Preparing for the Worst

Though safety experts agree prevention is the best strategy, it pays to be prepared for a workplace injury
by Megan Tsai

When it comes to on-the-job injuries, prevention is the best medicine. And with consistent, quality safety training and diligent adherence to safety procedures, most injuries can be prevented. But the unfortunate reality is that injuries do happen, especially among highway and street workers.

According to the Federal Highway Association\(^1\), more than 20,000 workers are injured in road construction work zones each year. The most common causes of injuries are contact with objects or equipment such as run-overs, back-overs and caught-betweens; slips, trips or falls; and overexertion. Highway garages, vehicle accidents and maintenance activities also present additional dangers for city and county highway workers.

Before an Accident Happens

In light of those numbers, it’s essential for highway workers to be trained in both injury prevention and accident response. “Accidents are accidents, and you never know when they’re going to occur,” says workers compensation consultant Dave Kaderavek, who has represented numerous public employers. “If you’re not trained you won’t know what to do. Planning is the only way you can prepare people to respond to a potentially life-threatening situation.”

The consequences of a workplace injury or fatality can be severe and long-lasting, even when the response is perfect. Add improper response to the mix, and those consequences can increase exponentially. In addition to the harm to the worker and impact on their coworkers, employers may face lost productivity, the cost of medical treatment, the time and costs associated with accident investigation and possible litigation and fines. Consequently, accident preparedness must begin before an on-the-job incident occurs. This can be accomplished with quality safety, emergency response and accident investigation training for all highway workers and supervisors.

“Every accident is a very dynamic site with a lot going on, so workers need to be able to fall back on their training in order to think things through and respond properly,” says Deputy Commissioner of the Indiana Occupational Safety and Health Administration (IOSHA) Jeff Carter.
Indiana Enacts Texting While Driving Ban
32 States Have Acted Since 2007

On March 10, 2011, Indiana became the 32nd state to ban texting while driving for all drivers. The Governors Highway Safety Association (GHSA) congratulates Indiana Governor Mitch Daniels, the State Legislature and GHSA’s member, the Indiana Criminal Justice Institute.

The new law is primary enforcement—meaning law enforcement officers can ticket a driver solely on the basis of texting while driving. The law becomes effective July 1, 2011 and includes a fine of up to $500 on drivers caught texting.

Washington State was the first state to enact a texting ban in May of 2007. Since that time, 31 other states have acted. Legislation is pending in Missouri and Nevada, among other states.

For a full list of state laws regulating texting and cell phone use while driving, visit: www.ghsa.org/html/stateinfo/laws/cellphone_laws.html.

For more information on the U.S. Department of Transportation’s efforts to end distracted driving visit: www.distraction.gov.
DATE: Wednesday, October 19, 2011  
TIME: 9:00 AM - 4:30AM  
Registration begins at 8:00AM  

LOCATION: Indiana Government Center - South Building  
302 W. Washington Street  
Indianapolis, IN 46204  
Conference Room B  

REGISTRATION IS REQUESTED BY OCTOBER 3, 2011

To Register by Phone:  
Toll free (Indiana only): 800.428.7639  

To Register by E-mail or Fax:  
Visit the Indiana LTAP website at www.purdue.edu/INLTAP to download a registration form  
E-mail your registration form to inltap@ecn.purdue.edu or  
Fax your registration to 765.496.1176

WHO SHOULD ATTEND

Any Local Public Agency, their designated Employee of Responsible Charge, and Consultant Project Managers interested in applying for or actively managing a federal-aid LPA project.

• Please direct questions regarding registration to Indiana LTAP at 765.494.2164.

• For a list of individuals and dates currently certified visit: http://rebar.ecn.purdue.edu/LTAP/TechAssist/LPA.aspx

• For more information about the LPA Process Guidance visit: www.in.gov/indot/div/projects/LPASection/

• 6 PDH/.6 CEU credits will be granted through the Federal Highway Administration. Participants must attend the entire session to receive credit and certification.
HOUSE BILL No. 1004

This bill raises the project threshold from $100,000 to $150,000 for the use of a public agency’s own resources. If a project’s cost is in the $100,000 to $150,000 range, additional notice, public meeting, and inspection requirements apply.

Citations Affected: IC 5-14; IC 34-30.

Synopsis: Access to state financial data. Requires the auditor of state, the commission for higher education, the department of education, and the department of local government finance to work with the office of technology and other agencies to post on the Indiana transparency Internet website a database of: (1) state expenditures and fund balances; (2) property owned by the state; and (3) expenditures and fund balances for educational institutions, local governments, and local schools.

Effective: Upon passage; July 1, 2011.

SECTION 138. IC 36-1-12-3 IS AMENDED TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2011]:

Sec. 3. (a) The board may purchase or lease materials in the manner provided in IC 5-22 and perform any public work, by means of its own workforce, without awarding a contract whenever the cost of that public work project is estimated to be less than one hundred fifty thousand dollars ($150,000). Before a board may perform any work under this section by means of its own workforce, the political subdivision or agency must have a group of employees on its staff who are capable of performing the construction, maintenance, and repair applicable to that work. For purposes of this subsection, the cost of a public work project includes:

1. the actual cost of materials, labor, equipment, and rental;
2. a reasonable rate for use of trucks and heavy equipment owned; and
3. all other expenses incidental to the performance of the project.

(b) This subsection applies only to a municipality or a county. The workforce of a municipality or county may perform a public work described in subsection (a) only if:

1. the workforce, through demonstrated skills, training, or expertise, is capable of performing the public work; and
2. for a public work project under subsection (a) whose cost is estimated to be more than one hundred thousand dollars ($100,000), the board:
   (A) publishes a notice under IC 5-3-1 that:
      (i) describes the public work that the board intends to perform with its own workforce; and
      (ii) sets forth the projected cost of each component of the public work as described in subsection (a); and
   (B) determines at a public meeting that it is in the public interest to perform the public work with the board’s own workforce.

A public work project performed by a board’s own workforce must be inspected and accepted as complete in the same manner as a public work project performed under a contract awarded after receiving bids.

(b) (c) When the project involves the rental of equipment with an operator furnished by the owner, or the installation or application of materials by the supplier of the materials, the project is considered to be a public work project and subject to this chapter. However, an annual contract may be awarded for equipment rental and materials to be installed or applied during a calendar or fiscal year if the proposed project or projects are described in the bid specifications.

(e) (d) A board of aviation commissioners or an airport authority board may purchase or lease materials in the manner provided in IC 5-22 and perform any public work by means of its own workforce and owned or leased equipment, in the construction, maintenance, and repair of any airport roadway, runway, taxiway, or aircraft parking apron whenever the cost of that public work project is estimated to be less than fifty thousand dollars ($50,000).

(d) (e) Municipal and county hospitals must comply with this chapter for all contracts for public work that are financed in whole or in part with cumulative building fund revenue, as provided in section 1(c) of
this chapter. However, if the cost of the public work is estimated to be less
than fifty thousand dollars ($50,000), as reflected in the board minutes,
the hospital board may have the public work done without receiving bids,
by purchasing the materials and performing the work by means of its own
workforce and owned or leased equipment.

(e) (f) If a public works project involves a structure, an improvement,
or a facility under the control of a department (as defined in IC 4-3-19-2(2)),
the department may not artificially divide the project to bring any part of
the project under this section.

AND:

SECTION 13. IC 5-11-1-26 IS AMENDED TO READ AS FOLLOWS [EFFECTIVE
JULY 1, 2011]:

Sec. 26. (a) If a state office, municipality, or other entity has authority to
contract for the construction, reconstruction, alteration, repair, improvement,
or maintenance of a public work, the state board of accounts shall include in
each examination report concerning the state office, municipality, or entity:

(1) an opinion concerning whether the state office, municipality, or
entity has complied with IC 5-16-8; and

(2) a brief description of each instance in which the state office,
municipality, or entity has exercised its authority under IC 5-16-8-2(b) or IC
5-16-8-4.

(b) If a municipality or a county performs a public work
by means of its own workforce under IC 36-1-12-3, the state board
of accounts shall include the following in each examination report
concerning the municipality or county:

(1) An opinion concerning whether the municipality or county
has complied with IC 36-1-12-3 for each public work performed by the
entity’s own workforce.

(2) A brief description of each public work that the municipality
or county has performed with its own workforce under IC 36-1-12-3,
including a calculation of the actual cost of each public work under IC
36-1-12-3.

(3) An opinion concerning whether the municipality or county
has complied with IC 36-1-12-19 in calculating the actual costs of a
public work project performed under IC 36-1-12-3.

For more information visit www.in.gov/legislative/bills/2011/HB/
HB1004.2html and contact your agency’s attorney for further guidance.

97th Purdue
Road School

Conference Proceedings
are now available at:

http://docs.lib.purdue.
edu/roadschool/2011/
pres/

Presentations are
organized first by the day
they were presented and
then alphabetically by the
last name of the presenter.

Presentations for which
no files were provided or
for which permission to
post was not granted have
been omitted from this
collection. Road School
presenters who would like
to have their presentation
files added here should
contact:

Jennifer Theriot
JTRP Production Editor
jtheriot@purdue.edu

If you have a suggestion
for a session for the
98th Annual Purdue
Road School e-mail
roadschool@purdue.edu
ADA CORNER
with Michele S. Ohmes & Maddie

Question: Is it true that newer ADA standards are really passed?
-Karen in Missouri

Answer: Yes! On Friday, July 23, 2010, Attorney General Eric Holder signed final regulations revising the Department’s ADA regulations, including its ADA Standards for Accessible Design.

Revised ADA Regulations Implementing Title II and Title III (Published in the Federal Register, September 15, 2010, and taking effect on March 15, 2011) (Updated November 15, 2010). 2010 ADA Standards for Accessible Design (New November 15, 2010). Compliance with the 2010 Standards for Accessible Design is permitted as of September 15, 2010, but not required until March 15, 2012.

The Department has prepared fact sheets identifying the major changes in the rules. The list is as follows:

- Highlight of the Final Rule to Amend the DOJ Regulation Implementing title II of the ADA
- Highlight of the Final Rule to Amend the DOJ Regulation Implementing Title III of the ADA
- Adoption of the 2010 Standards for Accessible Design

For the multiple fact sheets and information go to http://www.ADA.gov/ with the excellent breakdown information available including the 2010 regulations.

Some examples of the new regulations and clarifications for Title II are:

- **Children’s** scoping and measurements
- **Clarification that exact measurements** such as a maximum or minimum are allowed construction tolerances HOWEVER measurements given a range allowance have no allowances since they are already built in
- **“Safe Harbor”** allowance for facilities built according to the 1991 standards are not required to be brought into compliance with the 2010 standards. I.E. “path of travel” which is now 48” versus 36”
- **Ticketing** for public events related to accessible seating with guidelines related to multiple related issues
- **“Service Animals”** are defined as dogs with specific guidelines clarified
- **Wheelchairs and Other Power Driven Mobility Devices** are addressed since other devices such as the Segway are now used. Again clarification is explained
- **Effective communication** that now includes VRI (video remote interpreting) interpreting as an aid that may be used to provide effective communication
- **Residential Housing** for sale to individual owners built by or on behalf of public entities now have requirements
- Detention and Correctional facilities are also addressed.

Title III also includes

- **Reservations Made by Places of Lodging** must allow the same opportunities for reservations as the general public with clarifications of using accessible rooms based on several clarifications
- **Timeshares, Condominium Hotels, and Other Place of Lodging**. Any of these places that operate like Hotels are subject to title III

All above information is directly from highlights and information from the Access Board and the Department of Justice.

My advice is for you to acquire this information and feel free to start using it. You have before you the “Best Practice” approach that can only lead you to a better approach to “Access for All.”

For further information or assistance please contact the U.S. Access Board at www.access-board.gov or www.usdoj.gov.
When an Injury Occurs
When a highway worker is injured on the job, rapid response is crucial. “One mistake workers make is not seeking immediate medical attention,” says Kaderavek. “Another important first step is to make sure any equipment or machinery involved is turned off or disabled. In these situations, it is important to use a clear head and remain as calm as possible.” Also, be sure to take certain injuries – such as potential head injuries – seriously, even if the victim doesn’t seem to be in immediate danger.

Prompt accident investigation is another key to proper response. “Supervisors often fail to document what happened, which is extremely problematic because peoples’ memories fade very quickly,” says Kaderavek. “Taking detailed photographs at the scene is also important, especially if machinery is involved.”

Finally, be sure to notify the right people at the time of the incident. “The first call you make should be to emergency services,” says Carter. “Then, remember to contact your workers’ compensation insurance carrier and call OSHA within eight hours of an accident resulting in a fatality or the hospitalization of three or more workers overnight.” If a public employee was involved in a serious accident, the department head would also be well-advised to notify their elected officials, such as the mayor or county commissioners.

Applying Lessons Learned
In the weeks and months following an injury, determine what can be done differently to prevent a potential reoccurrence. “Use your accident investigation and reporting procedures to identify the unsafe practices or conditions that may have caused the injury,” says Kaderavek. “Work towards correcting those problems with training, safety equipment and improved safety practices.”

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Employers should also stay in touch with the injured employee and make an effort to get them back to work as quickly as possible. “Don’t let the injured employee just float out there in the system,” says Kaderavek. “The longer they are off work, the greater the odds are that they’ll never return. Try to get them back to work with appropriate restrictions so they can stay in touch with their coworkers and avoid developing a fear of returning to the workplace.”

Remember: with proper training and safety practices, most on-the-job injuries can be prevented – but when the worst does happen, it pays to be prepared. By responding correctly, you can help make the best out of a bad situation. And in the accident’s aftermath, you can take appropriate steps to ensure a similar injury never occurs again.

Resources
INSafe
INSafe is a division of the Indiana Department of Labor offering free and confidential assessments of your workplace’s health and safety hazards. INSafe services include on-site consultations, group training and seminars, educational publications and training materials, and voluntary health and safety programs. Learn more at in.gov/dol/insafe.

Indiana LTAP
At Indiana LTAP, we offer a variety of free and low-cost highway safety programs for local public agencies and their employees throughout the year. Visit our website at www.purdue.edu/INLTAP and click on “training” to view upcoming events or contact Indiana LTAP Training Specialist Richard Domonkos at 765.494.4255 or rdomonko@purdue.edu to learn more.

Megan Tsai is a freelance writer specializing in transportation and engineering. Learn more at www.RedWagonWriting.com.

The Purdue University SURF program operates within the College of Engineering and provides students across all engineering, science and technology disciplines with an intensive research experience, allowing them to work closely with graduate students and professors in their respective schools.

The interdisciplinary aspect of the projects allows students to learn and work across other disciplines while still applying the concepts and skills from their own programs. This setting provides undergraduate students with an avenue to perform research in an academic environment while exploring future graduate study options.

SURF program benefits include paid, hands-on research under the guidance of a faculty member and a graduate student and weekly seminars on research methodology, graduate school, and professional development. Students work an intensive 11-week program during which they conduct research 40 hours per week. For more information visit: https://engineering.purdue.edu/Engr/Research/SURF.

Meet our SURF students:

**Imhotep Jason Duncanson** is a student from Florida State University currently majoring in Civil and Environmental Engineering. His focus in the construction industry is transportation and geotechnical design. In 2009, he was awarded the Presidential Volunteer Gold Service Award for completion of 250 hours of community service and is a historian for FSU ASCE student chapter. His interests include tennis, global politics, and economics. Jason is from Miami, Florida.

**Jean C. Elias Medina** was born and raised on the island of Puerto Rico. When he was 15 years old, he published his first book titled “Reflexiones de un Niño”, a book of poems, short-stories, and thoughts which displays his affinity towards reading and writing. After participating in several local and national robotics competitions like FIRST (For Inspiration and Recognition of Science and Technology), he founded the Robotics Club and the United Nations Club at his high school. He is currently studying at the University of Puerto Rico at Mayagüez, majoring in Civil Engineering with a minor in Construction Management. Jean is part of the steel bridge team, current president of the Associated General Contractors (AGC) student chapter, and he is a founder of the National Society of Professional Engineers (NSPE) student chapter.

**Claudio A. Figueroa Bueno** is from Santo Domingo, Dominican Republic. He is currently studying Civil Engineering with a focus on transportation at the University of Puerto Rico at Mayagüez where he serves as president of the Institute of Transportation Engineers student chapter. He, like Jean C. Elias Medina, is a recipient of the Dwight David Eisenhower Transportation Fellowship. This award advances the transportation workforce by attracting the brightest minds to the field through education, research, and workforce development. Claudio’s interests include basketball and reading. For more information on the Eisenhower Fellowship visit www.fhwa.dot.gov/tpp/ddetfp.htm.

**Sergio Arambula, Jr.** was raised in East Los Angeles, California. He is a student at Washington State University majoring in Civil Engineering with a minor in Math. He has been the recipient of honors such as the Ruben A. Loera Scholarship and the Society of Hispanic Professional Engineers (SHPE) for displaying great commitment and outstanding achievement in the community and inside the classroom. Sergio is a member of American Society of Civil Engineers (ASCE), Engineers without Borders (EWB), and SHPE. His interests include reading, writing, and rock climbing.
Panagiotis (Panos) Ch. Anastasopoulos
Visiting Assistant Professor

Panos is currently a Visiting Assistant Professor in the School of Civil Engineering at Purdue. After earning his BS (2004) in Greece, his country of origin, he completed his Master’s (2007) and Doctor of Philosophy (2009) degrees in Civil Engineering at Purdue University, both in the area of Transportation and Infrastructure Systems Engineering. His research interests are in the application of econometric and statistical methods to a variety of engineering problems, infrastructure systems management, and traffic safety. He is also editorial board member of the ASCE Journal of Infrastructure Systems Engineering, and advisory editor (in statistical and econometric methodologies) of the International Journal of Critical Illness and Injury Science.

Tyler Fields
Undergraduate Research Assistant

Tyler is an incoming freshman who will be studying mechanical engineering technology. He graduated from Frontier High School in Brookston, Indiana where he received the Cale Paschen Memorial Scholarship, the Bartlett Ford Scholarship, and the Indiana Association of County Highway Engineers (IACHES) Scholarship. His hobbies include paintball, rock climbing, backpacking, fishing, canoeing, video and photo editing, and his computer.

Additional LTAP Contacts:

John Haddock  Program Director  jhaddock@purdue.edu
John Habermann  Program Manager  jhaber@purdue.edu
Neal Carbomeau  Research Manager  ncarbo@purdue.edu
Rich Domonkos  Training Specialist  rdomonko@purdue.edu
Lisa Calvert  Communications  lwc@purdue.edu
Celina Osborn  Secretary  cmosborn@purdue.edu
Ken Bossingham  Library Resources  kbossing@purdue.edu
When everything goes according to plan, working with chemicals really poses no hazards—in the same way that driving a car poses no risk of crashing. Accidents happen. There are spills, mishaps and unforeseen events that you could have no way of predicting. When that happens, it’s no time to be wondering what your next step should be. The time to think about safety is now—before anything goes wrong.

Respect the label
The first step in safety when it comes to chemicals: always read and follow the label. It not only offers the obvious information, such as how to mix and apply the pesticide, it also outlines safety information, as well, including:

- The statement of practical treatment (first aid)
- Emergency telephone numbers
- Precautionary statements
- Required personal protective equipment
- Storage information.

Minding the store
“Your storage area is a good starting point for safety,” says Joe Becovitz, pesticide program specialist for the Office of Indiana State Chemist. “There are no state or federal regulations regarding storage, but there are best management practices that you should follow.”

- Ideally, your storage room should have a ventilation fan that turns on when you switch on the light. It should be well-lit and dry.

- Chemicals should be stored neatly and orderly on an impervious type of shelves (metal, NOT wood, which could soak up leaking products).

- Group types of chemicals together. “Chemicals should not be just spread all over the place. Keep herbicides together, insecticides together, etc., to reduce the potential for mistakenly grabbing the wrong thing,” says Becovitz. “Store granular products down low on shelves in case bags get ripped and fall, contaminating everything below them.”

- All products should be labeled well. “If you’re storing products that you’ve mixed, you should have a readable label on them, including dates,” he says. “If you don’t have a label, or if the product has been on the shelf so long that the label has come off, then it becomes a disposal problem.” Always store pesticides in their original containers.

- Storage facilities should have a cement floor to facilitate cleanup.

- There should be no drain or sump pump in the storage area. “We don’t want to see any drains in the storage area—or in the mixing and loading area, for that matter,” says Becovitz.

Carrying the load
“Once you purchase a pesticide, you are responsible for its safe transportation,” according to Fred Whitford, coordinator for Purdue Pesticide Programs. Whitford outlines detailed instruction for transportation and loading/unloading of pesticides in his publication, “Pesticides and Container Management,” which you can download for free at http://www.ppp.purdue.edu/PPP_pubs.html. The back of an open pickup truck is the best mode for transporting pesticides you have purchased. Never:

- transport pesticides in the passenger space of a closed vehicle;

- allow passengers or pets to ride with the pesticides; or
• leave an unsecure vehicle unattended if it contains pesticides.

Also, be sure to protect pesticide bags from punctures, tears and moisture during transport, and secure all containers to prevent rolling and sliding.

Personal protection
Every person on the team who handles chemicals needs to know what personal protective equipment to wear not only for applying pesticides, but for mixing and disposal, as well, says Becovitz. These can include, but are not limited to, a respirator and eye protection, gloves, long sleeves, pants and boots. They also should have knowledge of how to launder and clean personal protective equipment. Whitford recommends storing this equipment in a location nearby the storage facility that provides immediate access but is away from pesticides and their fumes, dusts or possible spills.

Diligent disposal
Disposal of chemicals will always be an area where caution is of critical concern. “Ensuring unused chemicals do not make it into a water supply of any kind is rule No. 1,” says Whitford. He says that when it comes to pesticides, there are three options: “continue to store them; remove them to a landfill specifically designated for pesticide disposal by the state or the Environmental Protection Agency; or, ideally, use them according to label directions for subsequent applications.”

To dispose of empty containers, use the triple-rinse method. “Triple rinsing—washing out each pesticide container three times—is a procedure that has weathered the storms of regulatory change for nearly 20 years,” Whitford says.

Sign of the times
Traditionally, safety best practices included clearly marking pesticide storage facilities with highly visible warning signs. “We don’t necessarily recommend anymore that you mark

What type of license or certification is required to apply pesticides?

There are two types of pesticides: general use pesticides and restricted use pesticides. General use pesticides are those purchased by the public in garden centers and retail outlets, which can be applied by homeowners without special training, just by following directions on the product label. General use pesticides are also applied by professional applicators, although professionals may have a greater choice of products or quantities from which to choose and more sophisticated application equipment.

Restricted use pesticides can only be applied by certified applicators, or individuals operating under the supervision of certified applicators. To become certified, professional applicators must demonstrate, through testing, practical knowledge of pests related to the category of certification for which the individual is applying. Professional applicators must know how to:

- Accurately identify the pests (insects, diseases, weeds, vermin, etc.),
- Select the most effective and efficient pest control measures,
- Determine the necessity of chemical control,
- Select the correct pesticides to use, and
- Apply products safely and responsibly.

These minimum standards for certification are established by the U. S. Environmental Protection Agency (EPA), and each state’s lead agency for pesticides is responsible for enforcement. A state may establish more stringent requirements for certification, according to needs within that particular state. Generally, it is the Cooperative Extension Service that is responsible for training and testing pesticide applicators. Training classes are usually offered in individual counties throughout a state. Certified applicators must also renew their training regularly by attending approved continuing education programs.

Source: pestfacts.org
the outside of the building with a ‘pesticides stored in this building’ sign,” says Becovitz. “We don’t want to alert people anymore because of terrorism concerns.” However, he says you should contact your local fire department and provide them with a map of the facility and where chemicals are stored in that facility, including a list and approximate quantities of what chemicals are stored in there.

Stepping up safety
Putting together a safety plan and adhering to best practices are your best bet for minimizing risk when handling pesticides. For more information or to learn more about becoming a certified applicator, contact Purdue Pesticide Programs, a part of Purdue University Cooperative Extension Service. Once you’ve completed the program, the Office of Indiana State Chemist will administer the certification exam.

After certification, you can either re-test once every five years to maintain your certification, or you can go to continuing education (CCH) classes hosted by industry groups or extension personnel to earn credits that will accumulate to automatically renew your applicator license.

Cindy Ratcliff is a freelance writer who specializes in landscape, trees, and chemicals. She can be reached at cindy_ratcliff@yahoo.com.
Thirty-one individuals representing Indiana counties, cities, towns, Federal Highway Administration (FHWA), Indiana Department of Transportation, and the Asphalt Paving Association gathered in Greenfield, Indiana on July 6th at the Hancock County Courthouse Annex Building to learn more about the Safety Edge. The Safety Edge is a specific paving technique where the interface between the roadway and graded shoulder is paved at an optimal angle to minimize vertical drop-off and provide a safer roadway edge. A Safety Edge shape can be readily attained by fitting resurfacing equipment with a device that extrudes and compacts the shape of the pavement edge as the paver passes. This mitigates shoulder pavement edge drop-offs immediately during the construction process and over the life of the pavement. This technique is not an extra procedure but merely a slight change in the paving equipment that has a minimal impact on the project cost. In addition, the Safety Edge improves the compaction of the pavement near the edge. Shoulders should still be pulled up flush with the pavement.1 (See diagram on right)

Chris Wagner, from the FHWA Resource Center, led the discussion and classroom presentation. The presentation went into detail on the research behind the Safety Edge, the attachments used to create the Safety Edge, how to connect the attachment to the paver, and proper use of the attachment during paving. To explain these topics more clearly, Mr. Wagner showed a series of paving projects from across the country. Mr. Wagner wanted to demonstrate how the Safety Edge could be implemented into a routine paving program with a little effort. His goal was to let the participants know there is a benefit to paving with a Safety Edge. Not only does it help with the structural integrity of the pavement but it allows vehicles that run off the road to navigate their way back onto the driving surface.

After taking questions and receiving feedback, the Hancock County Highway Department departed to prepare for a field demonstration. The group reconvened on County Road 100 West. This particular project used an asphalt pavement overlay to install the Safety Edge. Mr. Wagner was clear to note that the Safety Edge can also be installed on Portland Cement Concrete pavements. This paving operation served to help train the Hancock County Highway personnel on the installation and use of the Safety Edge attachment. It also demonstrated to the attendees the practical steps needed to implement this technique back in their communities. It is Mr. Wagner’s hope that the classroom and field time properly outlined the benefits and use of the Safety Edge.

I would like to leave everyone with this thought: ‘This durable taper, the Safety Edge, is easy to include in the paving process, provides a safer roadway edge, and a stronger interface between the pavement and the graded material. The additional cost of the asphalt edge is minimal when included as part of resurfacing projects. Benefits include the avoided economic and social impacts of fatalities, injuries, property damage, and increases pavement durability.’

If you would like to know more about the Safety Edge, receive the presentations used in this workshop, or want further information, please call the LTAP Office and visit http://safety.fhwa.dot.gov/roadway_dept/pavement/safedge/.

LTAP would like to thank Hancock County and Joe Copeland, Hancock County Engineer, for the use of their facilities and hosting this valuable workshop.

1. Taken from http://safety.fhwa.dot.gov/roadway_dept/pavement/safedge/mem-071008se/
11th Annual Transportation Expo
Snow Plow Roadeo

September 14-15, 2011
Laporte County Fairgrounds
Laporte, IN

John Deere
Motor Grader Operator Training
UPCOMING ASSOCIATION EVENTS

www.indianacountycommissioners.com

The IACC Board of Directors meets on the second Thursday of every month.

November 29-December 1
Annual Conference

www.iaches.org

September 22
Board of Directors Meeting

email: jantrobus@marionindiana.us

August 16-18
Annual Conference
Aztar’s Executive Conference Center
421 NW Riverside Drive
Evansville, IN

www.indianacounties.org

August 19
AIC Institute Elective Class

September 26-29
Annual Conference

http://indiana.apwa.net

September 18-21
International Public Works Congress
and Exposition
Denver, CO

www.indianaite.org

August 4
Transportation Tech Conference
INDOT Traffic Management Center
3620 East 21st Street
Indianapolis, IN

www.asphaltindiana.org

July 15-17
APAI/IMAA Joint Summer Meeting

www.indianaiteschool.org

Click on “Events/Calendar of Events”
Click on the link on August 24.

August 24
Indiana Farm Bureau Building
225 South East Street
Indianapolis, IN

RSVP, August 5
Register early - space is limited
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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