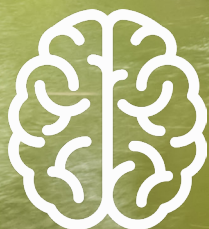


INDIANA LOCAL ROADS

AN INDIANA LOCAL TECHNICAL ASSISTANCE PROGRAM NEWSLETTER

SPRING/SUMMER 2024



THE LEARNING ISSUE

TRAFFIC GARDENS

Shrinking transportation systems to teach kids about transportation safety.

CURIOSITY IN THE WORKPLACE

Learn how to change your language to foster curiosity in the workplace.

HISTORY OF INDIANA NAMES

Learn the origin of some unique Indiana place names.

INDIANA LOCAL TECHNICAL ASSISTANCE PROGRAM

The mission of the Indiana Local Technical Assistance Program (LTAP) is to foster a safe, efficient, and environmentally sound transportation system by improving the skills and knowledge of local transportation providers through training, technical assistance, and technology transfer.

<https://www.purdue.edu/inltap/>



DRIVE SAFELY, KEEP LEARNING, AND WELCOME FALL

As we speak, Indiana LTAP is packing for our second annual Snolympics. We also recently released two new reports (see page 13), welcomed our new Senior Training Specialist Joe Percy, and prepared for the expansion of our offices. As our team grows, so does our output. While we are consistently full steam ahead (Boilermakers pun), we also appreciate those slower moments for reflecting, brainstorming, evaluating, and having fun.

The theme of this newsletter is LEARNING. While the kiddos head back to school, may we approach work with the same curiosity and fresh excitement. If you are interested in expanding your knowledge, perhaps consider utilizing our Road Scholar program (see page 18) if you haven't already. As summer closes and fall approaches, we wish you a smooth transition of the seasons. Stay inquisitive and look for opportunities to learn.

Ashley Watson
SENIOR LTAP COMMUNICATIONS SPECIALIST

FEATURED ARTICLES

04

A BRIEF GUIDE TO TRAFFIC GARDENS

Shrinking transportation systems to teach kids about transportation safety.

08

INTERVIEW WITH AMANDA ESTES

Meet the Stormwater Educator of Tippecanoe County Partnership for Water Quality.

09

TAKE THE CHALLENGE: BUCKLE UP PHONE DOWN

Learn more about INDOT's safe driving campaign.

11

INNOVATION SPOTLIGHT

The Town of Munster wins the 2024 Indiana Transportation Innovators People's Choice Award.

14

CURIOSITY MOVES YOU FORWARD

Learn how to change your language to foster curiosity in the workplace.

17

WHAT'S IN A NAME

Learn the origin of some unique Indiana place names.

INLTAP UPDATES

INDIANA LTAP HAPPENINGS

Indiana LTAP employees travel all over the state of Indiana (and the US), snapping pictures along the way. Here are a few of our favorite photos captured by LTAP employees this past Spring.

Program Director Dr. John Haddock received the Faculty Excellence Award for Engagement from the College of Engineering.



Lead Asset Management Engineer Pat Conner captures a beautiful sunset while traveling Indiana.



Training Manager Meredith Camp presents on CDL training at the National LTAP Conference.



The Stormwater Drainage Conference hosted technical tours on the second day of the conference.

A Brief Guide to **TRAFFIC GARDENS**

*By Ashley Watson
Sr. Communications Specialist, Indiana LTAP*



"A traffic garden," according to Safe Routes Philly, "is a set of small-sized streets with scaled-down traffic features and urban elements where children and their families learn about and practice using streets in a fun and safe manner." Traffic gardens go by many names: Safety Towns, Safety Villages, Learn-to-Cycle Tracks, and Traffic Playgrounds. Whatever you call it, they all make a safe world for children to learn about transportation systems while walking, rolling, and riding.

There are three types of traffic gardens: temporary/pop-up, semi-permanent, and permanent. Each vary in the length of time required for installment and materials used. Features include (but are not limited to): paved streets, painted streets, intersections, traffic signs, informational signs, art and murals, mini-buildings, rolling equipment (for transportation), storage, benches, trees, plazas, EV parking, and more (TrafficGardens.com). There are many opportunities for creativity and incorporating the culture of your community.

This brief guide serves as an introduction to the concept of traffic gardens in hopes of inspiring Indiana communities. Luckily, there is a plethora of materials on the subject from communities across the United States and the world. On the next page (page 6) is a great list of resources to get you started.

Things to Consider

The following are things to consider when thinking about building your own traffic garden. These spaces take many

What **TRAFFIC** are **GARDENS** ?

"A traffic garden is a set of small-sized streets with scaled-down traffic features and urban elements where children and their families learn about and practice using streets in a fun and safe manner."

Safe
Routes
Philly



Tri-State Trails of Northern Kentucky installed a traffic garden at Gil Lynn Park in Dayton. // Credit: Tri-State Trails



Traffic gardens go by many names and are a global phenomenon. Above is a traffic park in Shinjuku, Katsushika-ku, Tokyo.



Tri-State Trails collaborated with many partners to create Dayton, KY's traffic garden: "The traffic garden features a site-specific, colorful design that includes intersections with crosswalks, roundabouts, bike lanes, railroad crossings, a bus station, and bike parking." // Credit: Tri-State Trails

Resources/Works Cited

A GREAT CASE STUDY

"Dayton's Traffic Garden Promises Safe Play and Traffic Safety Education for Children" by Caitlin Sparks [Blog Post]

Tri-State Trails

<https://inltap.info/TGSource1>

A GREAT GUIDE FOR TEMPORARY GARDENS

"Traffic Garden Guide: Pop-up + Temporary Installments"

Safe Routes Philly

<https://inltap.info/TGSource2>

A GREAT GUIDE FOR PERMANENT GARDENS

"Traffic Playground Toolkit"

Metro Portland

<https://inltap.info/TGSource3>

A GREAT WEBSITE FOR BEGINNERS

<https://www.trafficgardens.com/>

A GREAT HISTORY

"A History (and a Future) of the Wonderful Worlds of Traffic Gardens" by Ian McMurray [Blog Post]

Kittelson & Associates

<https://inltap.info/TGSource4>

forms, so consider your community's unique needs and culture when brainstorming your own traffic garden.

"Planting" Your Garden

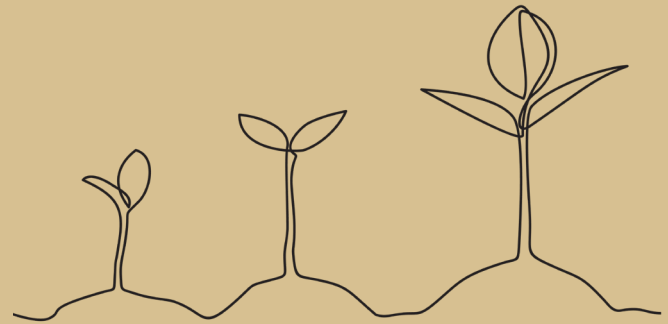
- First, it is important to decide **what type of traffic garden you want to build**. Will it be temporary? Semi-permanent? Permanent? Of course, cost, available space, and accessibility will be key factors in making this decision.
- The type of garden also determines what **types of materials** you will use. Two guides are available (see Resources, prior page) to help you brainstorm and itemize the materials needed.
- **Safety is paramount when choosing a space**. Flat surfaces without cracks or bumps make for smooth walking, riding, and rolling. The garden should be separated from driveways or road traffic (for example, by grass or a fence).
- **Creativity and imagination are important, too!** These are spaces for education and play. Think about features that will entertain children while they learn the importance of roadway safety.
- There are many **plans available** and traffic gardens around the US (and world) to inspire your layout. You can choose a double diamond layout, a town square layout, a roundabout world layout, and more.
- Think about **opportunities for collaboration**, especially with children in the community. Involve the community in planning and development.

Maintaining Your Garden

- Think about **what materials will last and perform better** given the amount of time the traffic garden is up. Further, consider the cost of updating it after excessive use.
- **Create a plan for quality control**. Have a plan for how and when you evaluate the space to insure it remains safe and usable (for example, weather conditions can damage tape or lighten paint).
- **Set aside a place for storage**. If you are providing transportation (rolling equipment) or have non-permanent materials, you may consider a nearby storage shed or other storage possibilities.

This is just a small seed in the garden of opportunities regarding traffic gardens. Please explore the resources provided to learn more and to view examples of traffic gardens.

Types of **TRAFFIC GARDENS**



Temporary (pop-up) traffic garden in place from a few hours to several days

Semi-permanent traffic garden in place for 2- 6 months (or longer depending on conditions)

Permanent traffic garden installed with materials intended to last for 7-10 years



Amanda Estes

Stormwater Educator

Tippecanoe County Partnership for Water Quality

Tell me about yourself and your background as an educator.

My name is Amanda Estes, and I am the stormwater educator for the Tippecanoe County Partnership for Water Quality. In my free time, I like to plant native species, ride my bicycle, watch scary movies, and spend time with friends, family, and my cats! I studied elementary education at Ball State University, and I moved to Lafayette in 2009 for a teaching job at New Community School. I taught 4th and 5th grade for seven years, then I worked at a local non-profit organization for 4.5 years coordinating their education and marketing programs. A little over three years ago, I started this position.

What is Tippecanoe County Partnership for Water Quality? And, what do you do there?

The Tippecanoe County Partnership for Water Quality (TCPWQ) is a coalition of local governments working to meet the requirements of a National Pollution Discharge Elimination Stormwater (NPDES) permit and limit the negative impact of stormwater runoff. My job is to educate adults in our community about ways they can help protect local water quality. Some topics I typically share about are: stormwater benefits of planting trees and other native plants, rain gardens, rain barrels, keeping storm drains clear, picking up after your pets, and limiting fertilizer use on lawns. I work closely with Wabash River Enhancement Corporation (WREC) to plan community events such as the Wabash Sampling Blitz, Wabash Riverfest, De-Trash the Wabash, and Green Tours. Additionally, I meet with homeowners, businesses, neighborhoods, homeowners associations (HOAs), and other civic groups to answer questions and give recommendations for improving drainage, installing rain gardens and other native plantings, or other suggestions for alleviating stormwater issues.

Who is your audience and what various methods do you use to reach them?

My audience is anyone living or working in Tippecanoe County. I reach them by tabling at community events like farmers markets and GreenFest, posting resources on our website (tcpwq.org), creating and distributing brochures on common stormwater topics, distributing a monthly stormwater newsletter, managing our social media pages (Facebook, Instagram, Twitter), and producing a stormwater podcast.

Tell me about your podcast and what episode you'd recommend for a first-time listener?

The podcast is called Rain, Drains, and Bioswales. You can find it on Apple Podcasts, Spotify, or at anchor.fm/stormwaterpod. On the podcast, I interview local professionals in conservation about their jobs, upcoming events, and ways people can get involved. For a first-time listener, I would recommend the latest episode with Kyle Gebhart, Celery Bog Naturalist.

What is your number one tip when communicating with locals?

My number one tip when communicating with locals is to be a good listener. Many people I talk with want someone to listen to their experience and try to understand how they are feeling. I empathize with their situation and offer resources and ideas that may help them.

Learn more about this organization at:

<https://tinyurl.com/yx29ux2e>

Listen to the podcast at:

<https://tinyurl.com/5n7munwe>



Take the Challenge

Buckle Up Phone Down

Indiana LTAP is joining the Indiana Department of Transportation in encouraging all Hoosiers to buckle up and put the phone down each and every time they get in a vehicle.

INDOT's Buckle Up Phone Down campaign is part of a nationwide initiative that tackles two of the most impactful actions both drivers and passengers can take to improve safety on Indiana roadways.

First, every person should buckle up every time they get into a vehicle. While only six percent of vehicle occupants are unbelted, they account for 47 percent of all fatalities. Second, drivers should put their phones down when they're behind the wheel. According to AAA, texting while driving increases risk of a crash by 50 percent, and more than 7,000 crashes were related to distracted driving or mobile devices in Indiana in 2022.

Buckle Up Phone Down aims to change driver behavior. More information and additional resources available on INDOT's Buckle Up Phone Down website: BUPDIN.com.

Statistics show that buckling up and putting the phone down each and every time you're in your vehicle can have a positive impact on highway incidents and fatalities.

Together, Indiana LTAP and you can and will make a difference.

Buckle Up. Phone Down. Every Trip. Every Time.



West Lafayette Street And Sanitation Department Wins The Bold Steps Award In This Year's Build A Better Mousetrap Competition

Street Sweeper Conversion To Leaf Vac Unit



What was the challenge?

Leaf pickup is an important service of the West Lafayette Street and Sanitation Department. Existing leaf vac units were on trailers and took two people to operate; a driver and a leaf vac operator that would stand on the trailer and operate the vac hose. Several challenges were encountered during this process including: the need for two employees to operate with a limited workforce, the safety aspect of the operator on the trailer, the need for a CDL level A to operate the truck and trailer, and the limited funds to purchase equipment when needed.

How did you develop and implement your solution?

To address the challenges of workforce availability, workforce safety, operational efficiency, and cost-effectiveness, the street and sanitation team explored the opportunity to re-purpose a street sweeper chassis. By extending the chassis frame, placing the leaf vac unit on the frame instead of a trailer, and wiring the unit so the leaf vac hose can be operated within the cab of the truck, it allows the driver to be located on the right side of the unit for better visibility of leaf pickup operations. Many used street sweeper units are sold due to street sweeper machine failure. The street sweeper bodies and chassis are generally in good condition and have the same engine configuration as leaf vacs. With the talents of in-house mechanic staff, the department purchased used street sweepers and re-purposed the truck and chassis for leaf vac operations.

What labor, equipment, plans, or materials did it take to make the solution work?

Used street sweeper = \$3,000
Mechanical parts and hydraulic hoses = \$1,500
Labor of in-house mechanic staff = \$50/hour

What was the cost of implementation?

A new leaf vac unit cost over \$200,000 and the converted unit of a street sweeper to leaf vac machine averaged \$10,000 depending on the used street sweeper cost.

We were also able to sell used parts of street sweeper to recoup costs of purchase.

What was the positive impact/results/outcome?

The innovation has reduced workforce needs in half, with only one person required to drive and operate the unit, resulting in a savings of over \$16,000 in labor costs per truck. With five trucks in operation, the department has saved \$80,000 total in leaf pickup operations.

It has also reduced the need to have CDL level A drivers on staff. Now, units can be operated by a CDL level B driver. Employee safety has increased by having the operators remain in the vehicle (not on the trailer) and located on the curbside of the unit for better visibility of leaf pickup operations.



*See all the winner's by
scanning this QR code!*

INNOVATION SPOTLIGHT

Munster, IN



The town of Munster, Indiana won this year's **People's Choice Award at Purdue Road School** for their **Paving Crew Ambulance Conversion**. Learn more about their innovation below!

Problem

- Paving crew works long hours in the heat of summer with little to no break throughout the day
- Lunch is consumed on the job site
- Extra trucks needed to haul proper signage, cones, and barrels for traffic control and safety

Solution

- Local fire department was auctioning off a used ambulance
- Crew member saw the auction listing and had the idea to convert it to a paving crew truck since it already had emergency lights and ample storage room internally

- Engaged the community by having a contest for a local elementary school to design the graphics for the unit

Benefit

- Community engagement through design contest
- Healthier lunches on the jobsite with microwave and cooler available in the unit
- Safer work environment with air conditioned area for workforce breaks
- Save taxpayer dollars by repurposing a taxpayer unit
- All equipment needed for traffic control and safety can be packed, stored, and hauled in a single unit



Scan the QR Code to learn more about Indiana LTAP's Innovation Program

Indiana LTAP Announces Rich Domonkos as Associate Program Director



Indiana Local Technical Assistance Program (LTAP) is pleased to introduce Rich Domonkos as the new Associate Program Director.

Rich Domonkos has been with the Indiana LTAP Center for 17 years. First serving as a Training Specialist, Rich managed the training program and assisted with technology transfer in technical manuals, short courses, and seminars. In 2018, Rich began his service as Indiana LTAP's Program Manager.

With the support of the Advisory Board and together with the LTAP team, Rich was essential in establishing Indiana LTAP as a flagship center among the national LTAP community. Under his leadership, Indiana LTAP resurrected the research and innovation awards programs, developed an online learning management system, diversified training methods, implemented innovative communication and marketing tools, and enhanced current and created new partnerships.

Prior to LTAP, Rich spent 20 years with the Lake County Highway Department in various roles including Supervisor. Rich also served proudly in the U.S. Navy Seabees as Construction Mechanic.

As the Indiana LTAP Associate Program Director, Rich will be responsible for establishing and supervising program operational goals, overseeing the interdisciplinary project teams, encouraging project development, and maintaining relationships with external partners.

PURDUE NEWS



On July 1st, the civil engineering school received a new name, officially becoming the Lyles School of Civil and Construction Engineering — LSCCE for short. To learn more about this merger, use the link or scan the QR code below.

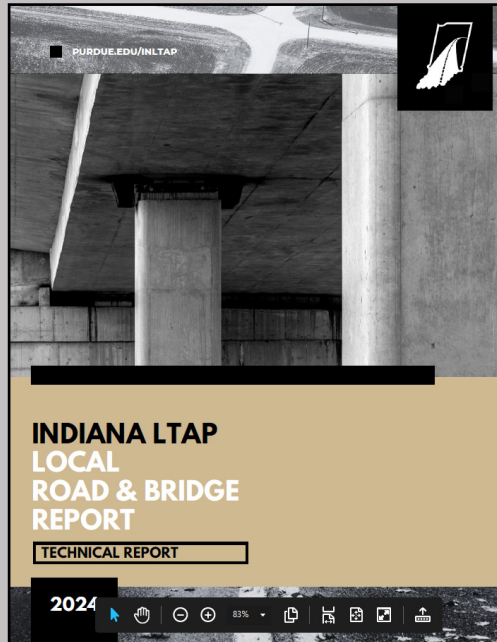


Lyles School of Civil and
Construction Engineering



<https://tinyurl.com/ny3p5dpr>

TWO NEW REPORTS, READY FOR DOWNLOAD



LOCAL ROAD & BRIDGE REPORT

This technical report provides information on the Indiana local road and bridge network including inventory composition, network conditions, historical network condition trends, local road and bridge funding sources, and local road and bridge funding needs.

inltap.info/LRB



WORKFORCE REPORT

The purpose of this report was to investigate the workforce issues faced by Indiana's local road agencies and provide strategies to inform local road agency and policy maker decisions.

inltap.info/workforce





**CURIOSITY
MOVES YOU
FORWARD**

***Changing Your Language
to Foster Curiosity in the
Workplace***

BY ASHLEY WATSON

SENIOR COMMUNICATIONS SPECIALIST, INDIANA LTAP

Curiosity is the desire to learn more and is seldom fostered in the workplace. Studies have shown, according to behavioral scientist Francesca Gino, three important findings about business and curiosity.

First, curiosity has a positive effect on company performance. Curiosity helps leaders and workers adapt to changes and outside pressures. Second, small changes can create an atmosphere of inquisitiveness. Third, even though leaders may say they value curiosity, they may be stifling it. Gino surveyed 3,000 employees from a variety of industries. About 24% reported feeling curious at work on a regular basis, while 70% said they faced barriers when asking more questions.

This may be the case, because leaders have the wrong mindset around curiosity, believing workers will be harder to manage if they pursue other interests, disagreements will increase, and decision-making will slow down. Further, a focus on efficiency may discourage curiosity. Workers, under the pressure of deadlines, may not stop to ask questions or look at a problem from a different angle.

There are a variety of ways to shift the focus to curiosity in the workplace, but for the purpose of time, we will focus on ways you can adjust your language. Curiosity expert Scott Shigeoka lays out four phrases that may build a culture of curiosity.

- **"I don't know."** Oftentimes, this phrase can carry a negative connotation, but it can show a level of intellectual humility or "the degree to which people recognize that their beliefs may be wrong." The phrase shows others you do not have all the answers and are open to hearing the opinions and ideas of others.
- **"Tell me more."** Instead of dismissing new ideas or moving to the next agenda topic, let fellow employees know you are interested in what they want to add. Giving them the space to communicate will give them the bravery to keep sharing ideas.
- **"I understand that you're more than your job."** According to Shigeoka, "When you ignore what's happening in employees' personal lives, you miss the chance to identify possible 'work-life conflicts.'" Identifying these conflicts gives leaders the opportunity to support their employees and opens the door for creative problem-solving in creating organizational policies.
- **"Who Else?"** "Fueled by assumptions," Shigeoka writes, "we often disenfranchise certain people from contributing their insights or solutions because we believe that only the developers — or leadership team, or engineers, etc. — have anything of value to contribute." Seek feedback from a diverse group, suspending job titles, to gather a unique mix of insights.

This is just a small change to foster a culture of curiosity. During the next week, watch how changing your phrasing can develop an environment of inquisitiveness.

Sources: (1) Gino, Francesca. "The Business Case for Curiosity." Harvard Business Review Online, Last modified October 5, 2018. (2) Shigeoka, Scott. "4 Phrases That Build a Culture of Curiosity." Harvard Business Review Online, Last modified November 1, 2023.

QUOTES ON CURIOSITY

"The mind is not a vessel to be filled, but a fire to be kindled."

— Plutarch

"I think I benefited from being equal parts ambitious and curious. And of the two, curiosity has served me best."

— Michael J Fox

Research is formalized curiosity. It is poking and prying with a purpose.

— Zora Neale Hurston

Curiosity is the superpower for the second half of our lives — it keeps us learning, it keeps us asking questions, and it increases our self-awareness.

— Brené Brown

"Be curious, not judgmental."

— Ted Lasso

"It's not that I'm so smart, it's just that I stay with problems longer."

— Albert Einstein

"Curiosity is the wick in the candle of learning."

— William Arthur Ward



Inspiration



THANK YOU, MIKE HOLOWATY

BY LAURA SLUSHER
LEAD ENGINEER, TRANSPORTATION SAFETY
INDIANA LTAP

Mike Holowaty has been the face of transportation safety in Indiana for 18 years. Much has changed in the industry during that time, and Mike has always had INDOT poised at the front in reducing severe and fatal crashes on Indiana roadways.

Throughout his career, Mike has been instrumental in procuring access to crash data for all local agencies, promoting data-driven, systemic improvements, embracing Vision Zero, and championing local road safety by funding and supporting the Hazard Elimination Program for Existing Roads and Streets (HELPERS) at Indiana LTAP since 2006.

Mike retired on July 19, 2024, culminating a 40-year career at INDOT. He joined INLTAP at our July 18th Board Meeting to receive special recognition of all he has done to improve safety on all roads across the state.

Mike has left the INDOT Office of Traffic Safety in capable hands, by training his replacement, Taylor Ruble. Just a few minutes talking with Taylor, you can tell he is passionate about roadway safety. One of Taylor's first big involvements has been INDOT's redistribution of \$50 million in Highway Safety Improvement Program (HSIP) funds to local agencies. Read more about this special HSIP call in the next column.

\$50 Million for Local Agency Roads

The Indiana Department of Transportation announced a commitment of \$50 million in Highway Safety Improvement Program (HSIP) funds to support safety improvement projects on local road networks across Indiana. The commitment solidifies the agency's renewed focus on safety and related goal of reducing fatal and serious injury crashes on Indiana roadways by 25% over the next ten years.

A Notice of Funding Availability (NOFA) was recently issued, providing an opportunity for local agencies to implement specific safety countermeasures on local roads. Eligible countermeasures are systemic, low-cost improvements that do not require additional right-of-way. Examples include new or updated warning devices, signs or pavement markings, raised medians, curb extensions, pedestrian/crosswalk improvements, guardrail additions or improvements, traffic signal enhancements or adjustments and improvements at rail crossings, among others.

Additional information regarding the NOFA and eligible countermeasures can be found at <https://www.in.gov/indot/traffic-engineering/traffic-safety-office/hsip-eligible-systemic-improvements/>.

Local cities, towns and counties that receive proposed funding will be required to use funds within two years of award. The call for projects will open on Tuesday, September 3, 2024, and close at 5 p.m. ET on Friday, October 11, 2024.

WHAT'S IN

A NAME?

The Origin of Some Unique Indiana Place Names

BY ASHLEY WATSON

SENIOR COMMUNICATIONS SPECIALIST, INDIANA LTAP

EUREKA - (Spencer Co.) When settlers were looking for a plot of land, one pointed to the final site and proclaimed "Eureka."

GNAW BONE - (Brown Co.) Could the town be named after the French city Narbonne by French settlers? Another explanation comes from a story about early settlers being snowed in. When help arrived, settlers were seen gnawing old bones.

JASONVILLE - (Greene Co.) The story goes that Billy Buckalew visited a local store owned by Jason Rogers. While he loitered outside the store, he was struck with the idea to dip a paddle in a nearby bucket of tar and write "Jasonville" on the side of the store. The prank gave the city its name.

LICK SKILLET - (Daviess Co.) Now named North Vernon, Lick Skillet is a name of legend. A train conductor, when arriving to the community, would see dogs and cats licking skillets. The housewives left out skillets for animals to clean. Another version tells of a hungry worker asking his wife for food. She said if he was so hungry, he could just lick a skillet.

POPCORN - (Lawrence Co.) According to legend, two families were arguing over who had the best corn. One of the men said, "Your corn is popcorn compared to what we grow" and the name stuck.

PUMPKIN CENTER - (Washington Co.) Some say Pumpkin Center was named after a tight cluster of houses that resembled the seeds of a pumpkin.

NEEDMORE - Needmore is actually a widespread name and is often attached to legends of someone

When driving down Indiana roads, one might wonder where community, town, and city names come from, especially the more unique names. Luckily, historians and folklorists have documented the stories behind such names, which fall on a spectrum of truth.

Hoosier folklorist Ronald L. Baker once wrote, "In Indiana, though, as in every state, there are imaginative narratives explaining the origins of some of the unimaginative names and most of the unusual names. These fanciful accounts of place name are legends — stories that natives often believe but that may not be factual. Usually, even if these stories had some kernel of truth at their inception, through many years of retelling they have changed and new versions have arisen."

Enjoy just some of these stories archived through years of storytelling.

saying the community "needed more."

SANTA CLAUS - (Spencer Co.) When the town was large enough to warrant a post office, Santa Fe, IN submitted an application to the Post Office Department. The application was rejected, because "Santa Fe" was already taken. In order to obtain a post office, the town held several meetings and settled on a new name: Santa Claus. The post office was established in 1856.

That, of course, is one version of the story. According to legend, townsfolk were gathered around a fire in a log church on Christmas Eve. While the children played, the adults discussed the issue of choosing a new town name. All of a sudden, the church doors flew up and the sound of distant sleigh bells were heard by all. The excited children ran to the door and shouted "Santa Claus! Santa Claus!" It was a sign and the new name was chosen.

TOAD HOP - (Vigo Co.) "It is told that at one time the section on which Toad Hop is located was a very swampy piece of ground, and that ever way one looked one could see toads hopping and frogs jumping, and thence came the name Toad Hop."

Another legend tells of a man, quite the drinker, who settled in the area and his relatives soon followed. One night, while walking home drunk, he fell down in the middle of a dirt road. He noticed a frog jumping in front of him as he fell and said to himself, "Toad Hop, yep, that's where I live. Toad Hop."

ZULU - (Allen Co.) The name was picked by random from an encyclopedia/geography book.

CONGRATS NEW ROAD BUILDERS

COUNTY

ROAD BUILDER	AGENCY
Brad Yoder	Adams County
Rob Biggs	Allen County
Thomas Plummer	Allen County
Erica Bair	Allen County
Larry Wasson	Allen County
CW McKittrick	Bartholomew County
Adam Dunbar	Boone County
Jeff Spidel	Boone County
Michael Kay	Elkhart County
Rich Stroup	Grant County
Robert King IV	Hamilton County
Jarod Springman	Hendricks County
Stephanie Foley	INDOT
Chad Zellers	Kosciusko County
Andrew Simmermeyer	LaPorte County
Brandi Webb	Lawrence County
Benjamin Ayers	Monroe County
Robert Ayersman	Porter County
Kurt Evans	St Joseph County
Amy Crist	Wayne County
Chad Puterbaugh	White County
Chris Alma	White County
MASTER ROAD BUILDER	AGENCY
Michael Fruchey	Allen County

CITY/TOWN

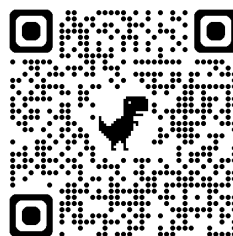
ROAD BUILDER	AGENCY
Adam Towns	City of Carmel
Justin Jones	City of Westfield
Mark Richards	City of Franklin
Travis Stetnish	City of Westfield
John Hutsell	City of Nappanee
Mark Higgins	Town of Waterloo
Michael Cummings	City of Crawfordsville
Nathan Whitlow	City of Crawfordsville
Richard Alden	City of Carmel
MASTER ROAD BUILDER	AGENCY
Kyle Ross	City of Columbus
Andrew Beckort	City of Columbus
Mark O'Dell	Town of Chesterton



City and Town Road Builders were recognized at the ISCA Conference in August.



County Road Builders were recognized at the IACHES Conference in June.



LEARN MORE
ABOUT THE
ROAD BUILDER
PROGRAM

purdue.edu/inltap/training/road-scholar/

LTAP Spring/Summer 2024 Newsletter

FINAL THOUGHTS

WAIT, BEFORE YOU GO...

ROAD SCHOLAR CORE COURSES

All the Road Scholar Core Courses are now online! *Learn more here:* purdue.edu/inltap/road-scholar

OBTAINING RECORDS

To get your LTAP records and certificates, go to: <https://inltaptraining.azurewebsites.net/>

After logging into the database, select "My Credits" from the left side. For each event, you will see a small medal Icon on the right under actions. Select that icon and your certificates should download as a PDF suitable to save and print. There is also an option of downloading a CSV transcript.

*If you have never logged in before select the "Forgot your password?" link. Enter your work

e-mail address and select "Send Reset Link." Follow the e-mail instructions to create a new password and gain access to the database.

**Emails from the system come from indianaltaptr@gmail.com

INDIANA LTAP IS ON LINKEDIN

Find us at <https://www.linkedin.com/company/Indiana-Ltap>

THE MS4 PROGRAM

The Indiana LTAP MS4 Program was recently updated. Minimum Control Measures 5 (Post-Construction Runoff Control) and 6 (Pollution Prevention/Good Housekeeping) are available.



Local Technical Assistance Program

CONTACT US

EMAIL: INLTAP@PURDUE.EDU

PHONE: 765-494-2164

PURDUE.EDU/INLTAP



Indiana Snapshot

Freimann Square
Fort Wayne, Indiana

INDIANA LTAP ADVISORY BOARD

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