WILLIAM D. HAAN
1947-2008

Mr. Haan began his career in Indiana State Government when he served as a staff assistant to Governor Otis R. Bowen from 1973-1978. He later became Executive Director of the State Election Board, a Deputy Commissioner of Revenue and then Commissioner of Revenue from 1981-1985. In 1992 Mr. Haan was elected a Tippecanoe County Commissioner serving until 1996.

Mr. Haan was twice honored as a Sagamore of the Wabash, once by Governor Bowen and then by Governor Robert D. Orr.

For the past 10 years, he served as the Executive Director of the Indiana Association of County Commissioners. In this capacity, Mr. Haan served on the Indiana LTAP Advisory Board for the past 9 years, and was Chairman of the Board from 2007-2008. He also donated his time regularly to teach and moderate workshops.

Mr. Haan presented a strong voice for IACC. So strong, that the LTAP Advisory Board changed IACC’s status to one of a voting member.

William “Bill” D. Haan

On Monday, June 2, 2008 Bill Haan, 61, died at St. Elizabeth Medical Center in Lafayette, Indiana.

Born April 4, 1947 in Lafayette, he graduated from Battle Ground High School. In 1970, he received his Bachelor of Arts in Political Science from Purdue University and in 1973 he received his Juris Doctorate and graduated Summa Cum Laude from Indiana University. He was admitted to the practice of law in the state of Indiana in 1973.

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Indiana LTAP

Indiana LTAP (Local Technical Assistance Program) 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 meetings of the LTAP Advisory Board will take place on:

Thursday, July 24, and Thursday, October 23, 2008 at 10:00am

The meetings will be held in the LTAP Center Conference Room.

Indiana LTAP Training Calendar 2008

APWA Click, Listen & Learn
Single- vs. Dual-Stream Recycling: One Size Doesn’t Fit All
July 17
Multiple sites*

Road Safety Workshop
July 30
University Plaza Hotel
West Lafayette, IN

APWA Click, Listen & Learn
Urban Forestry
August 7
Multiple sites*

Road Scholar Core Course # 2
Liability & Risk
August 27
ISCA Annual Conference
Angola, IN

Transportation Expo & Snow Plow Roadeo
September 10-11
Indiana State Fairgrounds
Indianapolis, IN

Road Scholar Core Course #4
Public Purchasing
September 10
at the Roadeo

Gravel Road Workshop
November 13
University Plaza Hotel
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
A new federal rule concerning worker visibility was published in the Federal Register in November, 2006, and goes into effect November 24, 2008. It is in response to the most recent large federal law, SAFETEA-LU, Section 1402. How this rule affects your operations is important to note, so that you can respond accordingly.

The rule seems a bit simple. Found in the new 23 CFR 634, the rule is not long. Part 634.3 contains the wording for the rule which is one paragraph. The definitions in 634.2, which we will see describe much of the needed details, is less than a column in volume. The purpose, as described in 634.1, “is to decrease the likelihood of worker fatalities or injuries caused by motor vehicles and construction vehicles while working within the right-of-way on Federal-aid highways.” In other words, we want to make it safer for our workers.

Let’s remember that as we slog through the wording of the regulations.

So, what is the rule and how does it affect a local agency? This is what we will discuss.

**THE RULE**

The rule itself is composed of this sentence:

> All workers within the right-of-way of a Federal-aid highway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area shall wear high-visibility apparel.

It sounds simple, and it actually is once we understand all the terms. We need to ask the definitions of these terms to comprehend what is being required. The questions are:

- What, or rather who is a worker?
- What is a Federal-aid highway?
- What is high-visibility apparel?

Let’s look at these questions.

**What, or rather who is a worker?**

A worker is defined in Part 634.2. It states that a worker “means people on foot whose duties place them within the right-of-way of a Federal-aid highway”. It even gives examples in case one is wondering if that includes all workers or just the construction workers. It gives examples of “highway construction and maintenance forces, survey crews, utility crews, responders to incidents within the highway right-of-way, and law enforcement personnel when directing traffic, investigating crashes, and handling lane closures, obstructed roadways, and disasters within the right-of-way of a Federal-aid highway.”

That casts a fairly wide net and we can see that this rule applies to pretty much everyone that is doing anything within the right-of-way, except the traveling public who are driving through.

Do you mean everyone? Yes, everyone.

**How about reporters?** They are not mentioned.

The list is only a list of examples, and reporters are working. If they are reporting from within the right-of-way, they are required to wear high-visibility apparel. INDOT has started notifying news agencies to this effect. If a reporter is on your project, he or she needs to be wearing the proper apparel, or that person should be sent off the highway right-of-way. Notice that enforcement officials need to have the proper apparel, too, as do maintenance workers and survey crews. As stated, pretty much everyone.

As you may infer, if the worker is in a vehicle at all times, they are not required to wear the safety apparel. They need to be attired properly if they are “on foot” and “exposed to either traffic … or to construction equipment.”

**What is a Federal-aid highway?**

Unlike the MUTCD, which governs all public roads, and unlike many other regulations which only are applicable on federally funded projects, this regulation covers all projects or work being done on all Federal-aid highways. From the worker list, you can tell that work such as maintenance and surveying is covered.

But now we need to figure out what is meant by a Federal-aid highway.

Some local agencies may think that the new regulation does not apply to them. After all, they have no interstate, or state road, or National Highway System (NHS) road under their jurisdiction. But we need to look at the definition of “Federal-aid highway”. This is not defined in the new regulation. It is defined in 23 CFR 470.103 which states, “Federal-aid highways means highways on the Federal-aid highway systems and all other public roads not classified as local roads or rural minor collectors.”

It’s OK to pull your hair out at this point and wonder when the madness will end. Go ahead.

Now that you are back, let’s examine this. The Federal-aid highway system, as defined in the paragraph directly before this quote includes Interstates and the NHS. Few local agencies have any of these roads, but the definition of a Federal-aid highway includes all these roads PLUS “all other public roads not classified as local roads or rural minor collectors.”

This refers to the classification system of roads where there are local roads, urban collectors, rural minor collectors, rural major collectors, urban and rural minor and major arterials, and interstates. At this point, many just go, “Huh???”

Let us look at it this way. Local roads are simply that – neighborhood streets types and roads that typically carry little traffic in towns, cities and counties. Rural minor collectors also have relatively low traffic volumes. The real question is: How does a local agency know what the classification of their road is? Each county should have this information in their office since the counties were involved in the process of classifying their roads.
a number of years ago. They are also involved in updating classifications with new roads or changing classifications of existing roads. If a local agency does not know what classification their roads are, then the Indiana Department of Transportation (INDOT) Office of Planning has a log and maps of the classification of all the roads in the state. These classifications have been involved in the discussions of many local agencies recently due to the flood events of recent weeks. Federal funding through FHWA is available on Federal-aid highways only. And the only roads FEMA covers are other than these – local and rural minor collectors. So, the same set of roads that determine the applicability of our worker visibility rule is used to determine where funding to repair flood-damaged roads originates.

But, when it comes down to it, here is the situation. The fact is that most, if not all local agencies have a number of roads that are covered by this rule – above local or rural minor collector – and a number that are not, those roads that are local or rural minor collectors. Therefore, it would be wise to outfit all your workers in high-visibility apparel (defined below). Otherwise, you will be always needing to check – Which road are we working on? What is the classification? Does the rule apply? Remember, going beyond the rule by having the high-visibility apparel worn even on local roads will only result in better visibility for workers everywhere. That is a good thing.

In summary to the Federal-aid highway question, it is best to outfit all your workers – construction, maintenance, survey, etc. – with high-visibility apparel, and require it of all other workers on your roads since your agency likely has a number of Federal-aid highways in your jurisdiction. The higher visibility on all roads, Federal-aid highway or not, will only improve safety for your workers.

What is high-visibility apparel?

Unfortunately, now we have to become knowledgeable with yet another set of standards. The federal rule contains the definition (in 634.2) of high-visibility apparel by referring directly to the ANSI/ISTEA 107-2004 publication with the appropriate, yet wordy title, “American National Standard for High-Visibility Safety Apparel and Headwear.” The ANSI 107-2004 (we will call it this) is a standard that describes three classes of apparel, cleverly termed Class 1, 2, and 3.

Class 1 apparel are basically those old vests you may have lying around that are somewhat reflective and that we all see on grocery store employees as they retrieve the carts from the parking lot.

Class 2 and 3 are high-visibility and are the ones required by the regulation. The differences between the classes are based mostly on the area (in square inches) of the background material and the area of the highly retroreflective material and on the retroreflectivity of the material. Class 3 has added requirements in the 2004 standard (which replaced the standard of 1999) of needing to give the impression of a human form, adding retroreflective material down the arm to at least the elbow – no vests can be Class 3. This Class has been suggested in the earlier ANSI standard and is suggested by many now, to be used on roads where speeds of vehicles in the work zone are over 50 mph or at night. However, the standard, and therefore the rule, does not require Class 3 apparel in any particular situation, and since Class 2 vests are considered high-visibility, then that is the minimum required apparel to wear, although wearing a Class 3 is certainly acceptable and advisable if conditions call for better visibility. The good news is that you don’t have to measure the square inches of background fabric or retroreflective material or measure the retroreflectivity of the material. Every vest is required to be certified as one of the three classes and to have the corresponding identification on the tag of the clothing. Therefore, Read the Tag. Every vendor selling vests must have the vest certified and clearly marked in the tag that it meets ANSI 107-2004 and which Class it meets.

So, all agencies, state and local, need to assure that all vests are labeled as meeting ANSI 107-2004, Class 2 or 3. There are many vendors who can supply these vests, so shop around. All vendors that sell ANSI 107-2004, Class 2 or 3 vests must state that they meet this standard and the particular class and have the corresponding tag in the vest.

As a side note, although headwear and even pants are covered in the standard, they are not required to meet a particular Class. If a person wears pants that meet, in their classification, Class E, and combine that with a Class 2 vest, it makes it a Class 3 outfit. But, let’s not go into all that here. Hats are not required, but the standard does include information to make them compliant. Hats are helpful in that they add another retroreflective surface to the worker, making him or her more noticeable.

Summary of Worker Visibility Rule:

Applies to all workers – construction, maintenance, survey, police, reporters, etc.

Applies on Federal-aid highways (Advisable to treat all your workers as if they are one, since they will likely be on one often)

High Visibility apparel means ANSI 107-2004, Class 2 or 3

The standard and class of the apparel has to be on the tag

Takes effect on November 24, 2008

Hats and pants not required, but do help increase visibility of workers
ALREADY A RULE
It is already a rule, through the 2003 MUTCD version, that all flaggers wear at least Class 2 apparel. The MUTCD has a standard – a “shall” condition – that refers to ANSI 107-1999, the 2004 version not being out at the time of the MUTCD publication. It requires the Class 2 and has guidance – a “should” condition – that suggests going to Class 3 apparel if at night. This is found in Section 6E.02.

THE BOTTOM LINE
This rule, that takes effect on November 24, 2008, applies to all workers – yours and anyone else’s in the right-of-way doing work. It applies to all Federal-aid highways, and, as we discussed, if you have a mix of non-Federal-aid and Federal-aid, it makes sense to treat all workers as if they are going to be on a Federal-aid highway. The requirement is that these workers wear apparel that meets at ANSI 107-2004, Class 2 or 3. Hats are not required, but do help in visibility. If you do much night work or work with traffic going over 50 mph, then a Class 3 may be advisable, although not required. And, read the Tag, since it clearly states that it meets the standard and which Class it meets. If it does not, give it to your local grocery store cart collector.

Remember, the rule is there to improve safety for workers, all workers. Let’s make them more visible to the traveling public and other workers in vehicles in our work sites. Our goal remains – reduce injuries and fatalities to workers on our roads.

Signal Timing Manual
Ready for Free Download

The FHWA Office of Operations has issued The Signal Timing Manual, the first comprehensive guide to current practices related to traffic signal timing. Properly timed signals save gas by keeping traffic moving smoothly. All the elements of signal timing, from policy and funding considerations to timing plan development, assessment, and maintenance are covered. The manual is the culmination of research into practices across North America and serves as a reference for a range of practitioners, including traffic engineers, signal technicians, design engineers, teachers, and university students. It is available at http://www.signaltiming.com.
A Digest-Version of Pavement Marking Requirements

The Manual on Uniform Traffic Control Devices (MUTCD) is a very popular book; popular with attorneys, that is. It’s said that many more copies of it are purchased by attorneys than by highway officials. It is unlikely that attorneys buy and read it for pleasure, or to help us do our jobs better.

In my opinion, the Manual is written in a way that is difficult and frustrating to understand. This digest-version of the striping requirements began as notes for my own use. Perhaps it will be helpful to you.

This digest is for locating sections within the MUTCD. Striping requirements are found in Part 3 (Markings) and Part 5 (Traffic Control Devices for Low-Volume Roads.) The MUTCD sections are noted in this digest in square brackets, for example [3A.01] and [5E.02].

General Pavement Marking Requirements

Each standard marking shall be used only to convey the meaning prescribed for that marking in the MUTCD [3A.02].

Markings that must be visible at night shall be retroreflective unless ambient illumination assures that the markings are adequately visible [3A.02].

Materials used for markings should provide the specified color throughout their useful life [3A.03].

The widths and patterns of longitudinal lines shall be as follows [3A.05]:

A normal line is 4 to 6 in wide. (The other type is a wide line.)
A double line is two parallel lines separated by a discernible space.
A broken line should consist of 10 ft line segments and 30 ft gaps, or dimensions in a similar ratio of line segments to gaps as appropriate for traffic speeds and need for delineation.

Yellow Centerline Markings [Section 3B.01, except where noted]

When used, shall be yellow lines, delineating lanes of opposite directions of travel [3A.04 & 3B.01].

Shall place on all paved streets & highways that have three or more traffic lanes.

Shall place on all paved urban arterials & collectors with traveled way width of 20-ft or more and an ADT of 6,000 or more.

Should place on all paved urban arterials & collectors with traveled way width of 20-ft or more and an ADT of 4,000 or more.

Should also be placed where an engineering study indicates such a need [3B.01 & 5E.02].

May be placed at a location that is not the geometric center of the roadway.
On roadways without continuous centerline pavement markings, short sections may be marked with centerline pavement markings to control the position of traffic at specific locations, such as around curves, over hills, on approaches to highway-railroad grade crossings, at highway-railroad grade crossings, and at bridges.

Engineering judgment should be used in determining whether to place centerline markings on traveled ways that are less than 16 ft wide.

If a traffic count is not available, the ADT’s described in this Section may be estimates that are based on engineering judgment.

Where centerline markings are installed, no-passing markings shall be used at vertical and horizontal curves and other locations where passing must be prohibited because of inadequate sight distances, rail crossings, or other special conditions [3B.02 & 5E.02].

The centerline markings on two-lane, two-way roadways shall be one of the following [shown in Figure 3B-1]:

- Two solid yellow lines at both-direction no passing zones.
- A broken yellow line and a normal solid yellow line at one-direction passing zones.
- A broken yellow line at two-direction passing zones.

Right-Side, White Edge Lines [3B.07 except where noted]

When used, they shall be white solid lines, delineating the right edge of a roadway [3B.06].

Shall place on rural arterials with a width of 20-ft or more and have an ADT of 6,000 or more.

Should place on rural arterials & collectors with a width of 20-ft or more and have an ADT of 3,000 or more.

Should place at other paved streets and highways where an engineering study indicates a need for edge line markings [3B.07 & 5E.03].

May be placed on streets and highways that do not have centerline markings.

Should not be placed where an engineering study or engineering judgment indicates that providing them would decrease safety.

May be placed on paved low-volume roads for roadway features such as horizontal curves, narrow bridges, pavement width transitions, curvilinear alignment, and at other locations based on engineering judgment or an engineering study [5E.03].

Shall not be continued through intersections; however, edge line extensions may be placed through intersections [3B.08].

Should not be broken for driveways [3B.06].

White Lane Lines [3B.04 except where noted]

When used, they shall be white lines, delineating lanes that have the same direction of travel [3A.04 & 3B.04].

Should be used on all roadways with two or more adjacent travel-lanes in the same direction.

Should be used at congested locations where the roadway will accommodate more traffic lanes with lane line markings than without markings.

Stop and Yield Line Markings [3B.16 unless noted]

Stop and Yield Line Markings shall be white [3B.15].

Stop lines should be 12 to 24 in wide.

If used, yield lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made. The individual triangles comprising the yield line should have a base of 12 to 24 in wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 in.
Structurally Deficient Bridges are SAFE

by Stanley W. Woods

A Structurally Deficient Bridge, as defined by bridge engineers, indicates that the bridge is in need of maintenance. A qualified bridge engineer has either determined the bridge is safe to use or it is closed for public use.

“Structurally Deficient” is the term created by bridge engineers to indicate that a bridge is in need of maintenance, rehabilitation, or sometimes replacement. As a bridge ages, parts of the bridge deteriorate to where it becomes necessary to repair or replace the deteriorated parts or, in some cases, the entire bridge. To check for these conditions, trained bridge engineers inspect bridges every 2 years or more frequently to be sure they are safe for the designated loads. If they are not, the bridges are posted for the restricted loads that they can safely carry or are closed until they can be fixed or replaced.

Unfortunately when the term “Structurally Deficient” was implemented, little thought was given to how the general public would interpret the meaning. They could have chosen some other description such as “Time to Schedule Maintenance Work.” Bridge professionals are now considering how these terms are perceived by the public and may change them.

Background
Following the collapse of a major bridge in 1967, Congress passed legislation in 1971 that required all states to inspect and maintain an inventory of all bridges on the federal-aid system. The law was expanded in 1978 to require that all bridges on public highways be added to the inventory. The law requires that all bridges be inspected at least every two years but each state must submit inspection reports to the federal government annually. The federal government maintains a National Bridge Inventory database and uses it to identify bridges eligible for rehabilitation or replacement. These data are also used to allocate federal bridge replacement funds to each state based on needs. Bridges must be classified as either “Structurally Deficient” or “Functionally Obsolete” to be eligible for funding. Functionally obsolete means that the deck geometry, clearances, load capacity, or approach roadway alignment do not satisfy the current minimum criteria.

In order to get some consistency in reporting between the states, the federal government established rules and guidelines to aid the bridge inspectors. Five major bridge items were established for rating: deck, superstructure, substructure, structural evaluation, and waterway adequacy. Each item is rated on a scale of 0 to 9, where 0 means bridge closed and 9 means excellent condition. Each number on the scale has a definition to further aid the inspectors. The values entered for these items then determine whether a bridge is classified as structurally deficient or functionally obsolete. A bridge with a condition rating of 4 or less for the deck, superstructure, or substructure or an appraisal rating of 2 or less for structural evaluation or waterway adequacy is classified as structurally deficient.

A condition rating of 4 is defined as: Poor Condition—advanced section loss, deterioration, spalling, or scour. As you can see, there is a wide variation in the definition. There can be a large difference in advanced section loss vs. some deterioration or spalling. Advanced section loss might imply serious loss of load capacity, whereas spalling might indicate the deck needs an overlay or be replaced with little or no loss of load capacity. This is where the inspection report can clarify the work required.

The fact that a bridge is declared as structurally deficient does not imply that it is unsafe. A structurally deficient bridge typically needs maintenance and repair and eventual rehabilitation or replacement to address deficiencies. To remain open to traffic, a structurally deficient bridge is often posted with reduced weight limits that restrict the gross weight of vehicles using the bridge. If unsafe conditions are identified during a physical inspection, the structure will be closed.

Based on the latest Inventory Report, there are 597,443 bridges on public roads of which 73,800 or 12.4 percent are classified as structurally deficient. Another 80,322 or 13.4 percent are classified as functionally obsolete. National legislation requires all states to use fully trained engineer inspectors to evaluate all these bridges and determine their safety for the traveling public. Structurally deficient is, therefore, a bridge term implying that significant work needs to be done but, as long as traffic is permitted to use the bridge, the bridge is deemed SAFE.

More information on the National Bridge Inspection Standards is available at www.fhwa.dot.gov/bridge/nbis.htm.

Sources of Funding
by Kevin Gerst, LTAP Graduate Research Assistant

As every local government agency painfully knows, funding is a major issue affecting the extent and the quality at which repairs and new construction can be completed on aging infrastructure. This article is designed to ensure that both county highway and city/town street departments are aware of all available funding options that go beyond the Motor Vehicle Highway (MVH) and Local Road and Street (LRS) funds. There are many non-traditional and unique methods that have been developed by local governments for supplemental funding. The 2007 Summary of Highway Revenues, Distributions, and Expenses for Indiana Counties, Cities, and Towns, published by Indiana LTAP, goes into detail on all of these funding methods and how much revenue each has generated for its respective agency. Out of the 39 optional funding sources cited in the LTAP report, we will highlight a few of them here.

There are currently three different income taxes that some highway and street departments are using for funding: County Adjusted Gross Income Tax (CAGIT), County Option Income Tax (COIT), and the County Economic Development Income Tax (CEDIT). They all must be imposed by the county council, and each has different restrictions on their taxation rates.

Taxation involving motor vehicles is also an option. The Local Option Highway Users Tax (LOHUT) is currently being used by half the counties in Indiana. A vehicle is either subjected to a surtax if its weight is under 11,000 lbs, or a wheel tax if its weight is above 11,000 lbs. The revenue is then allocated to local agencies using the LRS distribution formula. The Commercial Vehicle Excise Tax and the Auto and Aircraft Excise Tax have been used by highway and street departments in a similar manner.

Another technique that can be implemented for infrastructure improvements on industrial land is tax increment financing (TIF). A local agency sells bonds in order to pay for the improvements, which will increase the land valuation when completed. In turn, the amount collected for property tax will also increase. This additional tax money is then sent back to the agency that created the TIF, and they can use this money to repay the bonds. The Community Development Block Grant Fund (CDBG) is another way to get funding if the road leads to an industry, and it may assist up to a maximum of $500,000 with a local match of 20%.

The Engineer Salary Subsidy can be utilized by county highway departments to pay $20,000 towards the salary of a county engineer by using a portion of the local MVH fund. Although it has not been done yet, two counties can get together and share one engineer.

Some of the more creative ways to generate funding include interlocal agreements, cost sharing, sale of salvaged items, landfill fees, and interest. Interlocal agreements can occur between any two local agencies and may include contracting out crew members and equipment, or the sale of materials such as salt and cold mix. Cost sharing is the same concept except that it involves relationships between a local agency and the private sector. Typical arrangements have the public agency providing the work force and half of the materials, while property owners adjacent to the work pay for the other half of the materials. Highway and Street Departments may also sale salvaged items such as discarded street signs and steel bridge members and old equipment. In addition, certain counties have negotiated with their local landfills to return a portion of the dumping fees to aid in road maintenance and repair. Finally, portions of different funds may be taken and placed in CD’s at the bank, where higher interest rates will lead to another source of revenue.

These funds are only a few of the many that have been identified in our aforementioned LTAP publication, which can be found online at www.purdue.edu/INLTAP and by clicking on the resources tab and looking in popular publications. The use of these funds by local highway and street departments signifies the resourcefulness and effort that is being put forth by counties, cities, and towns to provide the means for the adequate upkeep of our state’s infrastructure.
INDIANAPOLIS – A toll-free application telephone number and on-line registration are now operational for residents in eight Indiana counties who suffered property damage or losses from severe storms, tornadoes and flooding that occurred May 30 and continuing.

The Indiana counties designated for Individual Assistance (IA) are Bartholomew, Hancock, Johnson, Marion, Monroe, Morgan, Vermillion and Vigo counties. Additional designations may be made at a later date after further evaluation.

State and Federal officials encourage those affected by the disaster to apply for assistance immediately by going online to www.fema.gov or by calling this toll-free number, 1-800-621-FEMA (3362), from 8 a.m. to 6 p.m. (Eastern time), seven days a week, until further notice. Those with speech or hearing impairments may call TTY 1-800-462-7585.

Officials remind affected residents who have already filled out damage report forms with the State, or their county emergency managers, or voluntary agencies that they must register with FEMA at the above numbers or Web site to be eligible for federal assistance.

All residents are also encouraged to get involved with the recovery by helping spread the word about available assistance. Tell your neighbor.

The declaration makes a wide range of programs available to residents such as funding for temporary disaster housing assistance, replacement grants for serious disaster-related needs and expenses not covered by insurance or assistance programs.

When applying for help, be sure to have the following information available:

- Your current phone number;
- Your address at the time of the disaster and the address where you are now staying;
- Your Social Security number, if available;
- A general list of damages and losses you suffered;
- If insured, the name of your company or agent and your policy number;
- General financial information;
- Bank account coding if you wish to speed up your assistance with direct deposit.

FEMA disaster assistance covers basic needs only and will not normally compensate you for your entire loss. If you have insurance, the government may help pay for basic needs not covered under your insurance policy.

Some disaster aid does not have to be paid back, while other help may come in the form of loans. The FEMA representative will explain the details to you when you call.

U.S. Small Business Administration (SBA) low-interest disaster loans for homeowners, renters and businesses of all sizes are also available to repay or replace damaged or destroyed property.

FEMA coordinates the federal government’s role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including acts of terror.
DISASTER ASSISTANCE INFORMATION

If You Suffered Damage from the Severe Storms and Flooding During The Period of May 30 and continuing, You May Be Eligible For State and Federal Disaster Assistance

Even if you have insurance coverage, you may be eligible for assistance if you have disaster-related needs. Assistance that may be available includes:

- Disaster grants to cover temporary housing assistance
- U.S. Small Business Administration (SBA) low-interest loans to renters and homeowners to repair homes or replace personal property, as well as assist businesses
- Replacement grants to help meet serious disaster-related needs and expenses not met by insurance or other programs

To receive assistance available under the Presidential Disaster Declaration you can apply online at www.fema.gov or by calling:

Toll-Free Application Number

1-800-621-FEMA (3362)

8 a.m. to 6 p.m. (local time) seven days a week until further notice
For those who use TTY: 1-800-462-7585

Before you go online or call to apply, it is helpful to have the following information ready:

- Your legal name. (Do not use a nickname or abbreviation)
- Your current phone number and your Social Security number
- A list of damages and losses you suffered
- The name of your insurance company and your policy number
- Bank account coding if you wish to speed up your assistance with direct deposit

FEMA’s temporary housing assistance and grants for public transportation expenses, medical and dental expenses, and funeral and burial expenses do not require individuals to apply for an SBA loan. However, an applicant must complete an SBA loan application to be eligible for assistance that covers personal property, vehicle repair or replacement, and moving and storage expenses.

Disaster recovery assistance is available to any individual without regard to race, color, sex, religion, national origin, age, disability or economic status or retaliation. If you or someone you know has been discriminated against, you should call FEMA at 1-800-621-FEMA (TTY 1-800-462-7585) or contact the Indiana Civil Rights Commission at 317-232-2600 or toll-free at 800-628-2909. If suspicious of any abuse of FEMA programs, please contact the fraud hotline at 1-800-323-8603.
## How to Understand the Laws and Rules Controlling Drainage in Indiana

**August 27, 2008**
9 a.m. to 4 p.m.

Indiana Farm Bureau Building
225 S. East Street
Indianapolis, IN 46202

1st floor Assembly Halls

### Sponsors

- Indiana Farm Bureau, Inc.
- Association of Indiana Counties
- Indiana Association of County Commissioners
- County Surveyors Association of Indiana
- Indiana Association of Soil and Water Conservation Districts
- Indiana Land Improvement Contractors Association

For More information, contact:
Indiana Farm Bureau
mspellman@infarmbureau.org
www.infarmbureau.org

---

**Return this registration form by August 8, 2008, via fax or mail. Payment also must be received by that date. Sorry, no credit cards accepted. Please print or type information below. Online registration is available at www.infarmbureau.org under “Programs.”**

<table>
<thead>
<tr>
<th>County</th>
<th>Company or Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
<th>Company or Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phone</th>
<th>Fax</th>
<th>Email address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Indiana Farm Bureau membership number (if Farm Bureau member)

Number of registrants _______________. Cost is $50 per person. Make check payable to Indiana Farm Bureau Inc.

List full names of all attendees below:

- ____________________________
- ____________________________
- ____________________________
- ____________________________

---
Drainage 101

How to Understand the Laws and Rules Controlling Drainage

August 27, 2008
9 a.m. to 4 p.m.

Registration begins at 8:30 a.m.

The purpose of the seminar is to promote an understanding of the laws and regulations that control drainage of land in Indiana. The process for drainage dispute resolution will be examined. State and federal agency representatives will explain their role in drainage in the state. Seminar attendees will gain a greater understanding of drainage law and dispute resolution.

Farmers, public officials, agency personnel, attorneys and members of the general public are invited.

Register early as attendance is limited. Payment or photocopy of payment must accompany registration form. Not credit cards accepted.

No refunds after August 8, 2008.

Tentative Schedule

Morning

Drainage Board Authority and Process
Assessments and Financing: How Do We Pay for the Work?
Drainage Board Case Law
Break
Common Law or Private Drainage Issues
Drainage Easements
Role and Operation of the County Drainage Board
NEW! Drainage Regulation and Organizational Chart Review

Lunch

Afternoon

Wetlands - Rules and Limitations
The 368 Review Process - Construction in a Floodway
NEW! Phase II Stormwater Implementation for MS4s

Register early - space is limited!
Submit registration & payment by August 8, 2008

Program Information & Registration Questions

Maria Spellman
Phone: 317-692-7840
mspellman@infarmbureau.org

Register via:
Mail: Indiana Farm Bureau, Inc.
Attn: Maria Spellman
PO Box 1290
Indianapolis, IN 46206-1290
Fax: 317-692-8451
Attn: Maria Spellman
Web: www.infarmbureau.org
>Programs

Cost is $50 per person. No credit cards accepted.

Make checks payable to: Indiana Farm Bureau, Inc.
INDOT NEWS

Rules Adopted Regarding Relocation of Utility Facilities

INDOT has adopted rules regarding the relocation of utility facilities in conjunction with a highway construction project. The rules became effective May 14.

The rules were required by legislation passed by the Indiana General Assembly in 2005. The law directed INDOT to develop rules regarding utility relocation as part of INDOT’s responsibility to manage the state highway system right-of-way. The new INDOT rules and the law resulted from efforts of a Utility Relocation Task Force that included representatives from ICA (highway contractors then as part of ICI), INDOT, consulting engineers, utility companies and Federal Highway Administration.

The rules establish a formal procedure for highway projects that involve utility facility relocations by setting requirements for utilities, highway contractors and INDOT. Key components of the process are:

• INDOT will determine what utility facilities are located within the project area early in the design phase of a project;
• INDOT will send each identified utility an initial notice of the proposed project;
• Utilities will have to respond within 30 days with a description of its affected facilities or notify INDOT that no facilities are within the limits of the project;
• Using the information provided by utility companies, INDOT will show all utility facilities on plan sheets and send those drawings to each utility for review;
• Within 30 days, each utility will have to either confirm the accuracy of the drawings or detail any corrections;
• INDOT will subsequently provide each utility with preliminary construction plans for the highway project;
• Each utility will respond with a work plan that details how the utility will protect or relocate its facilities;
• INDOT will review the proposed work plans and – if necessary – work with the utilities to finalize those plans;
• The approved work plans will be included or referenced in the highway construction contract;
• If a work plan shows that portions of a utility’s work are dependent on the highway contractor first completing certain work (such as clearing), the contractor will be required to notify that utility within certain time frames.

The rules also include a list of factors that would excuse a utility from meeting the schedule in its approved work plan. These include significantly differing site conditions, unexpected impacts of other utilities or severe weather.

While the rules became effective on May 14, the new procedures won’t impact construction until projects on which the required coordination steps between INDOT and utility companies have been implemented are ready for letting.

Go to http://www.in.gov/legislative/iac/20080514-IR-105070494FRA.xml.pdf for a copy of the final rules.
The Indiana Department of Transportation (INDOT), in coordination with the Federal Highway Administration, the Advisory Council on Historic Preservation, and the Indiana State Historic Preservation Office (SHPO), has initiated a statewide historic bridge program. The Indiana Historic Bridge Programmatic Agreement, an interagency agreement that established and guides this program, calls for INDOT to:

- Complete a statewide survey of bridges built before 1965
- Provide recommendations on the eligibility of bridges for listing in the National Register of Historic Places (National Register)
- Identify each National Register eligible or listed bridge as Select or Non-Select candidates for preservation

Project information, including the PA and subsequent reports, can be found at www.in.gov/indot/7035.htm.

Recently, historic preservation and engineering consultants from Mead & Hunt assisted INDOT with finalizing the Indiana Historic Bridge Inventory: Methodology to Identify Select and Non-Select Bridges. This document provides a structured methodology for identifying historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge. The resulting best overall preservation candidates are classified as Select Bridges. This methodology is in accordance with the interagency agreement, and it balances engineering criteria and historic significance in order to preserve the best overall historic bridge candidates. The methodology is currently available on the project website listed above.

A draft list of Select and Non-select bridges is expected to be completed in Fall 2008 and will be available for review on the project website. In accordance with the interagency agreement, the public will have an opportunity to comment on the list at this time. Comments may be submitted by completing the Historic Bridges Inventory Comment Form at http://www.in.gov/indot/6955.htm.

Ultimately Select Bridges must be preserved according to INDOT’s Project Development Process:
- If rehabilitation can meet the “Standards for Rehabilitation of Bridges on Low-Volume Roads,” then the rehabilitation option for vehicular use must be implemented.
- If rehabilitation is not feasible, then the bypass alternative must be evaluated.
- If the bypass alternative is not prudent, then the bridge must be preserved at an alternate location.

Treatment of Select Bridges, according to the Project Development Process, will also include:
- Rehabilitation in accordance with the Secretary of the Interior’s Standards for Rehabilitation or as close to the Standards as is practicable.
- Review of rehabilitation plans by the Indiana SHPO.
- Assurance, by the bridge owner, that the historic bridge will be maintained for a minimum period of 25 years and any photo documentation in accordance with Indiana SHPO specifications will be completed.

For additional information, please contact
Christopher Koeppel
Cultural Resources Section – Office of Environmental Services
Indiana Department of Transportation
100 N. Senate Avenue, Room N642
Indianapolis, IN 46204
(317) 232-5161 phone
(317) 232-4929 fax
CKoeppel@indot.IN.gov
TRANSPORTATION ENHANCEMENT
“CALL FOR PROJECTS”

This is to notify you that the Indiana Department of Transportation (INDOT) is now accepting applications for federal funds for Transportation Enhancement projects. INDOT and the MPO, if applicable, must receive your application(s) by midnight on August 21, 2008. Only cities, counties, towns, or state agencies may apply. See page 10 of the procedure for Local Federal Aid Programs for eligibility criteria. Funds are available for new projects in federal fiscal year 2012 and beyond. An applicant may submit a maximum of 35 pages of supporting documents with each application.

Applications from cities, counties, 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. The LPA may contact the appropriate INDOT District Local Programs Coordinator to discuss its past due account.

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

1. Procedure for Local Federal Aid Programs
2. Inventory of Local Transportation Enhancement projects, including current amount of federal funds allocated
3. Guidelines for Transportation Enhancement Projects
4. Application for Transportation Enhancement Projects

If you desire, you may contact the Local Programs Coordinator for your district to request a hardcopy of the application.

Based upon the current inventory of Transportation Enhancement projects and the amount of federal funds allocated to them, INDOT will award approximately $20,000,000 in federal funds. INDOT will distribute the federal funds as follows:

Local Transportation Enhancement Program  
$18,000,000
State Transportation Enhancement Program  
$2,000,000

I. Local Transportation Enhancement Program

A. Metropolitan Planning Organization (MPO) Urbanized Areas

With respect to the Local Transportation Enhancement Program, each MPO will receive a proportionate share of the federal funds based upon its population within its urbanized area compared to the total population of the State of Indiana. Based upon the 2000 census data, the amount allocated to each MPO is listed below.

<table>
<thead>
<tr>
<th>MPO</th>
<th>Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anderson</td>
<td>$295,000</td>
</tr>
<tr>
<td>Bloomington</td>
<td>$280,000</td>
</tr>
<tr>
<td>Columbus</td>
<td>$150,000</td>
</tr>
<tr>
<td>Elkhart/Goshen</td>
<td>$430,000</td>
</tr>
<tr>
<td>Evansville</td>
<td>$580,000</td>
</tr>
<tr>
<td>Fort Wayne</td>
<td>$880,000</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>$3,770,000</td>
</tr>
<tr>
<td>KIPDA (Louisville)</td>
<td>$395,000</td>
</tr>
<tr>
<td>Kokomo</td>
<td>$195,000</td>
</tr>
<tr>
<td>Lafayette</td>
<td>$380,000</td>
</tr>
<tr>
<td>Michigan City</td>
<td>$225,000</td>
</tr>
<tr>
<td>Muncie</td>
<td>$285,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>$1,730,000</td>
</tr>
<tr>
<td>OKI (Cincinnati)</td>
<td>$55,000</td>
</tr>
<tr>
<td>South Bend</td>
<td>$725,000</td>
</tr>
<tr>
<td>Terre Haute</td>
<td>$260,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$10,635,000</strong></td>
</tr>
</tbody>
</table>

Each MPO will determine (1) the membership of its selection committee, (2) its project selection criteria, (3) its limitations, if any, on the number of applications an LPA may submit for new and/or existing projects, (4) its limitations on funding, if any, per project, and (5) which eligible projects to fund and the amount of federal funds allocated to each. LPA's within the urbanized area of an MPO must electronically submit their application(s) to (1) the MPO and (2) the appropriate District Local Programs Coordinator.

B. Non-MPO Urbanized Areas

INDOT will distribute the remainder of the Local Transportation Enhancement funds based upon the population outside of MPO urbanized areas within a district compared to the total population of Indiana located outside of urbanized areas of MPOs. The amount available in each district is listed below.

<table>
<thead>
<tr>
<th>District</th>
<th>Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crawfordsville</td>
<td>$940,000</td>
</tr>
<tr>
<td>Fort Wayne</td>
<td>$1,705,000</td>
</tr>
<tr>
<td>Greenfield</td>
<td>$1,230,000</td>
</tr>
<tr>
<td>LaPorte</td>
<td>$995,000</td>
</tr>
<tr>
<td>Seymour</td>
<td>$1,340,000</td>
</tr>
<tr>
<td>Vincennes</td>
<td>$1,155,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$7,365,000</strong></td>
</tr>
</tbody>
</table>
The project selection criteria are contained in the Procedure for Local Federal Aid Programs. A city, county, or town may submit a maximum of one (1) new application in addition to applications requesting an increase for existing projects. The maximum award from this “Call” to any applicant is $1,000,000 in federal funds or the total amount available in its district, whichever is less. LPAs outside the urbanized area of all MPOs must electronically submit their application(s) to the appropriate District Local Program Coordinator.

II. State Transportation Enhancement Program

The project selection criteria are contained in the Procedure for Local Federal Aid Programs. A state agency may submit applications (1) requesting an increase for existing projects and (2) for new projects. The maximum award from this “Call” to any state agency is $2,000,000 in federal funds. State agencies must electronically submit their application(s) to Jeanette Wilson at jwilson@indot.in.gov. State agencies having questions regarding the application process may contact her at (317) 232-5496.

If you are with a city, county or town and have any questions regarding the application process, please contact the Local Programs Coordinator for your district.

<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>
</tr>
<tr>
<td>Greenfield</td>
<td>David Cox</td>
<td>(317) 467-3909</td>
<td><a href="mailto:dcox@indot.in.gov">dcox@indot.in.gov</a></td>
</tr>
<tr>
<td>LaPorte</td>
<td>Marcia Blansett</td>
<td>(219) 325-7564</td>
<td><a href="mailto:mblansett@indot.in.gov">mblansett@indot.in.gov</a></td>
</tr>
<tr>
<td>Seymour</td>
<td>Brandi Fischvogt</td>
<td>(812) 522-5649</td>
<td><a href="mailto:bfischvogt@indot.in.gov">bfischvogt@indot.in.gov</a></td>
</tr>
<tr>
<td>Vincennes</td>
<td>John Myers</td>
<td>(812) 895-7379</td>
<td><a href="mailto:jomyers@indot.in.gov">jomyers@indot.in.gov</a></td>
</tr>
</tbody>
</table>

Sincerely,

John E. Jordan
Director
Local Programs Division

---

WILLIAM D. HAAN

The LTAP Center greatly appreciates Bill giving us a platform to teach at IACC workshops and conferences. The success of LTAP today can be partly attributed to the efforts of Bill.

He is survived by Jane Elizabeth Deverall, his wife of 40 years and two children, son, Mark Haan and daughter Julie Jameson (married to Jeremy). Also surviving are four grandchildren, Benjamin and Clair Haan and Alex and Charlie Jameson; his parents, Charles Leo and Dorothy Mae Smith Haan; and four brothers, Tom Haan (wife Jan), Bob Haan (wife Ellie), Don Haan (wife Frances), and Fred Haan (wife Judy).

The term “sagamore” was used by American Indian Tribes of the northeastern United States to describe a tribal chief, a term befitting Bill Haan. A Sagamore is a personal tribute usually given to those who have rendered a distinguished service to the state of Indiana. Bill was a strong leader and supporter of local government. It was a pleasure to have worked with him. Both colleague and friend, we will miss him dearly.
## 2008 Directory Changes Since Published Date

<table>
<thead>
<tr>
<th>Page</th>
<th>Agency Type</th>
<th>Agency Name</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>MPO</td>
<td>Evansville</td>
<td>New email address: <a href="mailto:comments@evansvillempo.com">comments@evansvillempo.com</a> New website: <a href="http://www.evansvillempo.com">www.evansvillempo.com</a> Counties in Jurisdiction are Vanderburgh and Warrick only</td>
</tr>
<tr>
<td>46</td>
<td>MPO</td>
<td>NIRCC</td>
<td>Northeastern Indiana Regional Coordinating Council office has moved to: 830 City County Building, One East Main Street, Fort Wayne, IN 46802-1815</td>
</tr>
<tr>
<td>61</td>
<td>County</td>
<td>Cass</td>
<td>Name correction: Surveyor: Jenny Clark</td>
</tr>
<tr>
<td>69</td>
<td>County</td>
<td>DeKalb</td>
<td>New email address for Eric Patton, Highway Supervisor: <a href="mailto:epatton@co.dekalb.in.us">epatton@co.dekalb.in.us</a></td>
</tr>
<tr>
<td>70</td>
<td>County</td>
<td>Delaware</td>
<td>Change of address for Michael Denton, Engineer &amp; Angie Moyer, Grants Administrator Consultant Projects Coordinator: 7700 E. Jackson Street, Muncie, IN 47302</td>
</tr>
<tr>
<td>81</td>
<td>County</td>
<td>Greene</td>
<td>New address for County Highway Department is: R.R. 1, Box 121A, Switz City, IN 47465. Please delete “P.O.” from the address.</td>
</tr>
<tr>
<td>94</td>
<td>County</td>
<td>Jennings</td>
<td>New information for Charles Ebinger, Surveyor Address: 72 Henry Street, North Vernon, IN 47265 Email: <a href="mailto:cebinger@fpbhonline.com">cebinger@fpbhonline.com</a> Phone: (812) 592-1650 Fax: (812) 346-8045</td>
</tr>
<tr>
<td>168</td>
<td>City</td>
<td>Franklin</td>
<td>New City Engineer: Todd Wilkerson, <a href="mailto:twilkerson@franklin-in.gov">twilkerson@franklin-in.gov</a> New Mayor: Fred Paris, <a href="mailto:fparis@franklin-in.gov">fparis@franklin-in.gov</a> New Planning Director: Krista Linke, <a href="mailto:klinke@franklin-in.gov">klinke@franklin-in.gov</a> New Street Commissioner: Steve Compton, <a href="mailto:scompton@franklin-in.gov">scompton@franklin-in.gov</a></td>
</tr>
<tr>
<td>175</td>
<td>City</td>
<td>Huntington</td>
<td>City Engineer David Schoeff, Mayor Terry Abbott, Street Commissioner Chris Abbott and Traffic Engineer/Traffic Officer Terry Stoffel are all with the City of Huntington NOT Huntingburg.</td>
</tr>
<tr>
<td>191</td>
<td>City</td>
<td>Montpelier</td>
<td>Name Correction: Clerk Treasurer: Kelli J. Schriver</td>
</tr>
<tr>
<td>198</td>
<td>City</td>
<td>Salem</td>
<td>Correct web address for City of Salem is: <a href="http://www.cityofsalem.in.com">www.cityofsalem.in.com</a></td>
</tr>
<tr>
<td>199</td>
<td>City</td>
<td>South Bend</td>
<td>New website: <a href="http://www.southbendin.gov">www.southbendin.gov</a> All email address end in @southbendin.gov</td>
</tr>
<tr>
<td>200</td>
<td>City</td>
<td>Tell City</td>
<td>Please add Greg Hendershot, Traffic Engineer/Traffic Officer, Tell City Police Dept., 707 Mozart Street, Tell City, IN 47586</td>
</tr>
<tr>
<td>205</td>
<td>City</td>
<td>Winchester</td>
<td>New address for Street Department:</td>
</tr>
<tr>
<td>247</td>
<td>Town</td>
<td>Fowlerton</td>
<td>New Clerk Treasurer is Donna F.M. Davis. Town mailing address remains the same. James E. Thomason will replace Donna F.M. Davis on town council. His address is Box 167, Fowlerton, IN 46930</td>
</tr>
<tr>
<td>287</td>
<td>Town</td>
<td>Moores Hill</td>
<td>New Town Hall address: P.O. Box 323, Moores Hill, IN 47032 (formerly 16610 N. Broadway)</td>
</tr>
<tr>
<td>334</td>
<td>Town</td>
<td>Topeka</td>
<td>New fax number for Ron Eash, Street Superintendent: (260) 593-2765. Correct address is: P.O. Box 127, Topeka, IN 46571</td>
</tr>
</tbody>
</table>

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**CONGRATULATIONS!**

This May, LTAP Undergraduate Assistants Maggie Schultz and David McCullouch graduated from Purdue University! We thank them for their hard work and wish them both the best!

**MAGGIE SCHULTZ**  
Major: Management  
Hometown: Valparaiso, IN  
Worked for LTAP: 3 1/2 years  
Future Plans: Recently relocated to Indianapolis and is trading securities for First Investors.

**DAVE McCULLOUCH**  
Major: Liberal Arts  
Hometown: Lafayette, IN  
Worked for LTAP: 1 1/2 years  
Future Plans: In August, Dave will relocate to New York City where he plans to pursue a career in acting.
UPCOMING ASSOCIATION EVENTS

IACC Upcoming Board Meetings:
August 14th
September 11th
October 9th

Fall Meetings / Training Sessions:
(Tentative)
North September 11th
South September 18th

For more information visit:
www.indianacountycommissioners.org

Board of Directors Meetings:
August 8th
November 7th

For more information visit:
www.iaches.org

AIC Upcoming Board Meetings:
July 24th
September 22nd

AIC Diploma Course
August 15th

AIC Annual Conference
September 22-25
Belterra Casino Resort & Spa
Florence, IN 47020

For more information visit:
www.indianacounties.org

IACT Foundation Golf Outing
August 6th
Mayors Roundtable - North
August 7th
Mayors Roundtable - North Central
August 21st
Mayors Roundtable - South
August 22nd
Mayors Roundtable - South
September 18th
Mayors Roundtable - North Central
September 18th
IACT Annual Conference
October 12-15

For more information visit:
www.citiesandtowns.org

Summer Conference:
August 26-28
Potawatomi Inn at Pokagon State Park
Angola, IN

For more information visit:
www.indianacounties.org

Classified Ads

Job Listings

ASSISTANT COUNTY ENGINEER
HENDRICKS COUNTY
Danville, IN

Hendricks County is accepting applications for the position of Assistant County Engineer. Duties will include project development and management for road, bridge, and drainage projects, including working with consultants, contractors, suppliers, and the public. Also will work with some building construction projects. The successful applicant must have a minimum of 5 years relevant experience and a B.S. degree in Engineering or Construction, and a P.E. license is preferred.

A detailed job description can be viewed at www.co.hendricks.in.us. Please submit a resume and salary requirements to Director of Human Resources, Hendricks County Government, and 355 South Washington St, #217, Danville, In 46122 or e-mail to rlove@co.hendricks.in.us.

John Ayers
Hendricks County Engineering Department
jayers@co.hendricks.in.us
355 South Washington Street, #209
Danville IN 46122
317-745-9235
2008 TRANSPORTATION EXPO & SNOW PLOW ROADEO
SEPTEMBER 10-11
INDIANA STATE FAIRGROUNDS, INDIANAPOLIS

-SINGLE AXLE, TANDEM AXLE & FRONT END LOADER ROADEO
-ROAD SCHOLAR CORE COURSE #4 - PUBLIC PURCHASING
-GUEST SPEAKER DALE KEEP, ICE & SNOW TECHNOLOGIES
-AND MUCH, MUCH MORE!

CALL THE LTAP OFFICE TO REGISTER YOUR TEAM!

TO RESERVE RV SPACE FOR OVERNIGHT FACILITIES, PLEASE CONTACT THE INDIANA STATE FAIRGROUNDS DIRECTLY AT:
(317) 927-7504

MARK YOUR CALENDAR!