Continuing Education Rules Adopted for Indiana - On August 19, 2010 the Continuing Education Rules for Professional Engineers took effect. This continuing education requirement first applies to the biennium of August 1, 2010, through July 31, 2012, and therefore first applies to the July 31, 2012, renewal. A listing of the Continuing Education Rules is available at: http://www.in.gov/pla/engineer.htm. The reader is referred to the above links for the published Rules. Highlights of the Continuing Education Rules are located at the end of this article.

Time to renew your PE license – You should have received an e-mail message from the Indiana Professional Licensing Agency during the week of May 17th with the subject Professional Engineer Renewal Information and with the message Professional Engineer licenses expire on July 31, 2010. Continuing education rules will NOT affect your 2010 renewal. You can renew your license on line (Microsoft Internet Explorer works best) by going to: https://mylicense.in.gov/EGov/Login.aspx. For the LOGIN ID: Enter your ENTIRE License # including all letters and numbers (example: PE60920235) in the box provided. Your password is your SS# without any spaces or dashes. Once you enter the site, the process is fairly straightforward. Only Discover, MasterCard, and Visa credit cards are accepted. The two-year renewal fee is $100 plus a $5.57 processing fee. After completing the process, a receipt will appear on the screen for you to print for your records. If you have problems, you can send an e-mail message to: renewal@pla.in.gov or call (317) 234-3022. It is possible for you to get a free printout of your license certificate and wallet card by logging into the renewal site and selecting “Order License Card” from the panel on the left hand side. If you wish to renew by mail, contact the Indiana Professional Licensing Agency with your request by e-mail: pla10@pla.in.gov. Include “Renewal Form” in the subject line of your e-mail or call (317) 234-3022. A renewal form will be generated and e-mailed to you within 7 to 10 business days.

Please note: If you opt to mail in your renewal form, rather than renewing online, it must be post-marked prior to the expiration date. We encourage you to renew on-line. It is the most effective and efficient option for renewing your license.

Engineers are not permitted to practice engineering with an expired license.
Training Calendar 2010-2011

Portland Cement Concrete Pavement Workshop*
November 18
West Lafayette

LPA Federal Aid Certification Training
November 30
Indianapolis

Road Scholar Core Course #4 Public Purchasing
December 1
Indianapolis

County Bridge Conference*
January 12-13
West Lafayette

Stormwater Drainage Conference*
February 10
West Lafayette

97th Annual Purdue Road School*
March 8-10
West Lafayette

Chainsaw Training
April 19, 21, 26, 28
multiple locations

MUTCD Training
May 10, 12, 24, 26
June 7, 9
multiple locations

*CEU/PDH credit available

2011 LPA FEDERAL AID CERTIFICATION TRAINING

WORKSHOP OVERVIEW
As part of the adoption of the LPA Guidance Document in February 2009, page 58 states that: “The LPA must designate an employee in responsible charge of the project... The employee in responsible charge must attend LPA Project Development Training prior to the time the LPA is approved for federal funds and a minimum of once every two years while the LPA has an active project...Beginning July 1, 2009, if the LPA does not certify this designated employee, the LPA will not be eligible for new or additional federal funds.”

The document goes on to state: “The consulting firm must be on INDOT’s prequalified consultant list...The Consultant Project Managers must attend LPA Project Development Training, a minimum of once every two years, while they are managing active LPA projects. Beginning July 1, 2009, the Consultant Project Manager must be certified in order to manage any new project.”

TARGET AUDIENCE
LPA Employee in Responsible Charge (ERC) and the Consultant Project Manager

Crawfordsville District
MARCH 10, 2011
WEST LAFAYETTE
Stewart Center
Purdue University Campus

Vincennes District
MARCH 29, 2011
HUNTINGBURG
Event/Community Center
200 E. 14th Street

Greenfield District
APRIL 5, 2011
SELMA
The Ballroom at Cardinal Hills
3900 S. Whitney Road

Fort Wayne District
MAY 4, 2011
FORT WAYNE
Allen County Fairgrounds
2726 Carroll Road

LaPorte District
MAY 5, 2011
SOUTH BEND
Century Center
120 S. St. Joseph Street

for registration details for all our events visit:
www.purdue.edu/INLTAP
In July Indiana LTAP welcomed Laura Slusher as Project Manager to oversee Phase II of the HELPERS program.

Laura has fourteen years of experience in traffic engineering, including over ten years specializing in traffic safety. Laura graduated from Virginia Tech with a Bachelor’s Degree in Civil Engineering in 1996. After graduation, she spent ten years with the North Carolina Department of Transportation (NCDOT). She started in ITS Operations, where she helped developed the first Intelligent Transportation Systems (ITS) for the state of North Carolina. However most of Laura’s time with NCDOT was spent working in their Traffic Safety Unit in Raleigh, NC where she worked in all aspects of traffic safety from planning through evaluation.

Laura’s love of the outdoors soon moved her to the northwest US. She was brought out west by the consultant firm HDR to serve as the traffic safety expert for two multi-million dollar projects in the Seattle area: the I-405 Corridor and the SR 520 Floating Bridge.

In her spare time, Laura loves to travel; so far she’s been to 40 states, 3 Canadian provinces and Mexico. Laura also loves to spend time outdoors kayaking and hiking with her dogs. She competes nationally and internationally with her Border Collies in the dog sports agility and flyball.

The Association of Indiana Counties (AIC) is pleased to announce that Tippecanoe County Highway Engineer Opal Kuhl is the 2010 Outstanding County Engineer. The award is in recognition of her contributions made to county government throughout her years of public service.

Opal Kuhl’s dedication to public service dates back many years. She has served as the Public Works Director/Engineer for City of West Lafayette, as City Engineer for the City of Lafayette and in 2005 was appointed as Executive Director of Tippecanoe County Highway. Some of Kuhl’s accomplishments include: implementation of the new Summers of the Maintenance Division, implementation of scanning and archiving of county highway records, building the new highway maintenance facility, and use of slurry seal and recycled asphalt on roads. Kuhl also serves her community through involvement in many other public service and philanthropic organizations.

The Association of Indiana Counties (AIC) is pleased to announce that Marshall County Highway Superintendent Neal Haeck is the 2010 Outstanding County Highway Superintendent. The award is in recognition of his contributions made to county government throughout his years of public service.

Neal began with the Marshall County Highway Department in 1981 as a Township Leader, becoming Assistant Superintendent in 1987; he was appointed Superintendent in 1993. During his tenure, he has overseen construction of a new county garage and three open sheds. He supervised the “heated floor” patch shed concept, enabling the highway to patch holes in the winter. Haeck excels at managing his budgets during these difficult economic times, often finding innovative ways to stretch dollars. When salt supplies were scarce in 2009 he was one of the first in the area to utilize the process of spraying calcium chloride on sand and applying it to icy and snowy roads.
On September 22-23 Indiana LTAP hosted the 10th annual Transportation Expo and Snow Plow Roadeo at the Bartholomew County Fairgrounds in Columbus, Indiana. The first day of the conference began with concurrent sessions. Bob Hearn, Environmental Engineer with the city of Baton Rouge, Louisiana instructed a session on Estimating Construction Costs and Quantities. This class is one of twelve required to receive a Road Builder certificate in the LTAP Road Scholar program. In the Community Building next door, drivers competing in the roadeo were required to attend a Professional Truck Driver Defensive Driving Course taught by John Pinckney, President of CJ International Training. After lunch roadeo events began with the single axle truck competition. Roadeo events continued into Thursday. Thirty-five drivers from eleven agencies competed in the events. Throughout both days attendees were able to visit with many vendors who were given the opportunity to discuss and demonstrate their products.


Special thanks to our friends at the Bartholomew County Highway Department.
Congratulations to our winners...

Single Axle Truck Competition
1st - Robert Gonzalez, City of Warsaw
2nd - Vince Rubio, City of Columbus
3rd - Paul Featherston, Town of DeMotte

Tandem Axle Truck Competition
1st - Shawn Bonar, City of Fort Wayne
2nd - David Moore, Bartholomew County
3rd - Travis Stetnsh, City of Westfield

Front End Loader Competition
1st - Greg Noel, City of Columbus
2nd - John Ogden, City of Warsaw
3rd - Jeff Sims, Bartholomew County

Best Overall Agency
City of Fort Wayne

Winners pictured with John Habermann, LTAP Program Manager and Rich Domonkos, LTAP Training Specialist

Visit us at www.cpisupply.com
ADA INFORMATION CORNER

Question: Is it okay or not okay to allow water to run through a curb ramp? Do we need to install another catch basin on the side from which water flows?

Answer: Some water will run through a curb ramp during a rain regardless of a catch basin before the ramp from which the water flows. However, what is important is whether the water, sludge, and collection of left over by-products collected from the rain settle in front of the ramp. This is not acceptable. It obstructs the Pedestrian Access Route (PAR). How you address the solution is up to you. The ADA does not dictate the solution, just the outcome related to access.

Please review the pictures to the right. You can see how a pedestrian can walk around these obstructions. The wheelchair user must go through them. Now imagine...

1. For those using a manual chair the water and build up of waste will come off on their hands making it extremely difficult to maintain his/her grip. Perhaps fine gravel will embed itself into their hands causing considerable pain. This puts dirt on the user’s hands that might have all kinds of germs.

2. Think about the bottom of the chair where the feet rest and clothes exist. Splashing in such a mess can ruin shoes and clothes and make for a very dirty chair and wheels. Slush and dirt collects in multiple areas on the base of a battery powered chair which then drags into facilities and people’s homes. Also keep in mind that someone pushing a child in a stroller will have to use the curb route. This is also difficult for the user and jarring for the child.

3. When the collected sludge or even snow, which should be considered in this discussion, is deep on in a poor ramp that already has an existing dip for runoff, the small front wheels can actually get stuck. Snow is addressed in a Training from the Access Board with the following quote:

When weather conditions such as snow and ice limit or prevent access to services, programs, and activities, a town that houses programs in an accessible facility will have to maintain access to ensure that those programs are accessible.

The FHWA has a letter related to snow dated August 27, 2008. In it, however, it is clear that the same issues exist for any obstructions in the PAR.

I hope this helps you understand that the ramps must be maintained and kept clear of obstructions. The solution of a drain as a means of collecting as much rain or snow before reaching the curb ramp is of course a positive step. There are others of course which need to be considered related to the specific location. I wish every public works department would purchase an inexpensive wheelchair and use it in the adverse conditions we are forced to face every day. This would help to understand what really is an obstruction. This includes the design, repair, and maintenance of all areas of the PAR.

Best of luck,

Michele
Please review the pictures below:

Ramps flooded with standing water obstruct the Pedestrian Access Route.

Debris that collects on ramps can come off on a manual wheelchair user’s hands.

INDIANA LTAP EQUIPMENT LOAN PROGRAM

Are you looking to make your roads safer and manage your sign inventory. We can help!

The Equipment Loan Program continues to be one of the most popular activities of the LTAP Center. Use our free resources to get a jump on the new FHWA retroreflectivity guidelines or quiet a busy downtown intersection. The following equipment is available for loan:

- Traffic counters - magnetic and tube type counters
- Laser speed and distance measurement instruments
- Sign retroreflectometer (measures reflectivity of sign faces)
- Radar speed display signs

Contact the LTAP center for further details at 765.494.2164.

WE’RE HERE TO HELP

If you have questions and you think our center may be able to help, please give us a call. Our office is open Monday - Friday, 8 a.m. - 5 p.m.

Legislature, materials, work zone traffic control, MUTCD
John Habermann, Program Manager, 765.496.6584

Conferences, workshops, on-site training
Rich Domonkos, Training Specialist, 765.494.4255

Local roads research projects, equipment loan program
Neal Carboneau, Research Manager, 765.494.4971

HELPERS project, grant applications, RSARs
Laura Slusher, HELPERS Project Manager, 765.494.7038

Newsletters, directory contacts, website, Road Scholar points
Lisa Calvert, Communications Specialist, 765.494.0315

Resource publications, videos
Ken Bossingham, Librarian, 765.496.6583

General information
Celina Osborn, Secretary, 765.494.2164
October 12, 2010

Dear LPA Partners,

As the Indiana Department of Transportation continues to assess and review the inventory of all the local programs (III, IV, Bridge and TE), the Group III call for projects will be postponed until after the first of the year. As previously noted in the July 12th letter from Chief of Staff Robert Zier, the Department is taking time to assess the inventory of all projects so that appropriate and responsible decisions about funding levels can be made. In addition, we are hoping that by the first of the year there will be more clarity on future funding levels for transportation.

With the inventory assessment on schedule to be completed by the end of the year, the following project call schedule will be in place for 2011:

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>CALL OPEN**</th>
<th>CALL CLOSE</th>
<th>AWARD DATE</th>
<th>FUNDING YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>TE</td>
<td>JAN 10, 2011</td>
<td>MAR 18, 2011</td>
<td>JUNE 10, 2011</td>
<td>FY2014</td>
</tr>
</tbody>
</table>

**All dates noted are subject to change.

The accelerated schedule will put the programs back on a standard schedule of four calls throughout the year for 2012.

INDOT appreciates everyone’s patience as we continue this process and we look forward to working together to build upon the successes of the local program.

Sincerely,

[Signature]
Audra Blasdel
Director of LPA/MPO and Grants Administration
Indiana Department of Transportation

Cc:
Robert Zier, Chief of Staff, INDOT

www.in.gov/dot/
An Equal Opportunity Employer
Call for Nominations

To recognize and showcase quality achievement for transportation projects; the Indiana Partnership for Transportation Quality will present Quality Awards at the 97th Annual Purdue Road School, March 8-10, 2011

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

Questions?
Contact: Laura Britton, Program Coordinator
Federal Highway Administration
(317) 226-5323
laura.britton@dot.gov

Applications must be received by January 7, 2011
Before Europeans arrived on the shores of North America, our Native peoples had a vibrant, robust economy not based on a currency or coin of the realm – but on trade and barter. Buffalo robes were traded for pipestone, pipestone for turquoise and turquoise for corn. It was one great stock exchange with piecemeal trade routes running from Alaska down through South America. These were all seen as good trades.

Remember the scene in Dances with Wolves where Kevin Costner traded his hat for a knife, albeit unwillingly. What did the Indian guy say once the exchange was made? You got it – good trade.

In a very real sense, our entire lives work this way, constantly making decisions to give up something of value in return for something else. Unlike our ancestors, we don’t walk or canoe the fruits of our collecting or hunting to exchange for value in return. Rather, we give up our time and energy to gain success in business, we sacrifice hang out time with friends for academic achievement, or give up high-calorie foods to gain a lighter body weight.

Unfortunately, the reverse of this is true as well. Sometimes we settle for bad trades. We surrender opportunities to move forward in exchange for endless hours in front of the TV (or on Facebook) or joining the “water cooler team” at work and spending time gossiping or complaining.

What could a person get in exchange for sacrificing just 30 minutes a day in front of TV? (that adds up to three and a half hours a week) Perhaps they could spend more time with family, go back to school, pursue a hobby, work on financial investments, get more sleep, read, take a walk, meditate, etc. All of these seem like good trades. What could you get?

The really big achievements require really big sacrifices – but at the end of the day, these are the ones that become landscape-shapers on our journey. For instance, I’ve never met a single person who thought the money, time and sacrifice to get a college degree weren’t worth it. And again, on the other hand, frivolous uses of time will reap frivolous results. Life is a great exchange that is open 24 hours a day for our entire existence and is always returning to us in results what we put forward in time, effort, choices and actions.

A critical key to success is the awareness of this dynamic and the ability to be disciplined enough to make decisions at will so you indeed receive a good trade.

D.J. Eagle Bear Vanas (Odawa) is a nationally acclaimed motivational storyteller, leadership expert, and author of the celebrated book, The Tiny Warrior: A Path to Personal Discovery & Achievement which is printed in six countries. D.J. inspires others to apply the principles of the Native American warrior spirit in business and life. He can be reached at (719) 282-7747 or at www.nativediscovery.com.
Even in tough economic times, principles of organizational effectiveness help street and highway departments reach their goals.

For local street and highway departments across Indiana, even one glance at a budget sheet can be discouraging. Falling revenues, deteriorating transportation infrastructure and a lack of public understanding about highway funding models all contribute to a gloomy picture. However, many of Indiana’s local transportation leaders haven’t let these challenging circumstances derail their goals. Instead, they’re using innovative thinking and strategic planning to strive for organizational excellence despite these obstacles.

“Organizational excellence starts with attitude,” says Hamilton County Highway Director Brad Davis. “Declining revenue doesn’t change the fact that you should always be doing the right thing for your stakeholders and providing the best product you can for your citizens.”

But what is the best way to achieve organizational effectiveness, especially when times are tough? The Center for Organizational Excellence (COE)–a management and technology consulting firm that has worked with government agencies for more than 25 years–offers a model to help organizations improve performance and results effectiveness called the Organizational Effectiveness Framework.

“The framework is the key to achieving organizational effectiveness,” says COE president Steve Goodrich. “Use the framework to create an integrated view of effectiveness in each area, identifying what is working well and what can be improved. Then, create an action plan for improvement.”

MISSION & PURPOSE
At the center of the COE framework is mission and purpose. According to Goodrich, it’s not enough to simply have a mission. “What you do and who you do it for must be clearly articulated to every employee and stakeholder,” he says.

STRATEGIC SYSTEMS
The next essential step for organizational effectiveness is establishing plans for delivering services and achieving your goals. “Strategy takes your mission and looks at how you will support that mission over a long-term period,” says Goodrich. “When you look at strategy you’re looking at what you’re doing and how you can do it better.”

At the Tippecanoe Highway Department, there’s a strong focus not just on developing strategic plans, but also on executing them effectively. “It ties into the efficiency of the operations,” says Tippecanoe County Highway Director Opal Kuhl. “Things can be organized on paper and you can have a great organizational chart, but if it doesn’t translate in the field to better quality of work and more work done, it’s not a very good plan.”

TALENT SYSTEMS
Top leaders know attracting the best employees and developing a culture of excellence are essential to building a first-class organization. In Tippecanoe County, this means...
empowering employees to make decisions and valuing their opinions and contributions. For example, implementing an employee’s proposal to purchase equipment and train a crew to complete small culvert replacement projects in-house has allowed the department to save money while simultaneously improving the county’s storm-water infrastructure. “We have excellent employees who are good problem solvers,” says Kuhl. “They know if they come forward with a solution to a problem it will be implemented.”

TOOLS AND PERFORMANCE SYSTEMS
Having the right tools and systems to execute your strategy is essential – but it doesn’t have to mean spending a fortune. Often, it can be as simple as borrowing best practices or tools from other highway departments or leveraging programs and training available through programs like LTAP.

For example, Hamilton County uses the free, widely available Pavement Condition Rating (PCR) system to determine which roads should be selected for pavement preservation each year. “We use the PCR to put together a two-year program and then we revise it annually,” says Davis. “We focus on hitting the deterioration curve at the right time for maximum cost-effectiveness. We don’t always subscribe to doing the worst first.”

CONDITIONS AND EXTERNAL SYSTEMS
For every organization – and particularly for government organizations – there are always a range of external factors affecting how you do business. For local transportation departments these factors often include new laws and regulations, changing administrations and budget fluctuations. The secret to success is planning ahead for these shifts and changes. “Look for efficiency and effectiveness even when times are good, pulling excess waste out of processes to save money,” says Goodrich. “Look at ways to make roads last longer over the long run when you have extra money to spend, so you’re better prepared for the hard times.”

RESULTS
Measuring and evaluating the results of your efforts is the final component of organizational effectiveness. In Hamilton County, Davis uses the PCR rating system to ensure the county’s average pavement condition is 6.5 or better. In Tippecanoe County, Kuhl tracks the number of culverts and small structures replaced; she has documented an increase in the number of improvements made since implementing the in-house replacement program at no increased cost. These measurement systems not only track accomplishments for stakeholders, including the public and local leadership, they also keep the organization moving forward and striving for constant improvement.

“Over and over again, we see clients who embrace organizational excellence as a discipline succeed in meaningful and measurable ways that deliver true value,” says Goodrich.

TAKING THE NEXT STEPS
Want to discover how your organization stacks up in terms of organizational effectiveness? An organizational effectiveness audit is a good place to start. To take a free mini-audit, simply visit the COE website at www.center4oe.com.

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.
Finding Your Fuel

D.J. Vanas

At the end of the day, what really drives you to do what you do on a daily basis? Motivation is not something given to us by others through a book, a movie or from a speech (although those things can definitely lead us to trigger our own). It is an internal fire that excites us, constantly reminding us of why we’re doing what we’re doing – and why it matters. This is a critical component in moving ourselves forward in our lives and careers yet so often the answers I hear back from this question are dismal – or outright depressing.

I hear answers related to fear, desperation or statements such as “I’m just trying to hang on.” If this is the fuel you rely on, it’s akin to fueling up an F-16 fighter jet with... mud. Those of my friends who fly F-16s will tell you this is not only a poor way to hit peak performance, you can’t even get off the ground. Driving ourselves with negatives (fear, doubt, etc.) can work in the short term as any one who has been chased by bees or who has accomplished a deadline because their job depended on it can tell you. Unfortunately it’s the worst way to motivate ourselves in the long run. It’s unsustainable because it depletes us over time, leading us to burnout.

Motivation. Inspiration. Drive. Where do you find yours? Many people find it in goals such as a promotion, retirement, the next vacation or getting an A in class. Though these are good, I humbly suggest going deeper. The deeper sources of fuel are found in our values – faith, family, the joy in serving others, etc. These are like internal nuclear power, sustaining us throughout our lives. When I hear people say they do their job to “serve my people” or “get everyone home safely” or “fulfill their faith” then I know those people are in good shape. You can also see that glint in their eyes and a grin as well, evidence of that internal fire.

When you get down to it and ask that vital question, “What really drives me?” you’ll quickly realize what really drives you is not the paycheck, fear of the boss or access to free coffee. Money is simply a resource, a tool. It definitely helps make life easier, but beyond supplying the basics (food, shelter, etc.) the studies show that money as a source of happiness has diminishing returns after that threshold is reached. Instead, it’s that deep, enduring stuff that really keeps us going – and growing. With it, we are in alignment and without it, no amount of money or accomplishment will satisfy us.

When we get confused or stressed, we can forget the sources that drive us and go into reaction mode. Find (or re-find) your fuel and you’ll be powering yourself through the barriers and realize you’re not only more excited about where you’re headed, but you’ll be getting there much quicker too!

D.J. Eagle Bear Vanas (Odawa) is a nationally acclaimed motivational storyteller, leadership expert, and author of the celebrated book, The Tiny Warrior: A Path to Personal Discovery & Achievement which is printed in six countries. D.J. inspires others to apply the principles of the Native American warrior spirit in business and life. He can be reached at (719) 282-7747 or at www.nativediscovery.com.
**REGISTRATION BOARD NEWS continued from page 1**

**REINSTATEMENT OF A LICENSE**
- If a certificate has been expired for not more than three (3) years, the certificate may be reinstated by the board if the holder of the certificate meets the requirements for reinstatement under IC 25-1-8-6(c). If a certificate has been expired for more than three (3) years, the certificate may be reinstated by the board if the holder of the certificate meets the requirements for reinstatement under IC 25-1-8-6(d). For the latter case, additional fees, one or more appearances before the board, other remediation and additional training usually apply.

**Next Board Meeting**
- The next meeting of the Board will take place on Thursday November 18, 2010 at 8:30 am, in room W064, Indiana Government South, 402 West Washington Street, Indianapolis, IN 46204. All meetings are open to the public; you are encouraged to attend.

**Some Highlights on Continuing Education Rules**
- Except for holders of an inactive certificate, during each biennium a professional engineer shall complete thirty (30) hours of continuing education that meets the requirements of this rule and IC 25-1-4 in order to renew his or her professional engineer registration.
- As used in this rule, “hour of continuing education” means at least fifty (50) minutes of instruction or course contact time. “Hours of continuing education” has the same meaning for the number of hours stated. An alternate term for an hour of continuing education that is used nationally with continuing education for professional engineers is professional development hour or PDH. (A Continuing Education Unit (CEU) is equivalent to 10 PDH and 10 hours of continuing education.)

- At least one (1) hour of the continuing education required in each biennium shall be in ethics applicable to the practice of professional engineering.
- At least one (1) hour of the continuing education required in each biennium shall be in Indiana statutes and rules applicable to the practice of professional engineering.
- Based on IC 25-1-4-0.5 and as used in this rule, “continuing education” means an orderly process of instruction that is:
  - Approved by an approved organization (as defined in IC 25-1-4-0.2) or the board; and
  - Designed to directly enhance a professional engineer’s knowledge and skill in providing services relevant to the practice of engineering.
  - A professional engineer initially licensed in Indiana in the first year of a biennium shall only be required to obtain fifteen (15) hours of continuing education. A professional engineer initially licensed in Indiana in the second year of a biennium shall not be required to obtain any continuing education.

- Up to fifteen (15) hours of continuing education obtained during a biennium beyond what is required for that biennium may be carried over to the next biennium.
- Distance learning courses obtained by distance learning methods shall qualify.
- Courses that are relevant to the professional engineer’s professional skills, which are part of the curriculum of an accredited university, college, or educational institution, shall earn:
  - Fifteen (15) hours of continuing education for each academic semester hour completed; or
  - Ten (10) hours of continuing education for each academic quarter hour completed.
- Teaching a course at an accredited university, college, or educational institution shall earn two (2) times the number of hours a student is allowed, but only for the first time the instructor teaches the course.
- Services as an instructor or presenter at a qualified continuing education course earn one (1) hour of continuing education for each hour taught, but only for the initial instruction or presentation.
- A licensee must sign the renewal form provided by the Indiana professional
licensing agency that verifies that all continuing education requirements will have been met by the time of license renewal.

- The professional engineer shall maintain copies of certificates of completion of continuing education courses for a period of three (3) years following the end of the biennium.

- Request for a waiver of the continuing education requirement may be granted by the Registration Board. (Details are contained in Section 8 of the Rules.)

- A professional engineer may apply to the board to renew the professional engineer’s registration in an inactive status. No continuing education is required to renew inactive. An inactive professional engineer may not practice engineering while in an inactive status.

- To reactivate an inactive license, a professional engineer must do the following:
  - Apply to the board for reactivation on the application form supplied by the board.
  - Pay the same fee required to renew an active license.
  - Show proof of having completed thirty (30) hours of continuing education that meet the requirements of this rule within the two (2) year period immediately prior to the date the reactivation application is filed.

### A Message from Indiana LTAP Program Manager

**John Habermann**

As a side bar to this discussion on Professional Development Hours (PDHs) and Continuing Education Units (CEUs), I wanted you all to know that the staff of the LTAP Center is fully aware of this requirement. Generally speaking, in the past, we have offered CEUs for our County Bridge Conference, Stormwater Drainage Conference, and our Safety Workshop. We plan to have clear information on all our registration brochures to explain the technical content of our classes and the CEU/PDH value. We also know that many of you will be wondering if any of the classes at Purdue Road School will be designated with CEUs/PDHs. I want to assure you the Purdue Road School committee is currently discussing this added dimension to Road School. You can expect that some of the classes at Road School will have CEUs/PDHs.

This quarter’s newsletter is focused on organizational excellence. The articles in this issue were designed to help give you professional tips to help your career and organizational tips to help you evaluate your operations and personnel. It continues to be a full year here. I hope that your fall is going well and that your projects are ending well as the weather begins to cool. If you have any topic suggestions for any of our up coming conferences, please contact us. I look forward to seeing or hearing from you soon.

-John

### CEUs/PDHs credits will be available at the following events:

**Portland Cement Concrete Pavement Workshop**
November 18, 2010
0.6 CEU/6 PDH

**County Bridge Conference**
January 12–13, 2011
0.6 CEU/6 PDH each day or 1.2 CEU/12 PDH for both days

**Stormwater Drainage Conference**
February 10, 2011
0.6 CEU/6 PDH

**97th Annual Purdue Road School**
March 8–10, 2011
Registration booklets for Road School will be available in January 2011. This booklet will outline all sessions being offered and which of these sessions are designated for CEU/PDH credit. Information for Road School can also be found on our website at [www.purdue.edu/inltap](http://www.purdue.edu/inltap) under our Training tab.
Indiana LTAP Road Builders

Class of 2011

Indiana LTAP would like to congratulate the Road Scholar Program participants who earned their Road Builder certificates this year.

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, 77 officials have been awarded Road Builder and five (5) have achieved the status of Master Road Builder.

The twelve core courses are:
1. Powers & Duties
2. Liability and Risk Management
3. Highway Funding
4. Purchasing and Public Construction
5. Roadway Safety
6. Basics of a Good Road
7. Temporary Traffic Control
9. Bridge Basics
10. Drainage
11. Road and Bridge Plan Reading
12. Estimating Construction Cost and Quantities

Indiana LTAP offers six core courses each year. These classes are generally held at association conferences throughout the state. Core courses will be held during the following events this year:

- 97th Annual Purdue Road School (March)
- Indiana Association of County Highway Supervisors and Engineers (IACHES) annual conference (June)
- Indiana Street Commissioners’ Association (ISCA) annual conference (August)
- Transportation Expo & Snow Plow Roadeo (September)
- Indiana Association of County Commissioners’ (IACC) annual conference (December)

ROAD BUILDERS NOT PICTURED:
Daniel Allen, Allen County Highway Chief Project Engineer
David James, Porter County Assistant Highway Supervisor
Russell Leitch, Noble County Road Superintendent
Mark O’Dell, Town of Chesterton Engineer

left to right: Rich Domonkos, LTAP Training Specialist; Gene Carlos Denny, Boone County Highway Foreman; Dr. John Haddock, Indiana LTAP Program Director

left to right: Rich Domonkos, LTAP Training Specialist; Joe Wiley, Henry County Highway Administrator; Dr. John Haddock, Indiana LTAP Program Director
Our summer newsletter provided a description of the research projects sponsored by Indiana LTAP. Below is an update on these projects. Should you have interest in any of the topics and would like additional information, please feel free to contact the LTAP office.

1. Development of a Roller Compacted Concrete (RCC) manual for use by Local Government Agencies. The manual is nearing completion. The upcoming LTAP Portland Cement Concrete Pavement Workshop in November will have a presentation on the manual. The key components will be discussed. These include an introduction to roller compacted concrete pavement, its benefits, applications, design guidelines, construction guidelines, specifications, quality control and a description of local agencies who have used RCC recently.

2. Pavement Design Guide for Low Volume Roads. Information to design asphalt pavements on low volume local roads using traffic information and subgrade support is being finalized for the guide.

3. Sustainable Energy Impacts on Local Roads. The investigation of impacts on local roads of sustainable energy facilities such as ethanol, bio-diesel and wind energy is expected to be complete in the spring of 2011 including a policy discussion. A tool is being developed that will provide guidelines and estimates of the impacts on the transportation network affected by these different facilities. The policy document will assist local agencies in considering the different areas of impact of these facilities. These will include topics such as infrastructure, the environment, aesthetics, safety, economics, construction and potential decommissioning.

4. Implementation of a Test Site to Evaluate Concrete Performance: Self Curing Concrete as a New Material for Indiana Applications. This project is in the field testing phase of the internally curing concrete mixture. Two bridge decks were recently poured, one with a standard concrete mixture and one with an internal curing concrete mixture. The concrete will be monitored and guidelines will be prepared providing local agencies with options for mixtures that will provide beneficial long term performance.

5. Selection and Structural Evaluation Guidelines for Railroad Flatcars Installed as Local Bridges in Indiana. Field evaluations of several railroad flatcar bridges in Indiana were recently completed. The data is currently being analyzed to prepare the guidelines for inspection, acquisition and rating of these structures.

6. Bridge Maintenance Database (Fatigue and Fracture Case Study Database). The scanning of documents to be included in the database is nearing completion. These documents when accessed through the database will provide bridge retrofit strategies to address steel bridge fatigue cracking and provide "off the shelf" retrofit strategies to minimize design solutions and provide proven solutions.

7. Prioritization Guidelines for Traffic Sign Retroreflectivity Inspection and Sheathing Selection. The data collection and summarization was recently completed on this project. The guidelines are currently being developed for distribution early in 2011. It will provide local agencies with a defendable assessment and management procedure for meeting the new MUTCD retroreflectivity guidelines. It can be used by local agencies in conjunction with information on their current sign programs, the MUTCD and the new FHWA “Sign Retroreflectivity Guidebook” to develop the plans that meet the MUTCD guidelines.

8. Monitoring Procedures for Managing Signalized County Intersections. A report to introduce how traffic signal systems can be used to improve the operation of a signalized corridor is being finalized. The report will include a discussion on monitoring real time conditions, the equipment necessary and performance measures that can be used to improve corridor efficiency.

9. Implementation of Performance Based Traffic Signal Management. The research on monitoring procedures for signalized county intersections will be extended in this project. It will take the performance measures, provided in a visual format that will be more easily understood by a diverse set of technicians, engineers, and decision makers, and provide a procurement specification for equipment to implement these measures. It will also provide criteria for prioritizing infrastructure upgrades for traffic signal communication, detection, and cabinet electronics assisting local agencies to efficiently and effectively manage their traffic signal system operations using these performance measures.
NATIONAL ASSOCIATION OF COUNTY ENGINEERS (NACE)
RECRUITEMENT FOR EXECUTIVE DIRECTOR

DEFINITION
Under general policy direction of the NACE Executive Committee and supervision of the NACE President, provides leadership and administrative policy direction for programs and services to the association; performs related duties as required.

DISTINGUISHING CHARACTERISTICS
The Executive Director (ED) serves as the chief executive officer of the National Association of County Engineers (NACE); responsible for general direction in achieving the mission and goals of the association, personnel decisions, and administrative management; has the authority to enter into contracts on behalf of the association; and, signs checks for the disbursement of funds.
Work is performed with a maximum amount of independence within established policies and procedures set forth by the Board of Directors and Executive Committee. The incumbent serves at the will of the Board of Directors and is required to enter into an “at will” employment contract. The new ED will work out of the Washington DC office.

KNOWLEDGE, SKILLS, AND ABILITIES
Extensive knowledge of: transportation, transportation funding and federal laws related to the delivery of transportation projects and programs.
Thorough knowledge of: the principles and practices of personnel and fiscal administration, including the budgetary process, principles of supervision, staff development and training; the principles and practices of contract negotiation and administration; economic research and feasibility as it relates to transportation projects.
Extensive skills in: Oral and written communication and all other interpersonal competencies.
Ability to: work effectively with and present a professional image to multiple constituencies (board, staff, members, private sector, government and regulatory agencies); raise funds through national campaigns, grant writing, fundraising appeals, special events, membership programs, and fee-for-service operations; lead a strategic planning process and provide direction for periodic updates of the strategic plan; develop, implements, and oversee an annual work plan and budget process; effectively hire, develop and supervise staff functions; develop, present for Board of Director approval, implement, and maintain NACE policy as well as oversee development of procedures to support policy; perform in a multi-task environment and to prioritize work requirements.

MINIMUM QUALIFICATIONS
Education: Graduation from an accredited college or university with a bachelor's degree in civil engineering, or a closely related technical degree.
Experience: A minimum of seven years of responsible management and supervisory experience with an agency responsible for transportation systems. Knowledge of and experience in dealing with State and/or Federal legislative process, and position advocacy.
License: Possession of a valid certification of registration as a Professional Engineer issued by a State Board of Registration is desirable but not required based upon education and experience.

OTHER PERTINENT INFORMATION
Salary and Benefits: Candidates are requested to provide a salary history of previous employment. The anticipated annual starting salary would be in the $100,000 to $125,000 range. NACE offers a competitive benefits package including health, dental, SEPP (pension plan), paid vacation and sick leave.
Timeframe for Employment: The current Executive Director will be retiring between the April – July 2011 timeframe. The selected candidate would be expected to report during this period.
Contact: Please send resume and cover letter of interest to: Anthony R. Giancola, National Association of County Engineers, 25 Massachusetts Ave. N. W., Suite 580, Washington, DC, 20001 or by email to agiancol@naco.org The deadline for receipt of a letter of interest and resume is December 15, 2010.
For more information on the National Association of County Engineers visit our website at www.countyengineers.org
No phone calls please.
NACE is an equal opportunity employer.
UPCOMING ASSOCIATION EVENTS

Indiana Association of Counties & Commissioners

for more details visit: www.indiana-countycommissioners.com

November 29 - December 2
Annual Conference
Sheraton Hotel & Suites
Keystone at the Crossing
Indianapolis, IN

for more information visit: www.indianacountycommissioners.com

Indiana Association of Cities & Towns

for more details visit: www.citiesandtowns.org

November 18
North Central Mayors Roundtable

December 3
Southern Mayor Roundtable

December 22
North Central Mayors Roundtable

Asphalt Pavement Association of Indiana

www.asphaltindiana.org

December 13
Board of Directors Meeting

December 14-15
APAI Winter Conference
Wyndham - West
Indianapolis, IN

Indiana Association of Cities & Towns

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November 16
Legislative Affairs
DIPLOMA Class
Indiana History Center
Indianapolis, IN

ITE Indiana

www.indianaite.org

November 18
ITE Student Chapter Dinner
Purdue Memorial Union
East Faculty Lounge
West Lafayette, IN

December 3
Annual Section Meeting and
Holiday Luncheon
Weber Grill
Indianapolis, IN

Indiana Street Commissioners Association

for more details visit: www.iaches.org

December 1-3
Board of Directors Meeting
at IACC conference

Indiana Street Commissioners Association

March 10, 2011
Spring Meeting at Road School
West Lafayette, IN

for more information visit: www.iaches.org

Indiana Association of Cities & Towns

for information visit: http://indiana.apwa.net

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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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