

NACE News



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PRESIDENT'S REPORT

Phillip M. Demery, P.E., Transportation and Public Works Director, Sonoma County, CA

June represents a very busy time for County Engineers and Road Officials. It represents the start of our summer construction season, whereby we can finally see the results of our planning and preparation. Sometimes the results of our planning are not what we had envisioned; forcing us to learn new adaptation skills. It is these skills that set County engineers and local road professionals apart from other job disciplines. It is our ability to function calmly with conviction when seemingly everything backstage is falling apart. Most of the time our projects turn out just like we had planned (more or less) and as a result we feel great; life is good. I find that it feels just as good today when projects and programs are successfully implemented by work teams as it did when I competed in team sports when I was much younger. The only difference is that I used to be sore a day after a successful sporting event and now I am sore all the time even without the exercise.

June is also a time of budget hearings for many of us. I remember the days when we worked on proposed budgets for a month or two, but now, it is an exercise that takes many of us most of the year. Not only does it demand much of our attention but it has become awfully painful during these economic times. A typical response to reduced revenues is re-

ductions in the work force since salaries tend to be a large part of our operating budgets. The Layoff of dedicated and loyal employees is particularly difficult knowing the consequences of such action on their lives. Even the remaining employees are impacted by both increased workloads as well as fear associated with their own job security. For these times, we have had to utilize all of our communication skills. As County Engineers and Road Officials, such competencies have been learned more on the job rather through school curriculum. Although it is not necessarily our strongest suit, arguably communication skills define our individual success.

For the majority of us, June is the last month of our fiscal year. It is the time of year to reflect upon the past year's accomplishments and to develop performance plans for the new fiscal year. This is an exercise I truly enjoy as it not only focuses attention on strategic objectives but also validates our team's success. The benefit of the exercise is not as much about the organization and communication of thought as it is about the power of accomplishment and the appreciation of employee work effort. I keep an on-going list of accomplishments in the top drawer of my desk for easy reference. The list cheers me up even on the most difficult of days.

Speaking of performance plans, we have a lot that we would like to accomplish in NACE for this next year. A few of our high priority efforts are as follows:

Authorization of the next Federal Surface Transportation Bill provides an opportunity for us to influence the resulting work product. We desire continuation and enhancement of set-aside funding for the federal bridge and safety programs. We will also be offering revised language in an effort to streamline delivery of federal projects.

We need to acknowledge that our NACE membership is changing and as a result we need to adapt to the membership's needs. Many of you responded to the on-line membership survey and we thank you for the valuable information provided. Our next step will be to use the information provided to develop a work plan designed to retain and increase membership.

As you may have heard, Tony Giancola has announced his retirement effective next April/May 2011. As the NACE Executive Director, Tony has provided an invaluable service to our organization. Our approach is to be careful and diligent in recruiting a new Executive Director. Although small in stature, Tony has set a high bar for us to focus.

ARTBA CHIEF BLASTS CONGRESSIONAL INACTION ON HIGHWAY & TRANSIT BILL

If Congress and the president do not act later this year or in early 2011 on passage of a new, multi-year highway and transit authorization bill, hundreds of thousands of U.S. jobs could be lost and states could face a 50 percent cut in federal funding, American Road & Transportation Builders Association (ARTBA) President & CEO, Pete Ruane, warned industry executives gathered in Pittsburgh for the 27th International Bridge Conference (IBC).

Despite the positive impacts of the economic stimulus law, a fundamental challenge remains, Ruane said. "America needs a new comprehensive and integrated vision and a

robustly-funded national transportation program for the 21st century."

"Many politicians in Washington are saying that we need to get more innovative and creative in passage of a new bill," the ARTBA CEO said. "Unfortunately, 'innovative' is usually a code word for 'we can't raise user fees,' and simply reflects their lack of political will."

Ruane lamented the "land of the lost, inertia, inaction, and downright ineptitude" on Capitol Hill as it relates to the transportation bill, saying that "partisanship and dysfunction are the rule, not the exception."

He pointed to a steady stream of research and think tank studies, and two congression-

ally-chartered finance commissions that have completed reports highlighting the nation's surface transportation investment challenges and the need for timely action. He also said there are unified business, labor union, and construction industry support for new user fees.

"Objective research, sadly, has not carried the day or spurred congressional action. We are in limbo and face threats from many directions," Ruane said. He was referring to the ongoing precarious financial condition of the Highway Trust Fund, the end of stimulus highway and transit funds in late 2010, a pos-

See "Bill Inaction" continued page 2.

FEDERAL HIGHWAY ADMINISTRATION PROPOSES REVISION OF RULES TO MAKE ROADWAY MARKINGS BRIGHTER

To further improve roadway safety by making pavement markings brighter and easier to see, Federal Highway Administrator Victor Mendez has proposed to establish the first-ever standards for maintaining the reflectivity of centerlines, lane lines and edge lines on all roads used by the public. Full release and link to comments page:

<http://www.fhwa.dot.gov/pressroom/fhwa1008.htm>

All NACE members are encouraged to review and comment on these proposed regulations which are due on August 20, 2010. Since these regulations propose significant requirements for county roads with regards to pavement markings with no funding identified we remain concerned that they constitute an unfunded mandate on local government. A future NACE action alert will be sent (to sign-up for action alerts, see the NACE website).

TOWARD ZERO DEATHS (TZD): A NATIONAL STRATEGY ON HIGHWAY SAFETY - LAST WEBINAR BEING HELD NEXT WEDNESDAY 6/30

As part of the *Toward Zero Deaths: a National Strategy on Highway Safety*, a series of webinars are being held in June to obtain input from a wide range of highway safety stakeholders. Your input is needed to ensure consideration of a wide range of Safety perspectives! The first webinar was held on June 1st and provided an overview of the TZD initiative and safety culture. To view webinar see: <http://fhwa.na3.acrobat.com/p14229897/>. The last webinar will be held June 30th, see below.

ROAD USER SAFETY

How can we promote new road user safety efforts in the United States? **Wednesday, June 30, 1:30 p.m.–3:00 p.m. Eastern.** Registration is required. There is no charge to participate.

https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=20434

THE ONLINE SOURCE FOR LOCAL AGENCIES

With the debut of the Federal Highway Administration's (FHWA) new Local Public Agency Web site (www.fhwa.dot.gov/federalaid/lpa/index.cfm), local transportation agencies, public works agencies, and others can find resources tailored directly to them. These resources include reference guides, training opportunities, and information on useful State and FHWA contacts.

"The site is designed to better assist local public agencies and State transportation agency officials in the administration and oversight of Federal-aid funded projects. This evolving site will continue to be updated with new information and resources to meet the needs of local agencies," says Bob Wright of FHWA's Office of Program Administration.

References include links to FHWA's Guide to Federal-Aid Programs and Projects, Environmental Toolkit, and Real Estate Acquisition Guide for Local Public Agencies. Also featured is the FHWA Contract Administration Core Curriculum Participant's Manual and Reference Guide. Visitors can find links to statutory and regulatory requirements in the U.S. Code and the Code of Federal Regulations as well.

Training information highlighted includes resources offered by FHWA's Local and Tribal Technical Assistance Programs, National Highway Institute, and the Transportation Curriculum Coordination Council (TCCC), including the TCCC's Core Curriculum for highway worker training. The curriculum can be tailored to fit the specific needs of each agency.

Visitors to the site can also find contact information for State transportation agencies and FHWA's division office and Resource Center staff members.

To learn more about the many resources for local agencies, visit www.fhwa.dot.gov/federalaid/lpa/index.cfm. For additional information about the Web site or to make suggestions about new resources to add, contact Bob Wright at FHWA, 202-366-4630 (email: robert.wright@fhwa.dot.gov).

POSITION OPENING – WASHINGTON COUNTY, MN

Position: Transportation Engineer - Construction

Location: Public Works Department – Transportation Division

Anticipated Hiring Range: \$72,176 - \$85,467/annum **Salary Range:** \$72,176 - \$98,758/annually

Hours/Days: 7:30 a.m. to 4:00 p.m.; Monday-Friday. Work schedules (hours and days) and location are subject to change based on department needs.

Responsibilities: Responsible for managing multiple highway construction projects, including supervising and coordinating inspection and survey staff. Ensures contract and project compliance with Federal, State, and Local requirements and permits. Lead the maintenance and development of the County's pavement management system and the annual pavement rehabilitation program.

Closing Date: July 16, 2010 **Website:** <http://www.co.washington.mn.us>

"Bill Inaction" continued from page 1.

sibly divisive battle over investment levels among the various transportation modes, and efforts to pass a Senate climate change bill that includes a "de facto gas tax increase" that could preempt and maybe doom the passage of a new reauthorization bill. He told IBC participants that these threats and the continued delays would have negative impacts on the future health and stability of the bridge market.

Ruane says the inertia can be overcome with "vocal and sustained" grassroots activity by transportation design and construction firms, public agencies, unions, and the business community. He urged industry executives to take advantage of the upcoming July 4 and August congressional recesses and invite their members of Congress and staffs to their offices and jobsites.

"Show them the real-world job and economic impacts, and safety benefits of strong transportation investment. Tell them to take action now on passage of a robustly-funded highway and transit bill. Strong grassroots pressure is the key to creating the political will for Congress and the president to take action," Ruane concluded.

We want to hear from you!

Send us your comments about a NACE News article, time/money saving tip or news to share.

Email us at: nace@naco.org

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TIGER II PLANNING GRANTS ANNOUNCED

The U.S. Departments of Transportation (DOT) and Housing and Urban Development (HUD) announced they will award up to \$75 million in funding - \$35 million in TIGER (Transportation Investment Generating Economic Recovery) II Planning Grants and \$40 million in Sustainable Community Challenge Grants for localized planning activities that lead to projects that integrate transportation, housing and economic development.

TIGER II Planning Grants may be used to plan, prepare or design surface transportation projects that would be eligible for funding under the TIGER II Discretionary Grant program. These projects include highways, bridges, transit, railways, ports or bicycle and pedestrian facilities. For more information about TIGER II Discretionary Grant program, including how to apply, see:

http://www.access.gpo.gov/su_docs/fedreg/a100601c.html

HUD's Sustainable Communities funding will target urban and community planning projects that foster reform and reduce barriers to achieving affordable, economically vital and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes either on a jurisdiction-wide basis or in a specific neighborhood or sector to promote mixed-use development, affordable housing and the re-use of older buildings for new purposes with the goal of promoting sustainability at the local level.

There are a variety of projects that may include component parts that fall under both the DOT TIGER II Planning Grants and the HUD Sustainable Community Challenge

Grants. Rather than have applicants proceed through two separate grant application procedures that might be on different timelines and with different requirements, the joint notice of funding availability is intended to create one point of entry to federal resources.

Examples could include the following:

- * Planning activities that support the development of affordable housing near transportation through the adoption of inclusionary zoning ordinances and other activities such as acquisition of land for affordable housing projects.

- * Preparing or amending local codes and ordinances that prevent the private sector from developing neighborhoods more sustainably and inclusively, with housing located near transportation and retail.

- * Planning activities related to the development of a particular transportation corridor or regional transportation system that promotes mixed-use or transit-oriented development with an affordable housing component.

- * Planning activities related to the development of a freight corridor that seeks to reduce conflicts with residential areas and with passenger and non-motorized traffic. In this type of project, DOT might fund the transportation planning activities along the corridor, and HUD might fund changes in the zoning code to support appropriate siting of freight facilities and route the freight traffic around town centers, residential areas and schools.

- * Developing expanded public transportation options, including accessible public transportation and para-transit services for individuals with disabilities, to allow individuals to live in diverse, high opportunity communities and to commute to areas with em-

ployment and educational opportunities.

Under the program, DOT and HUD will make joint awards, where appropriate, as well as individual TIGER II planning grants and HUD Sustainable Community Challenge Grants.

The \$35 million for TIGER II planning grants come from the \$600 million in TIGER II grants announced by DOT in the June 1st Federal Register. The \$40 million in HUD Sustainable Community Challenge Grant funding is part of \$200 million in funding approved by congress in HUD's FY2010 budget to launch the first ever Office of Sustainable Housing and Communities.


Pre-applications are due by July 26th. Full applications are due on August 23. State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities and others, are eligible to apply for funding. Only pre-applications received and applications received through Grants.gov will be deemed properly filed. Instructions for submitting pre-applications and applications are included in Section VI of the June 24th Federal Register Notice,

http://www.access.gpo.gov/su_docs/fedreg/a100624c.html.

For more information contact the TIGER II Discretionary Grant program manager via email at TIGERIIgrants@dot.gov. In addition, DOT will regularly post answers to questions and requests for clarifications on DOT's website at <http://www.dot.gov/recovery/ost/TIGERII>.


Questions regarding HUD's Community Challenge Planning Grant Program should be directed to sustainablecommunities@hud.gov or may be submitted through the www.hud.gov/sustainability website.

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GREAT IDEAS...BUT WHERE'S THE FUNDING?

By Mark A. Craft, P.E., Engineer-Manager, Gratiot County Road Commission (MI) and NACE President-Elect

Every day County Engineers deal face to face with our public constituents in regards to the condition of our road system. There's no middleman, there's no diffusion of responsibility, and it is the local road agencies that talk with concerned and sometimes irate citizens. To quote an often used cliché, "the buck stops here".

The questions and comments we field are fairly standard; "The roads and bridges are in terrible shape and why aren't you doing something about it?" or, "this road isn't safe and something needs to be done." In many situations I can't disagree; something should be done.

At the local agency level, we can all determine the proper fix, but it all comes down to the bottom line, inadequate funding. As our infrastructure continues to deteriorate, we are spending more and more time and energy explaining why we are not fixing the roads and bridges. Our explanation is really just a clarification of something we have no control of; the need for additional resources to maintain and fix our roads and bridges.

Nationally, Local government agencies maintain 75% of America's highways and 51% of the nation's bridges. When you examine the actual conditions of the overall road systems, most of the local roads are rated in a fair to poor condition.

Local road safety is of great concern to each and every one of us. But, the fatality rate

on our local roads, based on vehicle miles traveled, is twice that of the interstate system. This is in part due to the underinvestment in local roads.

This brings me to the current "hot button topic": the reflectivity of Pavement Markings. In northern States, such as Michigan, snow plowing takes its toll on pavement markings reflectivity. Most counties in Michigan routinely repaint their lines over a one to three year period. The frequency used is primarily based on available resources or should I say lack thereof.

The Federal Highway Administration has proposed a revision of rules to make roadway markings brighter to improve highway safety. The proposal is to establish standards for maintaining the reflectivity of centerlines, lane lines and edge lines on ALL roads used by the public. Under this proposal, local highway agencies would be required to maintain pavement markings at minimum reflectivity standards.

I agree, brighter reflective pavement markings is a great idea to improve highway safety. However, if reflectivity standards are mandated at the federal level, there needs to be a mechanism for proper funding.

The current complex federal funding formulas, state sub-allocations and the overall processes in general, fail to pass adequate funding down to the local level. The issue of unfunded mandates and the question of equity in fund distribution need to be reviewed and addressed.

**Visit the NACE website at:
www.countyengineers.org**

2010 - 2011 NACE COMMITTEES

(member, term, state, region)

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See "NACE Committees" continued page 5.

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**"NACE Committees" continued from page 4.
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Affiliate Services Group

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Vehicle Infrastructure Integration

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George Webb 2006-2011 FLSE

ARTBA Liaison

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ASCE Liaison

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National LTAPA Association Liaison

Michael Sheehan 2004-2011 MN NC

Pavement Preservation Expert Task Group

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**National Center for Pavement Preservation
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**National Concrete Pavement Technology Cen-
ter Advisory Board**

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**Expert panel to provide insight on signing &
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**Regional Vice President Standing Commit-
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Brian Keierleber 2003-2011 IA SC

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William Kuhn 2004-2011 IL NC
Phil Demery 2006-2011 CA W

Chris Bauserman 2004-2011 OHNE
Cathy Nicholas 2008-2011 IA SC
George Johnson 2010-2012 CA W

Roadway Safety Committee

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Wayne Fingalson 2004-2011 MN NC
Terrell Temple 2004-2011 MS SE
Eva Wilson 2004-2011 CO W
Joseph Kovach 2004-2011 OHNE
Guy Kohlhofer 2005-2011 MN NC
Tim Colling 2004-2011 MI LT AP
Ritchie Beyer 2007-2011 AL SE
Jon Oshel 2006-2011 OR W
Jeff Blue 2006-2011 IL NC
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Tom Stoner 2006-2011 IA SC
David Patterson 2006-2011 IA SC
Jim Olson 2006-2011 IN NE
Julie Bueren 2010-2012 CA W
Marie Walsh 2010-2012 NLTAPA
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Lee E. Billingsley 1993-2011 FL SE
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Alternate: James Ellison 2003-2011 WA W
Alternate: Wayne Sandberg 2008-2011 MN NC

**AASHTO Winter Maintenance Policy Coordi-
nation Committee**

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AASHTO Standing Committee on Research

Alan Forsberg 2005-2011 MN NC

AASHTO Task Force on Geometric Design

Joe Ruffer 1999-2011 AL SE

AASHTO Technology Implementation Group

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**AASHTO Standing Committee of Highway
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**AASHTO Subcommittee Highway Safety
Management**

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**AAA Safety Foundation US RAP Advisory
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Dana Larsen 2005-2011 ND NC
Mike McHaney 2005-2011 OR W
Dan Fedderly 2005-2011 WINC
Mark Craft 2005-2011 MINE
Chris Traini 2010-2012 Ont NE

*If you are interested in serving on a NACE
committee, contact the NACE office or the
NACE President.*

**FATALITY ANALYSIS REPORTING
SYSTEM (FARS) DATA RESOURCE
WEBSITE ENHANCEMENTS**

The U.S. National Highway Traffic Safety Administration's National Center for Statistics and Analysis has made a series of navigation enhancements to its FARS data resource websites that now more easily allow users to find and access information included in the Customer Automated Tracking System (CATS), the FARS Encyclopedia Reports and Query sites, and the State Traffic Safety Information (STSI) website.

<http://www-fars.nhtsa.dot.gov/Main/index.aspx>

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MINNESOTA'S HENNEPIN COUNTY USING RECYCLED ASPHALT SHINGLES

Check out the LTAP Web site for a two minute video on recycling asphalt shingles in the Town of Hassan (Hennepin County) on a paving project. The video was produced by Northwest Community Television in Brooklyn Park, Minnesota.

<http://www.mnltap.umn.edu/Publications/HotTopicsENews/2007-12/index.html#TheShow>

The Minnesota Department of Transportation (Mn/DOT) currently allows the use of postindustrial asphalt shingles (scrap directly from manufacturers) in paving asphalt. But post consumer roofing shingles torn off in residential reroofing projects-known as "tear-off shingle scrap"-haven't been tested as thoroughly. The research project, funded with a grant from the Minnesota Local Road Research Board's OPERA (Operational Research Assistance) Program, is intended to help change that.

To compare the performance of the shingles, the contractor (Omann Brothers) paved a 100-foot test strip in 2006 with 5 percent tear-off shingles, a second 100-foot strip with 5 percent manufacturers' shingles, and a final 100-foot test strip without any shingles. The research partners-including Mn/DOT, Hennepin County, and the Town of Hassan-expect the tear-off shingle asphalt to perform just as well as manufacturers' shingle asphalt in terms of gradation, density, air voids, and asphalt extraction test. The difference lies in cost. Using recycled asphalt shingles in asphalt reduces the use of virgin asphalt binder, a cost that is rapidly rising.

INNOVATIVE DESIGN APPROACH OF PRECAST-PRESTRESSED GIRDER BRIDGES USING ULTRA HIGH PERFORMANCE CONCRETE

The National Research Council Canada has released a report that explores the use, cost, and maintenance of ultra high performance concrete on new and aging highway bridges

<http://www.nrc-cnrc.gc.ca/obj/irc/doc/pubs/nrcc51128.pdf>

IMPLEMENTING TRAFFIC SAFETY EVALUATIONS TO ENHANCE ROADWAY SAFETY

The Upper Great Plains Transportation Institute at North Dakota University has released a report that explores ways to conduct low-cost road safety audits for counties in North Dakota <http://www.mountain-plains.org/pubs/pdf/MPC10-218.pdf>

SHRP 2 PRODUCT CHART

TRB's second Strategic Highway Research Program (SHRP 2) has released a chart that lists the anticipated products and other details for each project in the SHRP 2 research plan. SHRP 2 research products derive from national goals for safer, longer-lasting, and less congested highways. <http://onlinepubs.trb.org/onlinepubs/shrp2/ProductsChart.pdf>

Mark your calendar: NACE 2011 in Minneapolis! April 17-21, 2011

GREAT ARTICLES ON ROADWAY SAFETY - KANSAS LTAP NEWSLETTER FOCUSES ON SAFETY

The Spring 2010 Kansas LTAP Newsletter is available for download at their website at <http://www.ksltap.org> (under newsletters at the left) or view directly at:

<http://www.kutcc.ku.edu/pdf/files/LTAP2010-Spring.pdf>. The articles in this issue primarily focus roadway safety and include:

- Let me count the ways... (5 ways to comply with federal sign retroreflectivity regulations)
- Miami County, KS, sign management program
- Should you buy a retroreflectometer?
- How to provide proper sight distance at curves
- Save money on sign sheeting using the state contract
- Study examines older driver issues in Kansas
- Passive grade crossings to see new (stop and yield) signs
- Kansas's Strategic Highway Safety Plan is getting a tune-up
- New peer exchange on local safety
- Potawatomi Nation wins rural safety grant
- Setting a speed limit: How it's done

NACE 2010 Photos:

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BRIDGE RAIL AND APPROACH RAILING FOR LOW-VOLUME ROADS IN IOWA

The report contains the results of the survey that was sent out a few years ago. The individual responses to the survey are found in the appendix of the report. The report contains a lot of good information on what we found out about low-volume bridges in Iowa.

http://www.iowadot.gov/operationsresearch/reports/reports_pdf/hr_and_tr/reports/TR-592%20Final.pdf

INTERNATIONAL ROAD FEDERATION (IRF) WORKSHOP ON PERFORMANCE BASED CONTRACTS & EVALUATING ASSET CONDITION

To be held on September 8-10, 2010 - Austin, Texas. The workshop will feature a group of distinguished speakers such as:

- David Casteel - Assistant Executive Director for Field and District Operations, Texas Department of Transportation
- Daniel Castrigano - Chief Engineer and Deputy Executive Director, Ohio Turnpike Commission
- Kirk T. Steudle - Director, Michigan Department of Transportation
- Doug Wiperman - Contract Innovations Specialist, Ministry of Transportation Ontario, CA
- And many more! You can also view the program at:

<http://www.irfnews.org/news-events/event-detail/irf-workshop-on-performance-based-contracts-evaluating-asset-codition/>

WEBINAR: PAVEMENT PRESERVATION FOR HIGH-TRAFFIC-VOLUME ROADWAYS

On Wednesday, September 8, 2:00 - 3:30 PM Eastern – A Transportation Research Board webinar entitled “Choosing Pavement Preservation Strategies and Techniques for Asphalt and Concrete Pavements” will be held. The presenter is Davis Peshkin, P. E. who spoke at our NACE 2009 conference in Peoria. To register visit: <https://www1.gotomeeting.com/register/275711760>

VISIT OUR LOCAL ROADS MATTER! CAMPAIGN

Gain a wealth of information on how critical our local roads are: <http://countyengineers.org/LRM/index.html>

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25 Mass Ave NW, Suite 580
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