

Notes on Safety Edge Conference Call 2/2/05

Participants in the call by state were:

California- Craig Copelan and Chuck from construction

Georgia- not represented

Indiana- Elizabeth Pastuszka

Mississippi- Randy Battey

North Carolina- Scott Capps and Emily McGraw

New York- Dave Clements and Gary Fredrick

Utah- Mack Christianson, Ken Berg

FHWA- Martin Hargrave, Carol Tan, Kerry Perrillo, Frank Julian

UNC- Forrest Council

MRI- Jerry Graham, Karin Bauer

Kerry Perrillo opened the call with the funding and states that are currently participating. Currently there are 315,000 in commitments from the seven participating states. FHWA will also contribute to the evaluation.

Forrest Council spoke briefly about the HSIS. This study is unusual in that not all of the participating states are members of HSIS.

Jerry Graham spoke from the study presentation that had been furnished to each participant. The goals of the study were reviewed and the status of each state was updated as follows:

California- Is considering treating some sites with the safety edge, but their construction staff needs more information on detailed specifications before committing to a certain number of sites.

Mississippi and North Carolina- are waiting for results of the safety evaluation before committing to furnishing sites.

Indiana- has chosen 10 treatment sites and nine comparison sites to be resurfaced this year. First project has just been let. Based on their experience last year they have special provisions and contract details that may be useful to states just getting started.

New York- had 2 sites treated in 2004 and additional sites that were older. A 20 page document has been prepared by Trans Tech on the equipment and they resulting edge that was placed in the field. New York will have at least 4 sites in 2005. The resurfacing will probably be done by maintenance forces.

Utah- just getting started.

Several questions were asked of Frank Julian about the equipment that is required to modify pavers to form the safety edge. Frank and Chris Wagner at the FHWA resource center in Atlanta were identified as sources of information and potential speakers at meeting of contractors to explain the process of installing the safety edge. Elizabeth Pastuszka also offered advice and will email details and special provisions being used in Indiana. New York is also a good source of information.

The basics of the evaluation were discussed. Resurfacing sites will be studied. It is preferred that sites both with and without the safety edge will be compared. In some states projects from 2004 may have to be used for comparison sites. The study will focus on 2-lane rural sites with no paved shoulder or narrow paved shoulders. Dropoffs will be measured before the resurfacing and at regular intervals after the resurfacing. MRI will collect before data and develop the study design. Another task order will awarded for a contractor to collect after data and to conduct the analysis. Discussion then focused on data to be collected. Roadside will be characterized according to the 1-7 hazard rating used in other HSIS studies. Randy Battey recommended that collect information on the type of pavement markings be collected, especially if the marking is profiled. The need for skid data was discussed as well.

Cost of the safety edge was also discussed. In New York the cost to install the safety edge on both sides of the road was less than \$1000 per mile. The data collected will include cost data if available.

Some states make statewide measurements of dropoffs as part of their maintenance performance system This information will be collected if available.

Jerry Graham discussed data needs from the states that had sites including crash and roadway data. Jerry will start setting up state visits in the near future.

Frank Julian agreed to discuss the study in more detail with Kevin Lacy to see if North Carolina would reconsider and furnish some evaluation sites.

Craig Copelan discussed the need for operational studies of various vehicles traversing the safety edge. Frank Julian mentioned a study of motorcycles in work zones available on the TTI website.

Call concluded at 2 pm est.