

NACE News



THE VOICE OF COUNTY ROAD OFFICIALS

MONTHLY PUBLICATION - WASHINGTON, D.C.

SEPTEMBER 2010

VOLUME 10 NUMBER 8

PRESIDENT'S REPORT

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

I recently had the pleasure of attending the Association of County Engineers of Alabama (ACEA) conference in Orange Beach, Alabama. This annual conference was held in conjunction with their County Commissioners at the Perdido Beach Resort. There are 67 counties in Alabama, with Jefferson County having the largest population of over 650,000; but with the majority having populations less than 70,000. Alabama Counties are struggling with the same economic challenges most counties in the Nation are facing.

Several notable efforts of the ACEA were highlighted at the conference, including the development of a statewide needs assessment. The timing of this effort is opportune given the upcoming elections and potential changes in leadership in Alabama. The Association also recently submitted a Tiger II Grant Application which included a compilation of important transportation projects throughout Alabama. The ACEA hopes that the application will be reviewed favorably given the statewide sponsorship.

I appreciated the fact that the ACEA conference was fully integrated within the Commissioners conference. For instance, I think



Left to right- Dennis McCall, NACE State Director; Richie Beyer, NACE Secretary/Treasurer; Bill Bridges, incoming ACEA President; Phil Demery, NACE President; Chris Champion, ACEA Secretary/Treasurer; Tim Graves, Immediate ACEA Past President; Wayne Sullivan, ACEA Past President and former NACE Regional Vice President; Randy Cole, ACEA Vice President and Past NACE President.

there were just as many Commissioners attending Larry Galehouse's presentation on pavement preservation as there were County Engineers and county road officials. It was heartwarming to observe local elected official interest in such an important subject. Assisting in the delivery of our message, Glen Whit-

ley, NACo President, also attended the conference and once again reiterated the importance of improving and maintaining our transportation infrastructure. An unusual feature of the conference included presentations by both gubernatorial candidates, as well as the Attorney General and Lieutenant Governor candidates.

The ACEA has been a strong supporter of NACE throughout the years and we have benefited from their national leadership. The Association members were great hosts and provided my wife and I with lifelong memories. The effects of the BP Gulf oil spill were not evident, in fact, I don't know if we have ever seen such pristine beautiful white sand beaches as those along the Alabama and Florida Coastlines.

EVERY DAY COUNTS

The Federal Highway Administration is undertaking the Every Day Counts (EDC) initiative to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment. EDC is organized around three pillars.

One is an internal effort to make FHWA a greener Agency and reduce our carbon footprint. The other two are directly related to our work as stewards of America's highway system:

- 1) Accelerating Technology and Innovation Deployment
 - Adaptive Signal Control
 - GRS-IBS
 - Pre-Fabricated Bridge
 - Safety Edge
 - Warm-Mix Asphalt

- 2) Shortening Project Delivery
 - Accelerated Project Delivery Methods
 - Shortening Project Delivery Toolkit

See the EDC website for complete details: <http://www.fhwa.dot.gov/everydaycounts/index.cfm>

REMINDER UPCOMING WEBINAR: MAKING RURAL ROADS SAFE: RETROREFLECTIVITY IN SIGNS AND ROAD MARKINGS

Thursday, Sept. 30 2 pm - 3:15 pm EDT - Continuing NACo's Rural Road Safety Webinar Series, this webinar not only will review the current sign retroreflectivity standards (including resources) but also will focus on the new standards related to pavement marking retroreflectivity. Additionally, it will provide some best practices to consider when implementing the standards. To register, <https://www2.gotomeeting.com/register/694319506>. Contact: James Davenport 202.661.8807.

NEW NACE WEBSITE LAUNCHED! WWW.COUNTYENGINEERS.ORG

We have a new look! After months of transferring and updating data, NACE is pleased to launch it's new website! Special thanks to NACo webmaster, Anne Powell, and NACE office manager, Bianca Bronson, for their efforts to get the new website up and running. Of course there may be a few bugs yet to get out so please bear with us, but the new look and format were designed to make it easier for our members. Please take a look and let us know your feedback.

Also we encourage NACE members to provide upcoming event information, useful web links or other items to share on the website. Note the NACE 2011 conference registration information will go live for October NACE News. This is your website, we hope that you will make use of it!

HIGHWAY FATALITIES AT THE LOWEST LEVEL EVER, BUT MORE WORK IS NEEDED

The U.S. Transportation Secretary Ray LaHood announced recently that we have had the lowest traffic fatalities in six decades with total fatalities in 2009 at 33,808, down 9.7% from 2008. His press release is linked:

<http://www.dot.gov/affairs/2010/dot16510.html>

The National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts Research Note provides more details at:

<http://www-nrd.nhtsa.dot.gov/Pubs/811363.pdf>

With traffic crashes still the leading cause of death for Americans between 3 and 34 years old, however, Greg Cohen, Executive Director of the Roadway Safety Foundation, says now is not the time to get comfortable. "This fatality count remains unacceptable," Cohen said. "The Roadway Safety Foundation is pleased that the downward trend in highway fatalities continued in 2009, but now is the time to do more – not less – to build on that momentum." Because roughly one-third of traffic fatalities are related to the roadway environment itself, Cohen stressed the importance of implementing lifesaving engineering countermeasures – such as rumble strips, roundabouts, and median barriers – on roads across the country. "This issue needs to be tackled from a variety of angles," he said. "We need safe drivers and safe vehicles to be traveling on forgiving roadways. We know shoulder rumble strips, for example, can reduce run-off-the-road crashes by up to 80 percent. Their popularity is growing across the country, and we need to keep that up."

A number of factors have been cited as contributing to the dramatic reduction in fatalities every year since 2006, not least being the downturn in VMT likely caused by the economic crisis. But a report prepared for the American Traffic Safety Services Association that was released in June, Highway Safety Improvement Program (HSIP) Obligations and Fatalities on U.S. Highways: Final Report, examined a variety of these factors, and found that a significant benefit came from funding increases for roadway safety engineering projects under the Highway Safety Improvement Program (HSIP), established under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

We want to hear from you!
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an article or news to share.
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OBAMA PROPOSES \$50B UPFRONT INVESTMENT IN LONG-TERM SURFACE TRANSPORTATION BILL

(AASHTO News)

President Barack Obama laid out a plan during a Labor Day address in Milwaukee to jumpstart job creation with a \$50 billion investment in highway, bridge, transit, high-speed rail, and aviation infrastructure that would be added to the first year of a six-year surface transportation reauthorization bill.

"Over the next six years, we are going to rebuild 150,000 miles of our roads -- that's enough to circle the world six times. That's a lot of road," Obama said in a 39-minute speech to a union audience during Laborfest at Henry Maier Festival Park. "We're going to lay and maintain 4,000 miles of our railways -- enough to stretch coast to coast. We're going to restore 150 miles of runways. And we're going to advance a next-generation air-traffic-control system to reduce travel time and delays for American travelers."

While the president did not cite a specific dollar figure for transportation investment in his remarks, the White House issued a paper containing \$50 billion as the targeted upfront investment level. That amount presumably would be in addition to already planned spending for federal Fiscal Year 2011, which begins Oct. 1. The House of Representatives approved a transportation spending bill July 29 that contains about \$45 billion for the Federal Highway Administration, \$11 billion for the Federal Transit Administration, and \$3 billion for high-speed and intercity passenger rail grants to Amtrak and states. The Senate has yet to act on the measure.

During his speech, Obama praised states for their outstanding work putting recovery act infrastructure dollars to work. Obama noted, however, that nearly one in five construction workers is unemployed. The nation's overall unemployment rate has been stuck above 9% for 16 straight months, and there are currently almost 15 million Americans unsuccessfully searching for a job.

President Outlines Priorities for Reauthorization Bill

For the first time, the president spoke about areas he wants to see emphasized in the next six-year surface transportation reauthorization bill: creating a national infrastructure bank, continuing to support states' development of high-speed rail, consolidating programs, and promoting competition and innovation in federal transportation grants. The White House fact sheet also notes a priority of expanding investments in safety, environmental sustainability, economic combative-

ness, and livability including "options that reduce oil consumption, lower greenhouse-gas emissions, and expand access to job opportunities and housing that's affordable."

The timing for Obama's plan is not clear. The last authorization law expired Sept. 30, 2009, and has been temporarily extended by Congress five times. The latest extension expires Dec. 31. The administration has maintained a position since June 2009 that it favors postponing surface transportation reauthorization until Spring 2011. Obama did not cite a target date for signing a reauthorization bill during the speech nor does the White House fact sheet contain any mention of a timeframe.

The Senate Banking, Housing, and Urban Affairs Committee announced it will hold a Sept. 21 hearing on Obama's infrastructure bank concept.

Obama said his \$50 billion upfront investment in transportation projects would be fully paid for, but he did not mention increasing the federal tax on gasoline and diesel fuel in his remarks. Administration officials told reporters they propose paying for the transportation spending by asking Congress to close tax breaks for oil and gas companies as well as multinational corporations, The Associated Press reported.

View the details of this new \$50 billion stimulus for infrastructure being proposed by the Obama Administration at:

<http://fastlane.dot.gov/2010/09/president-says-full-steam-ahead-on-new-jobs-renewed-infrastructure.html>



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MAJORITY OF MOTORISTS FEEL LESS SAFE DUE TO DISTRACTED DRIVING

Eighty-eight Percent Rated Texting or E-mailing a Very Serious Threat, Ranking Higher than the Threat of Drunk Driving

Fifty-two percent of drivers said they feel less safe on the roads now than they did five years ago, according to the third-annual 2010 Traffic Safety Culture Index released recently by the AAA Foundation for Traffic Safety. The leading reason cited by American drivers was distracted driving, with 88 percent of motorists rating drivers who text and email as a very serious threat to their safety.

"As mobile technology evolves at a break-neck pace, more and more people rightly fear and recognize that distracted driving - texting, e-mails, phone calls and more - is a growing threat on the road. But, unfortunately, this new data confirms the "Do as I say, not as I do" attitude is prevalent throughout much of the driving public," said AAA Foundation President and CEO Peter Kissinger.

The study showed that the majority of drivers (62 percent) feel that talking on a cell phone is a very serious threat to safety, but they do not always behave accordingly or believe that others share these views. In fact, nearly 70 percent of those surveyed admitted to talking on their phones and 24 percent said they read or sent text messages or emails while driving in the previous month. To help change the current culture of complacency, the AAA Foundation and AAA are holding their second annual Heads Up Driving Week, from September 26-October 2, to encourage drivers to drive distraction-free.

"Unlike the social stigma surrounding drinking and driving, driving while texting, emailing or talking on the phone aren't perceived as egregious behaviors despite overwhelming scientific evidence of the serious crash risk these behaviors pose," said Kissinger. "This year's Traffic Safety Culture Index helps identify crucial disconnects between public perceptions and behaviors, an important step in helping the public understand the true risks of their actions."

Traffic safety touches Americans' lives with serious consequences. Half of survey respondents report having been involved in a serious crash, having had a friend or relative injured or killed in a crash, or both. In an effort to spark the dialogue about improving our safety culture and working toward the goal of zero deaths on our nation's highways, the AAA Foundation launched its third-annual survey of the driving public on a wide variety of issues.

Following are highlights from the 2010 Traffic Safety Culture Index:

- Motorists rated distracted driving behaviors as some of the most serious threats to their safety, yet many admitted to distracted behaviors like talking on the cell phone or texting or e-mailing while driving
- Nearly 90 percent identify texting or e-mailing while driving as a very serious threat and 80 percent would support a law banning it
- Nine out of ten people personally consider texting or emailing while driving unacceptable and two-thirds indicated that they would lose some respect for a friend who they saw engaging in those activities while driving
 - However, nearly a quarter of all those surveyed said they had read or sent a text or e-mail while driving in the last month
 - Two-thirds report talking on a cell phone while driving as a very serious threat and nearly half would support a law banning use of any phone while driving
 - However, nearly 70 percent of all those surveyed admitted talking on phone while driving in the past month

"Motor vehicle crashes suddenly, prematurely and violently end the lives of tens of thousands of Americans each year - killing more of our children, teens and young adults than any other single cause," continued Kissinger. "Using a phone while driving increases your risk of being in a crash fourfold due to the physical, visual and mental distractions. As a society, we no longer can let distraction kill."


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CONNECTING RURAL AND URBAN AMERICA

Rising congestion in popular tourist destinations, inadequate roads to serve growing agricultural and energy output, and emerging cities that are not connected to the Interstate system all require immediate attention and investment to ensure that America's rural areas stay connected. Yet too often policy discussions overlook the need to improve connectivity mobility outside metropolitan areas.

According to Connecting Rural and Urban America, a new AASHTO report released recently more investment is needed in America's rural transportation system to keep agriculture, new energy products, and freight moving; improve access for the travel, recreation, and tourism industries; connect new and emerging cities; and to ensure reliable access to key defense installations.

"Improving connectivity and mobility for the 60 million Americans who live in rural areas is just as important as improving mobility for those who live in metropolitan areas," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. "Rural states are essential to the nation's success, not only to meet the needs of their own citizens, but also to maintain their part of the national network on which the U.S. economy depends."

The report offers a three-point plan to ensure the connectivity of rural and urban America. In any reauthorization of federal transportation legislation:

- 1) Continue to fund rural portions of the Interstate Highway System and other Federal-aid highways that connect America;
- 2) Double federal investment in rural transit systems to meet rising demand; and
- 3) Expand the existing capacity of the Interstate system, upgrade rural routes to Interstate standards, and connect newly urbanized areas to the Interstate system.

Key findings from the report include:

Sixty-six cities with populations of 50,000 or more - including one state capital - do not have immediate access to the Interstate system.

During the next 30 years, 80% of the nation's population growth is expected to concentrate in the South and West.

In 2008, almost one out of eight people aged 65 and older lived in rural areas. This elderly population exceeds 9.6 million people and relies heavily on rural roads and public transit systems for their transportation.

Many of the nation's most popular tourist destinations - including ski slopes, seashores, and national parks - experience significant traffic delays. Many of these destinations are not close to Interstate or National Highway System routes.

TONY HONORED AT CEAM



NACE Executive Director, Tony Giancola (center), receives a life membership award from the County Engineers Association of Maryland (CEAM) President Ed Plank (left) and Awards Chair Jim Montgomery (right) at the recent CEAM fall meeting.

FHWA RELEASES VIDEO DESCRIBING BENEFITS OF ROUNDABOUTS

The Federal Highway Administration has released a video titled "Modern Roundabouts: A Safer Choice," which explains the many benefits of roundabout intersections and why they should be considered as an intersection alternative.

The video covers such things as: roundabout features and principles; applicability to all roadway types, including state highways; accommodation of pedestrians, large trucks, and emergency vehicles; and acceptance by the public, including older drivers. It discusses the safety, operational, environmental, and aesthetic benefits of roundabouts.

The goal of this video is to help decision makers in state and local transportation agencies to overcome the common barriers and reasons for not considering roundabouts. It is presented in a non-technical manner and can be used at public meetings for proposed roundabout projects.

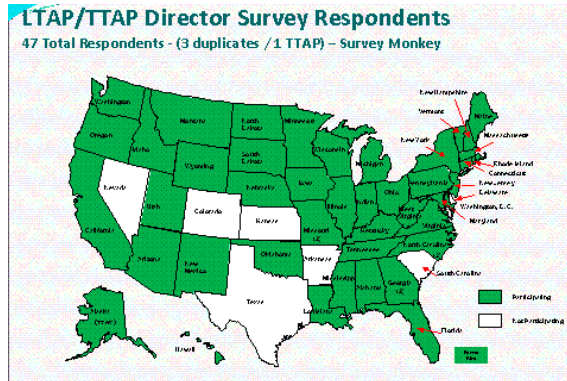
The video is available on disc or it can be viewed on FHWA's safety website:
<http://safety.fhwa.dot.gov/intersection/roundabouts/>

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PAVEMENT PRESERVATION TRAINING CAPABILITIES & NEEDS

By Jon Rice, Managing Director, Kenty County Road Commission, NACE Northeast Regional Vice President and NACE PP Committee Chair

In my role as NACE's representative to the FHWA sponsored Pavement Preservation Expert Task Group (PPETG), I was involved in developing and implementing a survey to determine the training capabilities of the LTAP and TTAP organization in the area of Pavement Preservation (PP). With the assistance of the NLTAPA President Dan Cady of Nebraska, the



online survey was successfully promoted and responded to by 80 percent of the LTAP agencies throughout the Country. The included U.S. map graph indicates the States that responded to the survey.

The results of the survey indicated an increased need for cost effective training for counties and a lack of demand on the part of counties for assistance in PP training from LTAP organizations. The PPETG will continue to work with the NLTAPA to help develop

low cost, short duration training programs on PP and Pavement Management for NACE and APWA members. Key findings of the survey include:

- LTAPs provide the most training on chip seal, crack seal, and hot mixed asphalt.
- LTAPs provide minimal training on Pavement Management systems and concrete white topping.
- Local agencies prefer training classes to be one-day or less in duration.
- Barriers to providing training include lack of qualified instructors and lack of demand for training from local agencies.
- The most requested PP information by locals is the PP Check List for inspectors.
- LTAPs need to provide more useful website links to PP sites.
- Eighty percent of the LTAPs indicated that there are unmet needs in the area of PP training for Local Agencies.
- Fifty percent of LTAPs indicated that the PP message was not adequately communicated to local agencies.

The PPETG is committed to promoting and providing PP information to local agencies. The results of this survey will assist the PPETG in becoming more aggressive now that we better understand the need for PP training and promotion within NACE and APWA. Your LTAP is willing to expand their training capabilities to bring quality PP courses to NACE members. Your role and responsibility is to contact them and let them know your needs!

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REPORT 100 YEARS IN THE MAKING

By Bruce G. Stelzner, Highway Commissioner, Chippewa County, WI and NACE State Director

The Wisconsin County Highway Association will soon be celebrating its 100th Anniversary. The 100 Years of Commitment to Wisconsin Celebration will be held at the Kalahari Resort in Wisconsin Dells, WI in June of 2011.

In researching and writing an introductory article for the celebration, I found that many of the concerns and issues that we have today also had deep roots in our early county highway history. Highway maintenance, rural highway safety, increasing traffic volumes and traffic crash reduction were already concerns of the developers of our early county highway systems. I hope that you will enjoy the article and if you're planning sometime off in early June of 2011 and would like to attend the Wisconsin celebration, please contact me.

WISCONSIN - EARLY STATE AND COUNTY HIGHWAY SYSTEMS

The information contained in this article are primarily excerpts from the Wisconsin Highway Commission Bulletin No. 16 (1926).

State Trunk Highway System

As first laid out in 1917 this system was limited to 5,000 miles and required to interconnect all county seats and cities with a population of 5,000 or more. Previous to the layout there was no system of highways in the state serving more than local purposes. The statute of 1917 authorizing the layout also provided that the system should be marked, signed and maintained beginning May 1, 1918. This provision included the entire system, whether improved or unimproved.

After careful study and consideration at the time the Highway Commission adopted and put into effect for the first time the numbered system of marking highways. The principal idea is that State Trunk Highways are distinguished by numbers and that the County Trunk Highways are marked by letters. This met with immediate success and has since been adopted by a majority of American States.

The State Trunk Highway System is maintained by counties under the supervision of the State Highway Commission. When any county has maintained the portion of the System within its limits, in accordance with the regulations of the Commission, the county is reimbursed to the extent of the maintenance allotment.

County Trunk Highway System

Records indicate that the Wisconsin Highway Commission held its first annual Road School in Madison in February of 1912 and it was credited as being the first of its kind in the Nation. It was originally designed as a "short course" to acquaint all officials and highway workers with the state's road pro-

gram.

In 1918, county highway departments began to maintain the state trunk highways in Wisconsin. Early maintenance activities were primarily done by a patrolman using either horse or ox teams. By 1925 system traffic had been increasing by such an extent that team patrols were entirely inadequate on many highways and to meet this increased burden motorized equipment was being installed in many of the counties. At the end of the 1925 season the 1325 patrol sections on the state highway system were being patrolled by the following: 1168 horse or ox teams, 60 tractor grader outfits, 54 truck grader outfits, 46 power graders and 11 miscellaneous power outfits. Many more counties were going into motor driven equipment for 1926.

MISCELLANEOUS

The 1926 Bulletin stated that statistics show that the automobile registration in Wisconsin had increased from 1,500 in 1905 to 650,000 in 1926. It is difficult to predict what the future has in store but one thing certain and that is there will be a steady increase from year to year. This will require more and better highways. It will require more extensive and intensive maintenance. It is a problem that the highway official must face and be able to solve. By looking into the future and anticipating the demands, the work may be well planned and the results will be maintenance at a minimum cost.

The story of the vast use of motor vehicles and the improvement of the highways over which these vehicles travel has been a pleasant one. The development of motor vehicle

transportation has brought with it a vast increase in comfort and convenience. It has made remote farms readily accessible to important centers of population and brought the residents of congested centers out into the free air of the open country. However with the increased use of motor vehicles comes a very large increase in the number of accidents on the highways and these have resulted in great suffering. One of the greatest problems facing us today is that of reducing the number of these accidents to a minimum. It is the duty of every highway worker, whether he is a patrolman, county highway commissioner or engineer, to promote safety on the highways.

CONCLUSIONS

The Wisconsin Highway Commission's Highway Maintenance Manual Bulletin No. 16 of 1926 states that highway maintenance is one of the important factors in our present day transportation system; in fact, one of the few things with regard to highway work on which all opinions seem to be agreed is that large expenditures of money for construction, however well done, are a waste of public funds unless followed by systematic maintenance. The first year of maintenance on the state trunk highway system in Wisconsin was 1918. Since that time the system has been much improved by construction with both state and federal aid and by maintenance operations, so that now travelers in any part of the state can start on a journey to any other part and drive directly to their destinations over roads which are in a majority of instances excellent, without the necessity of making any inquiry as to routes.

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NACE: THE VOICE OF COUNTY ROAD OFFICIALS

By Ramon D. Gavarrete, P.E., County Engineer, Highlands County, FL and NACE Southeast Region Vice President

Early this year over 380 NACE members completed an electronic survey on Membership. The results were mixed and the comments were interesting. As usual, we had the public works sense of humor reflected. However, the survey did bring some issues to our attention.

Although it was difficult to rank the most important opportunities for membership sustainability and growth, the Membership Task Force adopted as one of NACE's goals for our organization to become more inclusive of County public works members. Towards this goal, the Board of Directors has adopted the tag line of "The Voice of County Road Officials" to be added to the NACE logo. The organization is not just comprised of county engineers. Our membership also includes Road & Bridge Managers and Superintendents, Road Supervisors, Road Commissioners, Public Works Directors, office and field technicians, project managers, and many other public works related positions. NACE represents the needs of all.

Marketing, or the lack of, was also evident in the survey results. Towards this goal, NACE has included \$8,000.00 for the production of a membership DVD in its current budget. This will be another marketing tool in NACE's tool box. Staff is currently seeking proposals for a short (2 - 3 minutes) and a longer (5 - 8 minutes) DVD. Sometimes, it becomes challenging to explain the benefits

that one can enjoy to our peers. However, of more importance is the need to explain other benefits to County Administrators, elected officials, and members of the public. One can strive to list some of our benefits like networking opportunities, advocacy on legislative efforts on a national level, career building, etc.; however, if a "picture is worth 1,000 words" how much more is a DVD worth?

The creation of a DVD is not the only tool being recommended by the Task Force. Additionally, member responses to our survey made it clear that NACE needs to reach out to those elected officials in control of public works budgets. Travel and Training have become easy targets in today's economic situation. Public works officials are being asked to justify all travel. Some counties have just cut all funding for these programs. However, if funding can be associated with tangible benefits, it is possible that some funding might still be appropriated. Therefore, another recommendation was to allocate funding to market our organization with the National Association of Counties (NACo) and other organizations with connections to our elected officials. Through NACE contacts, the members are made aware of new and proposed legislation, grant opportunities, and overall networking opportunities with officials in other organizations.

Furthermore, NACE will strive to better market Professional Development Hours (PDH) and Continuing Education Units (CEU) that are available during the annual national convention. The Task Force presented a report to the Board in July with specific requirements from some states. Unfortunately, there

are a few states that require providers to be registered with their states in order to provide this training. NACE must become a registered provider. However, NACE is already offering PDH's for all but four states. Florida, Louisiana, New York, and North Carolina, are the only states that require a provider to be registered. Therefore, unless you are registered professional engineer in these states, you can and you must, take advantage of NACE's professional development hours currently offered during our national convention. However, it is apparent that some members are not aware of these opportunities. More emphasis will be placed in marketing this tool!

Having said all this, please continue to support your organization! Participation in your state affiliate and the national organization is a MUST! NACE: **The Voice of County Road Officials**

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.



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PAVEMENT PRESERVATION IN IOWA

By Brian Keierleber, County Engineer, Buchanan County, IA and NACE State Director

In Iowa pavement preservation has changed dramatically in the last 20 years. Cold in place recycling has revolutionized methods of extending the life of an asphalt pavement. No longer is asphalt hauled off or simply rubblized to become base aggregate, but it is recycled benefiting from the recovered asphalt and aggregates. Recycled Asphalt Pavement, R.A.P., is used extensively in Asphalt Pavements lowering the cost by reduce the amount of asphalt cement and aggregates needed. The recent introduction of adding recycled asphalt shingles, R.A.S., to the mix further reduces the amount of A.C. needed. The switch to "Warm Mix Asphalt" has proved to not only reduce energy costs but also lowers emissions thus aiding the environment. Thin Surface treatments have proven to be economical when one is trying to extend the pavement life for budgetary reasons. Chipseals are utilized throughout the state to extend the life of asphalt pavements. Chipseals are used in lieu of paving in many parts of Iowa when there is an exceptionally good base and few heavy loads. Slurry seals are used to a lesser extent. Numerous other thin surface treatments are being experimented with such as Gilsonite for fog seals and Black Slag (bottom ash) are being used as an aggregate with either CRS 2 or MC 3000 as the binder. Patching pavements is undergoing a major shift from placing conventional cold patch to the use of higher quality cold placed asphalt mixtures and spray injection patching. Currently there are efforts underway to develop an asphalt binder from corn stover, switch grass, or wood chips. This material known as BioAsphalt™ will be tested on a trail project this year.

The Portland Cement industry is also undergoing dramatic advances. White topping, or the placement of Portland Cement paving directly on Asphalt Paving is becoming very commonplace. New technologies such as stringless paving is rapidly gaining a foothold and producing a superior product over string paving. With laser technologies one lane paving is becoming more economically competitive. Dowell bar retrofits to eliminate faulting of pavements and Diamond Grinding pavements have made repairs far more economical and practical. Asphalt overlays of concrete have been commonplace, reflective cracking is still an issue and various methods have been attempted to correct the issues such as rubblizing the pavement. Recently projects have been constructed using a fabric bond breaker to separate the old (concrete) pave-

ment from a new concrete overlay. This technology is developing in Germany and used in Oklahoma, more recently it has been used in Iowa on a couple County roads. Asphalt paving has been used as a bond breaker sandwiched between the old concrete paving and the new concrete paving. Iowa's counties have constructed 490 miles of these "unbonded" overlays. Additives such as slags are routinely being blended into the Portland Cement to produce a stronger and less permeable pavement that better withstands the freezing and thawing and road salts. Counties have also placed concrete directly on existing concrete to enhance structure or rehabilitate surface. Concrete pavements are being developed that will clean the air by breaking down the nitrous oxides. Recently research in nano particle coated concrete has proven to reduce air pollution in Europe. There are efforts underway in Iowa to develop research projects like this to clean the air.

As the trucks become heavier and tire pressures continue to increase we will be given challenges to produce better and more durable roads with limited funds. Meeting that goal will take everyone's efforts and cooperation. Not all ideas will be the best solution in every location. Ideas that may seem impractical today may truly be the solutions tomorrow.

Time will tell on the best solutions but by then many of the questions will have changed. No matter what types of pavements we are maintaining we must be searching for better methods of preserving the public investment.

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OKLAHOMA REPORT

By Jim Decastro, P.E., President, DeCastro Engineering, LLC, (Coal, Atoka & Murray Counties), OK and NACE State Director

Oklahoma's eight Circuit Engineering Districts, CEDs, are growing and providing the needed design and construction assistance to their respective counties. All CEDs develop and maintain county improvements for roads and bridges. They also keep their respective county's "County Improvements for Roads and Bridges," CIRB fund 5-Year plan up to date.

Other CED activities include:

CED1 is developing a 20 year road program, their county's 5 Year construction plan, and a GIS inventory and mapping.

CED2 has built a new office building, set up a sign shop, conducts the FHWA Safety bridge inspections program, provides project management on construction projects, and designs county roads and bridges.

CED3 has a new shop and laboratory for construction inspection.

CED4 provides FHWA Safety bridge inspections, has a sign shop to produce traffic signs, provides construction project management for contracted projects or county projects, develops and maintains their county's 5 Year construction plans, provides flood plain management for one of their counties, and is starting to construct small bridge rehabilitation projects.

CED6 has begun a GIS county pilot project in one county to inventory roads and bridges, signs, pipes, etc. and provides project management on construction projects, and designs county roads and bridges.

CED7 provides FHWA Safety bridge inspections, has a sign shop to produce traffic signs, provides construction project management for contracted projects or county projects, develops and maintains their county's 5 Year construction plans, provides laboratory testing and construction inspection, conducts Road Scholar courses on safety, maintenance, and plan reading, has created a small bridge construction crew, and recently formed an Energy Trust Authority.

CED8 provides FHWA Safety bridge inspections, has a sign shop to produce traffic signs, provides construction project management for contracted projects or county projects, develops and maintains their county's 5 Year construction plans, provides laboratory testing and construction inspection, maintenance, and plan reading, and is implementing a plan to replace all truss bridges.

Rural Oklahoma has almost the largest

See "Oklahoma Report" continued page 8.

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

Each year the NACE Awards Committee 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

"Oklahoma Report" continued from page 7.

number of bad bridges in the country so Oklahoma needs some way to gain ground on replacing these bad bridges. Most bridges are so old that rehabilitation is not a realistic option. They should be replaced. Since bridge design is a time consuming activity drawing plan details, the Oklahoma Department of Transportation has recently provided an updated revised set of standard bridge drawings using LRFD AASHTO specifications. These bridge standards use several typical prestressed concrete beams so the designer can select a best pick for the project site. The bridge roadway widths are 26 feet and 32 feet. Since most of our bridge locations are on section line roads with gravel surfaces the narrower bridge width is most common.

A couple of the CEDs are considering developing their own bridge standards as they feel they have special needs or at least developing a bridge type that can be constructed easily. Each CED represents from 8 to 12 counties these kinds of economy of scale can be accomplished. Not only has Oklahoma come a long way in the past few years, the CEDs see other opportunities to assist the counties. The CEDs exist to provide services for their counties and are run by and work directly for those counties they serve.

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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September 2010 Issue

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