

# NACE News



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## PRESIDENT'S REPORT

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

In California counties and in other locales as well, county engineers are Public Works Directors in responsible charge of other services besides roads. In this role, it never ceases to amaze me how misaligned our basic revenue structures are with our societal visions that have been formed. For instance, one of our visions for transportation is to reduce our dependency on fossil fuels by developing alternative fuels, producing more fuel efficient vehicles and encouraging public transportation. However, our transportation revenues are based on excise fuel taxes collected on gallons of fuel sold. Therefore, if we are successful in achieving our vision, we will either have no money to maintain our transportation system or the cost for a gallon of fuel will have to skyrocket.

Our vision for solid waste is to maximize diversion through recycling and reuse thus minimizing the waste that gets disposed at sanitary landfills. Our solid waste revenues are based upon the weight of the waste that is delivered at the landfills. Therefore, if we are successful in achieving our vision, we will ei-

ther have no money to operate our landfills, transfer station and recycling facilities or the cost to bury a ton of waste at the landfill will be infinite.

Our vision in water resources is to protect this natural resource by urging conservation practices and by good environmental stewardship. Our water utility revenues are based upon customer water usage. Again, if we are to be successful in achieving our vision, we will either have no money to maintain our distribution systems and treatment plants or the cost in using a gallon of water will approach infinity.

In summary, I think we need to have our eyes checked. What good is 20/20 vision when you define your field of view so narrow?

Sometimes our vision is perfectly fine yet we progressively filter our view with darker and darker lenses until we are practically blind. Transportation infrastructure has been a priority for many decades. However, in the past 30 years, more and more process has been layered on the delivery of transportation projects which has added significant costs

and time. There is so much process; it makes you wonder if transportation infrastructure is still a priority. Federal project delivery streamlining IS a priority for NACE as it affects our ability to access federal funds for needed county projects. Fortunately, it is also a priority of the Administrator of Federal Highway Administration, Victor Mendez. As such, the FHWA has initiated a campaign referred to as "Every Day Counts" which they hope will lead to both technology as well as delivery improvements. The FHWA is seeking input from stakeholders around the country by invitation to attend 10 regional summits. Each summit is scheduled for 1.5 days starting in October through the middle of December. Hopefully, there will be County Engineers represented at each of the summits. If you are invited, it is important to communicate that our local projects, most of which are within the existing rights-of-way or within the pavement prism are the low hanging fruit as it relates to project delivery streamlining. On a national level, by moving our enormous number of rela-  
**See "President's Report" continued page 8.**

## ED WILES, NACE PAST PRESIDENT AND FORMER EXECUTIVE DIRECTOR



It is with great sadness that we report the death on September 28th of Charles "Ed" Wiles, NACE Past President and former Executive Director. Our condolences and prayers go out to Marlyn Wiles and family members.

Out of high school Ed worked for the USGS for a while and then went back to school at the University of Arkansas where he earned his BS in Civil Engineering. He then went to

work for Genesee County Michigan where he remained as County Engineer until 1981. From there to he served Alcona and then Eaton Counties and on to NACE in Washington D.C.

Ed served NACE in many ways over an extended period of time. He served on several committees prior to becoming Northeast Regional Vice President in 1977 and President in 1983. When it was decided to move the NACE office from Ottumwa, Iowa to Washington D.C. the NACE board selected Ed to take over the position of Executive Director. Ed served in that position from 1991 to 1993. Ed hired Woodson Martin who was a D.C. native and helped Ed to extend NACE's presence and influence in the D.C. arena.

After retirement he moved back to Michigan, but continued his interest and activities with NACE. When the NFL (NACE's Former

Leaders) was formed in 1989, Ed was elected to the position of Parliamentarian, an office he held until he resigned in 2007. He was one of the three NFL members that researched and wrote the "HISTORY First Forty Years of NACE 1956-2006". Then ten years later wrote most of the "HISTORY First Fifty Years of NACE 1956-1995".

If you would like to send condolences, Ed's wife, Marlyn's address is: 7237 Maple Crest Circle, Swartz Creek, MI 48473.

NACE lost another one of its great leaders this month with the death of Ed Wiles. Ed was the second Executive Director and former NACE President who along with our first Executive Director, Milt Johnson, in 1991 physically moved our headquarters from Ottumwa

**See "Tribute" continued page 7.**

## NACE EXECUTIVE DIRECTOR RECRUITMENT POSTING

The search has begun for a replacement NACE Executive Director, since Tony Giancola has announced his plans to retire in 2011. See the NACE Executive Director Recruitment posting: <http://www.countyengineers.org/news/Documents/NACEExeDirRecruitment2010.pdf>

## FAILING U.S. TRANSPORTATION SYSTEM WILL IMPERIL PROSPERITY

The Miller Center of Public Affairs at the University of Virginia has released a report that explores practical, implementable, and politically viable solutions to the funding and planning challenges that confront the nation's transportation system. Recommendations included in the report were developed during a September 2009 conference in Charlottesville, Virginia. [More] See the following link to article in The Washington Post: <http://www.washingtonpost.com/wp-dyn/content/article/2010/10/04/AR2010100407023.html>

## OBERSTAR SEEKS WHITE HOUSE SUPPORT FOR 15-CENT GAS-TAX HIKE

House Transportation and Infrastructure Committee Chairman James Oberstar, D-Minnesota, has started a fresh round of talks with U.S. Transportation Secretary Ray LaHood about sources of new revenue to finance the next surface transportation reauthorization bill.

Oberstar said in an interview with CQ Today that he has been talking recently with LaHood about options for highway funding. Coming to an agreement with the administration could clear the way for action on the highway, transit, and high-speed-rail reauthorization bill after Congress returns from recess Nov. 15 for a post-election "lame duck" session.

"All we need really is agreement from the White House on a funding mechanism," Oberstar told the newsletter. "And I think we're moving in that direction."

Senior Democratic aides said there is little chance of moving a highway reauthorization in the post-election session that will start the week of Nov. 15, although Congress will have to act before its final adjournment to keep funds flowing because the current short-term extension of transportation authorization law expires Dec. 31.

Oberstar said the transportation reauthorization should be accompanied by an increase of at least 15 cents per gallon in the federal gasoline tax (currently 18.4 cents per gallon). He has floated the idea with a number of transportation allies such as retiring Sen. George Voinovich, R-Ohio, in a bid to build support to move the highway reauthorization in the post-election session or early in the new Congress.

LaHood has stated numerous times since taking office in January 2009 that the Obama administration does not support increasing fuel taxes during tough economic times.

The president proposed Sept. 6 that a six-year transportation reauthorization measure be frontloaded with an extra \$50 billion. Oberstar said that he would be open to the idea of moving a smaller infrastructure funding bill of perhaps \$50 billion, but only if it were part of a broader legislative plan for advancing a long-term reauthorization. "We could do the \$50 billion as a down payment," Oberstar said. "But it has to be part of a plan. It can't just be a piece of the puzzle. We have to have a complete plan."

## ADMINISTRATION TO UNVEIL TRANSPORTATION AUTHORIZATION PROPOSAL IN FEBRUARY 2011

DOT announced in late September that the Administration intends to release a detailed surface transportation authorization proposal and a plan for creation of a national infrastructure bank as part of the President's fiscal year 2012 budget, which will be released in February 2011. The administration will seek to have the infrastructure bank authorized in the transportation bill.

Since SAFETEA-LU expired at the end of September 2009, federal surface transportation programs have been operating under a series of temporary extensions, the latest due to expire December 31. A \$500 billion draft bill was released in the House in June 2009 but was not considered by the full Transportation and Infrastructure Committee. No bill has been introduced in the Senate. Lack of consensus on how to fund a multi-year bill stalled efforts to move legislation in both the House and Senate.

At a Senate Banking Committee hearing September 21, DOT Under Secretary for Policy, Roy Kienitz, testified on the concept of an infrastructure bank and told reporters afterwards of the Administration's intention to release an authorization proposal early next year. In the testimony, Kienitz indicated that the Administration is still working on details of how the bank would be structured, but in general terms, a bank would leverage private capital and finance large projects of national or regional significance selected through a cost-benefit analysis. An infrastructure bank has faced opposition in Congress.



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## OPTION TO CONVERT FUEL TAXES TO PERCENTAGE BASIS

The American Association of State Highway and Transportation Officials (AASHTO) has outlined for congressional staff an option that would convert the federal tax on gasoline and diesel fuel from a cents-per-gallon basis to a percentage basis, a mechanism that could raise revenues to pay for greater highway and transit investment if the price of fuel rises in future years.

Congress could debate a six-year surface transportation reauthorization bill during a "lame duck" session of Congress in November and December. President Barack Obama said Monday during an event at the White House that he will push a \$50 billion "down payment" on the transportation plan during that session.

The gas-tax option outlined would entail an 8.4% tax on a gallon of gas instead of the current 18.4-cent gas tax. The tax on a gallon of diesel would be 10.6% instead of the current 24.4 cents.

AASHTO estimates the changes would potentially raise an additional \$43 billion over six years, assuming the price of gasoline increases as the government projects.

"We think this proposal to convert from a flat rate to a sales tax has bipartisan potential," said John Horsley, AASHTO's executive director, who called the policy "revenue neutral." Horsley discussed the proposal Thursday during an Urban Land Institute panel on transportation and development in Washington.

Moving from a cents-per-gallon tax to a percentage tax would result in collection of a similar amount of revenue in its first year since the sales-tax rate would be calculated based on the existing flat rate divided by today's average prices per gallon.

AASHTO estimates that converting the present fuel-tax rates to a percentage could generate \$43 billion more during the expected 2011-16 reauthorization period based on increasing gas and diesel prices -- an average increase of slightly more than \$7 billion per year. That would enable the reauthorization bill to fund \$330 billion worth of projects compared to the \$287 billion funded during the previous transportation authorization law known as "SAFETEA-LU," which expired Sept. 30, 2009, and has been temporarily extended by Congress five times. The latest extension expires at the end of December.

Samuel Skinner, a former U.S. transportation secretary under President George H.W. Bush who attended Monday's meeting at the White House, said lawmakers from both parties have indicated in personal conversations that they expect infrastructure spending and extending income-tax cuts to be the main issues debated in the lame-duck Congress.

Horsley emphasized that AASHTO seeks a funding solution that meets four tests requested by various members of Congress:

1. It does not increase the federal deficit.
2. It can win bipartisan support.
3. The president will sign it into law.
4. It must have the potential to do a better job of funding the Highway Trust Fund than the current "cents per gallon" tax on gas and diesel.

"The most significant barrier to the passage of a long-term transportation authorization bill continues to be the question of how to pay for it," he said. "Over the next two months, we hope to start a dialogue on transportation funding options that have a chance of bipartisan support to either grow the level of transportation funding to the level we're shooting for in a new bill, or at least to sustain it at current levels."

An estimate prepared by AASHTO indicates the country will need \$565 billion for the next six-year transportation reauthorization bill, so even with the proposed changes to fuel taxes, there would be a \$235 billion funding shortfall.

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## AASHTO STATEMENT ON PRESIDENT OBAMA'S URGENT CALL FOR TRANSPORTATION INVESTMENT

AASHTO Executive Director John Horsley issued a statement commending President Barack Obama on his Columbus Day speech that called for bipartisan support to bring about a "fundamental overhaul" of the country's "woefully inefficient" federal surface transportation systems to reduce unemployment and allow America to remain competitive in the global marketplace.

"We are pleased that the president wants to press for a front-end loaded \$50 billion investment in the lame duck session," said Horsley. "The analysis we've done shows the stimulus spending made possible through the American Recovery and Reinvestment Act will be wrapping up next year. Unless there is an initiative like the president's to continue investment in transportation, you will see 300,000 construction related jobs lost by the end of next year.

"We also agree with the economic analysis that shows investing in transportation now is a good deal for taxpayers. Many of the economic recovery projects built by state DOTs over the past two years have received bids on average 30 percent below the engineers' estimates.

"We now stand ready to roll up our sleeves and help the president and Congress enact a new transportation authorization act that is so desperately needed by states to continue addressing our most pressing transportation needs."

Congress has been forced to extend SAFETEA-LU - the highway and transit authorization act that expired on September 30, 2009 - five times in the past 12 months and, as the President puts it, "we can no longer afford to sit still."

AASHTO this month issued a new report, *More Projects and Paychecks: Transportation's Summer of Recovery*, that illustrates how states are delivering projects funded by the American Recovery and Reinvestment Act. As of August 31, 2010, work is underway on 4,200 mass transit projects totaling \$5.4 billion and 11,978 highway and bridge projects, totaling \$24.1 billion. A total of 13,000 highway projects worth \$26.4 billion have been approved for construction that, when completed, will improve 35,399 miles of highways and 1,200 bridges. See the full report *More Projects and Paychecks: Transportation's Summer of Recovery* at: <http://recovery.transportation.org>

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## PEW SURVEY SHOWS TRANSPORTATION A LOWER PRIORITY FOR MANY AMERICANS

More than half of the respondents in a Pew Center on the States survey released last week said they would support raising taxes to pay for education as well as health and human services, but only about 25% indicated they would be willing to pay higher taxes to support their states' transportation departments.

The survey, "Facing Facts: Public Attitudes and Fiscal Realities in Five Stressed States," polled residents of California, Florida, Arizona, Illinois, and New York about their public attitudes about the fiscal crisis facing states and what residents think their elected officials should do about it. These states were chosen because collectively they represent 45% of states' total projected budget gaps for Fiscal Year 2011.

Results of the survey show large discrepancies between public perceptions of the size of state transportation budgets and the actual facts. While transportation only makes up 8% of the total budget in Illinois, nearly 25% of those surveyed in the Land of Lincoln wrongly named transportation as the state's biggest expense. In reality, K-12 education on average makes up nearly 25% of the states' budgets, while Medicaid accounts for nearly 20%. Transportation spending comprises less than 10% of most states' budgets.

"When given a choice between asphalt or teachers' jobs, it is not surprising that the public would choose to defer investments in transportation in favor of perceived more immediate needs in education," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. "Our hope is that through education and awareness campaigns, we can help the public to see the importance of transportation and the need to invest more, especially right now. These projects create jobs and have long-term benefits that help the economy grow."

These public misperceptions make it difficult for lawmakers to increase transportation funding, the survey concludes, even at a time when numerous studies show that without greater infrastructure investment, the nation's transportation system will deteriorate.

Nearly half of respondents said they would support cutting their state's transportation budget ahead of higher education, Medicaid, and K-12 education. Those public opinions reflect actions taken in Arizona, which has cut its transportation budget 25% in 2009 and 2010, and Florida, which moved \$120 million from its Transportation Trust Fund to patch the 2010 General Fund budget, according to the Pew survey.

## THE VALUE OF NACE

*By Tom Stoner, County Engineer, Harrison County, IA and NACE South Central Vice-President*

In preparation for writing this article, I looked back over the previous four I had written and determined that I needed to make some changes. My previous articles dealt with the crumbling of our infrastructure, the lack of reasonable and predictable funding streams, and the inability or unwillingness of our elected officials to exhibit the courage to do what's right to fix the problem. I've determined that the problem is NOT going to get better until it becomes an absolute national crisis; and my whining isn't going to change a thing.

So I'm going to talk to you this month about something completely different.

As a member of the membership task force, I find myself struggling to find ways to remind our current and potential new members of the value of NACE. We routinely talk about networking, education, professional development, travel and our national voice. But we don't talk enough about the lifelong personal friendships that develop as a result of our NACE affiliations.

And I'm not just talking about our professional interaction. Our spouses, (or is it spice), also meet others who become friends; across the nation. And these friendships endure . . . even beyond NACE.

Let me share a recent example of this phenomenon with you. Last month my daughter got married. With what little money we had left, Anne and I decided to take a weekend vacation to visit the Grand Canyon. About half way through our planning cycle we found ourselves a bit stumped as to what tours to take, what cities to visit, and where to stay.

But then I remembered that Dale Wegner, former NACE Western Region Vice-President, lives in Flagstaff, Arizona. Even though, since his retirement, Dale is no longer an active member; I decided to contact him for some local area travel advice.

Not only did Dale offer advice, he became our travel host for three of the most enjoyable vacation days I can recall. He went out of his way to accommodate and entertain us. Almost to the point that we felt as if we may have been imposing. But Dale assured us that we weren't, and that he was happy to have us visit him. He said he looks forward to having friends stop by to visit and share stories and maybe even a few pints of the local micro-brews. (nut brown ale was excellent).

I'll bet a fair amount that most of you have similar stories. Stories where a fellow NACE member, current or former, has gone out of his/her way to make you feel welcome in or near their homes. Going that extra mile to make sure a NACE friend is comfortable and ac-

commodated.

It's what we do. And it's not just the professional members. My wife is always anxious to re-acquaint with her Iowa friends at our NACE conferences; and also those friends she has made from Colorado and California and Florida and Michigan and Minnesota and countless points in between.


Indeed, NACE is a first class professional organization; but it is much more than that. As I mentioned a few years ago regarding the New York delegation; we are really an extremely close extended family. We all have our trials dealing with public service, and our families have all been there and done that too. It's good to visit family now and then.

As I approach the end of my County Engineering career, I find myself wondering what I will find to fill the void left in my days due to the lack of reasonably structured employment. There are a lot of elements I WON'T miss. The late night snow call-outs, the budget battles, the floods, the politics, and the rest. But I WILL miss the personal relationships that come with all of my professional affiliations, including NACE.

The good news is that Dale proved that those friendships forged in the battle that we call public service endure far beyond our current work. I fully expect to continue those relationships well beyond my active participation in NACE.

So if you find yourself in the Midwest without a plan, or at a loss of where to go or what to do; give us a call. Our NACE friends will always be welcome in our home. Come on over, put your feet up and make yourself comfortable. We have some wedding photos to show you.

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## MINNESOTA'S COUNTY ROAD SAFETY PLANS

By Greg Isakson, County Engineer, Goodhue County, MN and NACE State Director

Greetings from the great state of Minnesota! Here in Minnesota the County Engineers are blessed to have the State Aid for Local Transportation (SALT) Division of MNDOT. Being a Division Director, the State Aid Engineer Julie Skallman is in a great position to represent the county and city engineers in the policy decision making at MNDOT. Here in Minnesota, the counties receive 29% of the gas tax revenues and a portion of the license fees. Two percent of these revenues are placed in an administrative account that funds the SALT Office. Besides distributing our State Aid funds and approving our State and Federal projects, the SALT office will coordinate and/or fund projects that benefit all of the counties in the State. One of those SALT coordinated projects is the subject of this article.

MNDOT developed a Comprehensive Highway Safety Plan in 2004 that was retrofitted in 2007 to meet requirements in the Federal SAFETEA-LU legislation and was renamed the Minnesota Strategic Highway Safety Plan. Through this plan effort it became evident that a high percentage of the fatal and severe accidents occur on the rural road system. Since the county system makes up a large portion of the rural system, safety plans at the county level would help bring the number of traffic deaths in Minnesota 'Toward Zero Deaths'.

The large number of rural highway miles dilutes the number of accidents to produce a very low crash density per mile, and the location of these accidents appears to be random. Thus solutions are difficult. The SALT Office partnered with MNDOT's Office of Traffic, Safety and Technology and the Department of Public Safety's Office of Traffic Safety who funded and participated in this unprecedented project to address 50% of the death and severe accidents occurring on Minnesota's highway. Two consultants, CH2MHILL and SRF, were hired to help to create county specific Road Safety Plans. To maximize efficiency, these plans were created for all the counties in each MNDOT district as one project. At this time, they have worked with the 13 counties in District 3 and the 11 counties in District 6 (including my county). The consultants analyzed crash data from the Minnesota Crash Mapping Tool (a project previously funded by SALT) but found that many counties had too few accidents to draw statistically valid conclusions. So, they combined (usually 3) rural neighboring counties together and were then able to draw valid conclusions.

Group meetings were held with the Engi-

neering, Education, Enforcement and Emergency Responders at the state, county and local level from all three counties to review the crash data and brainstorm solutions to eliminate those crashes. Many of the causes for these accidents are based on 'human behavior' issues such as speeding, impaired drivers, distracted drivers, etc. Determining solutions to the behavior elements is beyond the scope of this article and I will concentrate on the 'engineering solutions' that were developed.

The consultant's crash data analysis was very interesting. In Goodhue County, 36% of the severe crashes were on the County system, 70% of those were rural, 97% of those were not animal related, 62% of those were not at intersections, 70% of those were run off the road, and 81% of them were on curves. So, if I have limited funds for a systematic proactive safety program, I know where to get the best bang for my buck.

I have 484 horizontal curves on my county system and I cannot afford to improve them all at once. So, to prioritize the list, the consultants looked into the number of accidents per curve characteristic. They found that 60% of the curve related severe accidents occurred in curves with a radius of 500 to 1000 feet. Each curve with a radius between 500 and 1,000 received a 'star'. Curves with an ADT of 250 to 1,000 accounted for 55% of the severe crashes, so all of these curves received a 'star'. All curves with an intersection in them received a 'star'. All curves with a visual trap caused by a vertical curve before the horizontal curve and a minor road that continues on a tangent received a 'star'. Any curve where a crash occurred in the past five years received a 'star'. A curve could have received five 'stars', but none did. All of the curves were tabulated and ranked by the stars they received. 29 curves (6%) of the curves received four 'stars'. My first systematic proactive safety project may be to make improvements on these 29 curves.

The consultants also analyzed rural road sections and rural intersections in a similar fashion to create lists that were ranked by the number of stars each rural road segment and each rural intersection received. I now have prioritized lists for each category!

The next step of the process was to develop low cost safety improvements that can be implemented in these priority areas. The consultant had several options for each of the three lists and developed preliminary cost estimates for each section.

Now I know what to do and where to do it. I just need the money. The final reports will have specific, data driven, prioritized, systematic, proactive safety projects that can be individually submitted for funding through

Minnesota's Strategic Highway Safety Plan or the Federal Highway Safety Improvement Program. And remember, the other counties in District 6 also have similar safety plans and we can apply for funding for a District-wide safety plan to make the same improvement for similar high priority road segments in all 11 counties in the district. Talk about a systematic proactive approach!

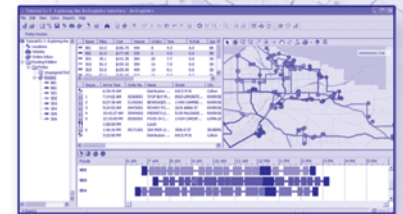
So, in conclusion, our SALT office, their partners and the consultants have helped us take the mystery out of the random nature of severe rural crashes and helped us find the best bang for the buck when implementing system wide proactive safety improvements on our county road system.

PS: Remember NACE 2011 in Minneapolis! Our program is coming together very well and the facilities will be wonderful. Anyone want to go curling? If so, plan to be in Minneapolis on Saturday April 16th.

### TIME TO NOMINATE OFFICERS FOR 2011-2012 BALLOT

The NACE Nominating Committee is accepting nominations for 2011-2012 NACE officers. The positions of President-elect, Secretary-Treasurer, and Regional Vice Presidents for the Southeast, North Central and Western regions will be on the ballot next year. Nominations should be sent to the Nominations Committee Chair, Chris Bauserman by November 30, 2010. A short biography (Word/text) and photograph (separate jpg file) should be included. You may nominate yourself. Nominations and or questions should be directed to Chris Bauserman at (740) 833-2400 or email: [cbauserman@co.delaware.oh.us](mailto:cbauserman@co.delaware.oh.us).

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## ROAD SAFETY AUDITS TO IMPROVE RURAL ROADWAYS

NACo's Rural Road Safety Webinar participants are applying their new knowledge of road safety audits on rural roadways to identify opportunities for safety improvements.

Approximately 75 percent of the nearly 4 million miles of public roads in the U.S. are rural and experience the highest rates of fatal crashes. According to the 2007 NHTSA Safety Facts, rural areas accounted for 56 percent (20,347) more fatal crashes than urban areas.

A road safety audit, or RSA, is a formal examination of safety on an existing or future road or intersection. RSAs estimate and report on potential road safety issues and opportunities for improvements in safety for all road users, but should not serve as a not a substitute for regular safety reviews or consistent safety-conscious planning. County government controls nearly two million miles of American highway and plays a key role in increasing road safety.

March 2010, NACo hosted a webinar titled, "Why Should a County Conduct a Road Safety Audit?". The webinar was the third in a series focused on rural road safety and approaches that can reduce costs to counties and save the lives of residents.

Nearly 200 participants, mostly engineers, planners, county administrators, and commissioners/supervisors, participated to learn about the value and basics of a county road safety audit.

NACo recently distributed a survey to webinar participants to determine if and how counties were conducting RSAs. Of those who participated in the follow-up survey (43 people, about 20% of audience), approximately

30% had performed an RSA after viewing. Others had scheduled an audit for the near future.

Those who performed an audit after the webinar were mostly from the South, Louisiana, Alabama, and Florida, and Southwest, Nevada and Arizona.

Auditors were surprised by the ease and value of the assessment.

As a result of conducting an RSA, counties have clearer direction for improving roadways conditions, clearing obstacles along roadways, and increasing coordination with local, state, and federal agencies.

Angelo Speno, Assistant Public Works Director for Putnam County, Florida, saw immense potential for future safety improvement projects after the audit.

The auditors learned, most importantly, that the independent RSA team should be multi-disciplinary—involving engineers, maintenance staff, law enforcement, EMTs, bike and pedestrian experts, and planners.

Those who did not complete an RSA cited lack of financial and staffing resources and conflicting priorities.

Joe Ruffer, Public Works Director and County Engineer for Mobile County, AL noted that counties should capitalize on a variety of local talents. "Don't let the lack of outside resources stop you from doing a Safety Audit," Ruffer said.

NACo's Rural Road Safety Program is funded by the Department of Transportation's Federal Highway Administration and supported by project partner, National Association of County Engineers.

More information about NACo's Rural Road program is available at [www.naco.org](http://www.naco.org).

## IT'S TIME TO NOMINATE DESERVING NACE MEMBERS FOR AWARDS

Each year the NACE Awards Committee requests nominations of 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. 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, 2010** to Ken Stone, Director of Asset Management and Sustainability, 207 4th 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)

## LOCAL ROAD SAFETY DOMESTIC SCAN REPORT

This report documents the local road safety practices of seven states, the results of a domestic scan conducted in Fall 2009. Federal Highway Administration conducted the Local Road Safety Domestic Scan to identify and document noteworthy practices in planning, programming and implementation used by State and local agencies to improve local roadway safety. The objective is to share identified noteworthy practices in funding, coordination, and technical assistance with States and local agencies. By sharing information, States will gain insights on how to launch a local road safety program; or identify practices that will improve an established program.

These practices are presented in six common themes that encompass a variety of similar practices that are used successfully in most or all of the seven States to improve local road safety – Data Collection and Analysis, Local Project Identification, Local Project Administration, Funding, Training and Technical Assistance, and Outreach and Partnerships.

The report describes processes, methods, and techniques the scan states have employed to effectively improve the safety of their local road network. These include: roadway safety training requirement of county engineers to be eligible for federal funds in Alabama; Georgia's funding of off-system (local) coordinator positions to provide technical assistance to local practitioners; Illinois utilizing HSIP funds to collect and geo-locate crash data on local roads; Michigan providing technical assistance to local agencies through the Local Safety Initiative program; Minnesota developing county-level road safety plans to create funding targets for local agencies; New Jersey overall coordination with regional planning agencies to administer the local safety program; and Washington State's multidisciplinary Corridor Safety Program.

[http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa10027/](http://safety.fhwa.dot.gov/local_rural/training/fhwasa10027/)



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Iowa to Washington DC. They recognized the importance of having our headquarters in our nation's capitol where direct access could be maintained with Congressional members and their staffs, many key federal agencies and our elected officials organization, the National Association of Counties. Co-located with NACo, in his two years he organized the NACE office, established relationships with federal agencies and industry associations, and expertly transferred the organization over to me in 1993. Soft spoken with an even temperament, Ed was a true professional and well respected. With a singleness of purpose he planted the seeds for the growth of our association. He will be missed and always honored for his role in making NACE a national player in transportation.

- Tony Giancola, NACE Executive Director

There is so much that can be said about Ed that I don't know where to start and stop. He was not only active in NACE, but also ARTBA and the Michigan associations as well as local organizations. He was a great colleague, gave much to NACE and dear friend. And he will be sorely missed.

- Milt Johnson, NACE Executive Director Emeritus

Ed Wiles was the Engineer-Manager of the Eaton County Road Commission when I began working there in 1989. From there he moved on to become the Executive Director of the National Association of County Engineers. Mr. Wiles was instrumental to me in becoming a member of NACE.

Although Ed retired years ago, his adoration for NACE showed as he had continued attending the NACE Annual Technical Conference. My wife and I both looked forward every year to visiting with him. And every year, Ed would ask me when I was going to run, to be an officer of NACE. When I became the NACE Secretary- Treasurer, Ed was all smiles and was really proud. Ed's heart was in NACE. He was a great person, and he will be sincerely missed.

- Mark A. Craft, P.E., Gratiot County, MI and NACE President-Elect

I am in the twilight days of my county highway engineering career which spans almost 50 years. Not 50 continuous years but even during the off years I had an association with counties as a contractor and as a consultant. I knew Ed way back when he was with the Genesee County Road Commission, then the Eaton County Road Commission and finishing his career as the Executive Director of NACE. The thing I remember most about Ed was his always upbeat demeanor. He was a true professional, an asset and excellent spokesman for the County Road system but most important, a very good person. I have not had contact with him the past few years but his name often came up in discussions with some of my older peers. My deepest condolences to his family, may he rest in peace.

- Thos. (Tom) J. Mayan, P.E., Asst. Co. Hwy Engr., Gratiot CRC

I first met Ed Wiles in the summer of 1984. Ed was then Manager of the Alcona County Road Commission in Michigan. I worked as an independent contractor to assist Ed and the Alcona County Road Commission in implementing their first internal PC based payroll and accounting system.

During the course of this "summer job" Ed announced his planned departure from Alcona County to accept a similar position in Eaton County. With encouragement from Ed, I subsequently applied for and obtained a position with the Alcona County Road Commission as Engineer/Manager.

Ed proved to be a wealth of information and able mentor. Along the way, it was ED who introduced me to NACE as an excellent resource. Ed eventually went on to be NACE executive director and staffed the Washington office. His inspiration to others will be on display next April as Mark Craft becomes the third former employee of Ed's to ascend to the Presidency of NACE. I know that Ed derived a great deal of joy from seeing his protégés advance in their leadership roles and it is certainly a testament to his influence on county road professionalism.

For my part, I will best remember Ed for his warm and welcoming smile, genuine encouragement, and ready willingness to travel anytime and anywhere to the latest local road professional's golf scramble outing.

- Ron Young, Engineer/Manager, Alcona County Road Commission and NACE Past President

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"President's Report" continued from page 1.

tively simple local safety and pavement preservation projects through the federal process expeditiously, significant resources can be saved and reallocated to regionally important transportation projects. If you have been invited to participate in a summit please contact Tony Giancola as NACE has developed "talking points" for your consideration.

The recruitment notice for the NACE Executive Director is available on the NACE website. This leadership position is vital to our interests and future success. Advertising for the position began this month and we hope to fill the position by our annual conference next April in Minnesota. Anyone meeting the qualifications and interested in the position needs to submit a resume with cover letter to the NACE office in Washington D.C.

**NAPA AND FHWA SPONSORING: PAVING GREENER WITH ASPHALT CONFERENCE - NOVEMBER 17 - 18, 2010**

NAPA and FHWA, with the support of several state associations, will present NAPA's first-ever conference on the topic of environmentally sustainable pavements, Nov. 17-18, 2010 in Denver. The Paving Greener with Asphalt program is designed for contractors and their partners looking for ways to compete in a greener environment, and to assist plant operators and paving contractors in their environmental and occupational health compliance obligations. Sustainability topics will include asphalt and LEED, the impact of climate change regulations on the asphalt pavement industry, carbon footprints of different pavement technologies, recycled materials including reclaimed asphalt pavement (RAP) and reclaimed asphalt shingles (RAS), porous pavements, and water quality. A limited number of tabletop exhibit spaces are available for companies interested in showcasing their products. Sponsorships are offered to support the educational and networking opportunities at the conference. For more information or to register, go to the NAPA Web site at [www.hotmix.org/pgwa](http://www.hotmix.org/pgwa) or call Nancy Lawler or Sandy Palacorolla in the NAPA Meetings Department at 888-468-6499.

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