Fall 2008

PREWETTING: A BETTER ALTERNATIVE
by Dale Keep, Ice & Snow Technologies, LLC

In the past 15 years the economy of using liquids as a prewet for solid chemicals or sand has been proving itself as prewetting spreads to various agencies. Studies show significant performance, economic and environmental benefits. The results have shown that using liquid chemicals to prewet either salt or sand to be a highly cost effective and efficient way to deal with snow and ice by reducing overall material use.

In 1970, Iowa Maintenance Engineer, Foster Smiley, reported to the American Association of Highway officials (AASHO) (now American Association of State Highway and Transportation Officials AASHTO) Subcommittee on Maintenance a new concept of prewetting granular sodium chloride with liquid calcium chloride. Even now, agencies are “discovering” prewetting, a technology which has been in use for up to 30 years or more. An E-news letter (July 16, 2007) quotes a state agency as saying, “A recent discovery has proven to be so effective that a new policy has been adopted -- soak solid deicer with liquid deicer before it’s applied to the highway.”

Sand/salt mixtures are not the same as prewetting and have none of the advantages of prewetting.

Advantages for prewetting salt are:

1. The prewetting liquid provides a jump start on the brine formation process necessary for the solid salt particles to go to work. All solid deicers must be water soluble, and form a solution (brine) with water to work. It is the brine that melts the ice, not the solid.

2. The effective temperature range of the solid chemical may be extended depending on the type and amount of prewetting chemical used. For example to prewet salt with salt brine does not change the overall operating temperature range, where prewetting salt with calcium or magnesium chloride would.

Advantages for prewetting sand or abrasives are:

1. The prewetting liquid when used correctly provides a short-term melting of the icy surface and then a refreeze, allowing the sand particles to embed themselves into the ice and be frozen into place. This embedding process forms a matrix not unlike sandpaper which provides improved traction over a longer period of time as the particles are retained on the surface better and not as readily displaced by traffic action. This process is highly useful on packed snow surfaces during extended periods of temperatures too low for the use of chemicals for deicing.

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Indiana LTAP

Indiana Local Technical Assistance Program (LTAP) was established by the Federal Highway Administration (FHWA). The purpose of the LTAP program is to translate the latest, state-of-the-art road, highway and bridge technologies into systems usable by local highway agencies. LTAP is funded by FHWA, the local agency distribution of the Motor Vehicle Highway Account and Purdue University. A newsletter is published quarterly by the Indiana LTAP office at Purdue University. It is distributed free to county, city or town road and street personnel, and others with transportation responsibilities.

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Advisory Board Meeting

The next meeting of the LTAP Advisory Board will take place on:

Thursday, October 30, 2008 at 10:00am

The meeting will be held in the LTAP Center Conference Room

Indiana LTAP Training Calendar 2008–2009

Unpaved Roads Workshop & APWA Click, Listen & Learn
ETHICS...or Doing the Right Thing
November 13
University Plaza Hotel
West Lafayette, IN

Road Scholar Core Course #5
Roadway Safety
at the Indiana Association of County Commissioners Annual Conference
December 2-4 (specific date TBA)
Sheraton Hotel & Plaza Keystone Crossing
Indianapolis, IN

APWA Click, Listen & Learn
Bridge Maintenance
December 4
Multiple sites*

County Bridge Conference
January 28 & 29
University Plaza Hotel
West Lafayette, IN

Stormwater Drainage Conference
February 12
University Plaza Hotel
West Lafayette, IN

95th Annual Purdue Road School
March 10, 11 & 12
Stewart Center, Purdue Campus
West Lafayette, IN

*LTAP now offers multiple sites throughout the state for all Click, Listen & Learn classes.
To find a site closest to you check our website at:
www.purdue.edu/INLTAP
or call the LTAP office: 765.494.2164
PROFESSIONAL ASSOCIATIONS FIND NEW LEADERSHIP

Asphalt Pavement Association of Indiana

William I. “Bill” Knopf has been named Executive Director of the Asphalt Pavement Association of Indiana.

Knopf’s appointment is effective August 1 after the retirement of long-time Executive Director Lloyd Bandy, whose successful leadership of APAI has spanned three decades. Headquartered in Indianapolis, Knopf will provide executive management of the APAI, coordinating membership services, industry programs, state and local government relationships, and other association activities.

Knopf has worked in association management since 1982, including executive roles with The Associated General Contractors of Iowa, Inc. and the St. Louis Association of Realtors. Knopf comes to APAI from the Finishing Contractors Association, where he served as Vice President, based in St. Louis, MO, working with local associations and groups of finishing contractors throughout the U.S.

Knopf received a BA in Economics from New College in Sarasota, Florida and an MBA from Saint Louis University. He and his wife Lisa have two children, and they plan to relocate to Avon, IN from the St. Louis area.

The Asphalt Pavement Association of Indiana is the exclusive voice for asphalt pavement contractors and supporting firms dedicated to serving Indiana citizens with innovative, cost-effective, and superior asphalt pavement. APAI works closely with the Indiana Department of Transportation (INDOT) to develop specifications and procedures to incorporate emerging technologies into roads and highways. In 2009, the APAI will be celebrating its fiftieth anniversary.

Indiana Association of County Commissioners

The Indiana Association of County Commissioners is proud to announce that Jim Biggs has been selected as the new Executive Director.

Jim brings to the position over twenty-five years experience working with State and local government, including the perspective of both an elected official and a vendor.

Jim served two terms as a Porter County Commissioner from 1993 to 2000. During such time he was an active member of the IACC, participating on the Board for a year as the President of the Northwest District. For the past eight years, Jim has been a vendor member of the IACC in his role as a business development manager for DLZ Indiana, LLC. Earlier in his career, he served as an enforcement officer with the Indiana Attorney General and the City of Houston.

Please mark your calendars for the upcoming IACC annual conference to be held December 2nd through the 4th in Indianapolis. If you have any questions on the conference or otherwise, please do not hesitate to contact Jim at james.biggs@hotmail.com and 317-654-5533.

The IACC Board of Directors is excited about the prospects of Jim leading the continued success of our organization. I hope you will join me in welcoming him to the IACC.

Joyce Poling
President of the IACC
Bill Brandon  
Street Commissioner  
City of Auburn

Richard Carney  
Bridge Inspector  
Boone County

Joe Ewing  
Street Commissioner  
City of Kokomo

Randy Knach  
Highway Maintenance Supervisor  
Allen County

Dave Loveall  
Operations Manager  
City of Carmel

Lucas Mastin  
Engineer/Designer  
Johnson County

Bill Unwin  
Street Commissioner  
City of Crown Point

Mark Warner  
Street Commissioner  
City of Madison

Bob Young  
Highway Supervisor  
LaPorte County

ROAD BUILDERS NOT PICTURED:
Jason Fee, Jackson County Engineer (formerly)  
Jerry Sitton, Rush County Supervisor  
Monte Sitton, Rush County Assistant Supervisor

ROAD BUILDERS SCHEDULED TO GRADUATE IN DECEMBER 2008
Jack Fisher, Highway Supervisor, Tippecanoe County  
LeeAnn Pherson, Traffic Technician, Delaware County

some photos courtesy of Jim Reid, Indiana Public Works
Participants must attend all 12 Core Courses. They are:

- Supervision and Highway Organization
- Liability and Risk Management
- Highway Funding
- Purchasing and Public Construction
- Roadway Safety
- Basics of a Good Road
- Temporary Traffic Control
- MUTCD
- Bridges Basics
- Drainage
- Road and Bridge Plan Reading
- Estimating Construction Cost and Quantities

No credit hours will be awarded for a core course the first time you attend it. These are mandatory to achieve the level of Road Builder.

All other LTAP training events will be considered electives and will be given credit according to the number of hours of training provided (half day workshops will typically be worth 3 hours, full days typically worth 6 hours). To receive credit for attendance you must attend the entire course. You must check in, at registration, sign in and sign out to receive the certificate presented at the end of the course.

Multiple day events will have event total credits. For example, County Bridge Conference Day 1 = 6 credit hours + Day 2 = 6 credit hours = 12 credit hours.

Credit may also be given for attendance at LTAP events over the past five years. The applicant will be required to complete a form to receive this credit.

Participants can obtain the following levels of achievement:

- 300 Hours - Road Builder
- 600 Hours - Master Road Builder

For more information or to obtain enrollment forms call the LTAP office at 765.494.0315.

You can also visit www.purdue.edu/INLTAP/Training for information on upcoming Core Courses, enrollment forms and a list of past graduates.
The Indiana APWA Chapter announces Fall 2008 education and training opportunity...

**EVENT:**
**DATE:** Tuesday, November 18, 2008
**TIME:** 9:00am to 4:00pm (registration & networking breakfast begins at 8:00am)
**LOCATION:** Sheraton Hotel (Ballrooms A & B), Keystone Crossing, Indianapolis, IN
**COST:** $60 (APWA Members); $75 (Non-Members)
**OTHER:** Includes single day seminar, training materials, continental breakfast, lunch buffet, CEU's available. Class size limited to 150 attendees (first come, first serve basis).
**TOPICS COVERED:** Compliance Regulations, Design Issues, Construction, Legal, and Panel Discussion

*Key Note Speaker:* Ms. Michele S. Ohmes, Kansas City, MO
Nationally recognized ADA author, trainer, speaker, educator, and advocate

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**ADA Compliance & Design Seminar**
November 18, 2008; 9:00am to 4:00pm (Sheraton Hotel - Keystone Crossing, Indianapolis, IN)

Register no later than 11/03/2008 - Limited Seating Available...Register NOW!

Name of Attendee(s):
Company Name:
Contact Info (address and phone):

Email Address:
Currently APWA Member: Yes No
Interested in APWA Membership: Yes No
Payment Amount (all attendees):

* Please make all checks payable to: APWA Indiana Chapter

Mail registration & payment to: Bollinger Lach & Associates, 8720 Castle Creek Pkwy. #329, Indianapolis, IN 46250
Fax registration form to 317-842-4506 (please call to RSVP with payment delivery on day of seminar)
Contact Tracy May at 317-385-7031 or tmay@bollingerlach.com with any questions.
New report provides clearer understanding of how local agencies use road data and information

Meaningful Use of Local Roads Data and Information
- Pavement management systems used by local agencies in the U.S.
- How the management system data is being used by agencies in IL, IN, IA, MI, MN, OH and WI.
- Identification of training available in the upper midwest.
- Validation of pavement deterioration curve models used in RoadSoft®.

In the United States, more than 38,000 local road agencies are challenged with implementing road management systems. Local agencies in Wisconsin and Michigan have overcome some of the organizational and financial hurdles that stand in the way of implementation. Starting in December 2005, the Midwest Regional University Transportation Center (MRUTC) with support from the Michigan Tech Transportation Institute (MTTI) and the Michigan Transportation Asset Management Council (TAMC) began to examine the practices of local agencies in Michigan and Wisconsin in order to gain a better understanding of the current use of management systems by local road agencies.

With the cooperation of hundreds of street and highway department personnel at counties, cities, villages and towns throughout the upper Midwest, the project was completed by September 2007. A full report of the findings was published in March 2008.

The report is available on the MRUTC web site at: www.mrutc.org/research/0605.
On September 10th & 11th, Indiana LTAP Annual Transportation Expo and Snow Plow Roadeo was held at the Indiana State Fairgrounds Ag/Hort Building. On Wednesday, two separate training tracks were offered to participants. A Management track focused on De-icing Materials and Technology and Public Purchasing. Drivers and crew were offered A Snowfighter’s Guide to Snow and Ice Control as well as
several demo stations such as crack sealing, spreader calibration, tire inspection, truck maintenance and spray injection patching. Drivers who attended all demo stations were eligible to receive 5 bonus points on their Roadeo score the following day. Over 115 attendees were present.

The Snow Plow Roadeo followed on Thursday. Over 40 drivers competed in the Single Axle, Tandem Axle and Front End Loader events, and ten teams competed for Best Overall Agency. Winners are pictured on this page. Special thanks go to Palmer Trucks, McAllister Caterpillar, WA Jones Truck Bodies and the Tippecanoe County Highway Department for their extra assistance.

LTAP would like to thank all our vendors for making this year’s event a success! They are:
- Builders Concrete Supply Co.
- Cargill Deicing Technology
- Equipment Marketing Co.
- Northern Equipment Company, Inc.
- Palmer Trucks
- PEN Products
- Syntech Products
- Rejuvtec
- Road Solutions
- The Hoosier Company
- Unique Paving Materials
- WA Jones Truck Bodies & Equip.
- Weather Command
Talking with the Media:

Five Insider Tips Every Transportation Official Should Know

It's a situation we all face at one time or another. We're going about the business of maintaining and building our roads, supervising our staff and managing our budget - and the phone rings. It's the local reporter with an "out-of-the-blue" question bound to disrupt the day. While your first thought may be to simply ignore the message and try to catch up with your packed to-do list, don't. As uncomfortable as you imagine the interview will be, your response - or lack of it - has a strong impact on how the public perceives the important work you do every day.

The good news? The interview need not be as painful as you imagine. With a few simple tips, you will be able to handle any question the reporter throws your way and improve your organization's image in the public eye, as well.

- **Have a plan.** As a transportation official, chances are you have a boss. County commissioners. The mayor. A few trustees. Sound familiar? If you haven't already, talk to these folks about what to do when a reporter calls. Remember, ignoring the call is not an option! Larger cities may have a communications manager or deputy mayor who handles all media calls. In this case, your job will be to get the correct information to this person. Most of the time, you will be asked to field these questions and keep the "boss" in the loop.

- **Handle the call.** When the call comes (and it will), be prepared. If you have a receptionist, ask them to gather as much information about the reporter's question as possible without putting the call through to you. If you take the call yourself, don't say anything right away. Ask a lot of questions about what they need to know, and then set up a time for the interview a little later in the day (a couple hours should do the trick).

- **Ready, Set, Prepare!** Carefully consider the reporter's question. What do they want to know? Why? The best way to combat any negative story is with sympathy and understanding. For example, if the story is about drivers frustrated by construction congestion, explain that you understand the drivers' aggravation and apologize for the inconvenience. Then, remind motorists about the benefits of the completed project. After thinking about the question, put together five main points you would like to make. These points should contain very few numbers, no acronyms and should be a few sentences each. These will be your talking points, and you will stick to them throughout your interview.

- **Look the Part.** Like any other professional situation, it's important to look put-together for your interview. If you frequently work in the field, consider keeping a pair of khakis and nice button-down or polo in your office for last-minute interviews. During your interview, don't chew gum, swivel in your chair, shift from side to side, glance around the room, or jingle keys or change in your pocket. While these gestures are natural in a nerve-wracking situation, they can make you look unreliable. Remember, nothing you say to a reporter is ever "off the record." This is especially important to remember during print interviews, which are more like a casual conversation. Even if the reporter doesn't have a notebook out, they are still taking mental notes.

- **Stick to the Point.** Remember the five talking points you planned out earlier? Stick to them now. Always look for a way to steer the answer back to one of these main points. For example, if the reporter asks an off-subject question say, "That's a good question, Jane. I think when considering that it is important to remember (your talking point here)." It's a trick the professionals use all the time. Ever seen a Presidential press conference? If the reporter asks a question you're uncomfortable with or don't know the answer to, simply say, "You know, I don't know the answer to that right off the top of my head, but I'll be happy to look into it for you and get back to you later today." The most important rule: never say "No comment." It looks fishy, and if you say it, they'll use it in their story.

By following these five simple steps, you'll ensure a better result for the story. Remember, not every story will be a glowing review of your organization. But, by answering to the reporter's questions in a way that is understanding and responsive to concerns, you'll gain respect and credibility in the public eye - even in the worst situations. And, by establishing a professional working relationship with your local reporters, you'll make future interviews more friendly and relaxed. A good thing for the next time the phone rings (and it will!)

**About the Author:** Megan Tsai is a full-time freelance writer and former television reporter specializing in transportation and engineering. She writes business communications including articles, brochures, booklets, case studies and presentations for companies and organizations across the country.
Call for Nominations

To recognize and showcase quality achievement for transportation projects; the Indiana Partnership for Transportation Quality will present Quality Awards at the 95th Annual Purdue Road School, March 10-12, 2009

AWARD CATEGORIES
(Nominations will be received for projects in the following categories)

- Major New/Reconstruction - Rural
- Major New/Reconstruction - Urban
- Pavement - Rural
- Pavement - Urban
- Bridges - Rural
- Bridges - Urban
- Special Projects > $2,000,000
- Special Projects < $2,000,000

Application and Evaluation Information can be obtained at:
http://www.fhwa.dot.gov/indiv/iptq

Download Awards Application in Word format!

Questions?
Contact: Dan Keefer, Program Coordinator
Federal Highway Administration
(317) 226-7478
daniel.keefer@fhwa.dot.gov

Applications must be received by January 9, 2009
**Ten Essentials of a Good Road**

Here are 10 basic tips to help maintain and keep your roads in good condition.

1. **Keep Water Away from the Road**
   
   Drainage cannot be overemphasized in road construction and maintenance. Water affects the entire serviceability of a road. Too much water in the base material weakens the road. Water allowed to remain on top of a gravel or black topped road weakens the surface and, combined with traffic, causes potholes and cracking. If improperly channeled, water causes soil erosion and a breakdown of pavement edges. Whether it is mud in the spring or frost heaves in the winter, the presence of water in roads is nothing but trouble.

   A good surface drainage system is the best way to lessen water damage on a road. Proper surface drainage prevents water from infiltrating the pavement surface and removes water from the driving lanes in a constant thin sheet to the side ditches, which carries the water away from the roadway. A surface drainage system has four main components: road crown, shoulders, ditches, and culverts.

   The road crown, or superelevation of the road surface, drains water off the road surface.

   Shoulders are an extension of the road surface and allow for the continued flow of water to the ditches.

   Ditches are used to carry water away from the roadway. They need to be kept clean and protected from erosion. Water left in the ditch can sometimes leak back into the base.

   Water collected and carried in the ditch has to be directed away from the roadway at frequent intervals, sometimes using culvert pipe.

   Culverts usually channel water from one side of the road to the other, helping to control the flow of water and slowing it down to reduce erosion.

   Road managers are guided by the principles that water runs downhill, that water needs outlets at the bottom of all grades, and that puddles mean problems.

2. **Build on a Firm Foundation**
   
   A highway wears out from the top, but it falls apart from the bottom. This is another way of saying that the road base determines the service-life of a road. The base supports everything above it, including traffic.

   Without adequate support, the road will deteriorate rapidly. A good road requires a suitable foundation composed of stable material. A road material is stable if it has negligible soil settlement with a change in moisture content and does not deform excessively under repeated loads whether the material is wet or dry.

3. **Use the Best Soils Available**
   
   The supply of natural, good quality soils and aggregates is beginning to disappear. Blended or crushed gravel is a more expensive alternative. The quality of soils used by a road manager often depends on local availability and budget.

   In deciding what is available, consider the long-term consequences of using lower quality material. Using inferior base material may require excessive maintenance during the road’s life and, perhaps, expensive rehabilitation. The adage “pay me now or pay me later” applies to road building.

4. **Compact Soils Well**
   
   The more dense the material is, the stronger it is. When soil is improperly compacted, future traffic loads or changes in moisture content can cause settling and failure of the roadway.

   Compaction is achieved by pressing soil particles together, which expels some of the air from the mass, making the material more dense. Well-graded soils having a fairly even distribution of particle sizes will compact more easily than poorly graded soils that have mostly one particle size. Crushed or angular particles will compact to a more stable condition than rounded particles of similar size. A certain amount of moisture is necessary for good compaction.

5. **Design for Winter Maintenance**
   
   In areas that receive substantial snowfalls, roads that are designed for winter maintenance should be adequate for the rest of the year. Consider the following: if the traveled way is wide enough to allow a snowplow and a school bus to meet,
it should be wide enough for the rest of the year.

If ditches and roadside areas are wide enough to store snow, chances are they will accommodate spring thaws and heavy water flows.

Grades should be a minimum of 1% for drainage purposes and should not be greater than 10% if at all possible. If the road is steeper, it is difficult for heavy equipment to maneuver, especially in the wintertime.

Sight distance should be considered in designing a road. For safety’s sake, a driver should be able to see 75 to 100 ft. up the road for every 10 mile per hour driving speed.

BUILD FOR TRAFFIC LOADS AND TRAFFIC VOLUMES

Thin ice on a pond may support a young skater, but it will crack and break apart under the weight of an automobile. Similarly, a road built to serve residential traffic will break down when it starts carrying a number of large trucks. Road managers know that roads, like bridges, should be designed with the expected traffic type and volume in mind.

A rule of thumb is to design a road to accommodate the largest vehicles that will use the road under normal operation. If in doubt, design the road for the largest piece of equipment that maintains it in all kinds of weather.

Road managers can get information and guidance from their State transportation agencies about the type and thickness of pavement mix to apply to a gravel road. Generally speaking, a low volume road with some truck traffic may provide good services with a “chip seal” or “sand seal.” As traffic volumes and weights increase, cold-mix asphalt and hot-mix asphalt pavement may be better alternatives.

Request for Quotation

PAVE ONLY ROADS THAT ARE READY

Some agencies make the mistake of paving over a road that is not properly prepared in their haste to get rid of another dusty gravel road. The result may be a complete waste of money. Paving will not cure the other problems that the gravel road may have. It still must be built of well compacted layers of free draining soil, be able to carry expected traffic loads, and be able to drain well. The cost of rebuilding a mistake is much higher than not making the mistake and doing it right the first time.

BUILD FROM THE BOTTOM UP

A road that has a poor base and poor drainage cannot be adequately improved with a topping dressing of gravel or new pavement. It may be necessary, in some cases, to dig out the old road, put in new materials, and build up the road in layers.

Before doing anything to correct a road surface problem, road managers should take into consideration what is causing the problem underneath. Improper drainage, insufficient depth of base, or poor quality gravel may be the culprit. These should be corrected before spending money on the surface.

PROTECT YOUR INVESTMENT

Roads and bridges need regular maintenance to keep them from deteriorating. The increased weight and frequency of traffic on roads, combined with adverse weather conditions, means an increased rate of road and street deterioration. Regular road and bridge maintenance preserves our road investment and prevents costly major rehabilitation later on.

Maintenance activities includes:

Roadway surfaces: blading and shaping, patching, resurfacing; dust control; snow and ice removal.
Drainage: cleaning and repairing culverts and ditches.
Roadside: cutting bushes, trees, and grass; repair and prevention of roadside erosion.
Bridges: clearing channels; repair of rails, decks, and structure; cleaning and painting.
Traffic services: sign maintenance; cutting vegetation to maintain visibility.
Special projects: restoration or improvements; emergency work.
such as removing slides, repairing washouts, and repairing retaining walls.

**10 KEEP GOOD RECORDS**

Road managers know their roads like the back of their hands. Most of them are walking history books when it comes to the roads they manage every day. This knowledge is of little use, however, when the road manager is ill, moves, or retires.

Good record keeping makes roadwork much easier for everybody. It is easier to formulate budgets and to show the citizens a plan for roadwork. Recording which type of work was done on roads or bridges, when, and what materials were used can help a lot in making decisions later on.

Agencies can start by doing an inventory of all roads and bridges, listing length, width, surface types, culverts, problem areas, and other items. Placing these items on a map helps. Next comes listing and prioritizing needed improvements, putting a price tag on them, and taking care of a few problems each year.

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**PREWETTING: A BETTER ALTERNATIVE**

*(continued from page 1)*

**ECONOMIC ADVANTAGES**

The major economic advantage of prewetting solids is overall reduced material use. Partially by reduced material loss from bounce and scatter while applying and by improved performance. Improved performance results in the material staying on the roadway longer. These factors translate into fewer applications and reduced use of materials overall during a storm event.

**ENVIRONMENTAL ADVANTAGES**

The advantages to the environment result from the reduced application of materials. This is of benefit to water quality and plant life. Reduced material use also reduces the formation of dust from traffic action, which benefits air quality. The presence of the moisture on the already reduced amount contributes to minimize dust from traffic action.

**PREWETTING METHODS**

Prewetting can be accomplished by one of three methods:

1. **Stockpile injection** of prewetting chemical is most useful for frost-proofing and is not recommended for general application. The most effective use of prewetting is to vary the amount of liquid applied per ton of salt or sand according to actual conditions on hand.

2. **Batch wetting** consists of spraying liquid chemical onto a loaded spreader or on the material as it is loaded into the spreader. The chemical may be applied to the load with nozzles on an overhead sprayer or by manual methods. This is a low-tech, low-cost method that can be used to start the use of prewetting without a large initial capital investment.

3. **On-board prewetting** is the use of on-board spray systems to add the liquid chemical directly to the material being applied as it comes off the truck. The prewetting equipment can be an integral part of the spreader design or it can be a system that is added to an existing unit. Modifications can be relatively simple and inexpensive. Both electric and hydraulic spray systems are used.

In summary, prewetting of solid materials provides operational and economic benefits to the service provider while at the same time providing benefits to the environment. And, contrary to some articles, this is not new. It seems that old habits are hard to break, and when they are broken, for some it must be an idea whose time has come, AGAIN.

**About the author:** Dale Keep retired from the Washington State Department of Transportation after 26 years in highway maintenance. He was responsible for statewide direction and deployment of winter operations. Ice & Snow Technologies, Inc. specializes in training, consulting and analytical work involving many areas of transportation safety. Dale was the first recipient of the Snow and Ice Management Association’s (SIMA) Lifetime Achievement Award.

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The Indiana LTAP 2009 Directory of Indiana State, County, City and Town Officials Responsible for Street Work is now being updated. Shortly after elections you will receive a report of the contact information LTAP has in its database. We ask that you take a few moments to verify and/or update this information based on this year’s election results. If you are unable to verify contacts, please forward our request to someone within your agency who can.

In order to include your agency’s new officials in our directory, your response is needed by January 16th. All officials listed will receive a copy of the directory after it is released.

Over 9000 copies of this popular resource were distributed last year. With your agency’s cooperation, LTAP can continue to provide the most updated information to our community.

The 2009 directory will be available at the 95th Annual Road School March 10-12, 2009.
This is to notify you that the Indiana Department of Transportation (INDOT) will be accepting applications for federal funds for local projects located in cities or towns with a population between 5,000 and 50,000 (based upon the U.S. Census Bureau’s 2000 data) and are located outside the urbanized area of Metropolitan Planning Organizations (MPOs). You must complete and file your application “on-line” at our website (http://netservices.indot.in.gov). Please allow one week for approval of on-line enrollment, if you are not already enrolled. INDOT must receive your application(s) by midnight on November 24, 2008.

An Applicant may submit a maximum of one (1) new application in addition to applications requesting an increase for existing projects. An applicant may submit a maximum of 8 pages of supporting documents with each application. The maximum award from this “Call” to any applicant for the Group III program is $3,000,000 in federal funds or the total amount available in its district, whichever is less. See pages 9 and 10 of the procedure for Local Federal Aid Programs for eligibility criteria.

Applications from cities or towns which owe INDOT money which is more than 60 days past due will not be considered. An LPA which resolves its past due account will be eligible for award. An LPA may contact the appropriate INDOT District Local Programs Coordinator to discuss its past due account.

<table>
<thead>
<tr>
<th>District</th>
<th>Contact</th>
<th>Telephone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crawfordsville</td>
<td>Joe Spear</td>
<td>(765) 361-5228</td>
<td><a href="mailto:jspear@indot.in.gov">jspear@indot.in.gov</a></td>
</tr>
<tr>
<td>Fort Wayne</td>
<td>David Armstrong</td>
<td>(260) 969-8277</td>
<td><a href="mailto:darmstrong@indot.in.gov">darmstrong@indot.in.gov</a></td>
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<td>Dwane Myers</td>
<td>(317) 467-3465</td>
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<td>LaPorte</td>
<td>Marcia Blansett</td>
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<td>Seymour</td>
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<td>Vincennes</td>
<td>Brian Malone</td>
<td>(812) 895-7392</td>
<td><a href="mailto:bmalone@indot.in.gov">bmalone@indot.in.gov</a></td>
</tr>
</tbody>
</table>

The following documents are posted on INDOT’s website (http://www.in.gov/dot/div/legal/rfp/LPASection):

1. Procedure for Local Federal Aid Programs (including list of eligible Group IIIs and assigned INDOT district).
2. Inventory of Group III projects, including current amount of federal funds allocated.

Based upon the current inventory of Group III projects and the amount of federal funds allocated to them, INDOT will award approximately $37,000,000 in federal funds. Funds are available for projects in the following federal fiscal years:

- 2009: $7,000,000
- 2012 and beyond: $30,000,000

Applications for projects in federal fiscal year 2009 will be considered statewide. The $30,000,000 for projects in 2012 and beyond will be allocated by INDOTs geographical districts based on the population of the eligible Group IIIs. The approximate amount available in each district is listed.

If you have any questions regarding the application process, please contact the Local Programs Coordinator for your district.

Sincerely,

Jodi M. Coblentz, P.E.
Manager
Local Programs Assistance Office
October 31, 2008

Dear Colleague:

The Indiana Local Technical Assistance Program (LTAP) is soliciting ideas for technical projects to be funded by the LTAP. These will be reviewed by the LTAP Technical Advisory Committee (TAC) for possible recommendation to the LTAP Advisory Board. Projects deemed worthwhile by the Advisory Board will be funded beginning in the 2009 calendar year. Samples of recently suggested projects are:

- Needs Assessment for Local Road and Streets/Pavement Condition Analysis of Select County Roads included in 2001 Survey;
- Monitoring Procedures for Managing Signalized County Intersections;
- Development of a Pavement Design Guide for Low Volume Roads

Should you wish to suggest a project, please complete the attached form and return it to the LTAP center no later than Friday 13 December 2008. If you submitted an idea for 2008 and it did not get selected, please feel free to resubmit.

I look forward to adding to the service of the LTAP center through this effort. If you have any questions, please feel free to contact me.

Sincerely,

John A. Habermann, P.E.

LTAP Program Manager
Suggested Project Title:

________________________________________________________________________________

Submitted by (Name and Affiliation):

________________________________________________________________________________

General Project Description:

________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________

Potential Benefit(s) to Local Agencies:

________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________

Estimated Cost (Total):

________________________________________________________________________________
The Department of Local Government Finance (“the Department”) is extending the deadline for the officers of political subdivisions to fix budgets, tax rates and tax levies for 2009. This extension is available for any political subdivision that desires to take advantage of it; those political subdivisions that desire to adopt their budget based on the existing schedule may do so.

This extension is granted due to the lack of sufficient information for the officers of some political subdivisions to fix their budgets, tax rates and tax levies by the September 30 deadline in IC 6-1.1-17-5. In particular, the following circumstances make it impractical for some local officials to prepare, present and deliberate on their 2009 budgets.

• Due to continued delays in the assessments of property caused by the difficulty in implementing the change to market value assessment required by the state Supreme Court’s assessment decision, some officials representing political subdivisions lack the information to accurately determine the effect of certain components of House Enrolled Act 1001 (P.L. 146-2008) including the expanded “circuit breaker caps” and additional disclosure for tax increment financing areas.

• Some counties have yet to receive their 2008 budget orders from the Department, which is also due to continued delays in the assessments of property.

• Without reasonable estimates of property tax rates and property tax revenue can be generated in 2009, many County Councils will be unable to accurately perform its non-binding review of civil taxing units’ budgets, tax rates, and tax levies, as required by IC 6-1.1-17-5.

• Section 867 of House Enrolled Act 1001 (P.L. 146-2008) extended the deadline for the adoption of a Local Option Income Tax (“LOIT”) to December 31, 2008. Some local officials will have difficulty approving a budget without knowing precisely what the LOIT rate will be.

Without more information in each of the areas outlined above, some local officials cannot make informed choices about their budgets, tax rates, or tax levies by the September 30 budget adoption deadline.

Accordingly, it is appropriate and necessary for the Department to extend the deadline for all political subdivisions to December 1. It is clear the legislature intended for officials representing political subdivisions to fix their budgets, tax rates and tax levies with full knowledge of assessed values in their county, since the statutory deadline for certified net assessed value submission is August 1, and extension of the budget adoption deadline is necessary to achieve this legislative intent.

Therefore, in conformance with the authority granted under IC 6-1.1-35-1(1), the Department hereby issues the following ORDERS:

• The deadline for the officials of political subdivision to fix budgets, tax rates, and tax levies for 2009 is extended to December 1.

• The deadline for other actions ancillary to the extended December 1 budget adoption deadline will be as prescribed by the schedule entitled “Amended Timeline of Local Budget Process.” To view this schedule visit http://www.in.gov/dlgf/files/TIMELINE-DLGF-extendsLocal-BudgetDeadline.pdf

Despite this order to extend the local budget deadline to December 1, the Department remains committed to issuing 2009 budget orders by the February 15 deadline required by statute. Indeed, this year DLGF has issued budget orders at a pace 28% faster than last year. The Department will continue to work with counties to assist them in meeting the statutory deadlines for assessed value submission and budget adoption, and is committed to working toward solutions that will further improve the process.

Cheryl A. W. Musgrave, Commissioner
Department of Local Government Finance
ASSISTANT CITY ENGINEER
City of West Lafayette

POSITION DESCRIPTION
The Assistant City Engineer will manage in-house design projects and drainage/sewer improvements, aid in the implementation of the city’s GIS system and oversee city standards and policies.

EDUCATION
Bachelor’s degree in civil engineering with E.I.T. minimum, P.E. preferred.

TRAINING/SKILLS
- Knowledge and experience with drainage ordinances, hydraulic engineering, storm water calculations and engineering methods.
- Computer skills in CAD, WSPRO, HY-8, HEC-RAS and/or other storm water related programs, and basic word processing programs.
- Must be highly motivated and a self-starter with the ability to prioritize work activities and projects to meet deadlines.
- Ability to effectively communicate with city and community leaders, design professionals, contractors, and the public.

HOURS
Regular Full-time; 37.5 hours per week
8:00 a.m. – 4:30 p.m.
Will occasionally be required to attend after hours meetings.

SALARY
The maximum salary for this position is $60,000, depending on qualifications.

Send cover letter and resume to:
Diane Foster, H.R. Director
609 W. Navajo
West Lafayette, IN 47906
dfoster@westlafayette.in.gov

For more information visit:
www.cityengineer.org
Do you have a suggestion for a future conference?  Or a comment on one you attended?  Indiana LTAP wants to hear from you!  Fax your comments to 765.496.1176.

Let us know if you have a topic, idea or speaker suggestion for our upcoming conferences:

- **County Bridge Conference** (January 28–29, 2009)
- **Stormwater Drainage Conference** (February 12, 2009)
- **Road School** (March 10–12, 2009)

Other comments: ____________________________________________________________

__________________________________________________________

__________________________________________________________