

NACE News



A MONTHLY PUBLICATION OF THE NATIONAL ASSOCIATION OF COUNTY ENGINEERS (202) 393-5041

WASHINGTON, D.C.

MARCH-APRIL 2010

VOLUME 10 NUMBER 3

PRESIDENT'S REPORT

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

Last month many of you responded to a NACE survey about your experience with designing and building local transportation projects through the federal aid process. Thanks for taking the time to complete the survey and for your thoughtful and detailed responses. The results from the survey confirmed what we may have suspected and understood. County Engineers and road professionals around the country are deeply frustrated with the delays, costs, redundancy and bureaucracy that come with building projects using federal funds. Here are a few excerpts from the many excellent responses:

- "Most of our federal aid projects cost \$400,000 - \$500,000 per mile whereas we can usually do it with local funds for \$200,000 - \$300,000 per mile. The public can't tell the difference!"
- "The cost of "engineering" federal projects is roughly double to triple that of local projects and can exceed 30 to 35% of project costs."
- "Overall, the total cost of a Federal Aid

Project is 50 to 100% more costly than a similar locally funded project."

- "The regulations for property acquisitions cost about 30% of the overall cost of a project."
- "The cost of environmental approval, design and right of way averages 36 cents per construction dollar compared to 24 cents in 1990."

While in Washington DC last month for the NACo Legislative Conference, six NACE representatives and I had the opportunity to meet with FHWA Administrator Victor Mendez. The purpose of the meeting was to discuss our concerns about project delivery delays and costs and to discuss efforts to streamline the process for using Federal Aid on our local transportation projects. Mr. Mendez was very generous with his time and gave each of us the opportunity to share our concerns. We also shared some of your examples from the NACE survey. The Administrator showed a real understanding of the issues we face at the local level, no doubt aided by his past experience as the Director of the

Arizona Department of Transportation. All of us in attendance felt the meeting was productive and represented a significant step in the NACE streamlining effort. Three significant points that came out of the meeting:

1. Efforts to address our concerns should be included in the next transportation authorization. Mr. Mendez indicated that the administrations proposal would be drafted in the next 60 to 90 days.

2. Partnerships should be established in each state between FHWA, State DOT's and Local Transportation Agencies to promote uniformity and best practices from states where the process is working better than others.

3. A working group should be formalized with NACE, FHWA and AASHTO to work on reducing project delivery times.

We were all encouraged to hear of a new FHWA initiative under Mr. Mendez's leadership called "Every Day Counts" which focus on the urgency surrounding building and

See "President" continued page 2.

TRANSPORTATION OFFICIALS HEADLINE PURDUE ROAD SCHOOL

WEST LAFAYETTE, Ind. -Top federal and state transportation officials kicked off the 96th annual Purdue Road School, held March 9-11. Some 1,500 local and state transportation officials from throughout Indiana participated in the event, sponsored by the Joint Transportation Research Program in cooperation with the Indiana Local Technical Assistance Program, both housed at Purdue. The conference, the oldest of its kind in the nation, features a number of state, federal, academic and transportation industry experts. All conference sessions, are free and open to the public, although registration is required. Federal Highway Administrator Victor Mendez and Indiana Department of Transportation Commissioner Michael Reed were speakers at the Road School's opening session, Tuesday, March 9. Also participating was Chris Bauserman, President of the National Association of County Engineers. "We are delighted to have an exceptionally distinguished panel for our opening session," said Darcy M. Bullock, Road School co-chairman and professor of civil engineering. "They will provide insight on upcoming transportation priorities at the federal, state, and local levels." *Edited from Purdue University, University News Service, March 1, 2010*

LISTEN TO NACE PRESIDENT DISCUSS CRITICAL ISSUES IN THE NEW AUTHORIZATION OF THE SURFACE TRANSPORTATION PROGRAM: VISIT OUR LOCAL ROADS MATTER WEBSITE!

Chris E. Bauserman, NACE President & County Engineer, Delaware County OH discusses the important issues associated with the next transportation authorization in this important PODCAST. To hear his presentation visit the NACE Local Roads Matter Campaign site <http://countyengineers.org/LRM/index.html> (click on Social Media Center).



John Habermann, Director Indiana LTAP; Michael Reed Indiana DOT Director, Chris Bauserman, NACE President, Victor Mendez, FHWA Administrator, and Darch Bullock, Co-chair Purdue Road School



Chris Bauserman, NACE President and Victor Mendez, FHWA Administrator, opening session panel.

"President" continued from page 1.

maintaining our nation's highway system. Through this initiative, FHWA employees and outside stakeholders are asked for ideas on how to deliver projects faster and how to deploy the latest technology and innovation sooner. During his speech to the NACo Transportation Steering Committee, Mr. Mendez shared his goal of reducing project delivery times by 50%. Needless to say, that was music to our ears.

The task at hand for NACE is to roll up our sleeves and make some specific language and recommendations that can hopefully be incorporated into the next federal highway authorization. NACE President-Elect, Phil Demery, Sonoma County, California, has convened a small working group assigned to this very task. We are under a tight timeline but it is important that our proposals are in FHWA's hands as they prepare their draft authorization. We have no way of knowing how our proposals will be received, but the good news is that NACE has been invited to be a stakeholder in the process. The significance of that cannot be overstated.

Switching gears for a moment, to a personal note, I want to thank all of you for the privilege of serving NACE in a leadership capacity. This month marks the end of my tenure as NACE President, and I will remember this past year as one of the highlights of my professional life. Thank you and I hope to see many of you in Fort Worth, Texas for the 2010 NACE Annual Conference. The Texas Association of County Engineers and Road Administrators have put together a great conference program that you won't want to miss.

APRIL IS NATIONAL COUNTY GOVERNMENT MONTH

It's not too late to celebrate National County Government Month (NCGM) in April. This year's theme is "Healthy Counties." A NCGM booklet full of ideas to celebrate can be downloaded at: http://www.naco.org/Content/ContentGroups/Programs_and_Projects/Special1/County_Government_Week/FINAL-TEXT-NCGM_2010.pdf

LOCAL PUBLIC AGENCY (LPA) WEBSITE LAUNCHED

FHWA has announced the debut of the Local Public Agency (LPA) Public Website at <http://www.fhwa.dot.gov/federalaid/lpa/index.cfm>. The purpose of the website is to provide pertinent information, other Federal Highway Administration (FHWA) public website links, and outside entity links to better assist LPA's and State Transportation Agency (STAs) officials in the administration and oversight of Federal-aid funded projects that are being delivered by LPAs. The site will offer reference information, contact information, training information, etc. as well as other aids to assist public officials in meeting Federal-aid program/project requirements. This Website is envisioned to be an evolving website so your suggestions for improvement will be most welcome. If you have questions or comments for my office on this topic, please direct them to Mr. Robert (Bob) Wright (202-366-4630).

THE MAINTENANCE OF SIGNS AND SIGN SUPPORTS - A GUIDE FOR LOCAL HIGHWAY AND STREET MAINTENANCE PERSONNEL

This Guidebook issued by FHWA is an update to the same titled guide published in 1990, is intended to help local agency maintenance workers ensure their agency's signs are maintained to meet the needs of the road user. The guide succinctly covers the following topics: a description of sign types, sign materials and sign supports; sign installation and the elements of a sign management system including inventory, inspection, preventive maintenance, repair and replacement, and recordkeeping. It is available for download only (no print version) at: http://safety.fhwa.dot.gov/local_rural/training/fhwasa09025/.

2010 APWA TOP 10

Congratulations to NACE members James N. Grube, Director of Transportation & County Engineer, Hennepin County, MN and Brian J. Ziegler, P.E., Public Works Director, Pierce County, WA who were named among the Top Ten Public Works Leaders of the Year by the American Public Works Association on March 23. This national award recognizes outstanding career achievements of public works professionals in both the public and private sectors and focuses on career service to the public works profession overall, rather than on singular projects. Other County recognition in the Top Ten were: R. Mark DeVries, Superintendent, McHenry County Division of Transportation, Ray C. Funnye, Public Services Director, Georgetown County SC, and Will Kempton, Chief Executive Officer, Orange County Transportation Authority.

FHWA NEWSLETTER

The Safety Compass, 2010 Spring edition is available at the following link: <http://safety.fhwa.dot.gov/newsletter/safetycompass/2010/spring10/>

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SURFACE TRANSPORTATION PROGRAMS EXTENDED UNTIL DECEMBER 31, 2010

President Obama signed into law on March 18th a jobs bill that includes an extension of federal surface transportation programs through December 31, 2010. The transportation extension was needed to allow Congress more time to complete work on a new authorization to succeed SAFETEA-LU, which expired on September 30, 2009.

The Hiring Incentives to Restore Employment (HIRE) Act, HR 2847, includes tax relief for businesses hiring new employees. Specific transportation provisions included:

1. Extend surface transportation authorization until the end of this calendar year. The current extension of the 2005 surface transportation authorization law known as "SAFETEA-LU" is to expire March 28.

2. Deposit \$19.5 billion into the Highway Trust Fund to reimburse the trust fund for interest payments not received since 1998. This will ensure the trust fund's solvency into next year.

3. Restore in this fiscal year \$8.7 billion in highway contract authority to the states that had been rescinded at the end of Fiscal Year 2009.

4. Fund the federal highway program's contract authority for FY 2010 at \$42 billion, up from \$30 billion, returning the program to its FY 2009 funding level.

5. Provide \$4.6 billion in additional federal subsidies for Build America Bonds, a program created by the American Recovery and Reinvestment Act of 2009. The bonds allow states and municipalities to finance infrastructure projects with an interest subsidy from the federal government. State and local governments have issued \$78 billion worth of Build America Bonds during the program's first year.

6. Allow the Highway Trust Fund in the future to collect interest on its deposits, as all other federal trust funds are authorized to do.

7. Restructure fuel-tax exemptions for government vehicles currently paid out of the Highway Trust Fund so future payments come out of the General Fund rather than the trust fund, increasing money available for highway and transit projects in future years.

SENATOR BOXER AND RAY LAHOOD TOWN HALL MEETING

Phillip M. Demery, P.E., Public Works Director, Sonoma County, CA and NACE President-Elect

On February 19th I was invited to attend a town hall meeting in Los Angeles, California hosted by Senator Barbara Boxer and Secretary of Transportation Ray LaHood. The event



was a part of a series of meetings held across the country bringing together federal, state and local officials, as well as transportation providers, users, and other stakeholders, to discuss the upcoming surface transportation reauthorization. Although it was billed as a day to discuss the reauthorization, it turned in to a strong defense of the American Reinvestment and Recovery Act, and ended with a commitment from Senator Boxer to do all she could to assist Los Angeles with their transit needs.

As Chair of the Senate Environment and Public Works Committee, Senator Boxer announced her intent to pass MAP 21 (Moving Ahead for Progress in the 21st Century) legislation, which would replace SAFETEA-LU, by the end of the calendar year. However, she would not comment as to the extra funding that may be needed for the legislation nor would she commit to guaranteed set-asides for bridges or highway safety. Senator Boxer also avoided discussing the legislation being offered by the House Transportation and Infrastructure Committee Chair, James Oberstar, only in that a bicameral plan to support reauthorization hasn't been created yet.

Both the Senator and Secretary LaHood expressed the need to rebuild our nation's infrastructure and that transportation projects create jobs which spur economic recovery. Secretary LaHood gave several examples of how the stimulus funds were being used in the Los Angeles area with the I-405 freeway widening project representing the largest highway project funded with stimulus dollars (\$190 million). LaHood also seemed particularly pleased about the recent issuance of Transportation Investment Generating Economic Recovery (TIGER) Grants, pointing out how well Senator Boxer had lobbied on the state's behalf. However, of the 1400 applica-

tions representing \$57 billion in projects, only 51 projects were selected for \$1.5 billion in transportation investment. He did not necessarily get the audience response or Senator Boxer's adulation that he had hoped for because the Los Angeles area had been totally left out of TIGER funding.

With Los Angeles Mayor Antonio Villaraigosa by their side, Senator Boxer and Secretary LaHood pledged their support for transit operations. Senator Boxer commented that it made no sense developing a world class transit system without the revenues to operate them. LaHood stated that the administration and Senator Boxer support legislation that allows greater use of federal funds for transit operations. The Los Angeles Mayor received the support from Boxer to do everything she could to accelerate the delivery of local transit projects. In that most of the invited guests represented alternative transportation interests, their comments regarding transit support were well received.

I was able to testify on a couple of occasions voicing our needs for streamlining the federal project delivery process as well as our concerns of the Oberstar work product. Although both the Senator and Secretary LaHood were attentive and took notes related to the streamlining comments, they seemed disinterested with keeping the bridge and safety set-aside funding. I think most of us would agree that there were too many set-aside funding programs with SAFETEA-LU but such a collapsing correction suggested by Oberstar is unwarranted and would place significant challenges on our ability to fund needed bridge repairs and safety projects.

We want to hear from you!
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NEWS FROM THE "OTHER" WASHINGTON

By Ryan Lopossa, P.E., County Engineer/Deputy Director, Cowlitz County, WA and NACE State Director – Washington

Greetings from the Evergreen State! First, I need to acknowledge that despite being a NACE State Director for nearly five years, this will be my first NACE News article. Hats off to Bonnie for catching up with me this year. Keep up the good work. Hopefully, I can do better job at sharing what's happening in the Great State of Washington in future issues.

As many recall, the Washington State Association of County Engineers (WSACE) celebrated its 100th anniversary in 2006. This event marked a significant new direction for our Association as we charted our course for the next 100 years. In past years, the WSACE struggled to address the multitude of issues facing County Engineers in the State of Washington. Each legislative session would bring a host of issues requiring our attention. During each session, we would attempt to stay abreast of these issues, while continuing to balance our daily operations in each of our home counties. However, we found ourselves constantly reacting to issues as opposed to proactively seeking solutions. In addition, the complexity of managing a State Association also continued to require more time and attention than what was always available from our busy members.

Thus, in late 2008, after much deliberation and debate, WSACE selected its first Managing Director. A familiar face among NACE members, NACE Past President (2001) Gary Rowe was selected to manage the day-to-day affairs of the WSACE. With over 33 years of County government experience, Gary's presence has brought new energy and involvement to our Association. During the legislative sessions, he closely monitors every legislative proposal that has the potential to impact County Engineers. Gary provides weekly updates on the status of each piece of legislation and is always there to provide feedback. During the current session, Gary has tracked over 100 pieces of legislation that pertained to county engineering.

Under Gary's direction, the WSACE is forging new relationships with the Washington State Department of Fish & Wildlife as we seek to find new avenues for permit streamlining for Public Works activities. Gary has also fostered stronger relationships with our parent Association, the Washington State Association of Counties (WSAC), the Washington State Department of Transportation and several other bodies that influence county engi-

neering in Washington State.

Gary is instrumental in the planning of our annual conferences and training events. Under the direction of the WSACE Executive Board, He oversees the Association's finances and records. He has developed the Association's web page (www.wsace.org), providing a wealth of resources for county engineering staff. Current WSACE President and Pierce County Engineer Brian Stacy notes, "The WSACE came to the realization that we needed a face to our organization, someone who could facilitate timely, accurate and thoughtful responses to those key issues we encounter. In his capacity as Managing Director, Gary has accomplished this and so much more."

With a Managing Director in place, the WSACE is ready to take on everything the next 100 years of County Engineering has to offer. Ready, set, go!!!

See you all in Fort Worth for NACE 2010.

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REGIONAL PAVEMENT PRESERVATION PARTNERSHIPS

By Jon Rice, Engineer-Manager, Kent County Road Commission, MI and NACE Northeast Region Vice President

I would like to encourage every County Engineer/Manager to become aware of the benefits of getting involved in Pavement Preservation (PP) movement and discussions that are taking place around our Country. As NACE's representative to the FHWA sponsored Pavement Preservation Expert Task Group (PETG), I have had the opportunity to expand awareness within my organization of the benefits that PP and Pavement Management (PM) can provide in improving the conditions of our local road infrastructure. As part of our county PP program I have had the opportunity to attend Midwest Pavement Preservation Partnership (MWPPP) to learn more about PP from State DOT and Industry participants at the meetings. These partnerships are AASHTO supported peer groups funded through Pooled Fund resources from the participating State DOTs. Additional memberships are on a pay as you go basis for industry and County and City members. Each State DOT has membership in one of the five Regional PPP that can be viewed at: <http://www.pavementpreservation.org/partnerships/>.

Recently I participated in a phone conference with members of the National Center for Pavement Preservation (NCPPI) and Regional PPP chairs to inquire how we can get more County involvement in the Regional PPP. First, I want to inform you that they were excited about the potential to have more Counties participate in Regional PPPs. Both State DOTs and Industry realize and acknowledge that with size of the County road system, many counties are using PP techniques and can share valuable information with attendees. Second, State DOTs are committed to helping to get word out about the Regional PPP by accepting invitations to speak at Statewide County Road conferences. This is a great opportunity to build a positive relationship with your State DOT and promote PP though out the Counties in your state. Third, we agreed that we need to engage the resources of the State LTAP organizations to assist Counties in learning more about Regional PPP and to promote communication between, County, State DOTs and FHWA agencies. Though my Local Agency Involvement Subcommittee within the PPETG, I will promote a more inclusive role for County Road Agencies to participate in the Regional PPP and will have NACE provide NCPPI with an email directory so that each County can be better informed of Regional PPP meetings in your area.

ILLINOIS CAPITAL BILL – LOCAL IMPACT

By Timothy C. Zahn, P.E., M.B.A., Sangamon County Engineer, IL

On July 13, 2009 Governor Pat Quinn signed into law bills that created the \$31 billion Illinois Jobs Now plan, commonly referred to as the “Capital Bill”. This was very exciting for those of us who rely on funding from this type of bill for the maintenance, repair and construction of road, bridge and other highway infrastructure projects. It is now almost nine months after passage and the funding sources for the Capital Bill are still uncertain and as a result much of the necessary bonding has not been sold to implement new road and bridge projects on the county highway systems across the state. However, the legislation that created the Illinois Jobs Now plan has already made an impact on the maintenance of local agency roads.

About 20 years ago the maximum gross vehicle weight for a semi tractor trailer on a State Highway or Interstate Highway was increased to 80,000 pounds. At that time the State Legislature increased Motor Fuel Tax funding to the Illinois Department of Transportation to help with the extra road and bridge maintenance expenses that the heavier truck traffic generated. During that same time, the maximum gross vehicle weight for a semi tractor trailer on a County or Township road remained at 73,280 pounds.

Provisions in the current Capital Bill increased the maximum gross vehicle weight and maximum axle weights for commercial trucks operating on local agency roads to the same

as the State Highway system. This means commercial trucks will now be permitted to operate on County and Township roads at the same weights as what was permitted on State Routes for the last 20 years – 80,000 pounds gross. However, the Capital Bill legislation did not include an increase in Motor Fuel Tax funding to help Counties and Townships pay for the extra road maintenance that will be required as a result of the heavier truck traffic.

That is not to say that there was not funding for local agencies in this bill. Included in the Illinois Jobs Now Capital Bill were 500 million dollars for Local Agency projects (municipal, county and township), but the distribution method for these funds has not been identified and local agencies are not currently allowed to obligate these funds. The 500 million dollars in local agency project funding was far smaller than the increase in State road funding detailed in the Illinois Jobs Now capital plan. Readers should keep in mind that 88% of all roads in Illinois are maintained by local agencies.

There was one distinction between State truck access laws and local agency truck access laws that the Capital Bill legislation did not change. There will continue to be a separate maximum length for semi tractor trailers on County and Township roads. The maximum total length for a semi tractor trailer combination on a County or Township road remains at 55’. The maximum total length for a tractor trailer combination on a State Highway is 65’. The over the road semi tractor trailers pulling the 53’ long box trailers can only travel a maximum of five miles onto the

County or Township road system and only for pickups, deliveries, fueling, and or stopping to rest. An over the road semi tractor trailer combination still is not permitted to use the County or Township roads for a short cut to avoid the State Highway system. This is a good thing as most local road intersections are not wide enough for the longer semi tractor trailers to turn safely.

Also, the Capital Bill legislation enacted last summer did not eliminate the authority that Counties and Townships have to post weight limits on bridges and roads. No truck can legally disregard a weight limit sign. The weight limit change took place on January 1, 2010 only applies to roads that have not been posted with a weight limit. Counties and Townships in many parts of Illinois will continue to post seasonal weight limits on roads that are weakened by the winter and early spring weather when the freeze/thaw cycles that we experience in Illinois occurs.

The Illinois Association of County Engineers will continue to work with the Illinois Department of Transportation and the Illinois State Legislature on the distribution of the \$500 million of funding for the maintenance, repair and construction of our highway infrastructure and to identify the needs of the local highway system that is so important to the commerce and livelihood of our citizens.

Thank you to Danny J. Colwell, P.E., Richland County Engineer for his work on this article and for serving as the IACE IACO Representative.

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IF I HAD A DOLLAR....

By J. Scott Herring, P.E., Director, Engineering Services Dept, Nassau County Board of County Commissioners, FL

If I had a dollar for every time I complained about the County Engineer, (before I became one that is!) I would probably be retired now. I have spent the majority of my career in Florida in what we call "The Dark Side". For those of you outside of Florida, this is better known as "Maintenance". For some reason or another, it just seems that County Engineers and Road & Bridge Managers just can't get along. Road & Bridge Managers complain that Engineers don't get out in the field enough, and Engineers complain that Road & Bridge Managers are just looking at a quick and dirty way to solve the problem.

Well, now that I have been both, I can tell you that both points of view are correct. I have discovered in my career that the further you go the less you get out of the office and see the real world. We are all worried about responding to our elected officials, citizen demands, falling budgets and all the other stresses that come with the job. However, I can tell you that it is important to work with the Road & Bridge people, because they are the ones "stuck" maintaining what we design, and when we don't take maintenance into account, it just makes their life more difficult.

How many times has someone designed a sidewalk for a roadway and put the sidewalk 6 inches to one foot from the right of way line? Well, if that is where the sidewalk is constructed, how does somebody go and not only maintain, but repair the sidewalk when neces-

sary, and not get on private property? How often has the back slope of the ditch been designed to be steeper than the front slope? And don't even get me started on ditch bottoms or the top of banks for lakes! Someone has to get out there and cut the grass, pick up the trash and repair things when they break! Also, you Engineers seem to forget about maintenance when it comes to guardrail installation and fences. Do you have any idea how much fun it is to weed-eat around guardrail posts and along fences?

Remember that when you save a dollar on the construction costs, you may be requiring spending several dollars on the maintenance part, but if that's not your budget, it is not foremost in your mind.

Believe it or not, the members of "The Dark Side" are just as interested in saving money as you are. And if they can come up with an idea that will work for both, and help with their maintenance, it will be a "win win" situation. When there is a problem with the road, ditch, storm sewer, fence, etc. in the future, it will be the maintenance guys that will have to deal with the problems. And yes, it can be prevented. Bring the maintenance guys in at the project kick off meeting so they can let you know what type of problems they already have in the area. Let them review the 60%, 90% and 100% plans for what they will have to deal with in the future. Believe me a "constructability" review will save everyone time and most importantly money in the long run. And, it will keep the Road & Bridge Manager from saying "If I had a dollar...."

UPDATE FROM TEXAS

By Ron Drachenberg, County Engineer? Fort Bend County, TX and NACE State Director

The Texas Association of County Engineers and Road Administrators (TACERA) have been working for a while on the NACE 2010 Conference to be held in Fort Worth, Texas on April 25-29, 2010 and it is great to be approaching the event. Planning meetings for the NACE Conference were held during the past few years at the Texas Association of Counties offices in Austin and in Fort Worth at various locations in February, May and September of 2009 and February and March of 2010. The last NACE Conference that was held in Texas was held in San Antonio in 1993 and seems like such a long time ago and many of the people have changed jobs (hey, Richard Macchi!) and some are still continuing to do their County Engineer jobs in these reducing budget times.

The Texas annual 2009 Conference and Workshop was held at the Menger Hotel in San Antonio, Texas from October 27 - 29, 2009. TACERA held one day of workshops before the conference. One session was on Transportation Safety & Tort Liability and the other option was two half day sessions on Culvert Design & Maintenance and the MUTCD & New Signage Regulations (with continuing education credit). TACERA held the day and a half annual conference with associated topics for the 22nd Annual Conference (with continuing education credit). The Honorable Joseph C. "Joe" Pickett, State Representative (El Paso) & House Transportation Committee Chair, spoke on Transportation in Texas. A presentation on the use of E-Krete – a Portland cement-based polymer composite micro overlay was made at lunch time. Roundtable discussion topics were pavement preservation, bridges/culverts/drainage/dams, overweight/oversize loads on county roads, GIS applications/asset management, traffic control for work zones on short duration projects and the 2010 NACE Conference – How can I help? A panel discussion was held on 3rd party residential building inspections that was previously coordinated by the state but changed to allow the counties to take over the program if approved by the county commissioner's court. One session was on ethics in county government that helps the registered engineers meet the annual one hour requirement for renewal of their license. Asphalt and emulsions for rehabilitation and preservation of roadways was another topic along with the general membership meeting chaired by Gerald Roberts, P.E., TACERA Presi-



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See "Texas Update" continued page 7.

"Texas Update" continued from page 6.

dent for 2009. The manager of the Dam Safety Section of the Texas Commission on Environmental Quality (TCEQ) spoke on failures that have occurred at dams and what to look for and how to maintain the structures to prevent problems over time. A speaker from the Texas Association of Counties spoke on the topic 'Uphill Both Ways: Values, Beliefs, Behaviors and Motivation between Boomers, X-ers and Echoes in the Workplace'.

Some TACERA members attended and gave presentations at the Texas County Judges and Commissioners Conference held in February, 2010 in College Station, Texas.

TACERA sponsored two student scholarships – one at Texas A&M University and one at Texas Tech University in the amount of \$1,000 each.

Officers elected to TACERA for 2010 are Ted Kantor (President), Joe White (Vice-President), Tony Vasquez (Secretary-Treasurer), Ernesto Carrizal (Director), Leonard Odom (Director), Robert Berndt (Director), Luke Lammert (Director), Gerald Roberts (Past President), Renee Lamb (NACE 2010 Conference Chair), Ronald Drachenberg (NACE Representative) and Don Bonifay (Executive Secretary)

Most counties are continuing to work on the regular items of developments, subdivision regulations, pavement preservation and maintenance, drainage, permitting utilities in right-of-ways, overweight permits, inter-local agreements and memoranda of understanding, facilities, bond programs, toll roads, solid waste, addressing, national flood program, storm water and environmental programs.

Many counties are working on projects that may have been funded by the various state and federal programs to help stimulate the economy. Hope to see you in Fort Worth!

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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	Indicate Quantity		Indicate Quantity		Indicate Quantity
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March-April 2010 Issue

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