



LTAP news

Integrating Planning, Architecture, and Engineering for Better Overall Transportation Solutions

By Paula Reeves, AICP CTP Manager, Community Design, WSDOT Local Programs

In This Issue:

- 5 High Friction Surface Treatment
- 7 MPOs – Another Partner for Safety
- 10 Bridge
- 12 Right of Way Updates
- 15 Rental Rates Jeopardizing Your Agency?

Engineers, planners, and architects work in fields related to planning and construction of the built environment (streets, roads, highways and buildings, and other related infrastructure). These professions often interact on transportation projects and plan development. Many communities are finding that the degree and success of this interaction increasingly determines the quality of transportation solutions and ultimately the quality of the transportation system.

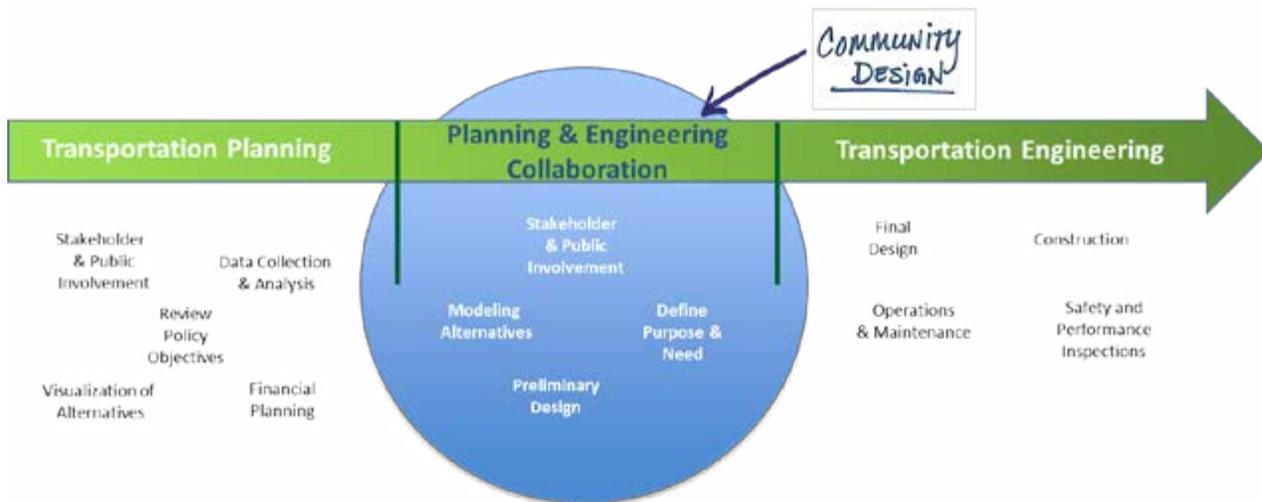
Engineers and architects tend to focus on the projects themselves; including project development, design, construction, operation and maintenance. Planners tend to emphasize how the transportation projects will fit into the broader local context, which in Washington State is defined by the Growth Management Act (RCW 36.70A) and includes the following objectives:

1. **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

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5. **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
 6. **Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
 7. **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
 8. **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
 9. **Open space and recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
 10. **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
 11. **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
 12. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
 13. **Historic preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
 14. **Shoreline Management.** Incorporate the goals and policies of the Shoreline Management Act as part of comprehensive plans and development regulations.

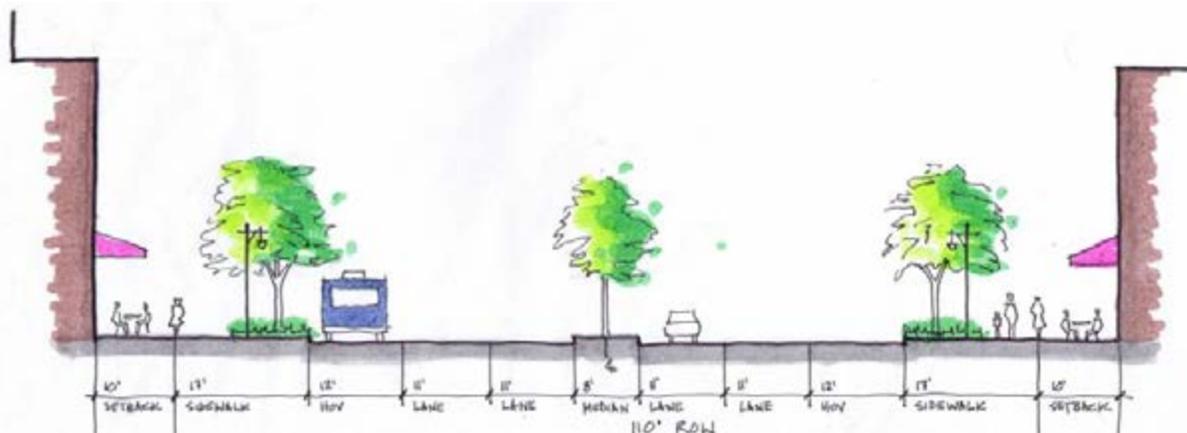
Developing a mutual understanding of these distinct professions: planning, architecture, and engineering, and how they can best be connected and integrated is important in moving toward a more efficient and effective transportation system.

Figure 1. Community Transportation System Development



Some Common Pitfalls

Often when projects are undertaken by planners or architects and transferred to public works offices or engineers for final design without including the collaboration step, engineers are left wondering about the foundation for the project and may repeat some of the data analysis, review of policy objectives, or alternative analyses conducted during the planning process. This can be costly, time consuming, and interpreted by planners as a lack of confidence in their processes.



Another common pitfall of skipping the collaboration step is that a preliminary design is transferred to public works or engineering staff that is completely aligned with policy objectives, performance measures, and the community vision, but it isn't feasible to construct.

Failing to include a collaboration step in developing transportation projects can also result in a project that engineers have designed most cost effectively with all due consideration to policy objectives, but may never reach final design or construction due to stakeholder and public concerns.

Immediate Opportunities for a Multi-Disciplinary Approach

Compliance with the requirements of the Americans with Disabilities Act, specifically development of ADA Transition Plans required by ADA Title II - 28 CFR Part 35.149 and 35.150, presents an immediate opportunity for Washington cities to put this Community Transportation System Development model to the test to save staff time, as well as planning and engineering resources.

Many cities across the state will be updating their Comprehensive Plans over the next five years to comply with Washington's Growth Management Act. See Washington Department of Commerce website for more details:

www.commerce.wa.gov/Services/localgovernment/GrowthManagement

These Comprehensive Plans must include a "pedestrian and bicycle component"...that..."identifies and designates planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles."

Combining required Comprehensive Planning related to enhanced community access with ADA Transition Planning and integrating the resources of your planning and public works offices can maximize staff and committee resources, combine public outreach, notification, and comment processes, develop logical priorities, and eliminate overlap.

Longer Term Opportunities to Improve Integration

Formally conducting joint trainings and conferences and combining staff resources and offices within cities are some longer term actions to move toward better integration and maximized resources. Additionally, the planning, architecture, and engineering professions and professional organizations should be supporting more multi-disciplinary college level courses, practicums, and joint degree programs to promote opportunities to integrate with allied professions.

For additional information and technical assistance visit WSDOT Community Design website at:

www.wsdot.wa.gov/LocalPrograms/Planning

High Friction Surface Treatment

From the FHWA Every Day Counts Website, Accelerating Innovation

A July 30 peer exchange in Thurston County, Washington, featured a demonstration of the installation of a high-friction surface treatment. Representatives of local agencies, industry, the Washington State Department of Transportation, FHWA and the Western Federal Lands Highway Division attended the event. The demonstration featured a hand application of high-friction surface treatment by Thurston County crews.

Maintaining the appropriate amount of pavement friction is critical for safe driving. In locations where drivers may brake excessively; for example, when going around curves, down hills or steep grades, or when approaching an intersection; the road surface can become prematurely polished, reducing the pavement friction and allowing vehicles to skid when the drivers brake. Drivers may also be speeding or distracted, contributing to the high-crash rates in critical locations. Wet road surfaces can also reduce pavement friction and cause skidding or hydroplaning.

Critical locations make up a small percentage of U.S. highways. In 2008 for example, horizontal curves made up only 5 percent of our Nation's highway miles. Yet, more than 25 percent of fatal crashes occurred on horizontal curves. High friction surface (HFS) treatment is an emerging technology that dramatically and immediately reduces crashes and the related injuries and fatalities. With friction demands far exceeding conventional pavement friction, high-quality aggregate is applied to existing or potential high-crash areas to help motorists maintain better control in dry and wet driving conditions.

While the initial costs are higher than conventional pavement, however, the long-lasting durability of HFS treatment and limited use in critical locations makes the product a low-cost option over its life cycle. HFS treatments may also be used to identify specific areas, such as bus or bike lanes, or used on surfaces that tend to ice such as bridges or pedestrian walkways.

Several high friction surface treatment products are available now and other, more cost-effective products are being developed. The HFS products use aggregates that are both polish- and wear-resistant



Mixing – Thurston Co. Crew mixing the adhesive



Spreading – Thurston Co. Crews spreading polymer adhesive

and develop channels to prevent water buildup on wet surfaces. The bonding materials such as Epoxy and other available blends are designed to set quickly. HFS treatments can be applied by machine at a similar speed to other paving surface treatments, or applied with hand tools, but the road surface must be durable with few to no cracks and crumbling.

Motorists may notice rougher riding surfaces in treated areas; however, they also will experience greater pavement friction resulting in better control of their vehicles. Friction improvement projects have been well received by the public and elected officials because the results are measurable, the costs are relatively low, and the products produce negligible environmental impacts.



Sanding – Thurston Co. Crews sanding with bauxite aggregate

Additional analysis to develop crash modification factors for these types of treatments is underway as part of FHWA's Evaluation of Low-Cost Safety Improvements Pooled-Fund Study. The Office of Safety has included HFS treatment in the countermeasures recommended on curves when developing Safety Implementation Plans in Roadway Departure Focus States.

Fact Sheet

[EDC High Friction Surface Treatments Fact Sheet 21st Century Solutions v9](#) (.pdf, .77 mb)

[EDC High Friction Surface Treatments Fact Sheet CA v9](#) (.pdf, 1.2 mb)

[EDC High Friction Surface Treatments Fact Sheet KY v8](#) (.pdf, 1.2 mb)

[EDC High Friction Surface Treatments Fact Sheet WVA v9](#) (.pdf, .92 mb)

[EDC High Friction Surface Treatments Brochure](#) (.pdf, 2.6 mb)

[Frequently Asked Questions about High Friction Surface Treatments](#) (.pdf, 623 kb)

MPOs – Another Partner for Safety

By Jailyn Brown, Thurston Regional Planning Council

MPO is yet another abbreviation to add to the long list of safety acronyms. But it represents an additional partner bringing unique abilities and responsibilities to the transportation safety table.



Paul Brewster, Senior Planner, Thurston Regional Planning Council

What is an MPO?

MPO stands for Metropolitan Planning Organization, terminology that comes from the federal transportation act. At minimum, the MPO has responsibility for long-range regional transportation planning, awarding a share of federal transportation funding, and programming federally funded transportation projects. Many MPOs do much more.

The MPO itself is made up of representatives from local and state government. More than 400 MPOs nationwide are established for urbanized areas of more than 50,000 in population.

The intent of forming these MPOs is to ensure that transportation projects and programs are based on a “3C” continuing, cooperative, and comprehensive planning process. In fact, many MPOs are part of larger councils of government that take the idea of 3C regional planning and apply it broadly to other issues such as land use, economic development, historical preservation, environmental protection, and a host of other topics.

One way to think of an MPO is as a layer of government between local and state levels. The MPO convenes these local and state transportation providers at one table to look at their projects and programs collectively. The objective is a seamless system that meets all kinds of transportation needs for all kinds of users.

How do MPOs address safety?

One of the strengths of MPOs is that they adapt to the needs and issues of their regions. So how MPOs address safety plays out in a number of ways.

... have to ...

All MPOs have to address safety in the regional planning process. This includes regional goals and policies for transportation safety.

Over the next few years, MPOs (and States) will also be phasing in specific performance measures that the federal government is defining. Several of these performance measures are for transportation safety.

MPOs will now have new evaluation and reporting requirements regarding the programs, projects, and outcomes in their regions. How this works, we don't know yet, so stay tuned. [The good news – Washington State is a leader in transportation safety and in safety metrics.]

... typically good at ...

While MPOs have to address safety in their planning processes, how they do that is varied and diverse. However, MPOs are typically good at:

- Planning
- Data Management & Analysis
- Education & Training
- Awarding Federal Funds
- Influencing Policy
- Convening Groups (that may not naturally form)
- Public Information

... some examples ...

Here at Thurston Regional Planning Council (TRPC – yep, another acronym!), we have a number of programs and projects that address safety. Highlighting two:

- A transportation incident management plan addresses re-routing freeway traffic when a major incident occurs on I-5 or US 101. TRPC convened and facilitated public works, police, fire and communications agencies to support development of this plan.
- Walk-and-Roll is a program collaboratively implemented by TRPC and Intercity Transit to encourage K-12 students to walk, bicycle, or ride the bus to school (instead of being driven by Mom or Dad). A major part of this highly successful program is helping educators, parents, and students address safety issues.

And here are some additional examples of MPO safety initiatives from around the country:

- The Cheyenne MPO sponsored a Car-Fit event in Wyoming, reaching older drivers with help for adjusting the fit of their cars, learning about alternative options for getting around, and encouraging families to talk about mobility options for older adults to stay active in the community.
- Nashville Area MPO has a variety of programs targeting pedestrian and bicyclist safety, including a refresher course for law enforcement on bicycle and pedestrian laws, drafting the non-motorized section of the Tennessee Strategic Highway Safety Plan, and including bicycle and pedestrian safety needs as part of road safety audit reviews.
- Corvallis Area MPO is developing their own region-specific transportation safety plan to identify transportation safety concerns for all modes of transportation in the CAMPO area and identify mitigation measures for those concerns.
- Boston Area MPO is conducting intersection safety analysis at locations in the region.

How do I get in touch with my MPO?

In Washington State there are a dozen MPOs. We also have state designated RTPOs (Regional Transportation Planning Organizations) that help coordinate planning outside those MPO areas. For a directory, see:

www.wsdot.wa.gov/NR/rdonlyres/91717186-9193-4054-807D-3B229D016FE8/0/MPORPTPOWSDOTDirectoryAugust2014.pdf

Visit your MPO/RTPO website. Call or email their staff. Every MPO will have policies ... and probably programs ... targeting transportation safety. Engage them in your transportation safety issues. See how they can help.

Jailyn Brown is a Senior Planner with Thurston Regional Planning Council (TRPC). TRPC is a 22-member council of governments, an MPO for the greater Lacey-Olympia-Tumwater area, and an RTPO for Thurston County. Contact Jailyn at 360.956.7575 or brownj@trpc.org. Learn more about TRPC at the website www.trpc.org.



*Incident Management Handbook for the I-5
Thurston County Corridor, WSDOT*

Bridge

By Chris Keegan, WSDOT Olympic Region Operations Engineer

“The Value of Networking”

At the recent National Bridge Preservation Meeting in Orlando Florida, the Pacific Northwest Bridge Maintenance Seminar paid for two local agency people to go to the meeting. One was from Yakima County Washington the other was from Marion County Oregon. At the end of the meeting I asked, what did you learn? Mike, the bridge crew supervisor from Oregon said, I learned that I have a lot more to learn. No matter how long we have been in the business of preservation, we can never know it all. Because of that we need to know who to call and to have a network of people to call on when we need to solve a problem.

This was made very clear to me last year when I received a call from Oregon. The question was do you use Borate to preserve your timber bridges? I didn't have a clue what they meant, so I had to look up borate using one of the search engines. When I did I found a manual from the United States Department of Agriculture, (USDA), and another from the US Forest Service (USFS). Borate is a common pesticide. In recent years it has been formed into rods of different sizes, or as a paste for external use. If the rods are inserted into treated timber members the borate kills off the fungus that causes the rot. It has the side benefit of also killing off carpenter ants. The rods of compressed borate are dormant until the moisture level reaches 25%. This is the same moisture content that the fungus starts to grow. The rods should last about ten years before they need to be replaced. Utilities, railroad companies, the USDA, the building industry, manufacturers of log homes all use borate to extend the life of their structures.

So why didn't the Washington DOT use borate, it is because we didn't go outside of our own limited network, and didn't know enough to ask the right questions.

At first I was concerned about availability of the rods, and when I checked my search engine the nearest place it showed was about fifty miles away. The bridge crew being more practical than I am went to the paint store a few blocks away. They had the borate rods in stock, and gave the crew members a tutorial on the number needed, the size that would work best in the members they were going to be placed in. We have since put in borate rods on all timber members that the inspection report noted the beginning of rot in a bridge member.

I again realized value of developing a network of resources outside of the highway field two years ago when the American Association of State Highway Transportation Officials, (AASHTO), Subcommittee on Maintenance, (SCOM) had their annual meeting in Seattle. The state maintenance engineer handed me the card of a gentleman from Fatigue Technology in Renton. When talking to Len I had one of those epiphany moments. As our steel bridges age we are getting more and more fatigue cracks develop in the tension area of the steel members. The traditional repair has been to find the end of the crack, drill and polish the hole, and then fit a bolt in the hole. Over time the crack moves past the hole and you do it all over again. With the system that fatigue technology showed me, the hole is drilled two millimeters beyond the end of the crack. A tool is then used that expands the metal around the hole with a mandrel. This forms a compressive zone in the metal. Tests have shown that this increases the fatigue life of

the metal by a factor of at least thirty. This technology was developed for the aircraft industry. They treat all the rivet holes in a tension area on a plane. As Len said, this keeps the wings from falling off. Washington DOT now has two of these tools and are using them wherever we have fatigue cracks forming in steel bridge members.

There is a “Networking Opportunity” Coming up in Portland Oregon, October 14, 15 and 16 at the Pacific Northwest Bridge Maintenance Seminar (PNWBMS). This is a seminar put on by bridge crews from throughout the Northwest. At the meeting you can learn more about, borate, stop crack-X, bridge washing, deck and joint repairs all given by the actual bridge workers. The agenda and registration information is available from Washington State University at:

<http://cm.wsu.edu/ehome/bridge/187857/?&>

Right of Way Updates

by Dawn Fletcher, Local Agency & Consultant Reviewer, WSDOT Real Estate Services Office

Real Estate Joins Local Programs

WSDOT Real Estate Services performs and coordinates real estate transactions for the department and issues guidelines for all state agencies engaged in real estate activities covered by the Uniform Relocation Assistance and Real Property Acquisition Policies Act. ([See 49 CFR, Part 24](#)) Real Estate Services' program areas include: Title & Acquisition, Appraisal & Review, Relocation Assistance, Property Management and the Local Agency Program.

The Local Programs Division is responsible for providing engineering services support and technical assistance to aid local agencies in developing, designing, managing, and maintaining their transportation projects with optimum ease and efficiency.

Effective September 16, 2014, the Real Estate Services' Local Agency Program will officially be integrated into the Local Programs Division. Given the fact that the newly titled Local Programs Right of Way (ROW) Section provides technical assistance to local agencies on real estate matters, and the Local Programs Division has overall responsibility for providing technical assistance, the move seems only fitting.

In almost every local agency transportation project, there is real estate involved, whether the right of way is existing or new. Right of Way is an important, yet often overlooked aspect of project development. The integration of Real Estate into Local Programs will provide opportunities to improve communication, recognize efficiencies and develop better relationships.

Local Programs Right of Way Contacts:

Dianna Nausley, Local Programs Right of Way Manager
nauseld@wsdot.wa.gov
(360) 705-7329

Dawn Fletcher, Local Agency & Consultant Reviewer
fletcdm@wsdot.wa.gov
(360) 705-7325

Generic Acquisition Forms Coming Soon

WSDOT acquisition forms are specifically formatted for internal WSDOT use, and were removed from the public website due to confusion on use by other agencies and/or consultants.

The WSDOT specific formatting has been removed from several acquisition forms, which will be available for use by local agencies and consultants beginning in October 2014 when the ROW Manual is updated. The following is a list of upcoming acquisition forms:

LPA-300	Recording Cover Sheet
LPA-301	Diary
LPA-302	Warranty Deed
LPA-303	Special Warranty Deed
LPA-305	Warranty Deed (Access Rights Only)
LPA-306	Quitclaim Deed
LPA-307	Quitclaim Deed (Access Rights Only)
LPA-308	Partial Release of Mortgage
LPA-309	Partial Release of Mortgage (Access Rights Only)
LPA-310	Request for Partial Reconveyance
LPA-311	Partial Reconveyance
LPA-312	Partial Release of Lease
LPA-313	Release of Lease
LPA-316	Partial Release of Judgment
LPA-317	Possession and Use Agreement
LPA-321	Real Property Voucher (Excel)
LPA-323	Consent to Change of Grade
LPA-324	Easement
LPA-325	Temporary Easement
LPA-326	Permit
LPA-330	Bill of Sale
LPA-333	Request to Accept Mortgage (deed of trust) Encumbrance
LPA-333a	Letter to Owner-Agree to Pay Mortgage (deed of trust) Encumbrance
LPA-350	Offer Letter
LPA-351	Revised Offer Letter
LPA-355	Quitclaim Deed (Release Easement)
LPA-356	Quitclaim Deed (Access Use for Easement)
LPA-362	Agency Payment Letter
LPA-365	Individual Notary
LPA-366	Corporate Notary
LPA-367	Attorney in Fact Notary
LPA-368	Self and Attorney in Fact Notary
LPA-369	Guardian, Executor, Administrator Notary
LPA-370	Mayor City Commissioners Notary
LPA-371	County Commissioners Notary
LPA-372	School District Notary
LPA-373	Signature by Mark Notary
LPA-374	Partnership Notary
LPA-375	Trustee Notary
LPA 376	Limited Liability Company Notary
LPA-377	Director RES Notary
LPA-382	Relocation Eligibility Report

Please note you will need to check with your own legal advisor to ensure that the acquisition forms meet your agency’s legal obligations (such as inclusion of eminent domain language). The acquisition forms do not constitute legal advice and WSDOT disclaims all liability for damages of any kind arising out of use, reference to, or reliance on any information provided.

The acquisition forms will be located on the internet with all other [Local Public Agency Forms and Brochures](#).

Sufficient Property Rights Flowchart

At the April 23, 2014 Local Agency Workshop in Spokane, a lively discussion arose on the use of mutual benefit permits. It was suggested that WSDOT create a flowchart to assist local agencies in determining when a mutual benefit permit can be used. A team was formed to assist in developing clear guidance. Team members include the following state, federal, local and private representatives:

Dianna Nausley, WSDOT Local Agency Program Manager
Dawn Fletcher, WSDOT Local Agency & Consultant Reviewer
Keith Martin, WSDOT Eastern Region Local Programs Engineer
Elizabeth Healy, FHWA Real Property Program Manager
Michele Pescador, Yakima County, Senior Right of Way Agent
Dan Buller, P.E., City of Spokane, Senior Engineer – Design
Chad Coles, P.E. – Spokane County
Roxanne Grimm, Consultant – Epic Land Solutions, Inc.

A draft flowchart was presented to the team at the initial meeting held August 19th in which the team discussed the purpose, goals and outcomes. A follow up meeting is scheduled for September 11th to continue discussing individual comments. Upon completion WSDOT plans to provide interim guidance that will be incorporated into [Chapter 25 of the LAG Manual](#) to compliment Section 25.2, subsections 25.21, 25.23 and 25.24.

Recent Clarification & Guidance published on the [LPA / ROW Resources webpage](#)

- [Sample ROW Plan W/Comments \(FHWA Q & A & best practices\)](#)
- [Statutory Evaluation Allowance \(not required for non-eminent domain acquisition\)](#)
- [MAP-21 Uniform Act Benefit and Eligibility Change \(effective 10/1/2014\)](#)

Contact your WSDOT Local Agency Coordinators for more information:

Region	Coordinator(s)	Phone
Eastern Region	Stephanie Golly	(509) 324-6277
	Steve Goss	(509) 324-6283
North Central Region	Farzan Farivar	(509) 667-2933
South Central Region	Terri Brown	(509) 577-1656
Southwest Region	Mike Stricker	(360) 905-2149
Northwest Region	Tom Boyd	(206) 440-4205
Olympic Region	Paul Lovgren	(360) 704-3259

Rental Rates Jeopardizing Your Agency?

By Stephanie Tax, WSDOT Local Programs - Program Manager

Recent questions surrounding rental reimbursement rates, established and used by Washington Local Agencies, have prompted the State Auditor's office to ask us to share information about the correct way to establish Equipment Rental Rates that will be acceptable by the Auditor's office and remain eligible for reimbursement under a Federal Aid contract.

The guidance provided on the State Audit Office website and in compliance with the OMB A-87 Implementation Guide is titled "[An Overview of Equipment Rental and Revolving Fund](#)".

So, you may ask, how is this fund used? According to the SAO site, all counties and cities with populations over 8,000 are legally required to have an ER&R fund for operating road and street departments. It should include:

1. Expenses due to maintenance and operation (employee wages, building rental, equipment repair supplies, etc.)
2. Depreciation of equipment
3. A surcharge for equipment replacement
4. Corrections for prior year charges

Item three on the list is where many local agencies go astray when it comes to charging their equipment to a Federal Aid contract. "Replacement cost is that amount that is anticipated to replace the existing asset above the cost being recovered through depreciation." Under OMB Circular A-87, surcharges for equipment replacement are an estimate and not allowable cost principals.

Not only is the practice not allowed, if an agency does include replacement estimates it may lead to costs being questioned when your project is selected for audit or when reimbursement is requested.

To avoid an audit finding, when using equipment rental rates that will be charged to a federally funded project, agencies should charge only the eligible expenses as directed in the [OMB A-87 Implementation Guide](#).

Save the Date

2014 Washington Asphalt Conference
Sponsored by WSDOT, APWA and WAPA
Two Dates/Locations to Choose From!
Tuesday, October 28th (Seattle)
or
Wednesday, October 29th (Spokane)
8:00 AM to 3:30 PM

The Washington Asphalt Pavement Association in cooperation with the American Public Works Association and the Washington State Department of Transportation are presenting the

2014 Washington Asphalt Conference

This premiere technical conference will be held in Western Washington at the **DoubleTree Suites at Southcenter** in Seattle and the **Mirabeau Park Hotel & Convention Center** in Spokane Valley

The goal of this one day conference on each side of the state is to provide up-to-date information on topics critical for those planning, designing, constructing, and managing asphalt pavement construction.

WHO SHOULD ATTEND:

This conference is intended for managers, engineers, consultants, city and county public works departments, technicians, inspectors, and others who are involved in the planning design, construction, and maintenance of asphalt pavements. This conference has been specifically designed to provide professionals with the practical resources to help ensure they provide long-lasting, high-quality asphalt pavements.

THIS PROGRAM WILL COVER THE FOLLOWING TOPICS:

- **APWA – Local Agency Pavement Specifications Updates**
- **WSDOT – Paving specification updates and upcoming initiatives**
- **Crack and seat PCC pavement with HMA Overlay - Washington State projects/ lessons learned**
- **Porous Asphalt Paving Specifications Updates (Western Washington program)**
- **Intelligent Compaction Demonstration Projects (Idaho and Washington) and other FHWA emerging HMA paving technology items**
- **Pre-coated chip bituminous surface treatment demonstration project
A better solution for chip seal applications (Eastern Washington program)**
- **New pavement design and tablet based inspection tools (PaveXpress pavement design & Headlight tablet inspection tools)**
- **Building a Quality Asphalt Pavement – Panel Discussion**

See Attached Registration Form and Preliminary Agenda:

Registration Fee: \$175.00

The registration fee includes continental breakfast, lunch, refreshments, and all seminar materials.

Contact information on conference:

E-mail: dave.gent@AsphaltWA.com

Phone: 253-261-4486

Fax 206-428-7199 or 360-539-7984

Web Site: www.asphaltwa.com

Mailing address:

Washington Asphalt Pavement Association

724 Columbia St NW, Suite 245

Olympia, WA 98501

Save the Date

2014 Northwest Pavement Management Association Conference (NWPMA) October 28th – 31st Seattle, Washington Seattle Airport Marriot

Greetings from the NWPMA!

The 2014 NWPMA Conference Committee is assembling some great topics and speakers for 2014 NWPMA Conference and we don't want you to miss out. This year conference will be held at the Seattle Airport Marriot in [Seattle, Washington on from Tuesday, October 28th to Friday, October 31st](#). Here are some of the topics we have in store:

- Pavement Management for Local Agencies: How to Justify Maintenance & Rehabilitation Budgets and How Best to Spend It.
- Setting Good Performance Targets for MPO and Local Agency Perspective
- Erosion Control and Drainage during Construction
- Revenue Presentations to Bared and Commissions/Funding Availability by State
- How Surface Treatments Affect the Overall Performance Scoring and How to Address Results.
- Asphalt Specifications for Local Agencies, 3 sessions by State
- Pavement Preservation Performance
- Pavement Rating 101-Breakout Sessions for StreetSaver, CRAB, and MicroPaver
- High Performance Thinlay
- Case Study: StreetSaver Implementation, City of Vancouver
- The Mechanics of Thin Overlays
- Hot In Place Recycling
- Concrete Roundabouts vs Signalized Intersections-Life Cycle Costs
- Advanced Pavement Management Concepts
- Pervious Pavements for Local Agencies Update
- Chip Sealing, Preventing Failures

Information on registration will be coming soon!

Save the Date



2014 Pacific Northwest Bridge Maintenance Conference
All Hands on Deck - Maintaining a State of Good Repair
Tuesday 10/14/2014 - Thursday 10/16/2014

Red Lion Hotel on the River - Jantzen Beach
909 North Hayden Island Drive
Portland, Oregon 97217

Key Benefits of the 2014 Conference:

- Become better equipped and prepared to perform assigned tasks by being exposed to lessons learned from others
- Become more efficient in the area of bridge maintenance
- Become more productive by using assigned resources wisely
- Ensure a higher level of On-the-Job Safety and
- Ensure a higher level of environmental awareness
- Increase communication skill set by formulating and delivering presentations
- Increase knowledge of effective bridge maintenance strategies and/or activities

Who Should Attend:

Local, state, federal, and other agency bridge owners involved in bridge maintenance activities. Staff members may include:

- Bridge maintenance crews
- Bridge maintenance managers and superintendents
- Bridge maintenance planners, programmers, and analysts
- Bridge and maintenance inspectors
- Bridge designers
- Bridge product exhibitors

16 PDH's are earned by attending this conference

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonté Sulton at (360) 705-7082.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Compliance Team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.