Phase II of the Hazard Elimination Project for Existing Roads and Streets (HELPERS) Begins

On August 7, 2009, the Indiana Department of Transportation (INDOT) announced the beginning of Phase II of the Hazard Elimination Project for Existing Roads and Streets (HELPERS). Phase I of the HELPERS Project began in the fall of 2002. The first phase was comprised of drafting a procedure manual for low cost safety improvements on local roads, identifying a pool of reviewers across Indiana, and beginning the Road Safety Audit Review process on local roads in Indiana. During Phase I, 67 applications were received, 13 reviews conducted, and 12 projects were approved for federal funds. INDOT considers local road safety a priority and wants to continue to assist in the funding of these improvements. Indiana LTAP will continue where Phase I finished. Crash data is more readily available and accessible than it was seven years ago. LTAP will work with local officials to help define areas needing safety improvements.

In order to ensure this project is successful, LTAP will begin a search for a full-time civil engineer with a transportation safety background. This person will be responsible for updating the reviewers list, working closely with the State Safety Committee, and helping counties, cities, and towns not only identify areas needing safety improvements, but work to assist in the application of highway safety funds. LTAP will be working hard the next few months in setting up the project and getting detailed information about the project out to the local governments of Indiana. In 2007, LTAP ran a series of articles in our Newsletter detailing out the low cost safety improvement process. To get a better understanding of this initiative, you can read the articles posted at [http://rebar.ecn.purdue.edu/LTAP/Resources/newsletters.aspx](http://rebar.ecn.purdue.edu/LTAP/Resources/newsletters.aspx) or call and we can send you a copy.

continued on page 20
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

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Dan Keefer, FHWA, Indiana Division
Jim Olson, Jefferson County Engineer
John Thomas, Area Plan Commission of Tippecanoe County
Anne Trobaugh, Indiana Association of Cities and Towns
Joe Williams, Brown Equipment

Advisory Board Meetings

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

Thursday, October 22nd at 10:00am

Training Calendar

Asphalt Pavement Workshop
November 12
University Plaza Hotel
West Lafayette, IN

FREE LPA Certification Training
December 1
Sheraton Hotel at Keystone Crossings
Indianapolis, IN

Road Scholar Core Course #1
Powers and Duties
December 2
at the IACC Annual Conference
Sheraton Hotel at Keystone Crossings
Indianapolis, IN

Road Safety Audit Review Training
December 10, 15, and 17
Plymouth, Huntingburg, and Westfield
see page 21

County Bridge Conference
January 20-21
University Plaza Hotel
West Lafayette, IN

Stormwater Drainage Conference
February 11
University Plaza Hotel
West Lafayette, IN

96th Annual Purdue Road School
March 9-11
Stewart Center on the Purdue Campus
West Lafayette, IN

for more details on these workshops visit
www.purdue.edu/INLTAP
COUNTY BRIDGE CONFERENCE

JANUARY 20-21, 2010
UNIVERSITY PLAZA HOTEL
WEST LAFAYETTE, IN

This annual conference explores various aspects of design, construction, maintenance, and replacement of bridge structures. Speakers and presentations will provide current information for attendees responsible for local bridges. Join us for two days of informative sessions. Lunch, sponsored by exhibitors, will be provided on Thursday, January 21st. CEU’s are available on both days.

STORMWATER DRAINAGE CONFERENCE

FEBRUARY 11, 2010
UNIVERSITY PLAZA HOTEL
WEST LAFAYETTE, IN

This conference will focus primarily on regulations, design, and maintenance techniques concerning stormwater drainage. The agenda is structured to provide current information to those in management and decision-making, combined with practical applications and approaches for those involved in the technical design and maintenance of stormwater systems. Lunch, sponsored by exhibitors, will be provided. CEU’s are available.

For agendas and registration information on these events and more visit our website at www.purdue.edu/INLTAP
Keeping Trees In Tip-Top Shape
by Cindy Ratcliff

Compared to the rest of the landscape, trees are about as low-maintenance as you can get, which makes them easy to overlook. Sure, you remember to water and fertilize them with the rest of the grassy areas you care for, but they really need more than that to thrive. A regular maintenance program will add vigor and help prevent future problems—and you’ll still spend less time on it than for the rest of the landscape, guaranteed.

At least once a season, perform an overall evaluation of the tree’s health. Start by looking for any dead or damaged branches. If you find some, make a note so that you can follow-up to ensure there isn’t a pattern indicating a more serious problem. Remove the damaged branches as quickly as possible. You want them off the tree because they are especially susceptible to insects and disease.

Also look at the growth pattern of the tree. You can examine a branch to determine yearly growth. Just find the new buds and then look for the scars from last year’s buds. The amount of growth will vary by tree, so you’ll need to compare it to what is normal for that specific type of tree. But you can also compare this year’s growth to that over the past three years by evaluating the scars from previous years’ buds. The growth pattern should be about the same each year.

Check leaves. They should be an appropriate color for the season and also have similar shape. If the leaves are oddly shaped, it could be an indication that there is a more serious problem with the tree. The leaves should also not be wilted. Wilted leaves can be a sign of something as simple as needing more water or as serious as disease.

The last—and most critical—element of the evaluation is to check for obvious signs of insects or disease. Look for holes in the bark and for visible insects themselves.

Plan for pruning, but not topping. The International Society for Arboriculture (ISA) is resolute in its warning against topping trees. Topping is a method used for reducing the size of a tree, sometimes by as much as 50 to 80 percent of the crown, by cutting branches back to stubs. Because the leaves are the food factory of the tree, removing them to this degree can starve the tree, sending it into survival mode. The result: The tree will be more susceptible to disease and more attractive to insects in its weakened state. It also weakens the subsequent replacement branches.

Micromanagement

Making sure that fertilizers and other chemical treatments reach an area where they can be used efficiently by the tree can be a challenge. Trying to spray chemicals on the tree canopy can result in as little as 50 percent actually reaching the tree. The overspray falls to the ground or, worse, can be carried by the wind and damage surrounding plants. If trees are planted too deep or have a weak root system, traditionally applied fertilizers will never reach the target, either.

This is where microinjection treatments can benefit. Through microinjection, you can inject pesticides or nutrients directly into the tree’s vascular system, insuring a successful treatment is achieved and without having to depend on root function.

The equipment for microinjection is relatively low cost, and most manufacturers and suppliers of injection systems offer training on use.
Call for Nominations

To recognize and showcase quality achievement for transportation projects; the Indiana Partnership for Transportation Quality will present Quality Awards at the 96th Annual Purdue Road School, March 9-11, 2010

AWARD CATEGORIES
(Nominations will be received for projects in the following categories)

- Major New / Reconstruction - Rural
- Major New / Reconstruction - Urban
- Pavement - Rural
- Pavement - Urban
- Bridges - Rural
- Bridges - Urban
- Special Projects > $2,000,000
- Special Projects < $2,000,000

Application and Evaluation Information can be obtained at:
http://www.fhwa.dot.gov/indiv/iptq

Download Awards Application in Word format!

Questions?
Contact: Dan Keefer, Program Coordinator
Federal Highway Administration
(317) 226-7478
daniel.keefer@fhwa.dot.gov

Applications must be received by January 8, 2010
Top Ten Pedestrian Right of Way Considerations
by Michele S. Ohmes, ADA Consultant

I’m closing out this series of articles for Pedestrian Rights of Way with a Top 10 Checklist to help you remember the essentials that can help you successfully achieve access for all, especially those with disABILITIES. This checklist will hopefully help you to guide your staff to the awareness of the importance of designing a Pedestrian Access Route “PAR” for safety, usability, and accessibility.

1. Administration The administrators must present an attitude for achieving best practice outcomes versus do what we have always done. Once Best Practice becomes the rule, then mistakes made by using minimum standards is all but eliminated. Also so very important is to be sure the codes and inspectors staff are trained to actively present this attitude to contractors, by explaining up front the Best Practices they are to comply with and then back it up during code reviews and inspections.

2. Sidewalks Think through the whole user process as carefully as you do your auto traffic outcomes. Pedestrian needs should not be an afterthought. To borrow an old expression with slight changes – “The walkway to hell is paved with good intentions.” Another serious issue is the treatment at driveways.

3. Ground Surfaces Sometimes we forget the most basic element of a Pedestrian Access Route “PAR”, the ground surface. We get too clever with textured surfaces, pavers, or bricks even cobblestones in order to achieve esthetics related to the area the walkway exists. Instead place the esthetics around the PAR. Another critical issue are grates and maintenance of utility covers.

4. Height and Reach Ranges From Parking Meters to Push Buttons, to Look Out Attractions, reach ranges are critical in design and retrofit. If we can’t reach it how can we follow the law or enjoy an attraction.

“Once Best Practice becomes the rule, then mistakes made by using minimum standards is all but eliminated”
5. **Obstructions** There is hardly a time that I am on a walkway that some type of obstruction does not occur. Remember to design your utility poles, trees, fire hydrants and other street furniture and construction barricades out of the “PAR”. Wheelchair users cannot just hop off the curbed sidewalk into the street and then step back up past the barrier. We must go all the way back to the street corner and proceed into the street until the next block and hope that then there will be access to the continuing sidewalks.

6. **Protruding Objects**

As much as protruding objects can bother everyone, overhead protruding objects can be extremely dangerous for those who are blind or with severe vision impairments. Those of us using wheelchairs are also inhibited once again by the fact we cannot step down from the curbed sidewalk and then back up again after passing the object. Design, maintenance and codes related to businesses having extended canopies or hanging flower baskets that are below the required minimum of 80 inches from the ground surface or stair along sidewalks without barrier protection.

**Good Design is possible** - solutions are there for the using
*Both of these solutions accommodate an obstacle and leave a wide path for pedestrians and wheelchairs alike.*

7. **Curb Ramps** Perhaps the most misunderstood aspect of an accessible “PAR”. I am going to suggest that at least 80% of curb ramps are a greater hazard than benefit for the pedestrian. Please review again my article on curb ramps and stop putting the decision of what type of curb ramp to install to the construction contractors in the field. They will automatically choose the diagonal curb ramp design to decrease cost and improve their profit margin. Another common error is the sloped flare not meeting ADA criteria when a vertical ramp is recommended.

8. **Crosswalks** All too often crosswalks do not have curb ramps or the medium section has planted shrubs that are too high blocking the view for both the pedestrian and the drivers. They also do not provide adequate protection from oncoming traffic and sometimes actually put the pedestrian into the flow of traffic due to the design. The other problem is using bricks or pavers as the identifying crosswalk which often end up in disrepair and the vibrating surface they provide brings severe pain to those of us living with chronic pain.
9. **Signal Lights and Signage** It is imperative that as you change out your signal lights that you install Accessible Pedestrian Signals “APS” which has been the subject of several DOJ settlements. DOJ has stated clearly that Accessible Ped Signals are a necessity for those with Vision Impairments. It is also important for us to be able to reach the crosswalk push button. The other problem we deal with is whether our signage really says what we want.

10. **Maintenance** It seems as though Public Entities find the money to build new but forget to have a special line item in their budgets for continued maintenance. Thus bridges, roads, sidewalks and other public facilities fall into serious disrepair. Maintenance is the key to safety and user satisfaction.

I hope this past year of articles has helped to shed some light on the endless considerations for safe, usable, and accessible Pedestrian Rights of Way “PAR”. It does take the commitment to seriously study the LOCATION, DESIGN, and AFFECT for the users that your decisions will dictate. Extra care is so important. As Thomas Jefferson stated, “Learning the facts is knowledge. Using those facts is wisdom.” I pray you will use the facts.

The team of Michele and Maddie wish you the best!

Sincerely,

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"Maintenance is the key to safety and user satisfaction."
Mike Barbier

Mike Barbier is originally from Wheaton, Illinois. He earned his undergraduate degree in Civil Engineering from Purdue University in 2007. During his free time as an undergraduate, he was president of his fraternity and a member of the Varsity Baseball Team. Upon graduation, Mike worked for a specialized traffic engineering firm in Albuquerque, NM where he gained knowledge in micro-simulation, traffic operations, impact studies and roadway safety. Mike returned to the Midwest and worked for an engineering firm in Indianapolis, IN before enrolling in Purdue University in the fall of 2009 to pursue a Masters Degree in Civil Engineering. He enjoys staying active and watching sports.

Alison Tanaka

Alison is originally from Cove, OR. She received an Honors Baccalaureate degree in Civil Engineering from Oregon State University. While attending Oregon State, Alison was involved with the Panhellenic Council, Student Leadership & Involvement, and academic societies including Tau Beta Pi and Chi Epsilon. Currently, she is pursuing her Master’s in Civil Engineering from Purdue University with an emphasis in transportation. Alison has recently become involved with the Purdue Chapter of Institute of Transportation Engineers and the Graduate Women in Engineering Program. She enjoys playing recreational volleyball and spending time outdoors with her family hiking and kayaking.

2010 Road School Planning Committee Meeting

On August 13, 2009, the planning began for the 96th Annual Purdue Road School. Look for a Road School brochure in your next edition of the LTAP newsletter or visit the JTRP website at www.purdue.edu/JTRP for details.

Row 1: Karen Hatke, Bob McCullouch, Chuck Muller, Eric Conklin, Lisa Calvert, Mike Byers, Robert Jones, Jim Olson, Mahmud Farooque, Tom Robertson
Row 2: Jessica Mehr, Bill Knopf, Dwane Myers, Shelley Haney, Roland Fegan, John Leckie, Walt Land, Jodi Coblentz, Neal Carbeneau, Bill Williams
Row 3: Celina Osborn, Angie Fegaras, Erica Pugh, Darcy Bullock, Wes Shaw, Dan Keefer, Richard Domonkos
Row 4: Tommy Nantung, Jim Reid, Kevin Woodward, Jerry Larson, Jerry Bridges, John Habermann, John Haddock, Dave Buck
CONGRATULATIONS TO OUR CLASS OF 2009 ROAD BUILDERS

Bradley James Davis, P.E.
Highway Director
Hamilton County

Jack Fisher
Highway Supervisor
Tippecanoe County

Danny Hollander, P.E.
Engineer
Bartholomew County

Lee Ann Pherson
Traffic Technician
Delaware County

Patrick Seib *
Assistant Engineer
Vanderburgh County

William F. Hartman
Highway Director
Allen County

This year marks five years of training through the Indiana LTAP Road Scholar Program. Started in 2004, the Road Scholar program was established as a core body of knowledge necessary to perform the duties of a local transportation official. Participants attend twelve core courses and elective conferences and workshops to accrue credit hours. Once the twelve courses are completed and 300 credit hours have been obtained, participants are presented with the award of “Road Scholar”. “Master Road Builder” is awarded once 600 credit hours have been accrued. The value of actual on the job work experience is recognized and is given credit at the rate of 30 credits for each year of experience (300 credit hours is the maximum allowed for work experience). Since its inception, 71 officials have been awarded Road Builder and 3 have achieved the status of Master Road Builder. These officials come from 102 different agencies statewide. The Road Scholar program has 277 participants that collectively represent 66 counties, 24 cities and 12 towns. These participants represent over 2880 years of service to Indiana street and highway departments.

To enroll in the LTAP Road Scholar program, contact our office to obtain enrollment forms. There is no fee to enroll and participants can begin accruing points immediately and will be credited for classes attended retroactively.
Those twelve courses and their basic content are:

1. **Powers & Duties.** This course reviews the duties required by law as outlined in the Indiana Code as well as promoting effective working relationships and leadership and management skills.

2. **Liability and Risk Management.** Learn OSHA requirements and commercial driver's license (CDL) requirements as well as discuss tort liability claims and transportation liability.

3. **Highway Funding.** View LTAP's “bead demo” that visually captures the path federal and state funds take before they reach your agency. You'll also learn some revenue sources for street and highway departments.

4. **Purchasing and Public Construction.** Receive updates from the State Board of Accounts and learn proper protocol for emergency purchasing.

5. **Roadway Safety.** Learn low cost safety measures that can greatly decrease crash rates on both low volume and high volume roads. Learn how to obtain crash data and how to put it to good use.

6. **Basics of a Good Road.** Learn the fundamentals of road design, how to select concrete and asphalt materials and basic drainage laws.

7. **Temporary Traffic Control.** Attendees learn the safety requirements for developing a temporary traffic control plan for their worksite as well as implementation and design of a work zone.

8. **Manual for Uniform Traffic Control Devices (MUTCD).** This course covers MUTCD updates as well as legal aspects and tort claims. Learn sign management software and stay current on retroreflectivity regulations as well as those for work zone apparel.

9. **Bridge Basics.** This course covers basic structure types and bridge terminology as well as design, maintenance, inspection and funding.

10. **Drainage.** Legal aspects and drainage laws are discussed as well as basic hydrology, structure types and hydraulic design and sizing.

11. **Road and Bridge Plan Reading.** Attendees will earn vocabulary and symbol definitions and specifications for bridges and roads.

12. **Estimating Construction Cost and Quantities.** A math refresher is followed by lessons in calculating area and volume, quantities and costs.

**MASTER ROAD BUILDERS**

**CLASS OF 2008:** Jessica Clark, St. Joseph’s County; David Downey, City of West Lafayette; Lacy Francis, Jr., City of Warsaw

**ROAD BUILDERS**

**CLASS OF 2006:** Doug Anderson, City of Angola; Keith Arbuckle, Bartholomew County; Jeff Brill, LaGrange County; Glen Bube, Harrison County; Richard Byers, Henry County; Brett Cating, Montgomery County; Jessica Clark, St. Joseph County; Mike Clark, Fulton County; Robert Davis, Hamilton County; David Downey, City of West Lafayette; Raymie Eckerle, City of Jasper; Michael Eckert, Allen County; Ernest Fairfield, Boone County; Lacy Francis, Jr., City of Warsaw; Stacey Gross, Bartholomew County; Wanda Hartman, Union County; Thomas Kouns, Boone County; Larry Lee, City of Lebanon; Aaron Lyons, City of Delphi; Thomas Marshall, Town of Summitville; Larry McLin, Daviess County; Kevin Myers, Clinton County; Richard Prince, Henry County; Larry Rice, Wabash County; John Schnadenburg, Town of Chesterton; Michael Sharp, Wayne County; Dwight Smith, Bartholomew County; John Stoll, Jr., Vanderburgh County; David Strahlem, Cass County; Jeffery Taylor, Elkhart County; Timothy Thornburg, Henry County; Scott Tilden, Fulton County; Norman Wendholt, Dubois County

**CLASS OF 2007:** Larry Abrams, Owen County; Philip Amones, Wabash County; Kem Anderson, Shelby County; Allan Andrews, Randolph County; Karl Bauer, Town of Porter; Daniel Bennett, Vigo County; Steven Berg, Dubois County; Steven Brook, White County; Ryan Clark, St. Joseph’s County; Jodi Coblentz, Cass County; Neal Haeck, Marshall County; C. William Read, Scott County; Tom Shannon, Randolph County; John Stoll Jr., Vanderburgh County

**CLASS OF 2008:** Bill Brandon, City of Auburn; Richard Carney, Boone County; Joe Ewing, City of Kokomo; Jason Fee, Jackson County; Kevin Harrison, Johnson County; Bill Hartman, Allen County; Dave Huffman, City of Carmel; Randy Knach, Allen County; Dave Loveall, City of Carmel; Lucas Mastin, Johnson County; Angela Moyer, Delaware County; Jay Olson, City of Crown Point; Matthew Olson, Johnson County; Jerry Sitton, Rush County; Monte Sitton, Rush County; Bill Unwin, City of Crown Point; Mark Warner, City of Madison; Bob Young, LaPorte County
9TH ANNUAL TRANSPORTATION EXPO & SNOW PLOW ROADEO

On September 23rd and 24th Indiana LTAP returned to the Grissom Aeroplex in Peru, Indiana to host the 9th annual Transportation Expo & Snow Plow Roadeo.

On Wednesday September 23rd, sessions began with Road Scholar Core Course #7 Temporary Traffic Control. Indiana LTAP program manager John Habermann taught attendees the safety requirements for developing a temporary traffic control plan for their worksite as well as implementation and design of a work zone. LTAP was pleased to introduce new remote polling software that allowed this session to engage attendees through interactive surveys.
The afternoon included a winter maintenance session: **Understanding Winter Weather.** Jon Tarleton, marketing manager, Quixote Transportation Technologies discussed forecasting winter storms. Topics included understanding current conditions in winter, trends in Indiana winter weather and how to predict winter weather within 4 hours.

**Latest Innovations: Inside the Cab** Don Nichols, Certified Power/Component Technology talked about the changes occurring inside the cab of the standard plow truck from video monitoring of blind spots and backing cameras to ground speed controllers for liquid and granular material, and the newest innovations in joystick controllers.

**Methods of Managing Winter in Indiana** Panel members Bradley Davis, Hamilton County Highway Director; Gary Vandegriff, Johnson County Highway Director; Raymie Eckerle, City of Jasper Street Commissioner; Kenneth Taylor, Lake County Fleet Manager; discussed some of the methods used to offset the rising cost of winter maintenance.

Also offered was a session on fleet management: **Training Your Fleet Operations Staff** Larry Campbell, Fleet Manager, City of Fort Wayne discussed available technician training ASC, Dealer network, tech schools, “A laptop in the toolbox”, understanding equipment owner access to on board in-house repairs, and reducing the cost of non warranty and dealer repairs.

**Diesel Fuels: Procurement-Storage-Distribution** Steve Thomas, Mick Calvin, and Larry Kinser, all with CountryMark Fuels talked about the latest news on ultra low sulfur diesel for on road and off road equipment, as well as information on fuel storage tank maintenance and fuel management systems. Attendees heard the latest news on DEF fluid for 2010 emissions compliant vehicles.

**2010 Emissions Standards (SCR-EGR)** Carl Lisek, South Shore Clean Cities, Inc. discussed the new EPA requirements and how it is being accomplished and how biofuels and hybrid technology fit into the new standard. Also gave an update on the South Shore and Central Indiana Clean Cities coalitions and showed what resources are available.

On Thursday September 24th, 43 drivers competed in the Snow Plow Roadeo in three categories: Single Axle Truck, Tandem Axle Truck and Front End Loader. The day ended with an award ceremony.


**Best Overall Agency** Bartholomew County winners are pictured with John Habermann, LTAP Program Manager.
September 30, 2009

Re: Group III “Call for Projects”

This is to notify you that the Indiana Department of Transportation (INDOT) will be accepting applications for federal funds for local projects located in cities and towns with a population greater than 5,000 and less than 50,000 (based upon the U.S. Census Bureau’s 2000 data) and are located outside the urbanized area of Metropolitan Planning Organizations (MPOs). 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 September 28, 2009 and December 1, 2009. If you do not have a Certified Employee in Responsible charge you must be enrolled in one of these two classes. Information is located at: http://rebar.ecn.purdue.edu/LTAP/Training/Brochure/LPA%20SeptDec09.pdf

You must complete the application located at: http://www.in.gov/indot/div/projects/LPASection/ and submit electronically to Michael Cales at mcales@indot.in.gov by midnight November 23, 2009. Failure to do so and to receive confirmation will result in an ineligible application.

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 this “Call” to any applicant for the Group III 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>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>
</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 IIIs and assigned INDOT district).
2. Inventory of Group III projects, including current amount of federal funds allocated.
4. Federal Aid Application for Group III.

Based upon the current inventory of Group III projects and the amount of federal funds allocated to them, INDOT will award approximately $20,000,000 in federal funds. Funds are available for new projects to go to construction in federal fiscal year 2013 and beyond. The funds will be apportioned by INDOT’s geographical districts based on the population of the eligible Group IIIs. The approximate amount available in each district is listed below.

<table>
<thead>
<tr>
<th>District</th>
<th>Federal Funds</th>
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<tbody>
<tr>
<td>Crawfordsville</td>
<td>$2,200,000</td>
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<tr>
<td>Fort Wayne</td>
<td>$5,600,000</td>
</tr>
<tr>
<td>Greenfield</td>
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</tr>
<tr>
<td>LaPorte</td>
<td>$1,800,000</td>
</tr>
<tr>
<td>Seymour</td>
<td>$2,700,000</td>
</tr>
<tr>
<td>Vincennes</td>
<td>$3,200,000</td>
</tr>
</tbody>
</table>

In the event INDOT learns that the federal funds available will be less than during federal fiscal year 2009, 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, P.E.
Manager
Local Program Assistance Office

LPA CERTIFICATION TRAINING UPDATE

Four more Project Development Training sessions were offered in August and September in Bloomington, Indianapolis, Kokomo and French Lick. Only one more session will be offered in 2009. It will take place on Tuesday, December 1st in Indianapolis at the Sheraton at Keystone Crossings. This training will take place during the Indiana Association of County Commissioners annual conference. To register for the session visit the LTAP training calendar on our website www.purdue.edu. Click on the date to download a brochure. There is no fee to attend this session.

For more information on the County Commissioners conference visit: www.indianacountycommissioners.com.
August 4, 2009

To: County Engineers
   County Road Supervisors
   County Bridge Inspection Consultants

From: Bill Dittrich
       INDOT Bridge Inspection Engineer

Subject: Meeting Federal Requirements of: Creating Scour Plan of Actions and the Monitoring of Score Critical Bridges during flood events.

The attached FHWA Memorandum entitled: National Bridge Inspection Standards – Scour Evaluations and Plans of Actions for Scour Critical Bridges, requires that all County Bridges that are classified as Scour Critical have a documented Scour Plan of Action, by November, 2009. This deadline is fast approaching. Currently 62 Counties have bridges classified as Scour Critical, (a total of 668 bridges in all).

The FHWA has notified INDOT that not meeting the November, 2009 deadline will be an NBIS compliance issue and will result in the suspension of Federal Bridge Funds.

This letter is meant to provide some guidance on how to meet the requirements of the FHWA Memorandum.

First, an official list of Scour Critical Bridges as been developed. These bridges must either have:

1. A Scour Monitoring Plan of Action (POA) developed (by bridge inspection team leader), or
2. Documentation produced by a licensed engineer bridge inspection team leader and forwarded to INDOT for inclusion into the Bridge File, which verifies that the bridge is not Scour Critical. This will include completing all appropriate sections of the new ACCESS Table described below.

Second, the minimum requirements of a Scour/Monitoring Plan of Action have been developed, which identify three main areas that must be documented. These are:

1. Pre-Flood Actions,
2. During Flood Actions, and
3. Post-Flood Actions.

Third, an ACCESS Table has been created in the existing County NBI Data Base that includes Plan of Action and Monitoring Data for each Scour Critical Bridge. The data in this table will be used to track the actions on the Scour Critical Bridges and Monitoring Actions, such as:

1. Dated channel cross-section drawings to track channel movement and/or degradation.
2. Trigger elevations to be marked on or at the bridge site and rainfall intensities that trigger monitoring.
3. A Hydraulic Model proving that the bridge is or is not Scour Critical.

4. Bridge Plans or Construction Documents which can verify the foundation types are not Scour Critical.

5. Verification that “Designed Scour Countermeasures” have been placed, and are working properly.

6. Names and/or titles of personnel that will monitor a bridge during and after a flood event.*

7. Bridge/Road closure plan developed and detour route(s) determined.

8. The long term solution(s) to correct the scour vulnerability, (countermeasures, rehab, replacement, other).

*The County shall determine, with advice from their Bridge Inspection Consultant, who is best suited to conduct the Pre-Flood, During Flood, and Post-Flood inspections/monitoring. This shall be clearly described in the Scour POA.

The Counties working with their Inspection Consultants shall maintain the information in the ACCESS Table, and forward changes to INDOT in a timely manner; after a flood event, or if/when changes occur to the bridge site. This maintenance of data shall be done using the ACCESS Table or in the new Bridge Inspection Data Base/Application, once it is made available for use by the Counties/Consultants.

Updated information shall be added to the ACCESS Table by a bridge inspection team leader and submitted to INDOT within one week of a flood event that triggers monitoring based on the Scour Plan of Action.

Fourth, all Scour Critical Bridges shall be investigated, by the County’s Inspection Consultant, to gather the data required for the ACCESS Table and to develop a Monitoring Plan. If this investigation determines that the bridge is not Scour Critical, documentation shall be required for the Bridge File, and appropriate sections of the ACCESS Table shall be completed and submitted to INDOT, (see item #2 of First Requirement).

Fifth, the following tasks shall be completed for each Scour Critical Bridge:

1. A comprehensive Scour Monitoring Plan (POA) developed,

2. Monitoring triggers (either water surface elevations, a County flood warning, or rainfall intensities *) determined,

3. Trigger water surface elevations marked on each bridge,

4. Channel cross sections taken,

5. A file developed for monitoring personnel which shall contain the POA, channel cross-sections, and other monitoring documents, and

6. Any local or consultant personnel involved with the monitoring or closing of a scour critical bridge shall be adequately trained and made aware of their duties as described in the POA. Those personnel involved in monitoring or closing a scour critical bridge shall document their findings for each triggered flood event.

*The following website can be used to track the rainfall intensity in the general area of a particular bridge, if the rainfall intensity is used to trigger monitoring: http://dipper.new.noaa.gov/hdsc/pfds/orb/in_pfds.html

Local personnel, if properly trained, can conduct the scour monitoring that is described in a scour Plan of Action. However, if a scour critical bridge is closed due to a flood event, then it can only be re-opened if a bridge inspection team leader conducts a scour inspection and gives his approval.

Sixth, to remove any of the 668 bridges identified from the monitoring requirements, one or more of the following must be documented (by a licensed engineer bridge inspection team leader) in the ACCESS Table. In addition INDOT’s Bridge
Inspection Engineer must concur that the documents are sufficient to remove the monitoring requirement. INDOT’s Bridge Inspection Engineer shall note his concurrence in the ACCESS Table.

1. Bridge Plans or Construction Documents are produced which can verify the foundation types are not Scour Critical.

2. A Hydraulic Model is developed proving that the bridge is not Scour Critical.

3. The bridge has been replaced or totally removed.

4. Properly designed scour countermeasures have been installed and are working as designed.

The ACCESS Table shall be provided to each County Inspection Consultant that INDOT’s Bridge Inspection Unit has as the Bridge Inspection Consultant of record as of July, 2009. It is expected that this Consultant will be the one that works with the County to investigate each Scour Critical Bridge, develop a Plan of Action, develop a Plan of Action, develop a Monitoring plan/process, complete the ACCESS Table, and then submit the completed ACCESS Table to INDOT along with any other pertinent documents for inclusion into the NBI Data Base and Bridge File. These shall be submitted to INDOT by November 15, 209, in order to be in compliance with the NBIS, and not have Federal Bridge Funds suspended. Completion and submittal of the ACCESS tables implies the POA’s have been developed and implemented in accordance to this letter.

For Counties with a large number of Scour Critical Bridges the above described work may require a supplement to the existing inspection contract. This work should be eligible for 80% Federal Bridge Funds, just like the original contract. Counties that are (or will soon be) advertising or selecting a new Inspection Consultant for a new four year inspection contract, should (in most cases) still use their existing Inspection Consultant to conduct this work.

Finally, all Indiana Counties are receiving this letter, even if they do not currently have any Scour Critical Bridges. The reasons for this are:

1. Due to constantly changing conditions of bridges and waterways, an existing bridge may have its scour vulnerability change, which would then require it to have a Scour Plan of Action and a Monitoring Plan.

2. A second FHWA Memorandum on Bridges with Unknown Foundation Types has been issues which requires foundations to be determined; or to change these bridges to Scour Critical Bridges. The deadline for this requirement is November, 2010. In the case where a bridge is changed from Unknown Foundation to Scour Critical, a Plan of Action and a Monitoring Plan shall be required.

As of July 2nd, 2009, there were 867 County Bridges with Unknown Foundation Types, in 42 Counties. Inspection Consultants have been making good progress in determining the foundations of these types of bridges. The total has been reduced from 1120 bridges in 46 Counties on February 14, 2009.

This letter is not intended to answer all of the questions that will arise on how to proceed with this work, but to get the process started. The Indiana ACEC Bridge Inspection Committee will help clarify technical issues on developing the Plan of Actions. Contract issues should be directed to the INDOT District Local Program Coordinators. NBIS questions should be directed to INDOT’s Central Office Bridge Inspection Unit.

Part of the 2009 NBIS review that will be conducted by the FHWA later this year will be to review the Scour Plan of Actions and Scour Monitoring on INDOT and County Bridges.

For complete list of 668 Scour Critical Bridges by County visit the following link:

http://www.in.gov/indot/files/scourcriticalbridge.pdf
January 23, 2006

Subject: INFORMATION: Public Rights-of-Way Access Advisory

From: // Original signed by //, Frederick D. Isler, Associate Administrator for Civil Rights

To: Division Administrators, Resource Center Directors, Federal Lands Highway Division Engineers

The purpose of this notice is to inform you that the Architectural and Transportation Barriers Compliance Board (Access Board) published revised draft accessibility guidelines (the Draft Guidelines) for public rights-of-way in the Federal Register on November 23, 2005. The Draft Guidelines are available at http://www.access-board.gov/prowac/index.htm. They cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

The Access Board published the Draft Guidelines to incorporate public comment received in response to the draft guidelines published in June 2002. The Access Board placed these revised draft guidelines on its website (http://www.access-board.gov/prowac/index.htm) for public information. The Draft Guidelines are under consideration by the Board, and the Board could change these guidelines in its final rule.

The purpose of placing the Draft Guidelines in the docket is to facilitate gathering of additional information for the regulatory assessment and the preparation of technical assistance materials to accompany a future rule. The Board is not seeking comments on the Draft Guidelines. The Board will issue a notice of proposed rulemaking at a future date and will solicit comments at that time, prior to issuing a final rule.

The Draft Guidelines are not standards until adopted by the U.S. Department of Justice and the U.S. Department of Transportation. The present standards to be followed are the ADA Accessibility Guidelines (ADAAG) standards. However, the Draft Guidelines are the currently recommended best practices, and can be considered the state of the practice that could be followed for areas not fully addressed by the present ADAAG standards. Further, the Draft Guidelines are consistent with the ADA's requirement that all new facilities (and altered facilities to the maximum extent feasible) be designed and constructed to be accessible to and useable by people with disabilities.

The FHWA is responsible for implementation of pedestrian access requirements under the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973 (Section 504). This is accomplished through stewardship and oversight over all Federal, State, and local governmental agencies that build and maintain highways and roadways, whether or not they use Federal funds on a particular project.
If you are unfamiliar with the concept of road safety audit reviews to assist with low cost safety improvements, then the following should help you. A road safety audit review is when a review team of four to five individuals meet to discuss hazards or crashes associated with an intersection or road segment. The individuals try to determine if there is a particular crash type that is prevalent and then they go out to the road and visit it on location. The reviewers have safety checklists that help them identify the root of the cause of the crashes. For example, crashes may be more likely at a particular time of day, particular time of year, or may be due to a blind spot or a sharp curve, to name a few. Once the potential cause of the crashes is identified, the reviewers then recommend proven low cost remediations. The owner of the facility, i.e. the county, city, or town, fills out an application to fund the improvements, for more extensive projects. The highway safety committee then reviews and scores each application. Successful applicants are notified and the process for obtaining a Purchase Order for the work begins.

Please be on the lookout for more information in the upcoming weeks. If you are already familiar with the HELPERS project and if you think you have an intersection or road segment that would benefit from a review, then please contact our office.

HELPERS: Hazard ELimination Project for Existing Roads and Streets

Over 45 percent of Indiana’s highway fatalities occur on local roads. In an effort to increase safety on local roads, Indiana LTAP, with the support of INDOT and FHWA, is re-initiating the Hazard ELimination Project for Existing Roads and Streets (HELPERS).

LTAP HELPERS helps local governments identify engineering countermeasures to reduce the number and severity of crashes at high crash locations.

At the request of an LPA, a road safety audit review (RSAR) will be performed by a team of individuals trained in highway safety. The RSAR will identify countermeasures that can be implemented to improve safety. In some cases, proposed projects may be eligible for federal aid money for construction of the recommended countermeasures. In other cases, the RSAR will provide the LPA with a list of low-cost countermeasures that may be implemented with local forces as funding and time permit.

Projects eligible for the program include high crash locations at intersections or along segments of a road or street. Programmatic improvements, such as sign improvement projects, have also been awarded federal aid assistance.

Are you familiar with an intersection or segment of roadway with significant crash history? The Indiana LTAP HELPERS project will provide technical assistance to help you determine a course of action to reduce crashes. Please contact the HELPERS office at Indiana LTAP to learn more about the program. The HELPERS office can be reached by phone at 765.494.7038 or toll free in Indiana at 800.428.7639 or by e-mail at ltaphelpers@ecn.purdue.edu. If you submitted a project during the previous HELPERS program that you would like to be considered, please contact LTAP.
REQUEST FOR HELPERS VOLUNTEERS

Indiana LTAP is looking for volunteers to help perform Road Safety Audit Reviews (RSAR)

What is a Road Safety Audit Review (RSAR)? A team of four to five people with expertise in roadway safety or traffic review a roadway section or intersection and identify countermeasures to improve safety. The results of the RSAR may include the identification of low-cost improvements, and it may used to support a request for federal safety funding for more substantial improvements.

How does the RSAR process work? Indiana LTAP will have a project coordinator that will receive and coordinate requests for RSARs. The coordinator will furnish the volunteer reviewers with basic information about the safety concern prior to the inspection, lead the inspection team, and be responsible for documenting the details of the review and the resulting recommendations.

What does a volunteer need to do? Volunteers review the information furnished to them by the HELPERS coordinator, provide their own transportation to the location of the review, provide comments and suggestions within their area of expertise, and provide comments on the report assembled by the coordinator. Volunteers should expect that the review will take a full day but will not require overnight travel.

We’d like to have a large number of volunteers from a wide geographical area, with varied interests and areas of expertise. Volunteers will be asked to attend a one day training session in December to learn more about the background and objectives of the project, and learn about the procedure for performing an RSAR. Volunteers can come from a variety of backgrounds:

- FWHA Indiana Division and Midwest Resource Center
- INDOT Central Office and District Offices
- Academia
- County Engineers and Highway Supervisors
- City Engineers and Street Commissioners
- Construction and Highway Safety Contractors
- Consulting Engineers
- Active and retired members of professional associations such as APWA, ITE, NACE, ATSSA, NHTSA and others

If you are interested in participating or would like additional information, please contact the HELPERS office by phone at 765.494.7038, toll free within Indiana at 800.428.7639 or via e-mail at ltaphelpers@purdue.ecn.edu. Please fax this form to 765.496.1176.

Yes, I am interested in volunteering

Name: ___________________________ Title: ___________________________
Agency: ___________________________ E-mail: ___________________________
Phone Number: _______________________
INTEGRATING LOW IMPACT DEVELOPMENT INTO STORMWATER ORDINANCES AND TECHNICAL STANDARDS

Siavash E. Beik and Sheila L. McKinley from Christopher B. Burke Engineering, Ltd

The desire to use Low Impact Development (LID) in new and redevelopment projects is gaining popularity in Indiana. LID is defined as an alternative approach to land development and stormwater management that seeks to mimic the natural watershed hydrologic function. This is achieved by: minimizing total runoff volume, controlling peak rate of runoff, maximizing infiltration and groundwater recharge, maintaining stream baseflow, maximizing evapotranspiration, and protecting water quality.

The environmental, economic, and social benefits of LID have been well documented and acknowledged by local decision-makers. Some of these include:
- improved stormwater management,
- reduced impact on wetlands and streams,
- enhance water quality,
- reduced costs for infrastructure and maintenance of stormwater structures,
- cost savings from minimized site clearing and grading, and
- more green space throughout the development.

However, the challenge for local decision-makers is how best to promote and integrate LID into community comprehensive planning and development ordinances. The intent of this article is to illustrate how the LID approach can be integrated into local stormwater requirements. This approach is adapted and modified for Indiana from the Southeast Michigan Council of Governments (SEMCOG) LID Manual for Michigan: a design guide for implementers and reviewers.

The LID design approach for stormwater management is fundamentally different from conventional design approach and challenges traditional thinking regarding development standards, watershed protection, and public participation. Key principles of LID include: 1) conserve and restore vegetation and soils, 2) design site to minimize impervious surfaces, 3) manage stormwater close to where the rain falls, and 4) provide maintenance and education.

Based on the SEMCOG approach, as revised and modified for Indiana communities by CBBEL, successful implementation of the LID approach follows a 7 step process involving both non-structural and structural Best Management Practices (BMPs) to meet local water quality, channel protection volume, and peak runoff detention requirements.
STEP 1 – Minimize Disturbed Areas and Protect Sensitive Areas
This step involves identifying and mapping existing features (floodplains, natural flow paths, wooded areas, steep slopes, soils, etc.) to protect these areas from development or construction activities. The area set aside and protected is subtracted from the total site area. LID-based treatments, channel protection volume calculations, and water quality volume/rate calculations are determined for the remaining disturbed area only.

STEP 2 – Restore Disturbed Areas
This step recognizes efforts to restore the area disturbed by development or construction activity. This includes: minimizing soil compaction, protecting existing trees within the disturbed area, soil amendment and restoration, native revegetation, and riparian buffer restoration BMPs. Recognition is applied by reducing the site’s default post-developed runoff Curve Number (CN) since the amount of runoff generated from the site is reduced.

STEP 3 – Minimize Imperviousness
This step is intended to reduce the volume of runoff from hard surfaces such as roads, sidewalks, parking areas, roofs, etc. through the use of porous pavement and vegetated roofs. Recognition is applied by reducing the default post-developed CN.

STEP 4 – Calculate the Amount of Volume Control needed for Channel Protection
This step is intended to reduce streambank erosion by controlling the volume and rate of stormwater runoff leaving the developed area for smaller, frequent storm events that shape the channel (about 2-year event). The channel protection volume calculation is based on the total post-development 1-year, 24-hour runoff volume for the total disturbed area.

STEP 5 – Provide Distributed Volume Reduction/Infiltration Practices
This step identifies pre-approved structural BMPs to provide permanent volume reduction for channel protection (Step 4). These BMPs include infiltration practices, bioretention, and vegetated swales.

STEP 6 – Provide Additional (as-needed) Extended Detention Practices
This step acknowledges that the site limitation may not allow for adequate distributed volume reduction practices (Step 5) to address all site’s stormwater quality and quantity needs. Therefore, a constructed wetland or an extended detention facility (wet or dry) will likely be needed to control channel protection volume, water quality volume, and 100-year peak flow rate.
STEP 7 – Determine Water Quality Volume and provide (as-needed) Additional Water Quality BMPs

This step is intended to ensure that the BMPs selected for addressing the Channel Protection Volume requirements will achieve the desired pollutant removal from stormwater runoff. Typically, when channel protection volume is controlled with BMPs that also remove expected pollutants, no additional calculation or BMP is needed to address stormwater quality needs. If not, then additional BMP(s) should be selected based on the treatment of the first inch of rainfall from the disturbed area of the site.

Integrating LID into community comprehensive planning and development ordinances can be a overwhelming task for local decision-makers. The 7-step process discussed above is currently being successfully added as an alternative to conventional development in several stormwater ordinances and technical standards throughout central Indiana.

Siavash E. Beik, P.E., CFM, D.WRE is the Director of the Water Resources Department for Christopher B. Burke Engineering, Ltd. and is responsible for overseeing water resources planning and management, hydrology and hydraulics, and project management. He has been the principal editor, author, or co-author of a number of technical guidebooks, comprehensive stormwater management ordinances and technical standards currently in effect in many Indiana communities.

Sheila L. McKinley, AICP, CFM is a Senior Resource Planner with Christopher B. Burke, Engineering, Ltd. and is responsible for managing the stormwater workline which includes the development of stormwater management plans, stormwater master plans, stormwater utilities, and stormwater ordinances.

INDIANA LTAP DIRECTORY REQUEST FOR UPDATES

CHECK YOUR MAIL! Just after Election Day, your agency will receive a report of all contact information on file at Indiana LTAP. We ask that a designated official within your agency review, make corrections and changes to your report, and return to Indiana LTAP to insure that your agencies officials and their contact information are printed correctly in our directory.

Directories will be available for pick-up at the 96th Annual Road School, March 9-11, 2010. If you are unable to attend Road School, directories will be mailed to all officials listed in the book. If you would like more copies, just call the LTAP office at 765.494.2164 to request them. There is no charge to be listed in or to receive this publication.

Would you like to see your agency featured on the cover? We coordinate closely with FHWA on projects being reviewed for an IPTQ Award. Has your municipality/district/firm completed a noteworthy street project? Nominate your agency’s project for an award and it could be featured on the cover of the LTAP Directory. Last year over 9000 copies of this popular publication were distributed statewide.

For a list of categories and to view the nomination process visit: www.fhwa.dot.gov/indiv/iptq

Questions? Contact Dan Keefer, Program Coordinator, FHWA, Indiana Division, at (317) 226-7478. Or by email daniel.keefer@fhwa.dot.gov
Russell H. “Bob” Harrell, July 30, 1908 - July 16, 2009

Russell H. “Bob” Harrell, 100, of Seymour, Indiana, passed away at his home surrounded by family and friends on July 16, 2009 at 10:30 a.m. Mr. Harrell was born on July 30, 1908, the son of John and Lucinda (Voris) Harrell in Jefferson County, Indiana. He was a graduate of Hanover College and Purdue University. Bob married Hazel Louise Beem on February 4, 1939 in Leavenworth, Indiana. He brought his family to Seymour in 1945.

Bob was an employee for the Indiana State Highway Department for 45 years. He served as project manager for construction of Hwy 50 from Brownstown to Bedford from 1932 to 1934, State Road 62 from Corydon to Leavenworth in 1939 and was on the engineering crew for the Hwy 50 project between Seymour and Brownstown. He was twice District Engineer of the Seymour District for the State Hwy Dept. Later he was assigned to the Indiana State Highway Central Office in Indianapolis. During the seventeen years in the Central Office, he served as Assistant Superintendent of maintenance, Assistant Chief Engineer of Operations and Director of the State Highway Department. He was Director of the Department for Governor Edgar D. Whitcomb’s administration. Governor Whitcomb named him a Sagamore of the Wabash in 1969. He also served one year for Governor, Otis Bowen’s Administration. He provided expertise in the Interstate Highway System, many road and bridge projects throughout Jackson County and the State of Indiana.

After his retirement from the State, he worked for SIECO, Inc., Consulting Engineers in Columbus, Indiana where he consulted on many transportation projects throughout the State of Indiana.

In the summer of 2007, Resolution 44 was authored to rename Hwy 50 from Brownstown to Bedford, a highway Mr. Harrell helped to build from 1932 to 1934, in his honor. At the dedication ceremony, June 13th was officially named “Bob Harrell Day”.

Mr. Harrell was a Registered Professional Engineer and attended Central Christian Church.
Classified Ads

Job Listing

COUNTY ENGINEER
FRANKLIN COUNTY

Education Requirements

Bachelor’s degree in Civil Engineering
State of Indiana registered P.E.

Experience, Skills, & Duties

Knowledge and experience in all aspects of Road and Bridge design, construction, and maintenance including drainage and storm water. Ability to design and prepare for bid a variety of local projects. Oversee and inspect construction of local projects performed by outside contractors or county highway staff. Coordinate federally funded projects with INDOT as well as seek out grants and other funding for projects. Be actively involved in the day to day operation of the Franklin County Highway Department.

Salary

This is a salaried position. Some out of town and overnight trips will be required. Salary will be commensurate with experience and qualifications. Benefits include medical insurance, holiday, sick, and vacation pay after a 90 day probationary period.

Contact

Franklin County Commissioners
1010 Franklin Ave.
Brookville, IN 47012
765-647-4985
765-647-6926 fax
commissioners@franklincounty.in.gov

Classified Ads

To place a classified ad in our newsletter simply email your listing to lwc@purdue.edu

Our newsletter is circulated to over 6500 individuals including:

County highway engineers and supervisors;
county commissioners;
council members;
surveyors;
auditors and treasurers

City and town street commissioners;
mayors;
council members;
city engineers

Consultants;
contractors;
INDOT employees;
FHWA employees;
Purdue University professors, students and staff

Your ad can also be placed on our website classifieds page. Visit www.purdue.edu/INLTAP and click on our “Classifieds” tab to view listings.

Indiana LTAP Staff Directory

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Miranda Fisher
Hunter McNichols
Undergraduate Assistants
UPCOMING ASSOCIATION EVENTS

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

December 1-3
Annual Conference
Sheraton Hotel & Suites
at Keystone at the Crossing
Indianapolis, IN

November 5
Board of Directors Meeting

November 3
Town Roundtable - Clarksville

November 4
Town Roundtable - Evansville

November 5
Town Roundtable - Plymouth

November 10
Town Roundtable - Daleville

November 11
Town Roundtable - Greensburg

December 10
Mayors Roundtable - North

December 17
Mayors Roundtable - South Central

If your association would like to advertise upcoming events in our newsletter and on our website, contact Lisa Calvert at 765.494.0315 or by email lwc@purdue.edu to post your information.
HAPPY HOLIDAYS

INDIANA LTAP

Wishes you and yours a happy, healthy, and safe Christmas and Holiday Season.

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