In conjunction with the Federal Highway Administration (FHWA) and with the assistance of American Council of Engineering Companies of Indiana (ACEC), the Indiana Department of Transportation (INDOT) has been working on an initiative to improve and streamline the pre-construction development process for local, federal-aid transportation projects. A leadership team that included INDOT, FHWA, MPO/RPO, LTAP staff, and local personnel and consultants, was formed in February 2008 to lead the initiative. INDOT Commissioner Browning set the tone by expressing his belief that INDOT was expending an excessive amount of effort to manage a program that INDOT had no money in, and he expressed the need to put these projects back in the hands of the LPA’s. He also noted that INDOT often shouldered unfair blame when projects didn’t go well.

The Leadership team first developed a questionnaire and distributed it through LTAP to all LPA’s in Indiana. There was an overwhelming response that the existing process was unwieldy, making it difficult for an LPA to accomplish their projects. The second thing the leadership team did was meet with INDOT District personnel and LPA representatives at each district to gather their views on how the existing process was working and how it could be improved. During those meetings it became obvious that district personnel were very interested and fully vested in making sure that LPA projects went well.

It was decided that a guidance document would be created to provide clear and consistent guidance for LPA’s, INDOT personnel and consultants on the development of federal-aid projects. The guidance document will include a policy statement that sets out the underlying fundamentals of the process. This fundamental philosophy states that the LPA’s will have more authority over their projects and will be held accountable for the accurate delivery of
Indiana LTAP

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

Advisory Board

Chairman
TBD

Vice Chairman
TBD

County Commissioners
TBD
TBD
TBD
TBD

Mayors & Town Managers
Gary Eakin, Town Manager, Town of Danville
Tom Jones, City of Linton
Randy Strasser, City of Delphi

INDOT Representatives
Jodi Coblentz, LPA Manager
Eric Conkin, Manager, Office of Technical Services

Purdue University, Faculty Representatives
Dr. Kumares Sinha, Professor
Dr. Robert Connor, Professor
Dr. Jon Fricker, Professor
Dr. Jason Weiss, Professor

Association Representatives
Indiana Association of County Commissioners
TBD

Indiana Association of County Highway Engineers and Supervisors
Bob Young, LaPorte County Highway Supervisor
Bill Williams, Monroe County Director/Engineer

Indiana Street Commissioners Association
Rob Roberts, Town of Danville Street Superintendent

Indiana Association of City Engineers
David Buck, City of West Lafayette Engineer

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Megan Miller, Indiana Association of Cities and Towns
Jim Olson, Jefferson County Engineer
Stephen Powell, AT&T
Daniel Keefer, FHWA, Indiana Division
Joe Williams, Brown Equipment

Advice Board Meeting

The 2009 meetings of the LTAP Advisory Board will take place on:

Thursday, January 22, 2009 at 10:00am
April 2009 at 10:00am
July 2009 at 10:00am
October 2009 at 10:00am

Indiana LTAP Training Calendar 2009

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

Stormwater Drainage Conference & APWA Click, Listen & Learn
Successful Models for Rural Water
February 12
University Plaza Hotel
West Lafayette, IN

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

APWA Click, Listen & Learn
How to Initiate and Implement a Right-of-Way Program
March 26
*multiple sites throughout the state

APWA Click, Listen & Learn
Continuity of Operations - How to Stay on Top
April 9
*multiple sites throughout the state

APWA Click, Listen & Learn
Traffic Mediation - Neighborhood and Pedestrian Safety Programs
May 21
*multiple sites throughout the state

*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
Remember the old days of snow removal? You didn’t need weather models, pavement temperatures or anti-icing liquids. You only watched the weather on the evening news out of curiosity. Nope, all you needed to do was look out the window. If there was an inch or two of snow on the ground, it was time to send out the plows and dump some salt.

Does this description of the “old days” sound a lot like your current snow removal plan? Then you have plenty of company. Many local transportation agencies still haven’t started anti-icing, even though beginning a program is now simple, inexpensive and highly effective. But the fact is, anti-icing is no longer optional -- the benefits of even a basic anti-icing program far outweigh the costs. The nation’s top winter maintenance experts agree: now is the time to get off the sidelines and get into the anti-icing game.

The Many Benefits of Anti-Icing Programs

It’s no secret; most local transportation agencies run on tight budgets. In fact, a shortage of money is the reason many give for their lack of an anti-icing program. What these agencies may not realize is an anti-icing program actually saves money in a number of ways.

One of the biggest cost-saving benefits of anti-icing is reducing the amount of salt used while achieving better results. Considering the rising cost of salt, this benefit is increasingly important.

“It takes four times more salt to remove ice from a roadway than it does to prevent it, that’s a huge amount of material,” says anti-icing expert and American Public Works Association Winter Maintenance Subcommittee Chair Mark DeVries. “Anti-icing gives us a lot of bang for our buck because of the small amount of material we’re putting down in a liquid.”

Improving safety and reducing environmental impacts are other important benefits of anti-icing. Pre-treating roadways before they become slick helps keep your winter maintenance crews and area motorists safe. Anti-icing also produces proven environmental benefits. Because anti-icing liquids contain a lower percentage of sodium chloride than rock salt and allow you to apply less material, it reduces the amount of the chemical entering -- and polluting -- your area watersheds.

Anti-icing also provides other cost savings. The products can be applied to the roads before a storm during your maintenance crew’s regular work hours, reducing call-outs and overtime costs. Pre-treating roadways and sidewalks cuts down on liability issues and helps avoid possible lawsuits. And because anti-icing prevents vehicle crashes, your local law enforcement agency saves money on emergency response and crash clean-up.
Starting a Program is Simple

The first thing you’ll need to start an anti-icing program is money -- but it doesn’t have to be a lot.

“It doesn’t have to be expensive,” says DeVries. “It really depends on what the agency has in the first place. My county highway department’s first truck was a 500-gallon unit we used to spray vegetation in summer. The start-up costs can range from really expensive to not very much at all.”

The basic equipment winter maintenance experts recommend to get started is a 5,000 gallon liquid storage tank, a truck with a slide-in tank and a sprayer pump. In addition, you’ll also need anti-icing liquid. You can either buy ready-made liquid from a supplier or make your own using a brine-maker.

“If you’re just starting out, there’s nothing wrong with buying ready-made liquids,” says DeVries. “The moment you’re going to be in this for any length of time, buy a brine-maker and you’ll easily recoup the cost.”

Experts recommend starting your anti-icing program on a small scale and growing it gradually. Begin your program by treating hills, sharp curves and bridges before snow falls or ice forms. Most agencies that set up a small program find anti-icing operations expand naturally. Once winter maintenance workers see the impressive results they begin to take ownership, improving and increasing anti-icing efforts on their own.

Anti-Icing Training Resources

Whether you spend a lot or a little to start your anti-icing program, training is one area you cannot cut corners. If not done correctly, putting liquid on a roadway can be extremely dangerous. The good news? There is a wealth of resources available to local agencies looking to start or expand their anti-icing program. Training resources include:

- The Indiana Local Technical Assistance Program (LTAP). Contact LTAP to learn more about our many available resources.

Six Key Benefits of Anti-Icing

- Reduces Overtime
- Cuts Down on Salt Use
- Lessens Liability
- Protects the Environment
- Improves Safety
- Saves Money
• Visiting outside agencies with successful anti-icing programs.


The advantages of anti-icing are at your fingertips, and you can’t afford to wait any longer. With a small investment and some training time, you can have an anti-icing program up and running. Before long, you’ll begin tapping into its many benefits: saving money, improving safety and protecting the environment.

About the Author: Megan Tsai is a full-time freelance writer specializing in transportation and engineering. She writes business communications including articles, newsletters and case studies for companies and organizations across the country. Learn more at www.RedWagonWriting.com.

LTAP WOULD LIKE TO EXTEND A SINCERE THANK YOU TO OUR EXITING ADVISORY BOARD MEMBERS:

Ruth Shedd,
Tippecanoe County Commissioner

Stephanie Yager,
Brown County Commissioner

K.D. Benson,
Tippecanoe County Commissioner

Phil Estridge,
Henry County Commissioner

Joyce Poling,
Monroe County Commissioner

(not pictured)

Gary Eakin, Town Manager of Danville and John Habermann, Program Manager presented the thank you to the outgoing Board Members.
TRIMMING THE TREE

Now that Christmas is over, it’s time to make a plan for the real tree trimming

Tree pruning is something that can be done at any time during the year. However, the closer you do it prior to spring growth, the better it is for the tree because it maximizes growth and speeds wound closure. Immediately following spring growth is the worst time for trimming, as the tree has just spent much of its energy on foliage production and will have less energy to allocate to wound closure.

Accurate timing is only the first step, though. Pruning a tree properly requires technique and an understanding of tree growth. Otherwise, your pruning mistakes will be evident to everyone come spring. So use the following tips to get started. If you need more information, The International Society of Arboriculture (ISA) has developed standards for tree pruning. You can find their guide at www.treesaregood.com.

Be reasonable

Routine pruning isn’t about going in and lopping limbs to make a tree an unnatural shape. It’s about maintaining a tree’s health: removing limbs that are weak or that are diseased or dead. Proper pruning seldom results in removing more than a quarter of the crown’s live foliage. Removing more than that can alter the tree’s ability to make food, which tampers with the overall health of the tree and hinders growth. Another reason for pruning involves safety. You should cut any low-hanging limbs that impede pathways or are making contact with buildings or other structures. The principal

On the Safe Side

While your tree trimming may involve use of only a handsaw or lopper, you’re likely to encounter some pruning that also involves a chainsaw. If so, proper training and instruction are essential. I’m not suggesting that it’s a good idea, I’m saying it should be mandatory. Yes, it’s an investment of time and money, but it not only makes crews safer, it makes them more efficient. To find a safety class in your area, contact your chain saw dealer or your county extension agent.

Safety apparel is another essential element for tree pruning with a chainsaw. Your apparel should include chaps or pants to protect your legs, cut-resistant boots, a helmet, ear protection, eye protection and cut-resistant gloves. You should also evaluate the area as soon as you arrive on site. Before you begin pruning, look for any power lines that might cause a danger. If the limb is anywhere near a power line, contact the utility company or other professional experienced with this type of risky job. Also consider if falling limbs could be a danger to other people in the area or could fall on vehicles. You need to have enough room to work, so rope-off the space you need to prevent bystanders from coming too close. Also do a walk around the tree to locate any weird angles or low spots in the ground that could affect your footing. And always make sure that you have an escape route clear of any tools or debris.

If you need to remove a branch that is up high in the tree and don’t have experience with rope and harness climbing, you should consider hiring a professional arborist to do the job for you. It’s not worth the risk without additional safety equipment and training.
philosophy is this: No branch should be removed without a reason.

Making the cut

According to the ISA, there are four specific types of pruning that may be necessary to maintain a mature tree in a healthy, safe and attractive condition:

- **Cleaning** is the removal of dead, dying, diseased, crowded, weakly attached and low-vigor branches from the crown of a tree.

- **Thinning** is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree’s natural shape.

- **Raising** removes the lower branches from a tree in order to provide clearance for buildings, vehicles, pedestrians and vistas.

- **Reduction** reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least 1/3 the diameter of the cut stem). Do not confuse reduction with topping, which is not advised or approved by tree professionals. Compared to topping, reduction helps maintain the form and structural integrity of the tree.

Decide which type of pruning applies to the trees in your care and plan cuts before gearing up and assessing the area. Make pruning cuts just outside the branch collar, which should be left in tact because it contains “parent branch tissue” (trunk). The ISA specifies that how much you prune from a tree depends on the size of the tree and its age. The younger the tree, the more you can cut. Just keep in mind that a tree can recover from several small pruning wounds faster than from one large wound. And mature trees become less tolerant of pruning altogether. Try to limit pruning of older trees to removal of dead or hazardous limbs.

If you’re removing a larger limb, reduce its weight by removing the limb piece by piece, leaving a stub of about a foot or so. To do this, cut about a third of the way upward through the limb, sawing from bottom up (which will help prevent the bark from stripping). Then cut through the branch from the top, just beyond the previous undercut. When you’re down to the stub, remove it by cutting it back to the branch collar.

Once you’ve finished your pruning, you might be tempted to add a wound dressing to the tree to protect against the possibility of disease and decay. However, the ISA reports that most experts advise against this. Research has indicated that wound dressings do not prevent either.

By Cindy Ratcliff

Cindy Ratcliff is a freelance writer who specializes in landscape, trees, and chemicals. Ms. Ratcliff can be reached at cindy_ratcliff@yahoo.com
WHAT IS A 100 YEAR FLOOD EVENT?

We often hear the term a “100-year event” in the news, usually in reference to a large amount of rainfall followed by flooding. For instance, locations in Columbus, IN, reported receiving more than 11 inches of rain over a single day in July, 2008, corresponding to a 100-year event. In casual use, a 100-year event reflects a sense of the magnitude of a rainfall occurring over a region. However, for hydrologists, a 100-year event, or more generally an n-year event, has a specific definition. It is the magnitude of a hydrologic event (typically rainfall or streamflow) that is likely to be equaled or exceeded once every n years. The quantity n is also referred to as the frequency of occurrence or the return period of an event. Conversely, the chance of an n-year event occurring in any given year is 1/n. Thus, an event with a higher return period has a smaller chance of being exceeded in any given year. Contrary to intuition, it is possible for 100-year events to occur two years in a row—albeit the chances of that actually happening are small. Since rainfall and streamflow patterns exhibit spatial variability, the 100-year rainfall corresponds to different magnitudes in different parts of the state. For example, a 100-year 6-hour duration rainfall has a magnitude of 123 mm (4.96 in) for West Lafayette, and 129 mm (5.08 in) for Bloomington, IN, according to NOAA Atlas 14. Curiously, a 100-year rainfall event does not necessarily translate into a 100-year flooding event because floods are caused by a combination of rainfall magnitudes and how wet the watershed was before the rainfall event.

Hydrologists determine the magnitude of events for varying return periods by conducting careful statistical analyses of past hydrologic data at specific locations. Such analyses yield the magnitudes of rainfall or streamflow that can be associated with different return periods. Like all statistical analyses, the reliability of these estimates depends on the quality of the data and the record length used in the analyses. With time, not only do our measurement techniques improve thereby resulting in more accurate estimates, but the statistical record length increases resulting in more robust estimates. Therefore, hydrologists update these n-year estimates every so often.

Hydrologic design is based on the concept of risk, and involves sizing hydraulic structures that can accommodate events corresponding to different periods. A culvert, storm sewer, or detention basin that has been designed for a 100-year event will be overwhelmed once in a while when subjected to a large enough flooding event. Responsible designs are based on the amount of risk society is willing to accept, and this risk is estimated through the return period.

Rao S. Govindaraju  
Christopher B. and Susan S. Burke Professor of Civil Engineering
the project while INDOT will act as technical support and provide FHWA with data driven assurance that the projects are being properly developed. As part of that assurance, LPA’s desire to develop a federal-aid project will require them to have personnel trained in the process. They will also be required to hire a consultant that is pre-qualified and has also completed the certification training.

The guidance document is currently in its final draft form and will be open for comment from January 15 – February 15. The document is available on LTAP’s web site along with directions for submitting comments. Training on the new process will begin for INDOT District personnel early in 2009. Training for local officials and consultants will commence at Road School and the new process will begin to be utilized shortly thereafter.

It is expected that this new process will enable LPA’s to be more independent and proceed more quickly with their projects. INDOT’s district personnel will be made available to help as much as any LPA requests throughout the project development process. Using the walk, getting all the way to the end to find out there was no curb ramp, went all the way back to use the street to proceed to my destination. Imagine doing this on a cold, rainy day. This is just one example of the problems facing a pedestrian and the public rights of ways [PROW] they encounter. This year [2009] I am writing an article related to different problem aspects of the PROW for the pedestrians who use them for each issue. I hope they will help you understand the issues that so many PROW users face every day. My name and contact info will be included at the end of each article so you can feel free to contact me for information, resources available and thoughts on projects you might be designing or planning.

The Americans with Disabilities Act of 1990 is used as an excuse for not addressing the PROW since the designers say sidewalks, curbs, crosswalks, etc are not included. This is a misnomer since public routes, were addressed including curb ramps, widths of walks, access to all programs and services by a public entity, and access for all people with disabilities were addressed in both the law and the ADAAG [ADA Accessibility Guidelines]. Therefore the PROW is not excused. I served on the Access Board’s PROW Subcommittee that wrote PROW specific guidelines. Hopefully, those guidelines will finally be addressed and passed in the near future. Meanwhile following are example cases and letters of response related to PROW issues.

1. Pennsylvania PA: Whether resurfacing of a street is an “alteration” that requires a public entity to install curb ramps and whether there is an “undue burden” defense for violation of the ADA regulations requiring public entities undertaking alterations of existing facilities to make the altered facilities accessible to persons with disabilities.
DECISION:

a. Resurfacing of a street is an alteration within the meaning of 28 c.f.r. 35.151(E) (1) that requires a public entity to install curb ramps

b. Undue burden defense is not available under the regulations applicable to new construction and alterations

2. Sacramento CA: City failed to install curb ramps at intersections in newly constructed or altered streets and failed to remove other obstructions that made some existing sidewalks unusable by wheelchairs or dangerous for the blind (e.g., benches, signposts and guide wires protruding into the walkway).

DECISION:

a. The parties entered partial settlement regarding curb ramps

b. Definition of “facility” was approved by Congress when it required the Attorney General to adopt Title II regulations for “existing facilities” consistent with those promulgated under Section 504 for federally conducted programs. See 42 U.S.C. 12134(b). Those regulations also define “facility” to include “roads” and “walks.” See 28 C.F.R. 39.103

3. San Francisco CA: Installation of Accessible Pedestrian Signals Will Aid Blind, Visually Impaired Community..............First Agreement of its Kind in the Nation Enhances Public Safety with State-of-the Art Signaling Devices, Averts Potential Litigation. This is an example of best practice which is the spirit of the law being used.

4. State of Maryland and Accessible Pedestrian Signals: Complaint filed against the MSHA for refusing to install accessible pedestrian signals [APS] when requested

DECISION:

Federal Highway Administration response. The ADA regulations at 28 Code of Federal Regulations Part 35. 130(b)(1)(iii) requires that the aids, benefits, or services provided to individuals with disabilities must be as effective in affording equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement as those provided to others. The FHWA finds that the lack of accessibility for blind pedestrians is a violation of the ADA. Therefore, the MSHA is not in compliance with the ADA.

5. NATIONAL HOME BUILDERS – RESIDENTIAL SIDEWALKS : that privately owned residential housing is not subject to title II of the ADA; 2) that only buildings for which a State or local government holds the title are subject to title II; and, 3) that sidewalks in residential areas are not subject to the cross slope requirements contained in the Interim Final ADA Accessibility Guidelines.

DECISION:

FHWA response. The regulation [ADA] merely requires public entities to ensure that when public services or programs are provided through other entities those services or programs meet the same standard of accessibility that would be required if the public entity provided the service directly. 28 C.F.R. S 35.130. In cases where funding is provided to a private entity to facilitate the operation of a State or local program, such accessibility is required. In addition, it should be noted that even if title II would not require a specific facility to be made accessible, a public entity may have the authority under State or local law to require the facility to be accessible.

The above decisions were made because the public entities, designers, and others decided to push the law to the limit or felt that if it had not been tested in court it was not necessary. Decide
your design plans based on the SPIRIT OF THE LAW and BECAUSE IT IS THE RIGHT THING TO DO - not whether it has been tested in court. You serve the whole public; not a special few. Make it your commitment to put forth a BEST PRACTICE PROTOCOL requiring PROW designs that include not only vehicles but the pedestrians, bike riders, elderly, children, families, and people with disABILITIES who use them. We wish you all a successful 2009!

Michele & Maddie

Sincerely,

Michele S Ohmes
This letter is to notify you that the Indiana Department of Transportation (INDOT) will be accepting applications for federal funds for local bridge projects which are located outside the urbanized area of Metropolitan Planning Organizations (MPOs). Marion County is located totally within the urbanized area of the Indianapolis MPO; hence, it is not eligible; the other 91 counties are eligible. Each of the eligible counties for the Local Bridge program has been assigned to one district. See the attached list for your county’s assigned district.

You must complete and file your application “on-line” at our web site (https://netservices.indot.in.gov). Please allow one week for approval of on-line enrollment, if you are not already enrolled. **INDOT must receive your application(s) by midnight on February 23, 2009.**

An applicant may submit application(s) for new projects, in addition to applications requesting an increase for existing projects. An applicant may submit a maximum of 8 pages of supporting documents with each application and completed score sheet. See attachment. Funds are available for new projects in federal fiscal year 2012. See page 8 of the procedure for Local Federal Aid Programs for eligibility criteria.

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

### District Contact Telephone e-mail

<table>
<thead>
<tr>
<th>District</th>
<th>Contact</th>
<th>Telephone</th>
<th>e-mail</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>Shahnaz Afzaal</td>
<td>(317) 467-3973</td>
<td><a href="mailto:Safzaal@indot.in.gov">Safzaal@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>
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<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>Brian Malone</td>
<td>(812) 895-7392</td>
<td><a href="mailto:bmalone@indot.in.gov">bmalone@indot.in.gov</a></td>
</tr>
</tbody>
</table>

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

1. Procedure for Local Federal Aid Programs (including list of assigned INDOT district).
2. Inventory of Local Bridge projects, including current amount of federal funds allocated.
3. Federal Highway Administration’s (FHWA’s) list of eligible bridges.

Based upon the current inventory of Local Bridge projects and the amount of federal funds allocated to them, INDOT will award approximately $30,000,000 in federal funds, which will be allocated by INDOT’s geographical districts based on the area of structurally deficient bridges. The approximate amount available in each district is listed below.

<table>
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<th>District</th>
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In the event INDOT learns that the federal funds available will be less than during federal fiscal year 2008, INDOT reserves the right to proportionately reduce the federal funds available to each district.

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

Sincerely,

Jodi M. Coblentz
Manager, Local Program Assistance Office
On behalf of Dennis Kuchler, INDOT State Construction Engineer, please be advised that INDOT, with the assistance of ACEC, will be conducting a workshop for new Project Engineers and Supervisors on February 25-27, 2009 at the Indianapolis Marriott East. This notice is being sent with the hopes that you can further notify any potentially interested local highway agencies, particularly those who perform their own inspection for federally funded projects. An outlined agenda will not likely be available until early February but is being developed to cover contract administration fundamentals and is geared toward new personnel or those with less than approximately 3 years experience. Although more experienced personnel are still welcome to attend. Please have persons interested in attending contact Stephanie Morse, ACEC, at (317) 637-3563 for registration. I believe there is a fee for attendance but do not know the amount. Ms. Morse should be able to provide that information when the program comes together. Thank you.

Joseph J. Novak, P.E.
Construction Field Engineer
INDOT
December 12, 2003

Prepared by Dan Bastin, Settlement Director
Phone: (317) 232-3309
Email: dbastin@auditor.in.gov

2009 Revised Budget Revenue Estimates

The following estimates apply to Cities and Towns only

<table>
<thead>
<tr>
<th>Tax Description</th>
<th>2009 Rate</th>
<th>2009 Revenue Estimate</th>
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<tr>
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The following estimates apply to Counties only

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<td>August and September 2008</td>
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The following estimates apply to Counties, and Cities and Towns

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COUNTY ENGINEER
Gibson County, IN

POSITION DESCRIPTION
Located in southwestern Indiana, Gibson County is seeking an engineer licensed in the state of Indiana. A partial list of duties includes: designing bridges and roads, supervising construction, reviewing road and bridge projects prepared by consultants, and maintaining the county road inventory.

EDUCATION
Must possess a baccalaureate degree in civil engineering or related fields.

TRAINING/SKILLS
• A certification as a licensed professional engineer in the state of Indiana.
• Must have a working knowledge of engineering, construction, and material testing principles.

SALARY
The salary is $50,000+ and includes full benefits.

The application review will begin February 3, 2009 and continue until the position is filled.

Send resumes to:
Gibson County Commissioners
225 N Hart
Princeton, IN 47670

Board of Directors Meeting
January 15, 2009

For more information visit:
www.indianacountycommissioners.org

North American Snow Conference
Des Moines, Iowa
April 26-29, 2009

For more information visit:
http://indiana.apwa.net

Coroner’s Training
Sheraton Hotel, Indianapolis
January 16-18, 2009

Assessors Winter Conference
Hyatt, Indianapolis
January 19-22, 2009

AIC Newly Elected Officials Training
Crowne Plaza, Indy Airport
January 23-24, 2009

Coroner’s Training
Sheraton Hotel, Indianapolis
January 30-February 1, 2009

AIC Board Meeting
February 24, 2009

County Legislative Conference
Sheraton Circle Center, Indianapolis
February 24-25, 2009

Treasurers Assoc. Southern District Mtg.
French Lick
March 3, 2009

Treasurers Assoc. Northern District Mtg.
Kokomo Country Club
March 4, 2009

Clerks Assoc. Southern District Mtg.
March 10, 2009

Clerks Assoc. Northern District Mtg.
March 12, 2009

For more information visit:
www.indianacounties.org
INDIANAPOLIS — The Indiana Ready Mixed Concrete Association (IRMCA) welcomes Mr. Jerry Larson as their Executive Director. Larson has many contacts and tremendous experience in Indiana’s public sector and consulting engineering community.

Jerry Larson is a familiar face to many Indiana residents and local officials. For 15 years, Larson was employed by the Tipton County Highway Department. For six years Jerry was a member of the Indiana Local Technical Assistance Program (LTAP) team at Purdue University. As Training Specialist, Jerry’s duties included planning and conducting all of the LTAP training events and providing technical support.

He has been with IRMCA since January 2007 as the Northern Promotion Manager. Within the Indiana Association of County Highway Engineers and Supervisors (IACHES) Jerry served as President, Secretary/Treasurer and Chairperson of the IACHES Standards, Legislative and Awards Committee. Other public service offices held include AIC (Association of Indiana Counties) Legislative Committee, Board of Directors, INLTAP Advisory Board and Road School Planning Committee.

A native of Windfall, Indiana, Larson earned an Agricultural Short Course degree at Purdue University. He now lives in Tipton with his wife and two sons. In his leisure time, he enjoys golf, outdoor sports and has spent many years as a coach to baseball and basketball youth teams in the area.