



National Association County Engineers

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*The Voice of County Road Officials*

**NACE UPDATE**

The almost bi-weekly newsletter for Board members, Committee Chairs, and Members  
June 21, 2010- Volume 10 Number 13

**ARTBA chief blasts congressional inaction on highway & transit bill**

June 10, 2010 *ARTBA*

If Congress and the president do not act later this year or in early 2011 on passage of a new, multi-year highway and transit authorization bill, hundreds of thousands of U.S. jobs could be lost and states could face a 50 percent cut in federal funding. American Road & Transportation Builders Association (ARTBA) President & CEO Pete Ruane warned industry executives gathered in Pittsburgh for the 27th International Bridge Conference.

Despite the positive impacts of the economic stimulus law, a fundamental challenge remains, Ruane said. "America needs a new comprehensive and integrated vision and a robustly-funded national transportation program for the 21st century."

"Many politicians in Washington are saying that we need to get more innovative and creative in passage of a new bill," the ARTBA CEO said. "Unfortunately, 'innovative' is usually a code word for 'we can't raise user fees,' and simply reflects their lack of political will."

Ruane lamented the "land of the lost, inertia, inaction, and downright ineptitude" on Capitol Hill as it relates to the transportation bill, saying that "partisanship and dysfunction are the rule, not the exception."

He pointed to a steady stream of research and think tank studies, and two congressionally-chartered finance commissions that have completed reports highlighting the nation's surface transportation investment challenges and the need for timely action. He also said there are unified business, labor union, and construction industry support for new user fees.

"Objective research, sadly, has not carried the day or spurred congressional action. We are in limbo and face threats from many directions," Ruane said. He was referring to the ongoing precarious financial condition of the Highway Trust Fund, the end of stimulus highway and transit funds in late 2010, a possibly divisive battle over investment levels among the various transportation modes, and efforts to pass a Senate climate change bill that includes a "de facto gas tax increase" that could preempt and maybe doom the passage of a new reauthorization bill. He told IBC participants that these threats and the continued delays would have negative impacts on the future health and stability of the bridge market.

Ruane says the inertia can be overcome with "vocal and sustained" grassroots activity by transportation design and construction firms, public agencies, unions, and the business community. He urged industry

executives to take advantage of the upcoming July 4 and August congressional recesses and invite their members of Congress and staffs to their offices and jobsites.

“Show them the real-world job and economic impacts, and safety benefits of strong transportation investment. Tell them to take action now on passage of a robustly-funded highway and transit bill. Strong grassroots pressure is the key to creating the political will for Congress and the president to take action,” Ruane concluded.

### **LaHood Puts Funding Needs at \$500-600 Billion**

(AASHTO Journal)

The next surface transportation reauthorization bill will need to contain \$500 billion to \$600 billion of federal funding to adequately address America's transportation needs, U.S. Transportation Secretary Ray LaHood said recently during appearances in Missouri and North Dakota. "Everybody agrees on what needs to be done for America in terms of building roads, fixing up bridges, more transit," LaHood said during a speech at a ceremony opening a new cement plant in Ste. Genevieve, Missouri, along the Mississippi River south of St. Louis, KMOX radio reported. "The only thing we need to do is find five- to six-hundred billion dollars."

John Horsley, executive director of the American Association of State Highway and Transportation Officials, e-mailed LaHood on Wednesday to applaud his comments regarding a robust funding level for the next six-year bill reauthorizing federal highway and transit programs. "That is the position AASHTO has been advocating for the last three years," Horsley wrote. "It is enormously helpful to have the secretary of transportation speak out on this issue. Thank you for your leadership."

A draft reauthorization bill was approved a year ago by the House Highways & Transit Subcommittee. It proposes an investment level of \$450 billion for highways and transit plus \$50 billion for high-speed rail. That measure has not advanced in the full House Transportation & Infrastructure Committee.

The last surface transportation authorization expired last September and has been temporarily extended at Fiscal Year 2009 funding levels until the end of this calendar year. LaHood since last summer has supported a delay of reauthorization until Spring 2011.

Rep. Nick Rahall, D-West Virginia and vice chairman of the House T&I Committee, wrote in a Roll Call commentary piece this week that a dedicated pool of federal revenue sufficient to meet the growing needs of the nation's aging transportation system must be found. "It is essential that we do a multiyear transportation bill large enough to meet our critical needs and to stimulate jobs," Rahall wrote. "Everyone loses when we have a series of short-term transportation and infrastructure patches that do not address our national long-term needs."

A report by stateline.org last week notes that states increasingly are trying just to keep up with maintenance on existing roads and bridges instead of building new ones or rebuilding old ones, yet only a few states this year have come up with new money to spend on transportation projects. No state this year has increased its gasoline tax, and only a handful of states enacted gas-tax hikes last year. That means many states are increasingly looking to Washington for an infusion of transportation dollars.

### **Federal Highway Administration Proposes Revision of Rules to Make Roadway Markings Brighter**

To further improve roadway safety by making pavement markings brighter and easier to see, Federal Highway Administrator Victor Mendez has proposed to establish the first-ever standards

for maintaining the reflectivity of centerlines, lane lines and edge lines on all roads used by the public. Full release and link to comments page:

<http://www.fhwa.dot.gov/pressroom/fhwa1008.htm>

All NACE members are encouraged to review and comment on these proposed regulations which are due on August 20, 2010. Since these regulations propose significant requirements for county roads with regards to pavement markings with no funding identified we remain concerned that they constitute an unfunded mandate on local government. A future NACE action alert will be sent.

**Listen to NACE Past President Chris Bauserman Discuss Critical Issues in the New Authorization of the Surface Transportation Program! Visit Our Local Roads Matter website!**

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

**Toward Zero Deaths (TZD): A National Strategy on Highway Safety - Webinars Continuing**

As part of the *Toward Zero Deaths: a National Strategy on Highway Safety*, a series of webinars will be held in June to obtain input from a wide range of highway safety stakeholders.

Registration is required. To register:

[https://www.nhi.fhwa.dot.gov/resources/webconference/web\\_conf\\_learner\\_reg.aspx?webconfid=20430](https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=20430) There is no charge to participate.

Your input is needed to ensure consideration of a wide range of Safety perspectives! The first webinar was held on June 1<sup>st</sup> and provided an overview of the TZD initiative and safety culture. To view webinar this click on <http://fhwa.na3.acrobat.com/p14229897/>

Additional webinars will be held in June 2010. Each webinar will have a separate topic discussion as follows:

**SAFER INFRASTRUCTURE**

How can we ensure safer infrastructure on all public roads in the United States? **Thursday, June 10, 12:30 p.m.–2:00 p.m. Eastern (Completed).** To view this webinar go to the following link: <http://fhwa.na3.acrobat.com/p22834947/>

**SAFER VEHICLES**

How can we develop and implement new vehicle safety initiatives in the United States? **Monday, June 21, 1:30 p.m.–3:00 p.m. Eastern (completed).**

**ROAD USER SAFETY**

How can we promote new road user safety efforts in the United States? **Wednesday, June 30, 1:30 p.m.–3:00 p.m. Eastern**

[https://www.nhi.fhwa.dot.gov/resources/webconference/web\\_conf\\_learner\\_reg.aspx?webconfid=20434](https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=20434)

### **Webinar: Pavement Preservation for High-Traffic-Volume Roadways**

On Wednesday, September 8, 2:00 - 3:30 PM Eastern – A Transportation Research Board webinar entitled "Choosing Pavement Preservation Strategies and Techniques for Asphalt and Concrete Pavements" will be held. The presenter is Davis Peshkin, P. E. who spoke at our 2009 NACE conference in Peoria. To register visit: <https://www1.gotomeeting.com/register/275711760>

### **Kansas LTAP Newsletter Focuses on Safety**

The Spring 2010 Kansas LTAP Newsletter is available for download at their website at <http://www.ksltap.org>.

The articles in this issue primarily focus on **roadway safety** and include:

- Let me count the ways... (5 ways to comply with federal sign retroreflectivity regulations)
- Miami County, KS, sign management program
- Should you buy a retroreflectometer?
- How to provide proper sight distance at curves
- Save money on sign sheeting using the state contract
- Study examines older driver issues in Kansas
- Passive grade crossings to see new (stop and yield) signs
- Kansas's Strategic Highway Safety Plan is getting a tune-up
- New peer exchange on local safety
- Potawatomi Nation wins rural safety grant
- Setting a speed limit: How it's done

### **Minnesota's Hennepin County Using Recycled Asphalt Shingles**

Check out the LTAP Web site for a two minute video on recycling asphalt shingles in the Town of Hassan (Hennepin County) on a paving project. The video was produced by Northwest Community Television in Brooklyn Park, Minnesota.

<http://www.mnltap.umn.edu/Publications/HotTopicsENews/2007-12/index.html#TheShow>

The Minnesota Department of Transportation (Mn/DOT) currently allows the use of postindustrial asphalt shingles (scrap directly from manufacturers) in paving asphalt. But post consumer roofing shingles torn off in residential reroofing projects-known as "tear-off shingle scrap"-haven't been tested as thoroughly. The research project, funded with a grant from the Minnesota Local Road Research Board's OPERA (Operational Research Assistance) Program, is intended to help change that.

To compare the performance of the shingles, the contractor (Omann Brothers) paved a 100-foot test strip in 2006 with 5 percent tear-off shingles, a second 100-foot strip with 5 percent manufacturers' shingles, and a final 100-foot test strip without any shingles. The research partners-including Mn/DOT, Hennepin County, and the Town of Hassan-expect the tear-off shingle asphalt to perform just as well as manufacturers' shingle asphalt in terms of gradation, density, air voids, and asphalt extraction test. The difference lies in cost. Using recycled asphalt shingles in asphalt reduces the use of virgin asphalt binder, a cost that is rapidly rising.

## **Position Opening – Washington County, MN**

**Position:** Transportation Engineer - Construction  
**Location:** Public Works Department – Transportation Division  
**Anticipated Hiring Range:** \$72,176 - \$85,467/annum **Salary Range:** \$72,176 - \$98,758/annually  
**Hours/Days:** 7:30 a.m. to 4:00 p.m.; Monday-Friday. Work schedules (hours and days) and location are subject to change based on department needs.  
**Responsibilities:** Responsible for managing multiple highway construction projects, including supervising and coordinating inspection and survey staff. Ensures contract and project compliance with Federal, State, and Local requirements and permits. Lead the maintenance and development of the County's pavement management system and the annual pavement rehabilitation program.  
**Closing Date:** July 16, 2010  
**Website:** <http://www.co.washington.mn.us>

## **New from TRB**

*LRFD Design and Construction of Shallow Foundations for Highway Bridge Structures*  
[http://www.trb.org/Main/Blurbs/LRFD\\_Design\\_and\\_Construction\\_of\\_Shallow\\_Foundation\\_163577.aspx](http://www.trb.org/Main/Blurbs/LRFD_Design_and_Construction_of_Shallow_Foundation_163577.aspx)

## **International Road Federation (IRF) Workshop on Performance Based Contracts & Evaluating Asset Condition**

To be held on September 8-10, 2010 - Austin, Texas. The workshop will feature a group of distinguished speakers such as:

- David Casteel - Assistant Executive Director for Field and District Operations, Texas Department of Transportation
- Daniel Castrigano - Chief Engineer and Deputy Executive Director, Ohio Turnpike Commission
- Kirk T. Steudle - Director, Michigan Department of Transportation
- Doug Wipperman - Contract Innovations Specialist, Ministry of Transportation Ontario, CA
- And many more

You can also view the program at: <http://www.irfnews.org/news-events/event-detail/irf-workshop-on-performance-based-contracts-evaluating-asset-codition/>

## **Bridge Rail and Approach railing for low-volume Roads in Iowa**

The report can be found at [http://www.iowadot.gov/operationsresearch/reports/reports\\_pdf/hr\\_and\\_tr/reports/TR-592%20Final.pdf](http://www.iowadot.gov/operationsresearch/reports/reports_pdf/hr_and_tr/reports/TR-592%20Final.pdf). The report contains the results of the survey that was sent out a few years ago. The individual responses to the survey are found in the appendix of the report. The report contains a lot of good information on what we found out about low-volume bridges in Iowa.

## **New Web- Based Training from NHI - TCCC HMA Paving Field Inspection**

This training was prepared by the Transportation Curriculum Coordination Council (TCCC) in partnership with NHI to provide guidance and instruction to inspectors involved in the construction of hot mix asphalt (HMA) pavements. The course will explain the important tasks involved in HMA paving and

describe proper procedures for executing them. This training is recommended for TCCC levels I, II, and III.

This training is designed to help inspectors learn the various aspects of what is involved in a HMA paving operation as well as become familiar with the duties that are a part of the HMA pavement grade inspection responsibilities. In addition, the course explains how to recognize the mix properties of a HMA mixture. The knowledge gained from this training will assist inspectors in recognizing problems during a project so that they can offer solutions to those problems. The course is not designed to cover all aspects of HMA paving.

**OUTCOMES:** Upon completion of the series, participants will be able to: • Know various aspects of what is involved in a HMA paving operation • Understand the duties of a HMA paving inspector • Recognize the mix properties of a HMA mixture • Recognize the problems that may occur on HMA paving projects • Understand the product and project so solutions can be recommended

**TARGET AUDIENCE:** This training would be beneficial to anyone that is involved with a HMA paving project. However, it focuses on technicians/inspectors who are involved with the production, placement, and inspection of HMA paving projects.

**TRAINING LEVEL:** Intermediate

**LENGTH:** 4.5 Hours **CEU:** 0 Units **FEE:** FREE

**CLASS SIZE:** Minimum: 1; Maximum: 1 **REGISTRATION:** Visit the [NHI Web site](#)

**NHI TRAINING TEAM:** (703) 235-0534 • E-mail [nhitraining@dot.gov](mailto:nhitraining@dot.gov) **SUBJECT**

**MATTER CONTACT:** Chris Newman • (202) 366-2023 • E-mail

[christopher.newman@dot.gov](mailto:christopher.newman@dot.gov) **NHI TRAINING PROGRAM MANAGER:** Martha Ross • (703) 235-0524 • E-mail [marty.ross@dot.gov](mailto:marty.ross@dot.gov)

### **Special Note on Long Time NACE Member Ernie Huckaby**

Ernie has advised that his yahoo account was hacked recently resulting in many of our NACE members getting a notice from the hacker to send money. This was clearly a scam but many asked NACE to clarify. Ernie has asked us to advise our members to please disregard any request for money since he has not traveled to the UK. He apologizes for any inconvenience the hacker into my e-mail account cause you and thanks everyone for their understanding. His updated contact information is as follows: Ernest Huckaby e-mail : [mutcdhuckaby@yahoo.com](mailto:mutcdhuckaby@yahoo.com)

### **Schedule an NHI Classroom-Based, Instructor-Led Training**

**Check out some of our most popular Instructor-led courses of 2010:**

[Bridge Inspection Refresher Training](#) (130053)

[Designing and Operating Intersections for Safety](#) (380074)

[Drilled Shaft Foundation Inspection](#) (132070)

[Federal-Aid Highways - 101 \(State Version\)](#) (310110)

[Fracture Critical Inspection Techniques for Steel Bridges](#) (130078)

[Hot-Mix Asphalt Construction](#) (131032)

[Hot-Mix Asphalt Pavement Evaluation and Rehabilitation](#) (131063)

[Leap Not Creep: Accelerating Innovation Implementation](#) (134073)

[LRFD for Highway Bridge Substructures and Earth Retaining Structures](#) (130082B)

[NEPA and Transportation Decision-making](#) (142005)

Interested in scheduling a different NHI classroom-based training? Visit the [NHI Web site](#) and browse the [Course Catalog](#). **Anyone** can host an NHI classroom-based, Instructor-led training including contractors, private businesses, and transportation-associated organizations. If you are interested in hosting an Instructor-led training please click on the "Host Request" button or complete the [Host Request Form](#).

### **SHRP 2 Product Chart**

TRB's second Strategic Highway Research Program (SHRP 2) has released a chart that lists the anticipated products and other details for each project in the SHRP 2 research plan. SHRP 2 research products derive from national goals for safer, longer-lasting, and less congested highways. [\[More\]](#)

### **Fatality Analysis Reporting System (FARS) Data Resource Websites Enhancements**

The U.S. National Highway Traffic Safety Administration's National Center for Statistics and Analysis has made a series of navigation enhancements to its FARS data resource websites that now more easily allow users to find and access information included in the Customer Automated Tracking System (CATS), the FARS Encyclopedia Reports and Query sites, and the State Traffic Safety Information (STSI) website. [\[More\]](#)

### **Implementing Traffic Safety Evaluations to Enhance Roadway Safety**

The Upper Great Plains Transportation Institute at North Dakota University has released a report that explores ways to conduct low-cost road safety audits for counties in North Dakota. [\[More\]](#)

### **Innovative Design Approach of Precast-Prestressed Girder Bridges Using Ultra High Performance Concrete**

The National Research Council Canada has released a report that explores the use, cost, and maintenance of ultra high performance concrete on new and aging highway bridges. [\[More\]](#)