

NACE News



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PRESIDENT'S REPORT

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

I recently had the pleasure of attending the Missouri Association of County Transportation Officials (MACTO) Conference as well as the Idaho Association of County Engineers and Road Supervisors (IACERS) Conference with the FHWA Every Day Counts workshop sandwiched in-between.

There are approximately 6 million people that live in Missouri and the state is divided into 114 counties. The MACTO is one of our newer state affiliates and is comprised of an engaged and enthusiastic membership. The organization has certainly been helped by a strong LTAP presence in Missouri. Dan Ratermann, past NACE President, has been instrumental in the formation of MACTO and is currently working for Missouri LTAP. A couple of conference discussions I found interesting was one on their bridge soft match credit program which provides counties an alternate way to remove deficient bridges as well as a discussion on the preventive maintenance of wooden bridges.



MACTO Officers (L-R): Greg Sager, President Elect; Phil Demery, NACE President; Chris Bostic, President; Derin Campbell Pres. 2008; Wayne Turner, Pres. 2007; Larry Benz, Sec-Treasurer, Pres. 2006; Dan Smith, Pres. 2009.

There are approximately 1.5 million people that live in Idaho and their state is divided



IACERS Meeting (L-R): Phillip Demery, Cindy Roberson (Secretary), Kelly Brownsberger (Past President), Marla ViK (President), John Zamora (Member at Large), Bruce Drewes (T2 Center Director), David Babbitt (Idaho NACE Director).

into 44 counties. Local road responsibilities are however, divided between 201 cities, 34 counties and 57 independent Highway Districts. The Idaho Transportation Department receives about 62% and local governments receive about 38% of the state gas tax collected. Counties and Highway Districts receive 70% of this local allocation. Like my state of California, the formula distribution to locals favors populated/urbanized areas over maintained road miles. Apparently the Idaho Transportation Department has been promoting the idea of Counties and Highway Districts being eliminated from the highway dis-

tribution of state gas taxes and instead funding road maintenance from their local property taxes. Sounds all too familiar.....

The IACERS Conference also had a strong LTAP presence and organizers utilized the conference for additional training opportunity. Dr. David Jones (djjones@ucdavis.edu) with the UC Davis Pavement Research Center in California gave an informative presentation on gravel road design based upon the University's research work related to material gradation.

I would like to thank both the MACTO and the IACERS for inviting me to their conferences. Lake Ozark, Missouri was in a beautiful location along the lake with all the Midwest fall colors. The Coeur d'Alene Resort in Idaho was also on a lake with the hotel rooms viewing spectacular scenery. The best part of attending conferences is getting to meet more of our members. Hopefully, I will be able to see many of them again as attendees at our NACE 2011 conference in Minnesota, April. See "President's Report" continued page 7.

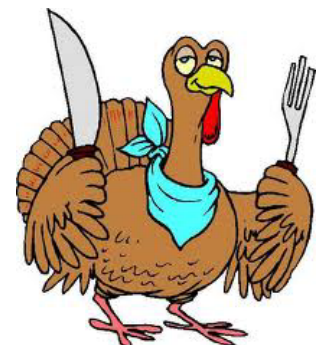
LAST CHANCE - NOMINATE OFFICERS FOR 2011-2012 BALLOT

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 (jpg file) should be included. You may nominate yourself. Contact, Chris Bauserman at (740) 833-2400 or email: cbauserman@co.delaware.oh.us.

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, 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

HAPPY THANKSGIVING!



FROM THE NACE FAMILY TO YOURS

REP. OBERSTAR (D-MN) OUT, REP. MICA (R-FL) EXPECTED TO BE NEW HOUSE TRANSPORTATION AND INFRASTRUCTURE CHAIR

Republicans gained control of the House of Representatives for the next Congress after gaining at least 60 seats in the midterm election. Democrats will remain in charge of the Senate, but will have their numbers reduced from 59 to 53 members.

House Democrats not only lost control of the chamber, they also experienced the defeat of Rep. James Oberstar (D-MN) and chairman of the House Transportation and Infrastructure Committee. Oberstar was one of 14 House Democratic members of the T&I Committee to lose re-election Tuesday. Rep. John Mica (R-FL) and ranking minority member of the House T&I Committee, is expected to assume the chairmanship when the new Congress convenes in early January.

"On Tuesday, the American people spoke clearly at the polls. Jobs and the economy continue to be their top concerns. The next Congress must focus on improving employment opportunities and sound fiscal policy," Mica said in a statement issued Wednesday. "If selected by my peers to chair the Transportation and Infrastructure Committee in the next Congress, my primary focus will be improving employment and expanding economic opportunities, doing more with less, cutting red tape and removing impediments to creating jobs, speeding up the process by which infrastructure projects are approved, and freeing up any infrastructure funding that's been sitting idle."

Mica said his top legislative priorities will be passing a long-term federal surface transportation reauthorization, a long-overdue Federal Aviation Administration reauthorization, a new water resources measure, and a long-term Coast Guard reauthorization.

"I will also focus on major initiatives to find ways within the committee's jurisdiction to save taxpayer dollars," he said. "That includes better management and utilization of federal assets, including real property, and more-efficient, cost-effective passenger rail transportation, including a better-directed high-speed-rail program."

Mica also noted his bill will contain policy provisions intended to speed up the process for getting new infrastructure projects under way and finished, which he said will save money.

"I can tell you that whatever we do will take into consideration the strong message that was sent to Washington on spending and utilization of taxpayer money," Mica said Wednesday in a telephone interview with CQ Today. "Tax increases are off the table, that's sort of a given." Instead, he said he will look to leverage what's in the Highway Trust Fund

through public/private partnerships.

Administration plans to develop high-speed passenger rail networks also might suffer. Though generally a supporter of fast trains, Mica has criticized the administration's awards of \$8 billion in high-speed-rail grants made possible by the American Recovery and Reinvestment Act of 2009, saying that the winning projects lacked enough private support to make them viable.

No leadership change is expected on the Senate Environment and Public Works Committee where Barbara Boxer (D-CA), will retain the chairmanship of this panel and therefore be the Senate lead on writing the highway portion of a long-term surface transportation reauthorization measure. Republican James Inhofe of Oklahoma is expected to maintain his role as the committee's ranking minority member.

Congress will reconvene in mid-November for a lame duck session that will include addressing the unfinished fiscal year 2011 appropriations bills, tax cuts and other business. In addition, Congress will need to pass legislation to extend SAFETEA-LU's temporary extension, which expires December 31. Work will also include organizational matters such as selecting new leaders and committee chairs and setting rules and procedures.

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NACE NORTH CENTRAL VICE PRESIDENT RECOGNIZED

Congratulations to NACE North Central Vice President and Cass County (ND) Engineer, Keith Berndt who was named 2010 "Appointed Official of the Year" by the North Dakota Association of Counties. He received the honor at the association's annual convention held October 10-13, 2010 in Bismarck, North Dakota.



Berndt was nominated by the Board of County Commissioners because of his leadership abilities which he has demonstrated on the local, state and national levels. He was involved with construction of the first roundabout in North Dakota, serves as the incident commander for major flood events, provides leadership on permanent flood control measures, and gives service on the national level with the Association of County Engineers. Berndt was also involved with the first rumblestrip in North Dakota, and promotion of concrete form liners for bridge construction.

In support of the nomination, State Senator Tom Fischer wrote, "Mr. Berndt is an advocate for county government and represents Cass County well through his diligence and hard work to provide the most effective services to its citizens. His level of commitment to his job is above all standards."



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COUNTY GOVERNMENT WORKS CAMPAIGN!

An Initiative to Raise Awareness and Understanding of Counties By National Association of Counties (NACo) President Glen Whitley

America's counties face a problem? We know that America's counties provide outstanding programs and services, but unfortunately, many Americans do not know about the responsibilities counties have or the programs and services they provide.

To address this problem, has launched an initiative to make the American public more knowledgeable and positive about the contributions of county government. County officials, both elected and appointed, must tell the story about the effectiveness of county government and how County Government Works every day. Visit this link to learn more about the campaign and what you can do, as a County Engineer, to educate the public on how County Government Works! <http://www.naco.org/programs/countiesdo/Pages/CountyGovernmentWorksCampaign.aspx>

EVERY DAY COUNTS SUMMITS TO SPEED PROJECT DELIVERY

A series of "innovation summits" sponsored by the Federal Highways Administration and the American Association of State Highway and Transportation Officials (AASHTO) continued with a stop in Denver, Colorado. Six state departments of transportation were represented: Colorado, Utah, South Dakota, Kansas, Wyoming and Montana.

So far, summits have been held in Virginia, Minnesota, California, Illinois, New Mexico and Colorado. Four more summits are scheduled for Washington State, New Jersey, Massachusetts, and Georgia.

The summits are part of FHWA's "Every Day Counts" initiative to expedite project delivery. The Every Day Counts initiative was unveiled by Federal Highway Administrator Victor Mendez at this year's AASHTO Spring Meeting in Natchez, Mississippi. Its goal is to shorten the time it takes to deliver major highway and bridge projects, and to speed the deployment of new technologies.

"The benefits of this initiative to the states are substantial - more value for the dollar by starting to build projects soon and complet-

ing projects faster," AASHTO Executive Director John Horsley said. "Through Every Day Counts, the door has been opened to allow states to play a role they are suited for - showing what they can do as innovation leaders."

During the summits, invited guest attend break-out sessions and discuss the Every Day Counts initiatives in great detail. To learn more, contact a local FHWA Division Office.

In September, FHWA unveiled a new Every Day Counts web site that includes a toolkit to aid highway agencies and contractors in shortening project delivery times. The materials available cover these subject areas:

- Planning and environmental linkages
 - Legal sufficiency enhancements
 - Expanded use of programmatic agreements
 - Use of in-lieu fee and mitigation banking
 - Clarification of the scope of preliminary design
 - Flexibilities in right of way
 - Flexibilities in utility relocation
 - Enhanced technical assistance on stalled environmental impact statements
- See: www.fhwa.dot.gov/everydaycounts

SIGN RETROREFLECTIVITY – HOW DO I CHOOSE & WHAT DOES IT COST? MICHIGAN LTAP TELLS ALL

The first wave of new federal sign retroreflectivity standards will take effect on January 22, 2012. These standards have the potential to create a large impact on road-owning agencies. Some major concerns we have heard from agencies in Michigan include, "Which method is 'best' for my agency," "How do I choose a method?" and "How much is this going to cost?"

The Center for Technology & Training at the Michigan Tech Transportation Institute has developed web-based tools to help agencies in Michigan answer these questions using a simple economic analysis. Agencies outside of Michigan will also benefit from the use of these tools, however we ask that each state's LTAP center provide any technical assistance in applying or implementing the results for agencies within their state. The two tools are: The Sign Retro Management Selection Tool and the Sign Inventory Cost Estimator Tool provide an easy way to answer all of these questions and more. Used together, the tools will help you evaluate multiple combinations of assessment or management methods, and then develop a strategy that best meets the needs of your agency. The tools will help you determine the direction you should go and they will provide you an estimate for how much it will cost to get there. To get access to the tools: <http://ctt.mtu.edu/ToolRegistration.html>

Another project that the Center for Technology & Training has been working on is a web-based informational presentation designed to help local agencies begin the discussion of sign retroreflectivity with decision-makers. The narrated presentation, which is titled, "The New National Standard for Maintaining Minimum Sign Retroreflectivity," is intended for use in council/commission meetings, public information sessions, and other public meetings. It explains the science of retroreflectivity, the new federal requirements and the MUTCD methods. Again, we created the presentation for use in Michigan, but other local agencies are welcome to use it on an unsupported basis. You can either stream or download the appropriate version:

<http://ctt.mtu.edu/SignRetroPresentations.html>

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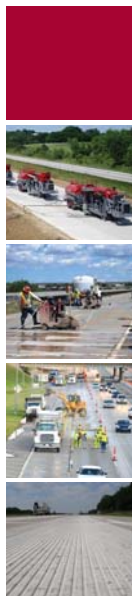
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PAVEMENT PRESERVATION MEETING

By Chris Bauserman, County Engineer, Delaware County, OH and NACE Past President

Last month I had the opportunity to represent NACE at the Midwest Pavement Preservation Partnership (MWPPP) meeting in Des Moines, IA. Pavement Preservation Partnership meetings have been organized in recent years in four national regions and NACE has made it a priority to have representation at each. The MWPPP is comprised of State DOT's, local government agencies, contractors, suppliers and consultants that share a common interest in promoting pavement preservation technology and programs. The National Center for Pavement Preservation (NCP), one of NACE's most valuable partners, helped organize and facilitate the event.

When I attend regional or national events like this I am reminded of how well NACE keeps us connected to our industry partners and counterparts across the country. I was pleased to reconnect with Jim Moulthrop from FP2 Inc. (formerly the Foundation for Pavement Preservation). Jim gave an excellent presentation detailing what's happening, or more accurately what's not happening with a new Federal Highway Bill. With the Highway Trust fund broken, our transportation infrastructure in demise, construction industry unemployment over 17% and \$1.3 Trillion dollars of debt, things are looking bleak. AASHTO, ARTBA and others have suggested raising the federal gas tax by 25 cents per gallon with 10 cents targeted for debt reduction and 15 cents to the Highway Trust Fund. The proposal calls for the tax to be phased in, one cent per month, for 25 months and would cost the average

driver \$13 per month. While there is a lot to like about this proposal, there is also a lot of skepticism about the ability for implementation in the current political and economic climate.

I was also pleased to see a familiar face in Royce Fitchner, a former Iowa County Engineer and NACE Past President. Royce was representing the Asphalt Paving Association of Iowa and spoke on the importance of pavement preservation techniques in extending the life of asphalt pavements. It was great to see Royce and it was important for us to hear that an organization of hot-mix asphalt paving contractors views the pavement preservation industry as an ally rather than a competitor.

Larry Galehouse reviewed the activities of the NCP and their goal to be the primary resource for pavement preservation in the U.S. The center has also expanded their role beyond pavement preservation into bridge preservation, and a new equipment management services program that focuses on fleet management. Regional partnership meetings are already under way for the bridge management area and the fleet management partnerships are developing. Larry's presentation underscored what a valuable resource the NCP has been to our NACE membership and the expanded focus of the center will result in expanded resource offerings for county engineers and transportation officials.

The two day program was filled with quality technical presentations and I left the meeting convinced that anyone involved in highway maintenance would find pertinent, useful information that would enhance service to the public.

I'd encourage each of you to consider attending a future meeting. Based on my experience at the MWPPP meeting, you won't be disappointed. For more information on Pavement Preservation Partnership meetings, see: www.pavementpreservation.org/partnerships/

TOWARD ZERO DEATHS - STAR AWARD RECIPIENT

Congratulations to Wayne Sandberg, Assistant County Engineer/ Deputy Director,



Washington County, MN for receiving the prestigious 2010 STAR Award for his work in the Toward Zero Deaths (TZD) initiative. Wayne was honored at the TZD Conference held October 25th in St. Paul that had record attendance of over 720

people. This is an excellent conference for the engineering community to partner with the other E's - Enforcement, Emergency Response, and Education.

Wayne's leadership and passion for highway safety became apparent when he attended the National Local Technical Assistance Program Showcase in Mendocino County, California in 2004 with a team of Minnesota County Engineers. From this event, the Minnesota County Engineer's Association (MCEA) formed their highly successful County Highway Safety Committee which Wayne has served as Chair. Wayne helped lead the way for directing federal highway safety dollars to county highways most at risk for life changing crashes. Once the dollars started flowing, Wayne also then partnered with his fellow county engineers, the Minnesota DOT, FHWA, and others to streamline the use of those federal safety dollars. His many hours of behind the scenes work has resulted in countless hours of savings for all involved with this program, not to mention the countless lives saved by federal dollars being efficiently and effectively utilized for life saving measures on the 44,895 miles of county highways in Minnesota.

Innovation seems to be key to Wayne's success. With his Washington County team, Roundabout U was created, an educational campaign for the citizens of the Metro region on the operational and safety benefits of roundabouts. His collaborative leadership in creating supporting resolutions among counties in Minnesota's effort for a primary seatbelt law proved successful upon this life saving measure becoming law in 2009.


Wayne has also served as President of the North Central Institute of Transportation Engineers. He remains very active in the MCEA and is co-chair of the Program Committee for the NACE 2011 conference in Minneapolis.

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LOCAL HIGHWAY FUNDING INCREASE: ONE COUNTY'S STORY

By Ken Skorseth, SDLTAP Program Manager. Reprinted with permission from "The Connection" SD LTAP newsletter, Fall 2010.

Local transportation department managers and elected officials all agree on one thing – current funding levels do not support a good highway or street management program. The current tax freeze enacted by the SD legislature in 1995 restricts taxing authority by local government. Property taxes can be increased no more than three percent annually or at the rate of the consumer price index (CPI), whichever is less.

There is an option to increase property taxes more than three percent or the CPI. This is generally referred to as an "opt out". The process is defined in SD Codified Law 10-13-36. An affirmative vote by the local governing body with taxing authority must occur on or before July 15th in the year prior to the year in which the taxes are payable. Several opt out attempts in SD counties and school districts have failed after being referred to a public vote. It is difficult to convince voters of the critical need for increased revenue.

However, Union County recently successfully opted out of the tax freeze. The purpose was for increased highway funding. How did they do this? What can be learned from it?

First of all, a lot of planning and discussion occurred prior to the opt out vote by the commission. Union County Highway Superintendent, Raymond Roggow, and his staff did a lot of work to compile information to support the request for more funding. The backlog of road and bridge maintenance needs was carefully documented. Current costs of road maintenance and construction were also documented. This was separated into four categories: road work & material, salaries & benefits, equipment replacement, and utilities & miscellaneous expense.

Union County has good records and could show clear evidence of dramatic increase in road maintenance costs. For example, seal coating cost per mile increased by 167% from 2001 to 2009. Paving cost per mile increased by 99% in the past time period. Simply placing 1.5 inches of gravel on a mile of road 24 feet in width now costs \$10,773.

After the Union County Commission decided to proceed with an opt out, they planned a public awareness effort to explain the needs to voters. Four public meetings were held in evenings to make it possible for most people to attend. Meetings were held in Alcester, Beresford, Elk Point and North Sioux City. A handout was prepared along with a Power Point presentation to provide visual documentation of the information.

The presentation began with an overview

of Union County's road and bridge inventory. The county has 49 miles of gravel surfaced roads and 193 miles of pavement. The paved roads are mostly asphalt with four and one-half miles of concrete as well. There are 119 bridges on the highway system and many



"Aging Asphalt Highway" A road that needs accelerated maintenance before it begins to fail – a common need in SD.

more small structures and culverts.

Next, an overview of a maintenance and reconstruction program which would keep the road system in good condition was presented. A 20 yr cycle between overlay or rehabilitation of asphalt surfaces was used. Seal coats would be scheduled shortly after construction to provide skid resistance and weather proofing of pavement and then be done at six-year intervals thereafter. Gravel surfaces would receive 1.5 inch new layer every eight years. This plan reflects the same general schedule of work recommended in the Local Roads Needs Study done by SDDOT in 2008. Following the recommended schedule, ten miles of asphalt pavement should be rehabilitated each year. Budget shortfalls have limited full rehabilitation to 14.6 miles in the past six years combined! A thin, leveling course has been placed on an additional 14 miles in the past six years, but that is not full rehabilitation.

Union County has tried to keep up with seal coat maintenance averaging 28 miles per year over the past seven years although they need to do 31 miles per year. But, the seal coat program is getting very hard to maintain. Liquid asphalt for seal coating has risen more than any other road material at a 253% increase over the past 10 years!

The expected increase in property taxes was also researched and presented. The tax on a home valued at \$100,000 would increase approximately \$27 annually. The tax on the lowest and highest valued farmland (\$450 and \$2,297 per acre respectively) would increase between approximately \$19.50 and \$99 per 160 acres.

All of this is only a portion of the information presented at the public meetings. A county commissioner and Raymond attended every meeting. Union County's current road

and bridge budget is \$2,658,281. The initial increase proposed on the opt out was \$350,000 to dedicated to highway and bridge improvement. An additional, \$10,000 was requested for an opt-out for an unorganized township that Union County Highway maintains.

What was the public's reaction? You may be surprised! After the county presented its case, there was a lot of comment from the public indicating support for a greater increase to have some assurance of having a good local road system. There was even positive support from a local newspaper which had a reporter at every meeting. The county commission ultimately decided on an opt out to raise an additional \$500,000 for road and bridge improvement for the County's primary road system and \$10,000 for the unorganized township for the county's secondary road system. The opt-out will increase funds for the 2011 construction season and was scheduled to remain in place for seven years. A portion of the opt-out funds will be used to match Federal Aid Funds which should allow a respectable size job in 5 years on a Federal Aid route in Union County.

Other local entities could learn from Union County's experience. Raymond Roggow would be glad to share the information he put together. Contact him at 605-356-2351.

What are you waiting for?!

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RESOURCEFUL KANSAS

By Rod Meredith, Assistant Director of Public Works, Riley County, KS and NACE State Director

Every county is looking for ways to save money in these tough economic times. At Riley County, KS we are implementing a program to help us and other counties save on energy costs. Counties in other states may want to consider partnering with their Universities to do the same.

Riley County, KS, in partnership with Kansas State University, GBA Architects +Engineers, and GBA Builders, LLC, has been awarded a three-year, \$3 million grant from the U.S. Department of Energy (DOE). The grant will be used to implement "Resourceful Kansas", a program designed to engage communities throughout the state in making a fundamental shift toward a less energy-intensive, more efficient economy. Riley County is one of 35 communities in the country selected from approximately 200 applicants to receive the DOE grant. The grant is funded through the American Recovery and Reinvestment Act (ARRA) and is administered under the DOE's Energy Efficiency and Conservation Block Grant (EECBG) program.

Resourceful Kansas is a program designed to reduce energy consumption, increase efficient energy practices, help Kansas harvest it's abundant, nonpolluting wind and solar resources, and cultivate new economic opportunities throughout the state. This innovative program will engage local governments and others in implementing projects that will save energy and demonstrate the cost-effectiveness of sustainable energy and economic development strategies for Kansas and surrounding states.

Devised as a multi-step program to be implemented over a three-year period, Resourceful Kansas will first add renewable energy features to the recently completed Riley County Public Works (RCPW) facility. This award-winning facility for sustainable design, already incorporates many energy features including geothermal heating and cooling, abundant natural light, energy saving T-5 fluorescent light fixtures, central controls, and high R-value insulation throughout. From the earliest planning stages, we did our best to meet the County's vision of helping save taxpayer dollars by being a leader in the state in implementing renewable, energy-efficient systems.

Through this grant, the installation of additional renewable technologies at the public works site will include four wind turbines, a thin-film PV solar system, a solar hot water under-floor heating system, four PV solar powered street lights, and a waste-oil heater. The energy produced by this equipment will provide more than enough electricity to power



T-5 Florescent Light Fixtures

the public works facilities.

During the program, the effectiveness of the renewable energy features will be evaluated and the information shared. Kansas State University's (K-State's) Wind Applications Center will compare energy produced by the wind turbines installed at RCPW with data measured from an existing meteorological tower on-site. The data will also be used for the development of an electrical system model with the goal of producing strategies to permit the "islanding" of micro-grids or small localized electrical distribution systems. K-State's Wind Applications Center will also assist in developing on-site displays and web displays of the data for the public to view. The information will be made available to schools and K-State students for educational purposes.

The primary focus of the program will be one-day seminars offered to cities, counties, state agencies, colleges and universities, and

agribusinesses across the state. These seminars, coordinated by K-State Engineering Extension, will be held at the RCPW facility and will provide participants with an unprecedented opportunity to learn first-hand about sustainable technologies and practices to improve energy efficiency as well as provide the resources available for implementing them.

Following the seminars, GBA Architects and Engineers, will conduct on-site energy assessments for selected participants that will address energy usage, renewable energy generation, and transportation impacts. The assessments will include customized cost/benefit reviews and development of prioritized lists of energy-saving technologies and recommended modifications. They will assist participants in selecting the most appropriate improvements, including consultation regarding design considerations, permitting requirements, and funding alternatives. Our goal is to translate these opportunities into successful, comprehensive projects with immediate, measureable, and sustainable reductions in energy use and air emissions.

During the project, the team will monitor the results, including projected reductions versus actual energy savings achieved and estimated project costs versus actual costs, and will summarize the aggregate results of the program. The team will publicize case studies, including innovative technologies, issues encountered, and lessons learned on a newly established Resourceful Kansas website at www.ResourcefulKansas.org. By publicizing these stories, the team expects to amplify the impact of individual projects and create a resource with references for others to follow.

An advertisement for Transpo Industries, Inc. The top part shows a white NYPD patrol car with "NYPD" and "2230 3 PCT" written on it. Below the car is a close-up of a circular, white, tactile dome tile. The text below the tile reads: "ADA Compliant and Reliant STEP-SAFE® Detectable Warning Tile from Transpo. Precast polymer concrete tactile dome safety tiles alert pedestrians to approaching hazards at rail stations and crosswalks. Easy to install in freshly poured concrete or with exterior grade tile mortar. Available in six standard or custom colors upon request. To order: 800-321-7870". At the bottom, there is a logo for Transpo Industries, Inc. with the tagline "The Smart Solutions Company" and the website "www.transpo.com". There is also a small circular logo for "REGISTERED ISO 9001:2000".

An advertisement for Quest CDN.com. The top part features the website name "QUEST CDN.COM" in large, bold letters. Below this is a list of services: "• Deliver project bid information from your own website", "• Software development, hosting, web link and support at no cost to you.", "• Control automated communication & delivery of digital bid documents.", "• Go to www.QuestCDN.com and click the "Demonstration" button". Below the list, it says "Quest Construction Data Network... where the construction industry connects!". At the bottom, there is contact information: "info@questcdn.com" and "952-233-1632". On the right side, there is a vertical banner that says "GO GREEN • GO DIGITAL • GO FREE!".

"Presiden'ts Report" continued from page 1. 17-21, 2011.

The NACE Executive Director recruitment is still open. The deadline for submitting a letter of interest and resume is December 15, 2010. If you know someone that may be interested please direct them to our website for additional information.

Also don't forget, we would like nominations for County Engineer of the Year award and Project/Program Manager of the Year award from every state affiliate (refer to NACE website for guidelines and form). The deadline to submit nominations to the Awards Committee is December 31, 2010. Our members have made great contributions in our communities and in our state organizations. They deserve our thought and time, they deserve our acknowledgement.

NACE EXECUTIVE DIRECTOR RECRUITMENT - DEADLINE DECEMBER 15TH

The search is underway 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/NACEExeDirRecrutment2010.pdf>

CONEXPO-CON/AGG 2011 REGISTRATION OPEN

Register today! The advanced registration deadline for CONEXPO-CON/AGG 2011 is February 21, 2011, which saves you 40% on your registration fee. NACE is proud to support this important event by being an Official Supporting Organization. CONEXPO-CON/AGG is the source for what's new in construction in 2011. This is an important event for you, our members, and we don't want you to miss it. The show will take place March 22-26, 2011 in Las Vegas, Nevada and features: Thousands of top construction equipment manufacturers and service providers show-casing: •New Products and Technologies •Technical Experts •Environmentally-Friendly Solutions. A comprehensive Education Program with new focuses on: • Certification Programs • Site Development Topics •Asset & Equipment Management Topics • Sustainability Topics • Workforce Development Topics. Co-locations with IFPE 2011 and ICON Expo 2011, to create your complete resource for the construction industry. For more information, visit www.conexpoconagg.com and sign up today!

VISIT OUR LOCAL ROADS MATTER! CAMPAIGN

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

VIDEO GUIDES

ACTION GUIDES

TRAINING GUIDES

Indicate Quantity		Indicate Quantity		Indicate Quantity	
Effective Snow Fences	\$15 _____	Organization	\$7 _____	Blading Aggregate Surfaces	\$5 _____
Plows of the Future	\$15 _____	Personnel	\$7 _____	Improving Traffic Maintenance	\$5 _____
Deicing Chemicals	\$15 _____	Financial Management	\$7 _____	Trainer's Guide	\$5 _____
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Concrete Bridge Protection	\$15 _____	Administering Bridge Inspection	\$7 _____	Tips on Conserving Energy and the Environment	\$5 _____
Pavement Maint/Worker Safety	\$15 _____	Tort Liability	\$7 _____	Bridge Maintenance on Local Roads	\$5 _____
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Finding Better Ways	\$15 _____	Road Surface Management	\$7 _____	All Books.....	\$135 _____
Blading Unpaved Roads	\$20 _____	Roadway Safety	\$7 _____	(Action and Training Guides)	\$135 _____
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Asphalt Roadway Rehab.	\$15 _____	Purchasing Authority	\$7 _____	(Orders over \$70)	\$10 _____
Asphalt Paving Inspection	\$15 _____	Impact of Land Development on County & Local Transportation System Planning	\$7 _____	Total Due	\$ _____
Preventive Maintenance; Protecting Our Pavement & Project Selection (2 video set)	\$30 _____	Solid Waste Management	\$7 _____	Payment Included	\$ _____
Using Snow Plows on Motorgraders	\$15 _____	Public Awareness & Support	\$7 _____	Balance Due	\$ _____
The Importance of Road Drainage	\$15 _____	Traffic Operations	\$7 _____		
All Videos	\$285 _____				

All prices listed reflect the NACE member discount, non-member prices slightly higher.

To Order: Send form with payment to NACE, 25 Mass. Ave, NW, Suite 580, Washington, DC 20001; fax (202) 393-2630 or e-mail: nace@naco.org.

Name: _____ Phone: _____
 Organization: _____
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National Association of County Engineers
 25 Mass Ave NW, Suite 580
 Washington, DC 20001-1454
www.countyengineers.org
 (202) 393-5041

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Please notify NACE if your email address changes at nace@naco.org