

## PRESIDENT'S REPORT

*Chris Bauserman, P.E. & P.S., County Engineer, Delaware County, OH*

Autumn is without a doubt my favorite time of the year. In my home state of Ohio, the change of seasons from summer to fall brings the best weather of the year: moderate sunny days are a relief to the sweltering humid days of summer and cool evenings with the windows open make for a good night's sleep. The arrival of fall means its time for Friday night high school football games and Saturday afternoon college games. This also signals the beginning of one of nature's grandest spectacles as the forests undergo a breathtaking transformation from vivid green to an endless array of reds, yellows, oranges and browns. There's not much about this time of year that I don't enjoy. But there is one thing I could do without. Fall means it's time to get my budget for the coming year approved by the county commissioners. I'm guessing many of you are currently facing this annual challenge as well.

This year's budget in our county like most

others around the country will be one of the most challenging in recent memory. Tax revenues are down and the cost of delivering services to the public continues to increase leaving our County Commissioners with a number of difficult decisions. Budgets will likely be cut, work forces or work hours may be reduced, and every department in county government will likely be affected. And our County Commissioners face the unenviable task of hearing virtually every department make a case for why they should be spared from further cuts.

In the midst of these extraordinary and difficult times, I think it is appropriate to acknowledge the difficult task facing our county leaders who are charged with approving budgets. In the midst of all the competing interests, it is essential that we remind them of how important our local road system is to our communities. I'll be reminding my commissioners that

no other service provided by our county government is used by more people on a daily basis. No other service that we provide has more public safety risk associated with it. And no other service we provide has more of an impact on our local economy.

In the midst of limited resources and limited staffing, now is not the time for limited vision. It will be a challenge for our county leaders to remain focused on the big picture during these difficult times. Our challenge is to make sure they understand that a well maintained, safe and efficient road system is a key part of the quality of life for those we serve. And as we look to the future, our public road system is a foundation for economic recovery in our communities. I am hoping that your budget and mine for the coming year will be reflective of the important service we provide as county engineers and local road professionals.

## HOUSE APPROVES 3 MONTH EXTENSION – RECISSIONS NOT ADDRESSED

The House of Representatives voted 335-85 recently to approve a bill that would extend federal highway and transit programs until the end of this year. Federal law authorizing spending on federal-aid highways, transit projects, and highway safety programs is set to expire Sept. 30.

House Democratic leaders brought the measure, HR 3617, sponsored by House Transportation and Infrastructure Committee Chairman James Oberstar, D-MN, to the floor using an expedited procedure known as suspension of the rules. This process allowed the bill to bypass a committee markup and also precludes amendments to the bill.

The legislation does not address a looming \$8.7 billion rescission of existing contract authority (enacted in the 2005 transportation law known as SAFETEA-LU and amended by a 2007 energy law), which will be executed next week by the Federal Highway Administration if not repealed.

Rep. John Mica, R-FL and ranking minor-

ity member of the House Transportation and Infrastructure Committee, said one of his concerns about the bill is that it does not deal with the \$8.7 billion rescission.

Oberstar did not discuss the rescission issue on the House floor, but his spokesman said a repeal of the rescission was left out of the measure because House rules would require an offset to pay for it through higher taxes or reduced spending elsewhere.

The American Association of State Highway and Transportation Officials (AASHTO) issued a statement supporting the efforts of the House of Representatives to pass legislation extending authorization of federal-aid highway and transit programs. AASHTO noted the urgency of ensuring that federal-aid highway and transit programs do not shut down Oct. 1, the day after the current act expires.

However, AASHTO added that state transportation departments will be negatively im-

See "Extension" continued page 2.

## REMEMBER: OCTOBER 10TH, PUT THE BRAKES ON FATALITIES DAY



This annual campaign is gearing up. Are you ready for this important day on October 10, 2009? NACE supports this effort and encourages NACE State Affiliate organizations to obtain a proclamation that October 10th is Put the Brakes on Fatalities Day in your counties and state! Contact your local county commissioners and state governor! For ideas to promote this day visit the PBFDD website at: [www.brakesonfatalities.org](http://www.brakesonfatalities.org)

"Extension" continued from page 1.

pacted because the legislation does not repeal the \$8.7 billion highway contract authority rescission that will take effect Sept. 30.

"This rescission will amount to real dollar losses to programs and projects, and will have a devastating effect on many state departments of transportation and reverse the positive economic gains brought about by the recovery act," said John Horsley, AASHTO executive director. "For example, Missouri will lose \$202 million in contract authority and the cut will have a disproportionate impact on local bridges and metropolitan planning organizations. Colorado would lose \$115 million in contract authority. Michigan's share of the rescission is \$263 million, which amounts to approximately a quarter of what that state received for highway and bridge funding through the recovery act.

"States are just starting to pick up some momentum through economic recovery," Horsley added. "Now is not the time to turn back the clock."

The three-month extension bill now heads to the Senate, which has not yet acted on a proposal approved by three committees to extend authorization by 18 months, as requested by the Obama administration. Senate Environment and Public Works Committee Chairwoman Barbara Boxer, D-CA, has vowed to address the rescission matter when her chamber takes action. The Senate continues debating appropriations measures this week. It is unclear when the transportation extension will come up for floor debate.

## SENATE PASSES TRANSPORTATION SPENDING BILL

The Senate passed the FY 10 Appropriations Act for the Departments of Transportation and Housing and Urban Development (THUD) with a vote of 73 - 25. The bill passed by the Senate Appropriations committee includes \$75.8 billion for the Department of Transportation with \$42.5 billion for highway investment and \$11.1 billion for the Federal Transit Administration, including \$150 million for Washington's Metrorail system. In addition, the Senate bill includes \$1.2 billion for high speed rail, \$1.1 billion in grants for large infrastructure projects, and invests \$3.5 billion in aviation capital improvements. The discretionary spending total is a 25% increase from FY 2009.

## NOMINATING COMMITTEE INTERESTED IN NEW OFFICERS FOR 2010—2011

The NACE Nominating Committee is accepting nominations for 2010-2011 NACE officers. The positions of President-elect, Secretary-Treasurer, and Regional Vice Presidents for the Northeast and South Central regions will be on the ballot this year. Nominations should be sent to the Nominations Committee Chair, Sue Miller by November 30, 2009 so that they can be reviewed, assembled for distribution to the membership. You can submit your own name. A brief biography and photograph should be included. Nominations and/or questions should be directed to Sue Miller at (507) 377-5188 or email: [sue.miller@co.freeborn.mn.us](mailto:sue.miller@co.freeborn.mn.us)

## IT'S TIME TO NOMINATE DESERVING NACE MEMBERS AS "ENGINEER OF THE YEAR" OR "PROGRAM/PROJECT MANAGER OF THE YEAR"

Each year the NACE Awards Committee reviews nominated individuals for the "Urban Engineer of the Year", "Rural Engineer of the Year" and "Program/Project Manager of the Year" awards. The rules and criterion can be found by visiting the NACE website [www.countyengineers.org](http://www.countyengineers.org) under Programs and Committee section. In addition, each NACE Board member has copies of the forms. We encourage each NACE state affiliate organization to submit their nominations (5 copies) by December 31, 2009 to Ken Stone, Director of Asset Management and Sustainability, 207 4<sup>th</sup> Avenue, N., Kelso, WA 98626-4189. For more information contact Ken at (360) 577-3030; email: [stonek@co.cowlitz.wa.us](mailto:stonek@co.cowlitz.wa.us)

## NACE MEMBERS APPROVE CONSTITUTION AND BY-LAWS AMENDMENTS

With close to 25% of the voting members participating, two constitutional and one by-law amendments have been approved by the NACE voting membership. Key elements of the amendments expanded the ability to vote by electronic ballots, deleted the mandatory requirement of two candidates for Secretary-Treasurer, and expanded time to 90 days rather than 60 days to prepare and submit ballots to the voting membership. These changes have been updated on the NACE website.

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## LAHOOD SUPPORTS DIRECT FUNDING FOR CITIES AND COUNTIES

Addressing a meeting in Chicago, U.S. Secretary of Transportation, Ray LaHood, called for the development of regional transportation plans by counties and cities, which would be implemented with direct federal funding.

LaHood spoke Sept. 3 to the Illinois Road and Transportation Builders Association. After congratulating the organization on Illinois' success in obligating 80 percent of its economic recovery highway funds, LaHood turned to authorization of the federal surface transportation programs.

LaHood made the following remarks regarding his desire to send federal transportation dollars directly to local governments, bypassing state transportation departments, which historically have been responsible for allocating most of a state's federal funding:

"Looking ahead, beyond the recovery act, I believe it's time to re-think our federal spending priorities and focus on transportation investments that more effectively meet the needs of our communities.

For many years, federal transportation spending has mainly been driven by rigid formulas and divided by modes of transportation — with separate funding for each type of need, from highways to subways to ferries. We need to turn this around, so that our priorities and the outcomes people care about — such as building transit and affordable housing closer together — drive our investments.

In order for this to happen, we have to change the way we operate. We need to make our national priorities clear — and then empower state and local jurisdictions and other stakeholders to make them a reality.

And we don't want to pit one mode of transportation against another. Instead, we're asking communities to put outcomes first — and then determine the type of transportation infrastructure that works best to meet those outcomes. We're hoping and expecting that this will be an effective way to strike a new balance among all forms of transportation.

We also want to allow counties and cities to work together to develop regional plans reflecting both regional and national priorities. Then we'd fund them directly. The fact is, metro areas hold over 80 percent of the U.S. population. They're major centers of economic activity. And they account for most of the congestion and greenhouse-gas emissions.

Empowering metro regions to tackle their transportation and energy problems will move us closer to enjoying cities and suburbs that are cleaner, less congested, and less polluted than many are today.

We think all this can be accomplished without sacrificing the important investments that also need to be made in rural towns. What's really important isn't the size of a project or a jurisdiction. It's whether we can succeed in investing in transportation projects that enhance our quality of life and help us compete economically."

## STATUS REPORT ARRA

Vice President Biden outlined the Recovery Act funding that has been delivered to date and made the case that these funds have contributed to improving the economy. He said that, "if the first 200 days were about necessity, the next 200 will be about possibility" and a transformational economy, highlighting new investments in education, energy and technology. He also noted, as we have discussed before, that he views the transparency and accountability requirements of the Recovery act to be the start of a new way of doing business that will extend beyond the life of ARRA. Below are links to the resources provided.

From The White House: "Roadmap to Recovery: Day 200"  
<http://www.whitehouse.gov/recovery/roadmap-200/>

From the Metropolitan Policy Program at Brookings (which focuses on 366 metropolitan areas): Implementing ARRA:  
[http://www.brookings.edu/metro/implementing\\_ARRA.aspx](http://www.brookings.edu/metro/implementing_ARRA.aspx)

Policy Brief - Implementing ARRA: Innovations in Design in Metro America:  
[http://www.brookings.edu/reports/2009/0723\\_american\\_recovery\\_reinvestment\\_act.aspx](http://www.brookings.edu/reports/2009/0723_american_recovery_reinvestment_act.aspx)

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## PAVEMENT PRESERVATION FUNDING FOR SAFETEA-LU REAUTHORIZATION

*Jon Rice, Managing Director, Kent County Road Commission, MI, NACE NE Region VP, and Chair of PP Working Group*

This month I would like to share with you a condensed version of an article from the National Center for Pavement Preservation (NCP) website that addresses the need to identify and establish dedicated funding for Pavement Preservation in the next Reauthorization Bill. While some state DOT are using limited federal funding for Pavement Preservation treatments, a dedicated funding source would provide transportation agencies with the needed impetus to expand their PP programs. With the County road network comprising the larger number of jurisdictional miles in the nation, County Engineers need the flexibility to use Federal Highway Funds to extend the service life of County roads and bridges.

The Pavement Preservation approach of using the *right* treatment for the *right* road at the *right* time yields significant safety, environmental, and economic benefits. By explicitly recognizing the benefits of Pavement Preservation and by directing recipients of federal highway funds to give full consideration to utilizing Pavement Preservation techniques, Congress can in the upcoming SAFETEA-LU reauthorization encourage recipients of federal transportation dollars to treat more lane miles, at a lower cost, and put more people to work, as compared with exclusively implementing traditional construction methods.

Pavement Preservation is defined by the

Federal Highway Administration (FHWA) as “a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations.” As defined by FHWA, Pavement Preservation practices include both preventive and corrective non-structural actions to provide cost-effective alternatives that address highway infrastructure needs.

Traditionally, highway managers and the traveling public have not considered road preservation a priority, primarily because roadway deterioration occurs over time – until it is too late. While most people practice preventive maintenance in an effort to preserve the value of such major assets as their homes and automobiles, motorists tend to think of maintaining the infrastructure only after a tragic road or bridge failure occurs, producing disruptions to service and shocked reactions of disbelief.

Most states and localities have historically dedicated maintenance resources to the most deteriorated roads, usually devoting costly resurfacing, rehabilitation and restoration (3R) repairs or total reconstruction only to pavements that have already suffered major distress. Prioritizing maintenance in a “worst first” approach does nothing to extend the capital life of the Nation’s investment. The Pavement Preservation approach, however, proactively preserves the roadway life-span before major distress even occurs, extending pavement well beyond design-life expectations – leading to considerably lower capital

reconstruction costs over the long term and unquestionably more efficient use of federal funds. Preservation is proactive maintenance. Using cost-effective, rapidly applied treatments to arrest surface deterioration caused by oxidation and aging, preservation realistically extends the useful life of a facility so the taxpayers receive a more uniform level of service for the maximum amount of time.

Pavement preservation reduces traffic delays by using techniques that can be completed faster with less traffic disruptions. It also offers reduced user costs by maintaining entire pavement networks in better overall condition. Reducing the time that motorists spend in traffic delays due to roadway construction reduces overall emissions from motor vehicles. Pavement Preservation improves the surface characteristics of the roadway, thereby improving user safety.

A shift from the outdated, costly, and inefficient “worst-first” road maintenance practice to a cost-effective pavement preservation mindset will take a very special commitment and a genuine understanding of the vast potential benefits to be gained for our nation’s economy and environment. The expenditure of limited maintenance funds on carefully chosen and timed preservation projects will yield reconstruction savings substantially in excess of the preservation expenses.

Federal funding eligibility in the SAFETEA-LU legislation has often been interpreted to preclude the use of federal funds for pavement preservation practices. The current law addresses the existing highway needs only through resurfacing, rehabilitation and restoration (3R). The 3R program merely addresses costly “major work,” whereas Pavement Preservation embraces the strategy of extending pavement life span and employing prescriptive preservation methods to delay the costly 3R treatments. The reauthorization legislation should dedicate a specified share of funding to Pavement Preservation. This will allow highway agencies to extend highway service life in a more cost effective and environmentally responsible manner.

### FATALITIES DOWN IN 2008

NHTSA has released the 2008 FARS Data. There were only 720 fatalities in work zones in 2008 (comprised of drivers, pedestrians and workers). The National Work Zone Safety Information Clearinghouse has added work zone fatalities information to their site.

[http://www.workzonesafety.org/crash\\_data/workzone\\_fatalities/2008](http://www.workzonesafety.org/crash_data/workzone_fatalities/2008)

See the NACE website at:  
[www.countyengineers.org](http://www.countyengineers.org)



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## BUDGET VS. SAFETY

By Dale Wegner, County Engineer, Coconino County, AZ and NACE Western Region V.P.

In Arizona we are three months into the new Fiscal Year and still do not have an approved budget. The estimated shortfall ranges from 3 to 4 billion dollars with revenues still falling well below projections. This would be no surprise if we still had a Democratic governor, but both the governor and the legislature are from the Republican Party. The governor would like a temporary voter approved 1% sales tax hike to raise revenue for education and social services. Most of the legislature has taken a pledge of no new taxes and will not support the governor.

One item both the governor and legislature have agreed too is take some of the Highway User Roadway Funds (HURF) allocated to counties and use it to fund the Department of Public Safety (DPS). This has reduced revenues by approximately 7% for counties in AZ which on the surface does not look bad but HURF revenues are down over the past 15 months by approximately 10%. This combination of reductions has left Coconino County's HURF revenue at 1999 funding levels.

To offset the reduction in revenue Coconino County Public Works has reduced capital expenditures including equipment, frozen most vacant positions with no salary increases and developed a voluntary days off without pay program. This approach will work for a short period of time but is not sustainable for very long and may result in service cuts in the future.

In spite of the gloomy budget picture Arizona is still doing some great things regard-

ing road safety. ADOT has continued with their Road Safety Audit (RSA) program which is free to local agencies. Coconino County has just completed our third safety audit of a 27 mile stretch of rural high speed highway through a National Forest. Coconino County has submitted a NEPA document to the Forest Service several years ago requesting approval to remove trees from the clear zone. This RSA re-affirms that these trees should be removed to improve safety. We hope to utilize this study to apply for High Risk Rural Road funding whenever Arizona gets the program going to remove the trees. The RSA also identified some signing deficiencies and several sections of guardrail that can be removed.

The Arizona Association of County Engineers is working with the Arizona Counties Insurance Pool on Safety Inspections of County Roads program. Currently 12 of the 15 counties are members of the Insurance Pool, Coconino, Maricopa and Pima are not. Yavapai and Mohave Counties have taken the lead and have policies and inspection programs in place. The remainder of the counties in Arizona plan to have a program in place by the end of this year.

The Insurance Pool had completed safety inspections of county roads for member counties several years ago and reported a 30% drop in claims and is not looking for further reductions. Some counties will utilize existing staff with training while others have hired a full time inspector for the safety inspections. Coconino County will be utilizing a combination of engineering and maintenance staff to complete these safety inspections.

## EDITORIAL: MORE GRAVEL ROADS IN OUR FUTURE

By Paula J. Holmes-Greeley, August 11, 2009  
<http://www.mlive.com/opinion/muskegon/>

Rural Muskegon County residents are going to have to bite the bullet when it comes to some roads.

A Muskegon County Road Commission proposal to crush three rural roads back into gravel as a cost-saving measure makes sense. It also will make the roads more passable than their current state.

The roads were constructed with a layer of gravel and two layers of stone sealed over the top. Drivers are battling "major potholes" and "piece-meal patching," and parts of the roads are literally coming off in some areas, according to road commission officials.

The hard-surface roads, totaling four miles, are in Holton and Cedar Creek townships. Through the first half of 2009, the road commission spent \$27,000 patching these roads.

Crushing the roads into gravel will cost more than the road commission has to spend, but it gives the commission a better chance of maintaining the roads -- and at a lower cost. And the road commission will quit throwing good money after bad roads.

More than 20 of Michigan's 83 counties have turned rural roads to gravel with no immediate plans to repave, according to the County Road Association of Michigan. Approximately 50 miles have been reverted in the past three years, including 2 miles of Brunswick Road in Muskegon County.

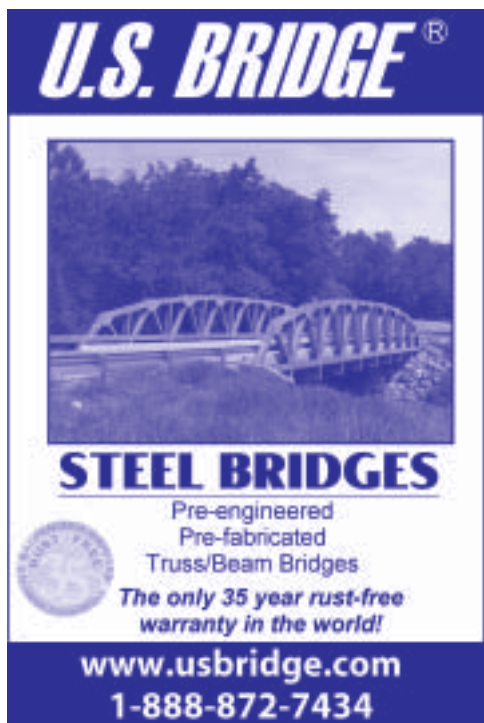
While the shock of suddenly living on a gravel road will be tough, residents still should expect the county to maintain these roads. Residents should not be doubly penalized by having their roads turned into gravel and then ignored.

In the meantime, township and county officials need to contact our state lawmakers and insist that action be taken to improve road funding in the state. Paralyzed by taxpayer revolt, no action has been taken on this issue. Yet, costs continue to mount.


Vehicle registration and gasoline taxes for a typical Michigan driver come to just pennies over \$1 per day. Road disrepair costs the average motorist an additional \$318 per year in vehicle repairs, lost time and wages, according to the County Road Association of Michigan.

Local officials need to tell lawmakers they want the formula for the distribution of funds changed and they want more money. It's been estimated that \$6 billion is needed to maintain all state and local roads in good condition; that's \$3 billion more than current spending of \$3.4 billion.

See "Gravel Roads" continued page 6.



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## SOUTH DAKOTA PERSPECTIVE

By Rick Small, Codington County Highway Superintendent and 2008-2009 President, South Dakota Association of County Highway Superintendents

WOW! Have things changed in the past year. Along with a new administration in Washington that has proposed many new approaches to the financial, medical and insurance issues, we, at the County Highway Department level have tried to deal with costs and expenses associated with road construction and maintenance. In many cases the costs have more than doubled creating a situation that is requiring tough decisions to be made regarding which projects may need to be delayed or possibly cancelled. Many highway departments have had to delay plans for new construction projects to divert dollars to maintenance projects to try to maintain the road system they have in place. Some counties have had to make the difficult decision of which miles of oil road will be milled and returned to gravel surfaces because there are just not enough funds to maintain the entire system.

In January, the initial proposal presented by Congress indicating the release of funds under the AMERICAN RECOVERY AND RE-INVESTMENT ACT had some of us excited about the possibility we would receive enough funding to get back on track on several projects. As it turned out we did receive funds that we are grateful to have received, but not what I had hoped for. In Codington County we received enough funding to place a two inch thick asphalt mat overlay on approximately 1.5 miles of road.

Over the last several years numerous counties have attempted to generate highway revenue by implementing a wheel tax or increasing existing wheel tax from two to four dollars per wheel and the voting public has sounded a resounding no in most cases. The SDACC has worked very hard and I'm sure will continue to work to initiate legislation that would give us some relief.

In April I had the privilege to attend the NACE 2009 Conference in Peoria, Illinois. It was obvious that we in South Dakota are not alone in our struggles to make ends meet, but it was refreshing to see how determined the people in this profession are to finding economical solutions to address our issues.

Looking forward, it is obvious that county highway departments are going to have to find ways to stretch the dollars by possibly sharing resources, utilizing new technology, trying new methods such as warm mix asphalt, using recycled aggregate in our asphalt and

utilizing equipment and personnel to cut costs wherever we can.

In my 22 years in the highway department and working with other county highway departments I am proud to say that we are very resilient and innovative when addressing problems that seem to be out of our funding limits. I am hoping that in the near future the economy returns and we can resume moving forward rather than just maintaining what we have.

### "Gravel Roads" continued from page 5.

About 39 percent of the Michigan Transportation Fund goes to counties, which have jurisdiction over 75 percent of the state's roads. The litany of complaints against Michigan roads just goes on and on. According to the report, "A Quick Guide to Roads & Road Funding in Michigan" by the County Road Association Township Relations Committee, Michigan has the eighth largest public road system in the nation, third largest county system, and sixth largest local system of county, city and village roads combined. Yet, in 2006, Michigan ranked 47th in per capita spending on roads, based on U.S. Census Bureau statistics.

In addition, the Reason Foundation, a Los Angeles and Washington, D.C.-based non-profit think tank, found in its 2007 "Report on the Performance of State Highway Systems," that Michigan had the eighth worst road system in the nation based on overall performance.

Grinding all of our roads back into the stone age is not an acceptable alternative.

Crushing plan - The Muskegon County Road Commission is considering crushing these hard-surface roads to gravel to save money:

- Holton Township Meinert Road, from M-120 to Holton Duck Lake Road -- 2 miles
- Brickyard Road, from M-120 to Brunswick Road -- 1 mile
- Cedar Creek Township Crocker Road, from M-120 to Ewing Road -- 1 mile

Alternative repair options:

- Paving -- Apply a heated mixture of asphalt and stone, which solidifies into hard pavement. Cost: \$150,000 per mile.
- Prime and double seal -- Hard surface road three-quarter inch of layered asphalt and stone smoothed over a layer of gravel. Cost: \$50,000 to \$80,000 per mile.
- Gravel upgrade -- Crush existing material, then add 2 to 3 inches of new gravel. Cost: \$4,900 per mile.

Source: Muskegon County Road Commission

## WHAT LIES BENEATH? NEW VIDEO "LIFE CYCLE OF A HIGHWAY"

Why must we invest in rebuilding highways from the ground up? A new video, *Life Cycle of a Highway*, produced by the Missouri Department of Transportation (MoDOT), vividly illustrates what happens below the surface of highways after 50 years of car and truck traffic have passed over them. Drivers can feel the bumps and potholes, but what they don't see is how rock and soil layers supporting the roadway crumble regardless of what is done to the surface. Eventually, the highway has to be completely rebuilt and the price tag grows the longer the work is delayed. MoDOT is making the video available to all states to use in communicating the need to reinvest in highways. Contact [Shane.Peck@modot.mo.gov](mailto:Shane.Peck@modot.mo.gov) for more information.

### FORMER COUNTY ENGINEER SELECTED AS APWA TOP TEN

NACE Life member and past President of Illinois Association of County Engineers, Nabi R. Fakroddin, P.E., S.E., F.ASCE, senior project manager for HNTB Corporation/Illinois Tollway, was named a 2009 Top Ten Public Works Leader of the Year by the American Public Works Association (APWA). He was recently presented with the award at the APWA annual convention in Cleveland, Ohio.

Fakroddin has more than 50 years of engineering experience in the planning, design, construction and maintenance of roads and bridges. Prior to his involvement with HNTB Corporation, Fakroddin served as Principal/Associate with Smith Engineering Consultants, where he established a structural department for the civil engineering firm, which later transformed into a major structural design firm. Fakroddin's career in the public sector began with the Illinois Department of Transportation in Springfield, Ill., in 1957 working for the Bureau of Bridges and Bureau of Local Roads. Fakroddin then moved on to become the superintendent of highways in Warren County, and then finally retired as director of Transportation of Kane County in 1997.

During his career he helped recruit and train young engineers not only to be good bridge designers, but also encouraged them to acquire their professional licenses. Among many awards over the years, Fakroddin received the County Engineer of the Year from Illinois Association of County Engineers. "Nabi is an engineering manager whose advice is actively sought and whose opinion is highly regarded," said John P. Kos, P.E., director of transportation and operations for DuPage County, Ill. "He is a talented engineer, a first-rate manager and has been an excellent steward of the public trust throughout his career."

See the NACE website at:  
[www.countyengineers.org](http://www.countyengineers.org)

**GENERAL 3M SIGN GRANT PROGRAM**

In January 2009, 3M announced the availability of a new grant program to help government agencies improve roadway safety through the use of higher performance retroreflective material on traffic signs. The grant subsidizes agency efforts to meet the FHWA Minimum Levels of Reflectivity mandate. "We continue to be pleased with the response to the grant program through the end of June. We have issued well over 500 grants representing nearly \$1.9 million to our customers," said Tom McGlynn, director of the highway safety business unit. Government agencies representing 45 different states have applied for grants, McGlynn noted. "A significant number of these grants are for our Diamond Grade™ DG<sup>3</sup> sheeting. I encourage all of our customers to visit our web site, [www.3MSignGrants.com](http://www.3MSignGrants.com), and take the "Full Cube Challenge."

The 3M Sign Grant Program offers significant savings to agencies working toward "minimums" compliance. All agencies currently using ASTM Type I or II sheeting are eligible for a one-time grant for sign upgrades to 3M prismatic sheeting. Grants are available for roll goods or finished signs and must be redeemed within 90 days. Grant applications may be submitted through **November 30, 2009**.

**INTEGRATING CONTEXT SENSITIVE SOLUTIONS INTO TRANSPORTATION PRACTICE: GUIDE**

This guide includes technical guidance supported by an integration framework to assist agencies in addressing the organizational changes needed to integrate Context Sensitive Solutions (CSS) principles into transportation planning, project delivery and operations. It also provides instructions for the application of an internal organizational self-assessment activity that can be tailored to the user's specific organization. The information in this guide focuses on identifying, prioritizing, coordinating, and managing CSS best practices. Available for downloading at: [http://www.contextsensitivesolutions.org/content/reading/integrating\\_context\\_sensitive\\_s/\\_resources/Integrating\\_CSS\\_into\\_Transportation\\_Practice\\_Guide.pdf/](http://www.contextsensitivesolutions.org/content/reading/integrating_context_sensitive_s/_resources/Integrating_CSS_into_Transportation_Practice_Guide.pdf/)

**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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