



# LTAP news

## Bridge Preservation: An Introduction

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Operations Engineer & Washington State Bridge  
Maintenance Engineer*

- Chairman: Western Bridge Preservation Partnership (WBPP)
- Member: FHWA Bridge Preservation Expert Task Group (BPETG)
- Member: AASHTO Sub Committee on Maintenance Bridge Technical working Group (SCOM BTWG)
- Pacific Northwest Bridge Maintenance Conference (PNWBMC) Steering Committee

Over the years the inventory of bridges in the State of Washington has increased, the bridges have gotten older, traffic volumes have gone up, and damage to the bridges from wear and tear have risen. Available funding for replacement, rehabilitation, repairs, and maintenance, has not kept up with the need.

The challenges public agencies face in the state of Washington are similar to those faced by public agencies throughout the United States. There is an increased need for funding to maintain the existing infrastructure while at the same time the funds available to do the work are shrinking.

Both the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) recognize the problem and have taken steps to change the focus from a reactive approach of replacing bridges to a more proactive approach of preserving bridges. With the high cost of construction it is much better to keep good bridges in good condition for as a long as possible, than it is to let bridges deteriorate and spend the scarce funds on replacing them.

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FHWA formed the Bridge Preservation Expert Task Group (BPETG) made up of bridge preservation practitioners from both public and private agencies. This group's main focus is to advance the state of the practice in the area of bridge preservation.

The BPETG working with AASHTO developed the following definition: "Bridge Preservation is defined as actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their life. Preservation actions may be preventive or condition driven."

"Effective bridge preservation actions are intended to delay the need for costly reconstruction and replacement actions by applying preservation strategies and actions on bridges while they are still in good or fair condition and before the onset of serious deterioration. Bridge Preservation encompasses preventive maintenance and rehabilitation activities." (see figure 1)

"An effective bridge preservation program:

- Employs long term strategies and practices at the network level to preserve the condition of bridges and to extend their useful life.
- Has sustained and adequate resources and funding; and
- Has adequate tools and processes to ensure that the appropriate cost effective treatments are applied at the appropriate time. "



Figure 1

FHWA published a bridge preservation guide in 2011. This [Bridge Preservation Guide](#) contains some common bridge related definitions, commentaries and examples that can assist bridge owners in developing and implementing a systematic preventive maintenance (SPM) program which is a major component of bridge preservation.

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Five years ago AASHTO expanded their Transportation Systems Preservation Technical Services Program, (TSP2) to include bridges as well as pavements. The web site has a wealth of information on both pavement and bridge preservation at [www.tsp2.org](http://www.tsp2.org).

In addition to the website, four regional bridge preservation partnerships were formed. The Thirteen states in the Western Bridge Preservation Partnership (WBPP) includes the State of Washington.

The purpose of the partnership is to develop a network of people who are involved in bridge preservation and to “Provide a platform for the WBPP Member Agencies and organizations to exchange, promote, and advance best practices, new technologies, and innovation in the areas of highway bridge management, inspections, preservation, and maintenance.”

The objectives of the WBPP are to:

- Promote and implement the benefits of bridge preservation.
- Promote the uniformity of regional specifications and guidelines for bridge maintenance and preservation treatments.
- Promote knowledge sharing and the use of advanced or improved technologies in the areas of bridge inspections, maintenance and preservation among the Member Agencies.
- Promote a sharing of innovative contracting practices.
- Establish a coordinated regional research effort.

The Western Bridge Preservation Partnership (WBPP) has been working on three main areas. The first deals with bridge decks. This is being developed in three parts. The first part deals with deck treatments such as healer sealers. This part is just about ready and will be posted on the TSP2 website under WBPP. The second and third parts deal with concrete overlays and deck patching materials. Already out and on the website is a list of Bridge Preservation Activities that the western states are currently doing. We also worked on a template for Qualifying a Systematic Preventive Maintenance Program for federal funds.

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The WBPP holds a face to face meeting once a year. The Directors also have a monthly teleconference. In April 21st to 25th, 2014 there is a [National Bridge Preservation Conference](#) in Orlando Florida that brings all four partnerships together. The agenda is being worked on and can be reviewed on the TSP2 website. The next regional WBPP meeting will be held in the spring of 2015 in Portland Oregon.

The Pacific Northwest Bridge Maintenance Conference is an excellent resource for learning bridge maintenance techniques. This is a meeting put on by and for bridge maintenance crews. The meeting takes place in even numbered years and the next meeting will be October 14 to 16 at the Red Lion Hotel, Jantzen Beach, in Portland Oregon, information is available at [cm.wsu.edu/bridge](http://cm.wsu.edu/bridge). The Pacific Northwest Inspectors Conference is helpful for bridge inspectors and managers and it takes place odd numbered years.

Bridge preservation keeps good bridges in good condition and cost effectively extends the life of bridge assets. In this first article I have provided some of the basics as well as some of the resources available to you. In future articles I will get into more specifics on the development of a Bridge Asset Management Plan, the importance of having a bridge management system to collect bridge data, and I will also cover some of the cost effective bridge preservation techniques you can employ that will extend the life of your bridges.

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# Washington's STRATEGIC HIGHWAY PLAN HAS BEEN UPDATED

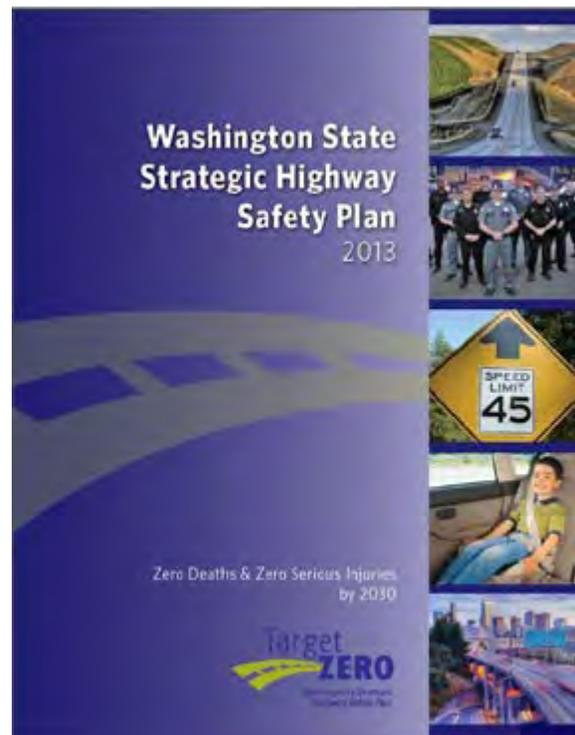
By: Debi Besser, Washington Traffic Safety Commission

The latest revision of *Washington's Strategic Highway Safety Plan: Target Zero* is now available for download at [www.TargetZero.com](http://www.TargetZero.com)! Please take this plan, share it with anyone and everyone, and use it to develop your own traffic safety programs.

The process of this update began over a year ago, and included record-breaking participation at our Partner's meeting in March 2013. For those of you that were able to attend, we appreciate all the time and effort you contributed to the discussion and brainstorming of strategies to improve traffic safety in Washington. Even if you were unable to attend the Partner's meeting, we appreciate your on-going support of the Target Zero Plan.

I also want to share a video that we recently created to promote the concept of Target Zero. It is based on the video from Nevada that was shown at the Partner's meeting. Please feel free to use the video in your communications about Target Zero! Find it on YouTube: *Target Zero: Questions and Answers*.

Thanks again for your support, and here's to more progress toward Target Zero in 2014!



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# Alder Creek Tributary Culvert Replacement Project

*By Mark Thurston and Sarah Melancon, Jefferson County WA Public Works Department*

Installation of a new box culvert along Alder Creek Tributary on Upper Hoh Road was completed in October 2013, eliminating a fish passage barrier to one mile of upstream fish habitat. The old, rusted, six-foot diameter culvert was replaced with a 25-foot wide, concrete box culvert. The culvert replacement was completed as environmental mitigation for previous emergency repairs on Upper Hoh Road.

The culvert replacement project involved constructing a temporary stream bypass system, ensuring protection of fish populations and constructing a temporary one-lane bypass road to maintain traffic during construction. Through an inter-local agreement the Hoh Tribe provided fish exclusion for the project. The fish exclusion included capturing and removing fish prior to dewatering the stream, installing screens above and below the project site, and then monitoring the site throughout construction to ensure the screens were functioning properly.

In-stream project work was completed in the summer when the Tributary was at its lowest flow. Construction work included removing the old culvert, installing a precast, three-sided concrete culvert, installing guardrail, and reconstructing the streambed and the road.



*The old culvert under the Upper Hoh Road was rusted out and formed a barrier to upstream fish habitat.*

Seton Construction, Inc. constructed the project for \$512,642. The project was funded at 86.5% by the Federal Highway Administration (FHWA) Emergency Repair Program and 13.5% by the Rural Arterial Fund and the County Road Fund.



*Critical steps in the culvert replacement project:*

- 1. Excavation of the stream bed with road and stream bypasses in place and a portion of the Upper Hoh Road removed.*
- 2. Installation of the three-sided, box culvert.*
- 3. Restoration of the stream bed and preparation for the road re-build.*
- 4. One mile of upstream fish habitat restored.*



*With the culvert installed and road restored, the Upper Hoh Road is ready for the 200,000–300,000 Olympic National Park visitors that travel to the Hoh Rain Forest via this road every year.*

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# Information and Technical Assistance on the Americans with Disabilities Act is Just a Click Away

**Note:** The information presented here is from the US Department of Justice Website located at [www.ada.gov/mediate.htm](http://www.ada.gov/mediate.htm)

## *ADA Dispute Resolution Mediation Program*

Department of Justice sponsored ADA dispute resolution mediation program has resolved many ADA disputes quickly and effectively. This program works for people with disabilities, businesses, and local agencies.

Using professional ADA-trained mediators throughout the United States, the Program provides a confidential, voluntary way to resolve ADA complaints fairly and quickly.

Both title II (State and local government services) and title III (public accommodations) complaints can be mediated. Examples of the types of complaints most appropriate for this Program include:

**Barrier removal:** alleging that a store has inaccessible parking, entrances, and checkout aisles;

**Effective communication:** alleging that a health care provider refuses to provide sign language interpreters to a patient who is deaf or alternate formats of written materials to a patient's spouse who is blind;

**Modification of policies, practices, and procedures:** alleging that a restaurant refuses to serve a person with a disability because he or she uses a service animal; and,

**Program accessibility:** alleging that a city hall's public meetings are held on the second floor of a building that does not have an elevator.

Please see this link for further details: [www.ada.gov/mediate.htm](http://www.ada.gov/mediate.htm)

# Seattle Project Results in Fewer Collisions

City of Seattle Staff and Dongho Chang, P.E. PTOE City of Seattle

In May 2011 the Seattle Department of Transportation (SDOT) reconfigured the lanes on NE 125th Street between Roosevelt Way NE and 30th Avenue NE to make the street safer for everyone, support transit better, and keep vehicles moving. Prior to the rechannelization there were two travel lanes in each direction. SDOT altered the road's striping to provide one lane in each direction, a new two-way left turn lane and bicycle lanes. SDOT monitored the project's impact on safety and traffic after the rechannelization was completed to make sure the street functioned well. Data shows it is and we want to share the key results.



NE 125th Street before the road diet.

The speed limit on this roadway is 30 miles per hour. Prior to the project, the 85th percentile speed, the speed that most drivers were comfortable driving, was 41 miles per hour eastbound and 39 miles per hour westbound. Further, eighty-seven percent of drivers were traveling over the speed limit and 16 percent were speeding at 40 miles per hour or more – more than ten miles per hour over the speed limit. Since the project was completed, the 85th percentile is now 38 miles per hour eastbound and 36 miles per hour westbound with an 11 percent decrease in the percentage of people exceeding the speed limit. And there has been an even more dramatic decrease in drivers speeding more than ten miles over the speed limit.

| 85th Percentile Speed   |        |       |        |
|-------------------------|--------|-------|--------|
| Speed in miles per hour |        |       |        |
|                         | Before | After | Change |
| Eastbound               | 41.4   | 38.0  | -8%    |
| Westbound               | 38.6   | 35.7  | -8%    |

| Top End Speeders                         |        |       |        |
|--|--------|-------|--------|
| Percent 10 plus mph over the speed limit |        |       |        |
|  | Before | After | Change |
| Eastbound                                | 22.4%  | 7.3%  | -67%   |
| Westbound                                | 9.5%   | 2.5%  | -74%   |

While SDOT staff worried about traffic diverting to other streets because of the road diet, the opposite has occurred. Data indicates that traffic volume overall has increased roughly 10 percent on NE 125th Street. One possible reason for this increase may be that more drivers are using the road as they travel to and from Lake City Way North, which provides an alternate road around north Lake Washington, to avoid paying tolls on the SR 520 floating bridge. Tolling began in both directions in December 2011.

Modifying roads to discourage speeding is one of the recommended actions in Seattle’s *Road Safety Action Plan*, which has a goal of zero traffic fatalities and serious injuries by 2030. One of the most satisfying outcomes on NE 125th Street is that the rate of collisions and the rate of injury collisions have both declined. Despite the increase in traffic volume, the rate of collisions has decreased by ten percent and injury collisions have decreased by 17 percent. This means that people who walk, ride a bicycle and drive are safer when they use NE 125th Street.

These findings are similar to a recent Federal Highway Administration (FHWA) study, *Evaluation of Lane Reduction “Road Diet” Measures on Crashes*, which analyzed 30 street reconfigurations in Washington and California. FHWA determined that there was a 19 percent reduction in the collision rate after converting from four-lanes to two lanes with a two-way left turn lane.

NE 125th Street is another successful rechannelization project for city of Seattle, adding to the string of positive road reconfigurations that the city has completed since 1972. To read the full report and see its data, click on this link: [NE 125th Street Rechannelization Report](#).

| <b>Change in Collision Rate</b>        |        |       |        |
|--|--------|-------|--------|
|  | Before | After | Change |
| Collisions per million vehicles        | 5.83   | 5.24  | -10%   |
| Injury collisions per million vehicles | 2.41   | 1.99  | -17%   |



*NE 125th Street after the road diet.*

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# Loan Program for Traffic Equipment

*By Dan Carruth, E-Learning Coordinator and Susan Bowe, WSDOT Local Programs Division, Local Agency Traffic Services Specialist*

The Traffic Services branch of WSDOT's Local Programs has a loan program for local agencies that do not have traffic equipment.

Agencies may borrow the following items:

## Evaluating Traffic Sign Reflectivity

Public agencies have until June 14, 2014 to develop and use an assessment or management method to maintain minimum or higher sign retroreflectivity levels for all regulatory and warning signs. This is required by the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (with Revisions 1 and 2 incorporated) and does not include signs with brown or blue backgrounds. Please see our webpage [www.wsdot.wa.gov/LocalPrograms/Traffic/SignRetro.htm](http://www.wsdot.wa.gov/LocalPrograms/Traffic/SignRetro.htm) for more information about minimum traffic sign retroreflectivity levels.

## Traffic Sign Retroreflectometer

A traffic sign retroreflectometer measures the retroreflectivity of traffic signs. It can help agencies know when a sign no longer meets minimum retroreflectivity levels and needs to be replaced. Table 2A-3 of the 2009 MUTCD shows these levels.

This table is shown on the following page. The retroreflectometer available for loan is a Road Vista 922. It has a global positioning system feature.



*Traffic Sign Retroreflectometer*

## Comparison Sign Panels

A comparison sign panel is a tool that local agencies can use during nighttime visual inspection. The panel has a retroreflectivity value at or near the minimum values shown in Table 2A-3 of the 2009 MUTCD.

The agency would attach or hold a panel up to an existing sign and compare the two.



*A comparison panel kit.*

**Table 2A-3. Minimum Maintained Retroreflectivity Levels <sup>1</sup>**

| Sign Color                            | Sheeting Type<br>(ASTM D4956-04) |                 |            |                               | Additional<br>Criteria |
|---------------------------------------|----------------------------------|-----------------|------------|-------------------------------|------------------------|
|                                       | Beaded Sheeting                  |                 |            | Prismatic Sheeting            |                        |
|                                       | I                                | II              | III        | III, IV, VI, VII, VIII, IX, X |                        |
| White on Green                        | W*; G ≥ 7                        | W*; G ≥ 15      | W*; G ≥ 25 | W ≥ 250; G ≥ 25               | Overhead               |
|                                       | W*; G ≥ 7                        | W ≥ 120; G ≥ 15 |            |                               | Ground-mounted         |
| Black on Yellow or<br>Black on Orange | Y*; O*                           | Y ≥ 50; O ≥ 50  |            |                               | 2                      |
|                                       | Y*; O*                           | Y ≥ 75; O ≥ 75  |            |                               | 3                      |
| White on Red                          | W ≥ 35; R ≥ 7                    |                 |            |                               | 4                      |
| Black on White                        | W ≥ 50                           |                 |            |                               | -                      |

<sup>1</sup> The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m<sup>2</sup> measured at an observation angle of 0.2° and an entrance angle of -4.0°.

<sup>2</sup> For text and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs.

<sup>3</sup> For text and fine symbol signs measuring less than 1200 mm (48 in).

<sup>4</sup> Minimum Sign Contrast Ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity).

\* This sheeting type should not be used for this color for this application.

| <b>Bold Symbol Signs</b>   |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li>• W1-1, -2 – Turn and Curve</li> <li>• W1-3, -4 – Reverse Turn &amp; Curve</li> <li>• W1-5 – Winding Road</li> <li>• W1-6, -7 – Large Arrow</li> <li>• W1-8 – Chevron</li> <li>• W1-10 – Intersection in Curve</li> <li>• W1-11 – Hairpin Curve</li> <li>• W1-15 – 270 Degree Loop</li> <li>• W2-1 – Cross Road</li> <li>• W2-2, -3 – Side Road</li> <li>• W2-4, -5 – T &amp; Y Intersection</li> <li>• W2-6 – Circular Intersection</li> <li>• W3-1 – Stop Ahead</li> </ul>  | <ul style="list-style-type: none"> <li>• W3-2 – Yield Ahead</li> <li>• W3-3 – Signal Ahead</li> <li>• W4-1 – Merge</li> <li>• W4-2 – Lane Ends</li> <li>• W4-3 – Added Lane</li> <li>• W4-5 – Entering Roadway Merge</li> <li>• W4-6 – Entering Roadway Added Lane</li> <li>• W6-1, -2 – Divided Highway Begins and Ends</li> <li>• W6-3 – Two-Way Traffic</li> <li>• W10-1, -2, -3, -4, -11, -12 – Highway-Railroad Advance Warning</li> </ul> | <ul style="list-style-type: none"> <li>• W11-2 – Pedestrian Crossing</li> <li>• W11-3 – Deer Crossing</li> <li>• W11-4 – Cattle Crossing</li> <li>• W11-5 – Farm Equipment</li> <li>• W11-6 – Snowmobile Crossing</li> <li>• W11-7 – Equestrian Crossing</li> <li>• W11-8 – Fire Station</li> <li>• W11-10 – Truck Crossing</li> <li>• W12-1 – Double Arrow</li> <li>• W16-5p, -6p, -7p – Pointing Arrow Plaques</li> <li>• W20-7a – Flagger</li> <li>• W21-1a – Worker</li> </ul> |
| <b>Fine Symbol Signs</b> – Symbol signs not listed as Bold Symbol Signs.   |   |  |
| <b>Special Cases</b>   |   |  |
| <ul style="list-style-type: none"> <li>• W3-1 – Stop Ahead: Red retroreflectivity <math>\geq 7</math></li> <li>• W3-2 – Yield Ahead: Red retroreflectivity <math>\geq 7</math>; White retroreflectivity <math>\geq 35</math></li> <li>• W3-3 – Signal Ahead: Red retroreflectivity <math>\geq 7</math>; Green retroreflectivity <math>\geq 7</math></li> <li>• W3-5 – Speed Reduction: White retroreflectivity <math>\geq 50</math></li> <li>• For non-diamond shaped signs such W14-3 (No Passing Zone), W4-4p (Cross Traffic Does Not Stop), or W13-1, -2, -3, -5 (Speed Advisory Plaques), use largest sign dimension to determine proper minimum retroreflectivity level.</li> </ul> |   |  |

## Calibration Sign Panels

A calibration sign panel is a tool that local agencies can use during nighttime visual inspection. The panels have a retroreflectivity value at or near the minimum values shown in Table 2A-3 (see previous page) of the 2009 MUTCD.

The agency would install the panels in a way that they would be visible to the inspectors. This is so they would be able to calibrate their eyes to these panels before starting nighttime inspection.



*Evaluating Horizontal Curves*

## Evaluating Horizontal Curves

A **ball bank indicator** is one method that local agencies can use to determine advisory speeds on horizontal curves. Section 2C.08 of the 2009 MUTCD requires that an advisory speed plaque (sign code W13-1P) "...be used where an engineering study indicates a need to advise road users of the advisory speed for a condition."

Table 2C-5 in the 2009 MUTCD provides requirements and recommendations for when to use horizontal alignment signs. December 31, 2019, is the date that the MUTCD sets for agencies to meet these requirements.



*Ball Bank Indicator*

## Evaluating Speed

Local agencies can use a **radar speed gun** to conduct spot speed studies to help determine what speeds vehicles travel on a roadway.



*Radar Speed Gun*

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This can be a good alternative when other methods, such as tube counts, are not available or practical. Section 2B.13 of the 2009 MUTCD, as modified by WAC 468-95-045, sets the criteria for posting speed limit signs. Agencies who borrow our radar speed gun will also receive a spreadsheet to record data and determine an 85th percentile speed.

## **Safety**

The Highway Safety Manual (HSM) [safety.fhwa.dot.gov/hsm](http://safety.fhwa.dot.gov/hsm) and its companion, the Crash Modification Clearinghouse [www.cmfclearinghouse.org](http://www.cmfclearinghouse.org) provide practitioners with:

- validated highway safety research that has been synthesized and vetted for accuracy by experts, and
- analytical tools to predict crash frequency and the impact that implemented countermeasures will have on road safety.

Traffic Services also has two copies of the HSM available for loan. It is also available for purchase from the American Association of State Highway and Transportation Officials (AASHTO) (link to [www.highwaysafetymanual.org](http://www.highwaysafetymanual.org)). The Clearinghouse is available free online.

## **Ready to Borrow?**

Each of these items comes with instruction information. For more information, or to borrow any of these items, please contact our Local Agency Traffic Services Specialist, Akmal Siddiqui at [Akmal.Siddiqui@wsdot.wa.gov](mailto:Akmal.Siddiqui@wsdot.wa.gov) or call 360.705.7539.



## IRWA Chapter 4 Education Courses

| <u>Course Date</u> | <u>Course #</u> | <u>Course Name</u>                                       | <u>Facilitator</u> | <u>Location</u>  | <u>Coordinator</u> |
|--------------------|-----------------|--|--------------------|--|--------------------|
| 2/19-2/20/2014     | C502            | Business Relocation                                      | Leslie Beard       |  |                    |
|                    | C103            | Ethics and the Right of Way Profession                   |                    |  |                    |
| 4/24/2014          | C603            | Understanding Environmental Contamination in Real Estate | Fred Walasavage    | Coast Hotel<br>625 116th Ave NE,<br>Bellevue, WA 98004 |                    |
| 4/25/2014          | C604            | Environmental Due Diligence and Liability                |                    | Coast Hotel<br>625 116th Ave NE,<br>Bellevue, WA 98004 |                    |
| 5/20-5/21/2014     | C900            | Principles of Real Estate Engineering                    | Bernard Lea        | Coast Hotel<br>625 116th Ave NE,<br>Bellevue, WA 98004 |                    |
| 7/18/2014          | C304            |  | Faith Roland       | Coast Hotel  |                    |
| 8/11-8/12/2014     | C504            | Computing Replacement Housing Payments                   | Brad Thomas        |  |                    |
| 9/16-9/19/2014     | C421            |  | Randy Williams     |  |                    |
| 10/22/2014         | C431            | Problems in the Valuation of Partial Acquisitions        |                    |  |                    |
| 11/13/2014         | C802            | Legal Aspects of Easements                               | Matt Hansen        |  |                    |



# IACC

INFRASTRUCTURE ASSISTANCE  
COORDINATING COUNCIL

## 2014 IACC Conference

Together We Build Infrastructure

# SAVE THE DATE!

**September 30 - October 2, 2014**

*Wenatchee  
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**\*\*\*Now accepting 2014 award nominations.\*\*\***

\*Look for registration to open this summer.

Sponsorship opportunities are available.

For more information, contact: Betsy Gabel  
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[www.infracfunding.wa.gov](http://www.infracfunding.wa.gov)

SAVE THE DATE



|   |
|---|
| <b>2014 Pacific Northwest Bridge Maintenance Conference</b> |
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|--|
| <b><i>All Hands on Deck - Maintaining a State of Good Repair</i></b> |
|--|

|   |
|---|
| <b>Tuesday 10/14/2014 - Thursday 10/16/2014</b> |
|---|

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*

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## **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](mailto: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.