common surprise is sometimes officials don't listen to their own roadmasters or police on what the laws and/or regulations say. LTAP often is called in to reiterate what has already been said—I guess it is just needed confirmation or reinforcement.

#### What have you learned recently while at a training or tech assist?

One of the benefits of teaching and doing tech assists is that you are always learning and hearing new thoughts and perspectives. I taught a PennDOT Work Zone class for the 16th time last week, yet students are still providing new insights for me. I also recently learned that I can teach larger groups. Typically, I like to have smaller class sizes—12 to 15 participants are best. But, a few weeks ago, I taught a successful Work Zone class to about 120

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**We can't resolve all the problems at once, but we can make steady progress toward zero deaths on our roads.**

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# Safe Routes to School

## Municipalities can partner with schools to create safer pedestrian routes

Municipalities looking to stretch their dollars should check out the many free resources available through the Safe Routes to School program, part of a nationwide push to make walking and bicycling to school a safe and routine activity for children.

In Pennsylvania, the Department of Transportation (PennDOT) distributes Safe Routes to School funding for a wide variety of community activities and projects, from building safer street crossings to promoting activities that enable and encourage children to walk or bicycle to school. The Safe Routes to School program provides municipal and school officials with low-cost, high-impact ways to improve pedestrian safety, reduce traffic congestion,

districts have received nearly \$16.8 million in funding to address a variety of infrastructure projects, including crosswalks, sidewalks, and curbing.

Safe walking and bicycling routes benefit all residents, says Chris Metka, Pennsylvania's Safe Routes to School coordinator, especially when municipalities and schools can work together to address infrastructure needs.

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**Municipalities should encourage schools to apply for a no-cost assessment of their walking routes. Free walkability audits are available from the Pennsylvania Safe Routes to School Resource Center.**

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### **Walkability audits: First step toward safer routes**

A simple and no-cost way to improve pedestrian and bicycle safety around schools is to participate in

a free walkability audit through the Safe Routes to School (SRTS) program. The Pennsylvania Safe Routes to School Resource Center,



During a Safe Routes to School walkability audit, school and local officials in Annville Township, Lebanon County, assess the pedestrian routes around a local school and find low-cost solutions to make the routes safer.



and expand the local infrastructure, all while encouraging children to become more active.

Since the Safe Routes to School program began in Pennsylvania in 2007, PennDOT has reached thousands of elementary and middle school students with its Safe Routes to School message. The department has awarded grant money to fund activities that encourage walking and bicycling and promote safe routes in 70 schools throughout Pennsylvania. In addition, 30 municipalities and school

which administers the SRTS program, offers a limited number of free walkability audits to schools. Municipalities are encouraged to join as partners in the audits.

These assessments of walking and bicycling routes are a useful planning tool for identifying barriers that may hinder safe walking, from gaps in sidewalks to low-hanging vegetation, and focusing on

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## Flaggers, Stay Safe

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on the LTAP website at [www.ltap.state.pa.us](http://www.ltap.state.pa.us).

Since April 2010, Publication 213 has required all flaggers, including those working for municipalities, contractors, and utilities, to receive training. A variety of training options are available, including training for individual flaggers and train-the-trainer courses. Some options for training include Associated Pennsylvania Constructors (APC), Marcellus Shale Coalition, the Pennsylvania State Association of Township Supervisors (PSATS), and other organizations. Online training is also available through the American Traffic Safety Services Association at [www.onlineflagger.com](http://www.onlineflagger.com).

## Temporary Traffic Control Guidelines



LTAP offers a Roads Scholar course, *Temporary Traffic Control*, that presents an overview of work zone setup requirements.

## Better Flaggers, Safer Roads

Flagging as a means of temporary traffic control is a highly responsible job that requires a solid knowledge base and good situational awareness. FHWA and PennDOT have published clear and useful documents that illustrate the knowledge flaggers should possess, from proper attire to operational procedures. Proper training, in addition to familiarity with the documents listed here, will provide flaggers with the knowledge they need to conduct themselves as safely as possible. 🚧

## Meet the Expert

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people in the city of Lancaster.

## What do you want municipalities to know about you and LTAP?

I am passionate about safety and really believe that we all can make an impact. Trim a tree at an intersection, put a sign in on a curve, take extra care in a work zone setup—all of these little actions add up to making our roads safer. We can't resolve all the problems at once, but we can make steady progress toward zero deaths on our roads. Everything that LTAP does—and all that the crews, roadmasters, and officials at boroughs, cities, and townships across the state are doing—is truly having a positive impact on safety in Pennsylvania.

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

Call! It's free, and we are glad to help. 🚧

## Safe Routes to School

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recommendations for improvements.

“Having a walkability audit conducted in and around schools will provide a municipality and a school district with ideas on how to improve the infrastructure and make it more inviting for kids to walk and bike to school,” says Mark Hood, an engineer with Pennoni Associates, Inc., whose firm has conducted walkability audits in dozens of communities over the past few years as part of the Safe Routes to School program.

During the two-day audit, a SRTS traffic engineer teams up with school and community officials to assess walking routes around a school by observing student and driver behaviors, examining infrastructure along walking routes, and providing recommendations for improvements. By participating in the audit with their school, municipalities can explore a variety of solutions for improving pedestrian and bicycling routes. A final report prepared from the audit findings provides short-, mid-, and long-term recommendations for improving safety and increasing student participation along the walking routes.

“When budgets are tight,” Hood says, “municipalities can take advantage of this free technical help to get a handle on some low-cost, high-value infrastructure improvements they can easily implement.”

In addition to walkability audits, the Pennsylvania Safe Routes to School Resource Center offers many other free services, including crossing guard and bicycle safety training, bicycle education lesson plans for teachers, bicycle safety videos, promotion of Walk to School Day in October, grant funding, and technical assistance.

For more information about the Safe Routes to School program, visit the Pennsylvania Safe Routes to School Resource Center at [www.saferoutespa.org](http://www.saferoutespa.org) or call PSATS at (717) 763-0930 and ask for “Safe Routes.” 🚧

## Want Off the Mailing List?

If you do not want to receive a copy of this newsletter, please send an email to [tholtzman@psats.org](mailto:tholtzman@psats.org). The newsletter is available electronically on the LTAP website under Public Resources and Documents.

## LTAP Contact Information:

400 North Street, 6th Floor, Harrisburg, PA 17120  
1-800-FOR-LTAP (367-5827) Fax: (717) 783-9152  
Email: [ltap@state.pa.us](mailto:ltap@state.pa.us) Website: [www.ltap.state.pa.us](http://www.ltap.state.pa.us)



**pennsylvania**

DEPARTMENT OF TRANSPORTATION

PennDOT Local Technical Assistance Program

## LTAP Welcomes Christina Arlt, DVRPC:

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy.

Serving Bucks, Chester, Delaware, Montgomery and Philadelphia counties, DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.

LTAP partners with MPO/RPOs across Pennsylvania to bring training to your municipality. The new LTAP contact within DVRPC is Christina Arlt. Christina brings municipal experience to the program and will work with municipalities in the DVRPC region to schedule training locally.

**Christina Arlt** is a planner in the Office of Smart Growth at the Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia. She also coordinates DVRPC's Municipal Outreach Program. Christina has experience working on Environmental Resource Inventories, Farmland Preservation Plans, Open Space & Recreation Plans, Transit Oriented Development plans, and waterfront plans. Prior to working at DVRPC, she worked in the Planning & Zoning Office for Warwick Township in Bucks County, and spent a year as a Fulbright English Teaching Assistant in Hamburg, Germany. She obtained her Masters in City Planning with a focus on Land Use and Environmental Planning at the University of Pennsylvania, where she also obtained a Certificate in GIS and Spatial Analysis. Her undergraduate degree is in Urban & Environmental Studies from Franklin & Marshall College.

Christina is active in numerous professional organizations and non-profits. She helped found the Emerging Professionals group of the American Planning Association Pennsylvania Chapter Southeast Section (APAPASE). She also currently serves on the board of Young Involved Philadelphia (YIP) and the Greater Philadelphia chapter of the Society of Women Environmental Professionals (SWEP).



Below is Christina's contact information, please do not hesitate to reach out to her for assistance through the LTAP program.

### **Christina Arlt, AICP**

Planner | Office of Smart Growth  
 Delaware Valley Regional Planning Commission  
 190 N. Independence Mall West | 8th Floor  
 Philadelphia, PA 19106-1520  
 P: (215) 238-2890 | F: (215) 592-9125 | carlt@dvrpc.org  
 www.dvrpc.org  
[www.dvrpc.org/MunicipalOutreach/](http://www.dvrpc.org/MunicipalOutreach/)

## Meet the LTAP Advisory Committee

The PennDOT LTAP Advisory Committee is comprised of an appointed group of municipal government (elected and/or appointed) officials who serve a critical role as program advocates and assist PennDOT by attending training courses, reviewing course materials and content, and functioning in an advisory role on a variety of LTAP issues. The following officials currently serve as members of the Advisory Committee:

- **Donald G. Sirianni Jr.**, Chair; Springfield Township, Montgomery County, dsirianni@springfieldmontco.org
- **Paul O. Wentzler**, Co-Chair; Muncy Township, Lycoming County, muncytwp@comcast.net
- **Glenn A. Coakley**; Patton Township, Centre County, gcoakley@twp.patton.pa.us
- **Mark T. Hoke**; East Stroudsburg Borough, Monroe County, esbmaint@frontier.com
- **Jeffrey K. Kinsey**; Elizabethtown Borough, Lancaster County, publicworks@etownonline.com
- **James J. McGowan**; Wilson Borough Public Works, Northampton County, loulourules11@verizon.net
- **Marlin D. Moore**; Coudersport Borough, Potter County, coudyboro@zitomedia.net
- **Douglas A. Roth**; Penn Township, Butler County, droth@penntownship.org
- **Ann Simonetti**; Marysville Borough, Perry County, asimonetti@comcast.net

# Upcoming Classes

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

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

**July 11, 2013**  
**Lehigh County**  
**Intersections**

Lehigh Valley Planning  
Commission (Allentown, Pa.)

**July 17, 2013**  
**Lehigh County**  
**Equipment & Worker Safety**

Lehigh Valley Planning  
Commission (Allentown, Pa.)

**August 12, 2013**  
**Lycoming County**  
**Asphalt Roads Common  
Maintenance Problems**

Woodward Township Fire Hall  
(Linden, Pa.)

**August 15, 2013**  
**Union County**  
**Warm Mix Asphalt**

Seda-Cog Office  
(Lewisburg, Pa.)

**August 20, 2013**  
**Lehigh County**  
**Engineering & Traffic Studies**

Lehigh Valley Planning  
Commission (Allentown, Pa.)

**August 20, 2013**  
**Allegheny County**  
**Roadside Vegetation Control**

Monroeville Borough  
(Monroeville, Pa.)

**August 26, 2013**  
**Monroe County**  
**Traffic Signs**

Pocono Township Municipal  
Building (Tannersville, Pa.)

**August 28, 2013**  
**Lycoming County**  
**Full Depth Reclamation**

Woodward Township Fire Hall  
(Linden, Pa.)

**September 4, 2013**  
**Huntingdon County**  
**Winter Maintenance**

Huntingdon County Career and  
Tech Center (Mill Creek, Pa.)

**September 4, 2013**  
**Warren County**  
**Winter Maintenance**

Youngsville Borough Municipal  
Building (Youngsville, Pa.)

**September 5, 2013**  
**Pike County**  
**Warm Mix Asphalt**

Lackawaxen Township Building  
(Lackawaxen, Pa.)

**September 9, 2013**  
**York County**  
**Road Surface Management**

Lincoln Fire Station (York, Pa.)

**September 10, 2013**  
**Warren County**  
**Americans With Disabilities  
Act (ADA)**

Youngsville Borough Municipal  
Building (Youngsville, Pa.)

**September 10, 2013**  
**Bucks County**  
**Equipment & Worker Safety**

Middletown Township  
(Langhorne, Pa.)

**September 11, 2013**  
**Clarion County**  
**Traffic Signs**

Clarion University – SBDC  
(Clarion, Pa.)

**September 12, 2013**  
**Lycoming County**  
**Winter Maintenance**

Woodward Township Fire Hall  
(Linden, Pa.)

**September 13, 2013**  
**Northumberland County**  
**Bridge Maintenance &  
Inspection**

Point Township Building  
(Northumberland, Pa.)

**September 13, 2013**  
**Clearfield County**  
**Equipment & Worker Safety**

Huston Township Building  
(Penfield, Pa.)

**September 17, 2013**  
**Dauphin County**  
**Engineering & Traffic Studies**

Lower Paxton Township  
(Harrisburg, Pa.)

**September 17, 2013**  
**Beaver County**  
**Traffic Signs**

Two Mile Run Park  
(Brighton Township, Pa.)

**September 17, 2013**  
**Lehigh County**  
**Winter Maintenance**

Lehigh Valley Planning  
Commission (Allentown, Pa.)

**September 18, 2013**  
**York County**  
**Americans With Disabilities  
Act (ADA)**

New Freedom Borough  
Municipal Building  
(New Freedom, Pa.)

**September 19, 2013**  
**Luzerne County**  
**Liquid Bituminous Seal Coat**

Hazle Township  
(Hazle Township, Pa.)

**September 20, 2013**  
**Centre County**  
**Winter Maintenance**

Patton Township (Centre)  
Municipal Building  
(State College, Pa.)

**September 23, 2013**  
**Warren County**  
**Bridge Maintenance &  
Inspection**

Youngsville Borough Municipal  
Building (Youngsville, Pa.)

**September 24, 2013**  
**Adams County**  
**Full Depth Reclamation**

Adams County Emergency  
Services Facility  
(Gettysburg, Pa.)

**September 24, 2013**  
**Cambria County**  
**Work Zone (Temporary) Traffic  
Control**

Jari Center For Business  
Development (Johnstown, Pa.)

**September 26, 2013**  
**Clearfield County**  
**Full Depth Reclamation**

Cooper Township  
(Kylertown, Pa.)

## Congratulations to the following Roads Scholar recipients:

- Joel Keck, North Newton Township
- Barry Yanni, Whitehall Township
- Keil Fortner, City of Bethlehem
- Dennis Heisey, Hampden Township
- Josh Spangler, Upper Uwchlan Township
- Jim Dalberto, Berwick Borough
- Phil Keifer, Berwick Borough