Joie Chitwood III, President and COO of the Indianapolis Motor Speedway Provides Keynote Speech at the 95th Annual Road School

Joie Chitwood became an out of work race car driver in the 40’s when racing was outlawed during World War II. When “Lucky” Teeter died performing a stunt in his thrill show, Chitwood decided to buy the show from Teeter’s widow. By the 1950’s the Chitwood Thrill Show was performing at fairgrounds and speedways all over the United States. The family business soon passed to son Joie Jr. and then on to Joie Chitwood III current President and Chief Operating Officer of the Indianapolis Motor Speedway.

In his keynote speech at the 95th Annual Road School Luncheon, Mr. Chitwood inspired attendees with his personal success story. As a child, he made his television debut on That's Incredible, standing on the side of a car while his dad drove it on two wheels. Chitwood earned a business administration and finance degree from the University of Florida and a master of business administration from the University of South Florida. Combining his education with his background in entertainment and precision driving, he found his way to IMS, a US landmark and an icon that is recognized internationally.

In nearing its 100th birthday, Chitwood spoke of the “brickyard's” unique history. In the midst of our current economic turmoil, he encouraged Hoosiers to continue supporting this national treasure housed right here in Indiana.

IMS CELEBRATES FOR THREE YEARS DURING CENTENNIAL ERA

INDIANAPOLIS – The Indianapolis Motor Speedway is celebrating 100 years of worldwide leadership in motorsports entertainment through its Centennial Era from 2009-2011, which features many special events at the Racing Capital of the World and a new, retro corporate logo.

Plans for the Centennial Era celebration were revealed by IMS Chief Executive Officer Tony George and IMS President and Chief Operating Officer Joie Chitwood during an event May 22, 2008 at Allison Mansion of Marian College in Indianapolis.
Indiana LTAP

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

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Joe Williams, Brown Equipment

Advisory Board Meetings

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

Thursday, May 7, 2009 at 10:00am

Training Calendar

FREE LPA Certification Training
May 6
Bedford

May 15
Indianapolis

May 19
Plymouth

May 20
Fort Wayne

May 28
Noblesville

Budget Preparation/Operations Report Workshops
May 12
Lawrence County Fairgrounds
Bedford, IN

May 14
Elks Country Club
West Lafayette, IN

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

Road Scholar Core Course #10 Drainage
June 3
at the IACHES Annual Conference
Embassy Suites at the Pyramids
Indianapolis, IN

Transportation Safety Workshop
July 17
West Lafayette, IN

for more details on these workshops visit
www.purdue.edu/INLTAP
and click on TRAINING
ST. ANTHONY, Ind. — Norman W. Wendholt, 51, died at 8:22 a.m. Feb. 15, 2009, at the Jasper Memorial Hospital.

He was born on Jan. 25, 1958, in Huntingburg, IN. Son of Henry and Edwina E. (Elmer) Wendholt. He married Wilma J. Morlan on Nov. 20, 1982, at Holy Redeemer Catholic Church in Evansville. He had a professional engineers degree from U.S.I. Norman was county engineer for the Dubois County Highway Department. He was a member of St. Anthony Catholic Church, Indiana Association of County Highway Engineers & Supervisors and National Association of County Engineers. He was past co-chairman of St. Anthony Church renovation.

Surviving are his mother, Edwina Wendholt of Ferdinand; his wife, Wilma J. Wendholt of St. Anthony; a son, Brent Wendholt of Evansville; daughters, Jill Scherzer of Tell City and Beth at home; 4 brothers, Donny and Alan, both of St. Anthony and Paul and Joe, both of Huntingburg; and a grandchild.

He was preceded in death by his father, Henry Wendholt.

Norman was an active member of the Indiana Association of County Engineers and Supervisors (IACHES) which named him “County Engineer of the Year” in 2004. He served several years as the Southwest District Director for the IACHES Board of Directors.

From Evansville Courier Press, February 17, 2009

Former County Commissioner to Lead Organization’s Legislative and Professional Development Effort

Indianapolis, IN—(IACC) The Indiana Association of County Commissioners recently announced the addition of Stephanie Yager as the new Executive Director. The IACC’s goal is to provide the best education, leadership support, and advocacy services for Indiana County Commissioners to strengthen their influence throughout Indiana.

Yager has served in local government for 12 years and is well known for her commitment and leadership to local government. As the Executive Director, she will be responsible for managing all aspects of the association, including legislative affairs and professional development. Most recently, Yager served as a team member and legislative liaison for Government Utilities Technology Service (G-LITS).

“I think our Association is very fortunate to have Stephanie on our team,” said Judy Anderson, president of the IACC. “We take pride in providing opportunities for county commissioners to learn from each other and find ways to improve their counties and communities. Stephanie’s management experience and intimate understanding of the challenges and opportunities that counties face adds significant value to our organization.”

Stephanie attended Indiana University and resides in Brown County with her husband Chuck Yager and three children.

“I am excited to join the IACC in this leadership position,” said Yager. “I look forward to transitioning the skills I have developed in the private sector, as well as eight years as County Treasurer, and four years as a County Commissioner to better serve County Commissioners around the state. She continues “The current legislative and fiscal challenges facing County Commissioners’ increases the need for strong leadership support I am honored to have been chosen to serve the association as Executive Director.”
On January 28th and 29th Indiana LTAP held its annual County Bridge Conference at the University Plaza Hotel in West Lafayette. 174 participants who endured a harsh snow storm were in attendance representing county highway supervisors and engineers from all over the state as well as street commissioners, private consultants, INDOT personnel and traffic and bridge specialists.

Day One focused on inspection with sessions that discussed inspection programs, procedures and software. Corrosion and bridge load ratings were addressed as well as a revisit to the Minnesota Bridge after the I-35 collapse.

Day Two focused on maintenance and was taught by Ralph Banks, P.E., Adjunct Instructor, Texas Engineering Extension Service – Texas LTAP. Mr. Banks discussed maintenance of the deck component, bridge bearings, bridge substructure and elements, the waterway. He closed by discussing the federal bridge program and observations of the local bridge.

On the evening of Day One and during lunch on Day Two, participants were offered a tour of the Robert L. and Terry L. Bowen Laboratory for Large-Scale Civil Engineering Research. This lab provides the space and technical capability needed to investigate the behavior of large structural models and elements subjected to loads representing extreme events, such as earthquakes, blasts, and impact, so that future structures will be designed to better withstand these extreme events.


Conference materials can be found online at www.purdue.edu/INLTAP or call 765.494.2164 for a CD.
2009 STORMWATER DRAINAGE CONFERENCE

On February 12th, LTAP held its annual Stormwater Drainage Conference in West Lafayette. 113 participants were in attendance representing city, town and county engineers, street and highway commissioners, and public works directors as well as private consultants, surveyors, stormwater coordinators and drainage and environmental specialists.

Sessions included: 2008 Indiana Flooding – Lessons Learned; EPA’s Proposed Effluent Limitations Guidelines on Construction; Bonding for Storm Water Projects, Utility Management, User Fees and Financial Case Studies; Natural Resource Protection and Stormwater; Climate Change and Indiana; Green Streets – A Functional Stormwater Management Tool and City of Indianapolis-Sustainable Initiatives- Green Infrastructure Supplemental Document Design Example-Low Impact Development vs. Conventional Development. Updates on Drainage Law and Continuing Education Requirements for Professional Engineers in Indiana were also provided.

In a concurrent session instruction on HEC-HMS Expanding Example Problems was provided by associates from Christopher B. Burke Engineering Ltd (CBBEL).

LTAP would like to thank the following organizations for supporting this event: D2 Land and Water Resource; Equipment Marketing Co.; Four Water; Indiana Ready Mixed Concrete Association; Rinker Materials-Concrete Pipe Division; and St. Regis Culvert, Inc. and the staff of CBBEL, Ltd.

Conference materials can be found online at www.purdue.edu/INLTAP or call 765.494.2164 for a CD.

Stormwater photos courtesy of Jim Reid, Indiana Public Works
SAFETY, ACCESS, LOCATION
by Michele S. Ohmes, ADA Consultant

In my first article for 2009, I gave you examples of cases and Department of Justice letters of responses to complaints or questions. I hope that you were able to discern from the article that the original ADA/ADAAG covered the basic considerations for public sidewalks, crosswalks and intersections. My focus for this article is “SAFETY, ACCESS, LOCATION”. Even though I am writing as a disABILITY and ADA specialist, I am always thinking of all users. If our designs are thought out thoroughly then everyone should benefit. In the past, design focus was for the average healthy 25 year old male with the height of 5’10” – 6’0”. Even worse, I have been told by many traffic engineers that the pedestrians are the last concern in their design process. They are designing first for vehicle traffic flow not for pedestrians. This approach is slowly changing as the push to save the environment encourages increased cyclists and pedestrians. The design INCLUSION FOR ALL USERS such as cyclist, elderly, children, families and those with disABILITIES is finally moving into the forefront. Following are some of the basic issues so often overlooked. Trust me these are only a small sampling.

Accessible Pedestrian Signals (APS) addressed in my January newsletter must always be the choice when changing out old signal lights or installing new signal lights. DOJ has already given the parameters for an acceptable APS. There is great information for location of the signals and functions from the Access Board website. Another wonderful addition used too seldom is the countdown readout for crossing at a signal light. This is a positive SAFETY solution so desperately needed for the pedestrian. All too often, there is plenty of time to cross but the flashing hand leaves a person in doubt. The individual will either wait then miss the opportunity to cross, or will take a chance and cross when time is at the end stage. The installation of accessible pedestrian signals is already required. The countdown is not but should become a natural part of the installation process considering the safety factor and increased convenience for the pedestrian who is subject to all weather conditions while the drivers are protected inside their vehicle.

ACCESS & LOCATION: Height and reach ranges are serious problems for pedestrians reaching the push button for the signal light or drivers needing to pay parking meters. [a] Parking meters with the information in the top cannot be seen by a wheelchair user while the standing individual has no problem as shown in the pictures. [b] all too often, the push button for a crosswalk is not reachable due to either location or other obstructions. Notice in the picture there are two different level sidewalks. I am forced into the lower walk to activate the push button and even then, it is too far away to reach. BY THE WAY please be careful about installing the REMOTE PAY METERS that force people to walk to a location to pay, receive pay ticket, and then walk back to their vehicle to insert under the wipers or inside front window. For the elderly, a parent with children, those with serious problems walking and for wheelchair users this is a terrible situation. For everyone it is so inconsiderate. Remember the pedestrian is exposed to the weather. In inclement weather, we are forced to delay the process of getting into a dry controlled environment. I have several ideas if you are interested that could make the remote pay system work for everyone.
OBSTRUCTIONS that prevent a wheelchair user from using the sidewalk and or amenities are an everyday event for those of us using wheelchairs. For those parallel parking at a curb the newspaper stands, trees, parking meters etc. often prevent those exiting at the curbside from opening the door. OF COURSE the greatest obstacle for wheelchair users is the lack of curb ramps or blocked curb ramps due to street grates or utility poles.

Finally yet importantly, is the GROUND SURFACE. I can’t begin to tell you the pain that high vibration surfaces cause those of us living in chronic pain. Colorful esthetics and surface changes can be used in creative ways without intruding on the actual PAR [public access route] while adding enjoyable affects for appearance and eye pleasing inviting approaches to public entities.

“Enough for now so until our next article Maddie and I wish you a wonderful spring season.”

Michele S. Ohmes & Maddie

Author, Consultant, Trainer, & Keynote-Motivational Speaker
14819 E. 48th Street, Kansas City, MO 64136-1318
Phone/Cell: 816 350 2487 Fax: 816 817 0750
Email: michele@michele-able.com Website: www.michele-able.com

Indiana Farm Bureau

DRAINAGE 101: How to Understand the Laws and Rules Controlling Drainage in Indiana

August 26, 2009, 9:00am - 4:00pm
Indiana Farm Bureau Building
225 South East Street, 1st Floor Assembly Halls
Indianapolis, IN 46202
STARTING AND EXPANDING YOUR SIGN REPLACEMENT PROGRAM

Planning, Budgeting and Taking Action are the Keys to Success

by Megan Tsai

A little over a year ago, officials in the City of Crystal Lake, Illinois came to a realization – their signs needed an upgrade. The older signs weren’t as reflective as they could be, and there were new Federal Highway Administration (FHWA) standards to be met. Plus, there was motorist safety and city pride to consider.

“The project helps our goal of making the city a great place to live and work,” says Crystal Lake street department superintendent Robert Huss. “There’s a lot of city pride here.”

The city took action, implementing a six-year sign replacement program. It started by upgrading all the signs on its main arterials, and this year they’re tackling secondary roadways. In the coming years, the city will upgrade all the remaining signs in one of four designated city quadrants. By 2012, the city will have an entirely new set of signs, which will all inventoried and mapped using GPS technology.

The Need for Sign Replacement

The reasons for sign replacement fall into two categories: ‘because you should’ and ‘because you have to’. The reason you should start a sign replacement program is safety – particularly nighttime safety. During the day drivers have many visual cues to support safe driving, including guardrails, textured shoulders, snow banks, vegetation, and traffic control devices. At night, the only visual aids drivers have for safe driving are retroreflective traffic control devices, making them critical for driver safety. According to the FHWA, although one-quarter of all travel occurs at night, half of all fatalities occur during nighttime hours.

Certified planner and Traffic Control Corporation researcher Douglas Ripley has studied the safety benefits of sign replacement programs. “A sign is only as good as its visibility,” says Ripley.

“During the daytime driving is very simple, there are a lot of visual cues. At night, the signs become your only point of reference dictating how you should drive.”

Methods Of Sign Replacement

The FHWA identifies three basic methods for sign management: expected sign life, blanket replacement and control signs.

• Expected Sign Life: For this method, you’ll need a way to track the age of each sign, such as a label indicating when it was made or installed. Then, determine the expected service life for the sign. For example, you could use the warranty period or measurements of field signs. When the sign reaches the end of its expected life, it should be replaced. Electronic sign management systems are sometimes used to facilitate this approach.

• Blanket Replacement: This method involves replacing all signs in a particular area at the same time, regardless of their age or condition.

• Control Signs: This method involves replacing only those signs that are damaged or non-functional.
**Blanket Replacement:** Like the method used by the City of Crystal Lake, in a blanket replacement your agency replaces all the signs in a specified area, or a specified type of sign, at one time. This can sometimes result in replacing signs that are not yet at the end of their sign life.

**Control Signs:** This method uses control signs – either in the field or in the maintenance yard – to represent a sampling of all your agency’s signs. Monitor the control signs to determine when all similar signs should be replaced.

Huss says for transportation agencies, planning for a sign replacement and communicating those plans with the public is extremely important.

“Do a good analysis of what you have, where you want to go, and how you’re going to get there,” says Huss. “A five-year replacement program is standard, but some communities may be more or less depending on their budget and staff. Either way, have a plan and make sure you do an information campaign with the community to let them know what you’re planning.”

**Budgeting for Sign Replacement**
Sign replacement costs money – about $100 for a large sign is typical – but also offers a significant return on investment. Ripley’s research surveyed four agencies after they had implemented a sign replacement program, and all had achieved a positive return on investment due to a reduction in crashes and emergency response expenses. In fact, city officials in Sioux City, Iowa reported a return on investment of $33 for every $1 spent on sign upgrades in a three-year period.

“It’s a very cost-effective investment,” says Ripley. “For every dollar you spend you save substantially in safety, and sign replacement is very inexpensive compared with other road improvements.”

Additional benefits of sign replacement are tougher to put a price tag on. These include avoiding lawsuits and liability, and saving lives on your community’s roadways.

**Getting Started**
Once you’ve determined a method for sign replacement and set aside a budget, all that’s left to do is get started. And while the FHWA deadlines for retroreflective signs might seem far away, it will pay off to begin now rather than later.

“If you’re looking at it as a daunting task, don’t,” says Ripley. “You’ll find it’s actually very simple to do if you do it systematically. If you don’t start, you’re going to need to have it happen from a liability or regulatory perspective and you won’t have the money or labor prepared. If you start moving forward, you’ll get it done.”

Once your sign replacement program is underway, you’ll make the program’s many benefits a reality: safer roads, cost savings, regulatory compliance, and fewer lives lost on your community’s highways.

**Resources**
- FHWA Retro Web Site
  www.fhwa.dot.gov/retro
- Minimum Retroreflectivity Standards
  www.minimumreflectivity.org
- FHWA Report Methods for Maintaining Traffic Sign Retroreflectivity
  http://safety.fhwa.dot.gov/roadway_dept/retro/hrt08026/
- Quantifying the Safety Benefits of Traffic Control Devices – Benefit-Cost Analysis of Traffic Sign Upgrades by Douglas Ripley
- Sign Retroreflectivity Study by Austin Bischoff, Darcy Bullock
  http://docs.lib.purdue.edu/jtrp/190/

**About the Author:** Megan Tsai is a 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.

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**Indiana LTAP Welcomes New Graduate Student Assistant**

Jen is originally from Battle Creek, MI. She earned her Bachelor’s in Civil Engineering from Trine University, formerly known as Tri-State University. In addition to academic activities, Jen was able to play on the Varsity Women’s Soccer Team for TSU. Currently, she is working towards receiving her Master’s in Civil Engineering from Purdue University with an emphasis in transportation. Jen is active in the Purdue Chapter of Institute of Transportation Engineers, Graduate Women in Engineering Program, and of course, Women’s Club Soccer. She enjoys being active by playing sports, skydiving, motorcycling, and any other adventurous activity.
Final Determinations of National Register Eligibility
Indiana Historic Bridge Inventory
February 23, 2009

Historic bridges are an important part of the heritage, development, and transportation system of Indiana. Recognizing the need to preserve important bridges, the Federal Highway Administration (FHWA) in coordination with the Indiana State Historic Preservation Office (SHPO), the Indiana Department of Transportation, the Advisory Council on Historic Preservation (ACHP), and other interested parties, initiated a program to manage historic bridges in Indiana. The details of this program are described in the Programmatic Agreement of the Management and Preservation of Indiana’s Historic Bridges (executed in August 2006). An important component of the program is the completion of a statewide historic bridge survey to identify bridges eligible for listing in the National Register of Historic Places (National Register).

INDOT was responsible for completing the survey of publicly owned bridges constructed in Indiana through 1965 and providing National Register recommendations for each surveyed bridge. The results are documented in Indiana Historic Bridge Inventory, Volume 1: National Register Eligibility Results and Volume 2: Listing of Historic and Non-Historic Bridges (February 209). As a result of the survey, 444 bridges are recommended eligible for listing in the National Register in addition to 356 bridges identified as previously listed, determined eligible, or contributing to a National Register historic district.

In accordance with Stipulation 11.A of the Programmatic Agreement, INDOT provided National Register eligibility recommendations and public review comments to the FHWA and the SHPO. FHWA, in consultation with SHPO, is responsible to issue National Register eligibility determinations for each bridge surveyed by INDOT. By signature of this cover page to the inventory results, FHWA and SHPO hereby affirm their approval of the National Register eligibility recommendations contained herein to the best of their knowledge as of this date.

National Register Eligibility Recommendations by

Karl B. Browning, Commissioner
Indiana Department of Transportation

National Register Eligibility Determinations by

Robert F. Tally, Jr., PE, Division Administrator
Federal Highway Administration – Indiana Division

Robert E. Carter, Jr., State Historic Preservation Officer
Indiana Department of Natural Resources
March 20, 2009

Re: Group IV “Call for Projects” for Federal FY 2013
(Non American Economic Recovery and Reinvestment Act funds)

This is to notify you that the Indiana Department of Transportation (INDOT) will be accepting applications for federal funds for local projects located in counties and towns with a less than 5,000 (based upon the U.S. Census Bureau’s 2000 data) and are located outside the urbanized area of Metropolitan Planning Organizations (MPO’s). Each Local Public Agency MUST designate a Certified Employee in Responsible Charge as defined in Chapter 10 of the INDOT-LPA Process Guidance Document. Certification classes will be offered prior to the Group IV project award to allow for this certification.

You must complete and file your application “on-line” at our website (https://netservices.indot.in.gov). Enrollment into the on-line system must be renewed for all applicants. Please allow one week for approval of on-line enrollment. INDOT must receive your application(s) by midnight on May 21, 2009.

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

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

<table>
<thead>
<tr>
<th>District</th>
<th>Contact</th>
<th>Telephone</th>
<th>email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crawfordsville</td>
<td>Joe Spear</td>
<td>(765) 361-5228</td>
<td><a href="mailto:jspear@indot.in.gov">jspear@indot.in.gov</a></td>
</tr>
<tr>
<td>Fort Wayne</td>
<td>David Armstrong</td>
<td>(260) 969-8277</td>
<td><a href="mailto:darmstrong@indot.in.gov">darmstrong@indot.in.gov</a></td>
</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>
</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>Brian Malone</td>
<td>(812) 895-7392</td>
<td><a href="mailto:bmalone@indot.in.gov">bmalone@indot.in.gov</a></td>
</tr>
</tbody>
</table>

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

1. Procedure for Local Federal Aid Programs (including list of eligible Group IVs and assigned INDOT district).
2. Inventory of Group IV projects, including current amount of federal funds allocated.
Based upon the current inventory of Group IV projects and the amount of federal funds allocated to them, INDOT is establishing a target funding level of approximately $25,000,000. This is based on the federal fiscal year 2008 funding level. As more information is received from the Federal Highway Administration, INDOT will determine if this target should be adjusted and will communicate that information in a timely manner. Funds are available for projects beginning in federal fiscal year 2013 (October 1, 2012) and beyond. The funds will be apportioned by INDOT’s geographical districts based on the population of the eligible Group IVs. The approximate amount available in each district is listed below.

<table>
<thead>
<tr>
<th>District</th>
<th>Federal Funds</th>
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<td>Crawfordsville</td>
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<tr>
<td>Fort Wayne</td>
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<tr>
<td>Greenfield</td>
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<tr>
<td>LaPorte</td>
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<tr>
<td>Seymour</td>
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</tr>
<tr>
<td>Vincennes</td>
<td>$4,100,000</td>
</tr>
</tbody>
</table>

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

Sincerely,

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

The American Recovery and Reinvestment Act (ARRA)

Dear All:

Over the last few weeks, we all have heard many things regarding the ARRA and its impact on the local transportation community in Indiana. We want you to be aware that INDOT, through their LPA office, has created a web site that contains answers to commonly asked questions; types of qualifying projects, application process, and contact information. The web site is at the following URL:

http://www.in.gov/indot/div/public/arra/arra.htm

Please check here on a regular basis for updates. If you do not have access to an internet connection, you can contact Jodi Coblentz – INDOT LPA Manager at 765.412.0504 or your INDOT District Manager.

The American Recovery and Reinvestment Act also provides funding to other agencies in Indiana outside of transportation that still may be of interest to you. The Indiana Association of Cities and Towns has outlined some of those:

http://www.citiesandtowns.org/egov/apps/services/index.egov?path=details&action=i&id=50
AN IN-DEPTH LOOK AT PLANTING TREES
by Cindy Ratcliff

It’s a common mistake perpetuated by misconception. The mistake: planting trees in holes that are too deep. The misconception: the top of the root ball constitutes where the tree roots begin. If you misjudge the latter, you’re sure to fall into the trap of planting trees in holes that are too deep, essentially burying them. The result: An underdeveloped, weak tree that will never reach its potential. Although it may take years to finally die, it will never be the vigorous roadside complement you envisioned.

When you plant tree roots too far underground, the tree develops a secondary root system to compensate. These roots grow toward the surface rather than out from the tree. They can even grow around the trunk of the tree, girdling it and suffocating the tree. Trees planted too deeply also can suffer from trunk rot and root suffocation.

To plant a tree at the proper depth, you need to determine trunk flare. Trunk flare is where the roots spread at the base of the tree, which indicates the top-most tree roots. If you’re working with a balled-and-burlapped tree, probe the top of the root ball to determine the location of the top roots. They will not always be at the top of the root ball and can be as much as a foot beneath it. Once you find the top roots, measure how far into the root ball they are, and subtract that from the depth of your planting hole. Ideally, the trunk flare should be partly visible (by 1 to 2 inches) after you have planted the tree. It is better to plant the tree a little high than too deep. Planting 2 to 3 inches above trunk flare will allow for some settling.

Know that the new roots will grow horizontally from the root ball, not downward. So as you dig, plan for your planting hole to be about three times the diameter of the root ball.

Cindy Ratcliff is a freelance writer who specializes in landscape, trees, and chemicals. Ms. Ratcliff can be reached at cindy_ratcliff@yahoo.com.

TREE HEALTH AT STAKE

Staking a tree after planting is not required in most landscape situations. In fact, most arborists agree that you should stake a tree only if there is realistic danger of the wind blowing it over. Studies show that trees perform better if they are not staked, establishing more quickly and developing stronger trunks and root systems. However, if you need to stake a tree because it is top-heavy or in a high-traffic area where it might get knocked over, you should know how to do it the right way.

Choose your materials carefully. You don’t want to put anything against delicate bark that will rub or damage it, or any tight materials that will restrict growth. Instead, use a flexible tie material such as 3-inch webbing or polyethylene strips. The number of stakes you’ll need varies by tree size. A smaller tree (with a trunk 3 inches or less in diameter) may require only one stake on the windward side, while a larger tree may need to be staked in three directions.

Position the tie material on the lower half of the tree and staple or tie it to the stakes. You want the tension between the stake and the tree to be taut, but not so tight that it’s pulling the tree toward the stake. Maintaining flexibility is important because the material should be able to grow and move with the tree, and some swaying will help the tree grow stronger roots. Drive the support stakes about 18 to 24 inches into the ground. Remove the support stakes and ties after the first year of growth. By then, roots will have take hold and be strong enough to support the tree.
AN IN-DEPTH LOOK AT PLANTING TREES
ROOM TO GROW

Soil compaction can happen for a variety of reasons. Foot traffic or vehicular traffic directly on turf are some of the main causes of compaction, but the use of sidewalks also can cause compaction to radiate to surrounding areas. Compaction makes it difficult for water and nutrients to reach plants, and can cause considerable decline and even death. It’s easy to alleviate compaction on turf through aeration; however, for compaction around trees, the remedy is not as simple because you have to be careful not to damage the root system. One method that can provide trees some compaction relief is vertical mulching (also called vertical trenching), which penetrates soil to help get water, oxygen and nutrients to the roots. Before beginning any vertical mulching, be sure to mark utility lines so that you can avoid cutting power, gas or water lines.

For large trees, begin trenching at or beyond the tree’s dripline, slowly working your way toward the trunk. Where the trench ends will depend on the size of the tree. The trench should stop 6 inches out for every inch of trunk diameter. For example, if the tree is 10 inches in diameter, stop the trench five feet away from the trunk. For newly planted trees, you can trench all the way up to the root ball. There is no set standard for the depth or width of the trench. A good guide is to make the trenches 2 feet deep and 4 inches wide, but trenches can be up to 24 inches wide. Make several trenches around the tree. As you trench, be careful not to cut roots larger than 1 inch in diameter.

Backfill the trenches with sand, topsoil or native soil mixed with wood chips. All of these have proven to relieve compaction because they create more air space, encouraging root growth.
IMS is honoring the 100th anniversaries of the opening of the venerable racetrack, in 1909, and of the inaugural Indianapolis 500, in 1911, through the Centennial Era celebration.

Indiana businessmen Carl G. Fisher, James A. Allison, Arthur C. Newby and Frank H. Wheeler pooled their resources to build the Indianapolis Motor Speedway in 1909 as an automobile testing ground to support Indiana’s growing automotive industry. The focus of the facility soon turned to racing, with Ray Harroun winning the inaugural Indianapolis 500 on May 30, 1911.

“No other motorsports facility in the world has the rich history and tradition of the Indianapolis Motor Speedway,” said IMS Chairman of the Board Mari Hulman George. “The Centennial Era celebration will pay homage to the heroes and events of our storied past while anticipating an even more glorious future.”

There are many intertwined components to the Centennial Era celebration:

• **Centennial Era Logo.** A new Centennial Era logo is being used at IMS from 2009-2011. The logo, designed by IMS Creative Services, draws elements from 1909, 1934 and 1961 in a historic motif.

• **Centennial Era Gala.** An elegant Centennial Era Gala took place Feb. 27, 2009 at the Indiana Convention Center in downtown Indianapolis, with dinner and live entertainment from legendary entertainer Wayne Newton. Nineteen of the 27 living Indianapolis 500 winners and other IMS legends attended the Gala. Proceeds of the formal Gala will benefit the Indianapolis Motor Speedway Foundation, which operates the Hall of Fame Museum.

• **Centennial Era Balloon Festival.** The Centennial Era Balloon Festival presented by AT&T Real Yellow Pages is scheduled for May 1-3, 2009 and will feature many colorful hot-air balloons. The event will commemorate the first competitive event ever at the Speedway, a gas-filled balloon race June 5, 1909.

• **Centennial Era Concours d’Elegance.** Some of the world’s finest classic and antique automobiles will take center stage at the Indianapolis Motor Speedway Centennial Era Concours d’Elegance on June 18-20, 2010. Cars at concours d’elegance competitions are judged on their appearance in an elegant setting, with awards presented in a variety of classes.

“The Centennial Era celebration is the most multi-faceted evidence ever of our commitment to worldwide leadership in motorsports entertainment,” IMS CEO Tony George said. “It creates a clear, focused vision for our future while honoring the competitors and fans who have made the Speedway the landmark destination for speed over the past 100 years.”

Established in 1909, the Indianapolis Motor Speedway has long prevailed as an icon of motorsports excellence. Beginning in 2009, the Speedway celebrates its Centennial Era, commemorating the 100th anniversary of the facility in 2009 and the 100th anniversary of the Indianapolis 500 Mile Race in 2011.

For more information about IMS visit www.indianapolismotorspeedway.com.
The economy dominated the program for this year’s Road School, but it certainly did not hurt our attendance! Everyone has been counted now and 1,613 of you attended.

The Opening Session on Wednesday began with INDOT Commissioner Michael Reed presenting his state of the state highway system report. Our featured guest speaker was Robert Tally, Division Administrator for the Federal Highway Administration Indiana Division. His presentation entitled “Redefining the Three Rs…Recovery, Reinvestment, and Reauthorization” was very timely information about the federal funding that will be available to Indiana for infrastructure improvements in the Economic Recovery Act. The Indiana Highway Quality Awards, which are sponsored jointly by the Federal Highway Administration and the Indiana Department of Transportation, were presented to four state and local highway projects completed in 2008. Our congratulations go out to all of the designers, engineers, and contractors for these award-winning projects! Indiana LTAP also awarded three individuals with their Master Road Builder Certificates. (See page 22 for more details). The traditional Road School Exhibitors Luncheon was again a popular event, and the day concluded with the Annual Welcome Reception at the University Plaza Hotel, which was also well attended. We extend our thanks to all of the consultants and suppliers who participated in these two events.

Throughout the next two days, there were 44 sessions, both highly technical as well as self-improvement-oriented, with the dominating theme of economic recovery and preservation of assets. Our traditional timely updates in the environmental, pavement, safety, traffic and maintenance areas were also provided, as well as sessions dealing with improving communication and presentation skills.

Road School is coordinated by the Joint Transportation Research Program (JTRP) and the Local Technical Assistance Program (LTAP) at Purdue University. A tremendous amount of time and effort goes into Road School planning. Road School Chairmen Olson Distinguished Professor Kumares Sinha and Professor Jon Fricker and Co-Program Coordinators Karen Hatke and John Habermann would like to thank the 161 local and state officials, consultants, contractors, and university faculty and staff who participated as presiders and speakers this year, as well as the staff of JTRP and LTAP. Road School could not happen without you!

If you requested a Road School proceedings CD, it will be mailed to you in mid-May. If you did not order a proceedings CD, it will also be available on-line at http://www.purdue.edu/jtrp or you may contact us to obtain a CD copy free of charge.

See you at the 96th Road School on March 9-11, 2010!
2009 QUALITY ACHIEVEMENT AWARDS

SPECIAL PROJECTS UNDER $2,000,000: EMERGENCY BRIDGE REPAIRS BRIDGE NO. 46-60-6688

Owner: INDOT Seymour District, Jim Stark, Ron Burcham, Bill Read
Contractor: Mac Construction and Excavating, Patrick Weber
Designer: Jane Twaddle, P.E.

On Saturday, June 7, 2008 Southern Indiana experienced nearly 12 inches of rainfall. As a result the transportation system experienced severe flooding and infrastructure failure. Flood water caused severe damage and forced the closure of Structure No. 46-60-6688 (a 132 ft. long bridge) located in Owen County on State Road 46 approximately four miles west of the City of Spencer, Indiana. Due to the high water and resulting damage, INDOT closed the bridge and a detour route was established. The official state detour route was approximately 60 miles long. A local detour was approximately 15 miles long. A temporary runaround was constructed and opened on July 3 much to the relief of the traveling public.

PAVEMENT / URBAN: BROADWAY REHABILITATION PROJECT

Owner: City of Logansport, Mayor Michael Fincher
Contractor: Deichman Escavating, Inc., Rusty Deichman, Sam Rees
Designer: Bonar Group, Gary Randle

This road rehabilitation project involves the improvement of a 7,194 foot segment of Broadway (Old US 24), from 6th Street to 24th Street. The project is located in the City of Logansport, Cass County. The project includes the rehabilitation of the existing pavement through milling and resurfacing with spot reconstruction. The existing pavement varies from 51.0 to 47.5 feet width and consists of three westbound thru lanes and two parallel parking lanes.

This project experienced excellent teamwork with the involved parties and reflected through an early completion, minimal complaints, and minimum disruptions to businesses.

MAJOR NEW / RECONSTRUCTION - URBAN: DIAMOND AVENUE PROJECT

Owner: INDOT Vincennes District, Curt Schum
Contractor: E&B Paving, Inc., Travis McPeak, Mark Hayden, Brian Rensberger
Designer: Woolpert, LLP/CTE, Jeff Lazzell & CTE Engineering, Inc., Dennis Clark

The Diamond Avenue project was a $21 million reconstruction project in a highly commercialized urban section of Evansville. The reconstruction consisted of complete removal of the existing 1.4 miles of old 9 inch concrete roadway. The new roadway included four new travel lanes, center median islands, new turn lanes, improvements at four major intersections, two reconstructed US 41 ramps, street approaches, driveways, curbs, sidewalk, new signs & signals. A storm water lift station was constructed to resolve the flooding at the east end of the project. The lift station included three 10 inch pumps, two 6 inch pumps, and a backup gas generator at a cost of $1.2 million.

BRIDGES - RURAL: ALLEN CHAPEL ROAD BRIDGE PROJECT

Owner: Noble County/City of Kendallville, Commissioners Hal Stump, Jack Herendeen, Joy LeCount, Councillman Mark Pankop, Mayor W. Suzanne Handshoe, County Engineer Keith Lytton, Engineering Administrator Scott R. Derby
Contractor: Primo, Inc., Andy Rentschler
Designer: Strand Associates, Eric Brunn

The development of the Allen Chapel Road project started in 1993 with the receipt of federal funding from INDOT. The project was initiated as a joint project between Noble County and the City of Kendallville. The City had developed an industrial park on its east side and Allen Chapel Road saw an increase in traffic because of its location between US 6 to the north and SR 3 to the south. This “Kendallville Bypass” bridge has provided significant relief to the community by eliminating delays to over 500,000 vehicles annually caused by train traffic.
SPECIAL THANKS TO ALL OUR SPEAKERS

We would like to thank the 161 local and state officials, consultants, contractors, and university faculty and staff who participated as presiders and speakers this year. Road School could not happen without you. Just a few are...

Pamela Louks, Urban Forest Specialist
Department of Natural Resources

Keith Hoernschemeyer, Bridge Engineer
FHWA Indiana Division

Jay Wasson, Traffic Management Centers
Director, INDOT

Thomas Ford, Manager of Projects
Jacobs Engineering

Tony Uremovich, Structural Design
Resource Engineer, INDOT

Jeremy Kashman, Project Manager
American Structurepoint, Inc.

Bob McCullough, Research Scientist
Purdue University, JTRP

David Unkefer, Engineering Services
FHWA Indiana Division

Jay Grossman, Project Engineer
Elkhart County Highway Department

Sarah Yeager, Education & Training Director
Ball State University

Tom Melville, Major, Commercial Vehicle
Enforcement Division, Indiana State Police

Jeremy King, Business Development
Manager, FlashPoint
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Ms. Clark is a registered P.E. in the State of Indiana. She graduated from Purdue University with a BS in Civil Engineering and began her career in 1997 as a Project Engineer with St. Joseph’s County Department of Public Works. In 2003 she was promoted to Highway Engineer and ultimately became county engineer in 2007. Memberships include ASCE, IACHES and NACE. She recently contributed to secure $42M of Federal Aid Funding for her community.

Mr. Downey received his undergraduate and graduate degrees at Purdue University. He first began working for the City of West Lafayette as the assistant parks director. Mr. Downey has been employed by the city for 33 years, 29 of which in the position of Street Commissioner. He is currently serving his fourth term as president of the Indiana Street Commissioners Association. He was twice voted Street Commissioner of the Year.

Mr. Francis started working for the City of Warsaw in 1992 as an inspector on their new construction projects. In 1996 he was promoted to assistant superintendent and in 1998 was promoted to superintendent of public works. He sits on the Plan Commission and Traffic Commission Boards and is the 1st vice president of the Indiana Street Commissioners Association. His hobbies include fishing and street rods.

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**Classified Ads**

**CITY ENGINEER**
**Greensburg, IN**

**POSITION DESCRIPTION**
Greensburg, Indiana celebrates its 150th birthday this year. Located in southeastern Indiana, we are fortunate enough to be home to the state’s newest manufacturing gem, Honda of Indiana. We are seeking a city engineer to plan, engineer, budget, oversee and manage public work projects for the city. Engineer will utilize knowledge of civil engineering principles to administer a diversified array of public work projects.

**EDUCATION**
Bachelor’s degree in civil engineering, State of Indiana registered P.E. Possession of a valid driver’s license is required.

Relocation to the immediate Greensburg area within six months will be strongly encouraged.

**TRAINING/SKILLS**
- Must be highly motivated and a self-starter with the ability to prioritize work activities and projects to meet deadlines.
- Knowledge and experience with transportation, water distribution, storm and sanitary sewer systems.
- Knowledge and experience with drainage ordinances, hydraulic engineering, and storm water calculations.
- Ability to effectively work with city leaders, design professionals, contractors, department heads and the general public.
- Provide analysis and review of proposed subdivisions, industrial developments, site plans and drainage plans.

**HOURS**
Regular Full-time; 40 hours per week
Will occasionally be required to attend after hours meetings.

**SALARY**
Salary and benefits will be commensurate with experience and qualifications.

Contact:
Mayor Gary Herbert
City of Greensburg
mayor@cityofgreensburg.com
Greensburg City Hall
314 West Washington Street
Greensburg, IN 47240
UPCOMING ASSOCIATION EVENTS

for information on upcoming events
visit www.cityengineer.org

for information on upcoming events
email ddowney@westlafayette.in.gov

for information on upcoming event
visit www.cityengineer.org

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Indiana Association of Cities & Towns
www.citiesandtowns.org

July 15-17
IACT Leadership Conference
Grand Victoria Casino & Resort
Rising Sun, IN

www.indianaite.org
July 23
2009 Transportation Conference
Traffic Management Center
Indianapolis, IN

http://indiana.apwa.net

May 17-23
National Public Works Week
June 19-21
APAI Summer Meeting
Sawmill Creek Resort
Huron, OH

June 17-23
National Public Works Week
May 21
2009 Golf Outing
Eagle Creek Golf Club
Indianapolis, IN

Www.indianaite.org

for information on upcoming events
email ddowney@westlafayette.in.gov

www.indianaite.org

www.indianaite.org

May 21
2009 Golf Outing
Eagle Creek Golf Club
Indianapolis, IN

July 23
2009 Transportation Conference
Traffic Management Center
Indianapolis, IN
READER RESPONSE

Do you have a question for our ADA consultant?

Send your questions to Indiana LTAP and they could be answered in our “ADA Corner” which will begin in our July edition.

Fax your inquiries to 765.496.1176 or email to inltap@ecn.purdue.edu.

One question per issue will be addressed.