

LTAP news

Bridge

Chris Keegan, WSDOT, Olympic Region Operations Engineer

The Pacific Northwest Bridge Maintenance Conference (PNWBMC) was held in Portland Oregon October 14 to 16. This conference is held every two years on even numbered years. The theme this year was “All Hands on Deck-Maintaining a State of Good Repair.” The presentations were by bridge maintenance crews from throughout the Pacific Northwest. Six of the twenty-one presentations were by local agency personnel.

The conference was sold out, with over 400 people registered including 34 exhibitors. Over 120 local agency personnel from Washington, Oregon, and Montana attended the meeting. There was a tie for the Best Presentation award. Kent Kalsch of the Oregon DOT won for his presentation on “Wood Cap and Pile Replacement”. Rod Blohm of the Alaska DOT won for “King Salmon Temporary Repair”. Rod’s presentation was on repairs of a timber deck on a steel girder bridge in a remote area of Alaska. The only access is by boat or plane. The winners get an expense paid trip to an AASHTO Transportation Systems Preservation Technical Services Program (TSP2) Bridge Preservation Partnership meeting of their choice.

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Rod Blohm, Alaska DOT Awarded for “King Salmon Temporary Repair”.



Ken Kalsch, Oregon DOT for “Wood Cap and Pile Replacement”.
Photo credits Dana Colwell

In 2015, the Southeast meeting is in Mobile Alabama in April. The Western meeting is in Portland, Oregon, in May. The Northeast meeting is in Portsmouth, New Hampshire in September, and the Midwest meeting is in Kansas City, Missouri, in October. The winner of the 2012 award was Carl Morgan of Mutnomah County Oregon. He went to the Northeast meeting in Maine. All the presentations from the 2014 PNWBMC will be on the PNWBMC website “bridgemaintenance.org” soon.

The next Pacific Northwest Bridge Maintenance Conference will be held in Portland in 2016. Now is the time to start thinking about and preparing a presentation for the October 2016 meeting.

Another presentation was about Level 1 earthquake response inspection. Through a grant from the Federal Highways Administration (FHWA), WSDOT received funding to prepare a [video](#) on inspecting bridges immediately after an earthquake. The level 1 response is not an in-depth inspection. It is used to determine if the bridge should be left open, closed, or if it needs further inspection by a licensed engineer. The video is available at a public site WSDOT Post Seismic Level One Training. I showed the [video](#) to the Western Washington Association of County Road Supervisors (WWACRS) on November 19th.

After the last article in this newsletter I received a nice e mail from Randy Hinchliffe, City Administrator of Waitsburg. He wanted a discussion on Functionally Obsolete (FO) and Structurally Deficient (SD) bridges and why funding is going to only SD bridges.

The following definitions come from the FHWA “Bridge Preservation Guide” Publication FHWA-HIF-11042

“Bridges are considered SD if significant load carrying elements are found to be in poor condition due to deterioration and/or damage, or the adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing overtopping with intolerable traffic interruptions.”

“Bridges are considered FO when the deck geometry, load carrying capacity (comparison of the original design load to the current State legal load), clearance, or approach roadway alignment no longer meet the usual criteria for the system of which it is an integral part. In general, FO means that the bridge was built to standards that are not used today.”

The decision about where to spend tax dollars would be a lot easier if there were sufficient funds to cover all the needs that are out there. Tough choices need to be made as to where to spend the scarce resources we have. In an ideal bridge program we would preserve and maintain our bridges at the lowest life cycle cost. Decks and joints would be repaired, treated or overlaid, steel painted, bridges cleaned, all on a set schedule that maximizes the life of the bridge. Keeping our good bridges in good condition, however, is not always our highest priority. Bridges do reach a point of deterioration where they need to be replaced. Where these bridges are located, how much traffic uses them, whether or not they are on a freight corridor, all weigh in on how high the priority is to replace them.

In the past, funding was on a “Worst First” basis, tax dollars went to replace the worst of the bridges. In MAP-21 FHWA requires that states develop Asset Management Plans for pavement and bridges. FHWA is requiring that we show we are good stewards of the tax dollars we receive and use them where they will do the most good.

You can share your thoughts by emailing us at LTAPnews@WSDOT.WA.GOV or by contacting me directly at chris.keegan@wsdot.wa.gov

FHWA Announces They Will Place New Emphasis on an Existing Rule

Megan Hall and WSDOT Local Programs Staff

Responsible Charge –

Federal regulation 23CFR635.105 requires that Local Agencies must provide a full time employee of the public agency to be in “responsible charge” of the project. This requirement applies even when consultants are providing design or construction engineering and inspection services.

So what, exactly, does all that mean? One thing it means is that, Federal Highway Administration (FHWA) will be checking to verify that the person designated to oversee activities on the project by the Certification Agreement is, in fact, actively involved in the day to day activities of the project. It also means that an agency cannot hire a consultant and expect that their responsibility for the project is over. For more information on Responsible Charge go to the Local Agency Guidelines (LAG) Manual, section 13.6.

We asked the Washington FHWA Division office how they will implement this enforcement. Their response was that during their normal Compliance Assessment Program (CAP) inspections, the FHWA Area Engineer will verify that the designated approval authority for each aspect of the agreement actually oversees the work spelled out in the agreement.

You can find who is in responsible charge by looking at your agency's Certification Acceptance Qualification Agreement, the Inter Local Agreement (non-CA agencies only) for the project, or Memo of Understanding with your Certification Authority for the project. The agreements list the individuals assigned by your agency to administer these important functions of the work.

Requirements of the Local Public Agency (LPA) Employee in Responsible Charge:

- Must be a full time employee of the agency
- Oversees project activities
 - Costs
 - Time adherence to contract requirements
 - Design & construction quality and scope
- Is aware of the qualifications, assignments, and on-the-job performance of the local agency and consultant staff at all stages of the project
- Reviews financial processes, transactions and documentation for the project
- Directs project staff, agency or consultant to carry out construction project administration and contract oversight, including proper documentation

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- Makes or participates in decisions that require change orders or supplemental agreements to the project contract
 - Maintains familiarity of day to day project operations and safety issues
 - Visits and reviews projects on regular basis (in proportion to the project scope and size)
 - Able to answer project status questions if called by WSDOT or FHWA

Key Role of the Responsible Charge:

- Primary Point of contact for the Local Agency project
- Attends all key project meetings
- Must be involved in and/or knowledgeable of project decisions

If you have questions about your responsibilities as the employee in “Responsible Charge” contact your Region Local Programs Engineer.

THE RIGHT-OF-WAY CONNECTION

by Dawn Fletcher, Local Agency & Consultant Reviewer

Now that the Local Agency Real Estate Program has successfully moved in with WSDOT's Local Programs Division, we're beginning to realize some positive impacts. It seems like we stumble upon something beneficial as a result of this move almost daily.

Since this integration, communications between other Local Programs' support groups and Right Of Way (ROW) have yielded several constructive results. Recent examples of this ROW connectivity involved coordination on early acquisition requirements with the environmental staff, and the operation and maintenance requirements for Safe Routes to Schools projects. Immediate time savings were also realized once the ROW program gained direct access to other staff and resources within the Local Programs. Even simple things like access to project files, the LTAP Center, Webinar capability, and APWA have streamlined day-to-day activities.

From a local or WSDOT agency perspective, what does this mean? On November 20th, the Local Programs ROW staff met with representatives from several local agencies to examine the local agency ROW policies, procedures, and processes in an effort to identify opportunities for improvement. The roundtable format allows the agencies to work together collectively to identify and resolve concerns with the ROW program. We certainly thank and appreciate those agencies participating with Local Programs in this opportunity.

We are also currently in the process of evaluating ROW training needs and developing an annual schedule so that training becomes more predictable for Local Agency staff. In the near future, local agencies can expect to see a survey to help identify training priorities for next year's training.

For more information about the local agency ROW Program, please contact Dianna Nausley at (360) 705-7329 or Dawn Fletcher at (360) 705-7325.



Dianna Nausley, Local Programs ROW Manager, reviews a prioritized list of concerns which was the result of a collaborative effort during the November 20th meeting.

2014 Awards of Excellence Selections

By Local Programs Staff

The Awards of Excellence program is a collaborative effort between WSDOT Local Programs and FHWA to formally recognize local agency projects that have achieved excellence in construction, innovative design, environmental compatibility, and public involvement and satisfaction. The award categories are Best City Project, Best County Project, Best Special Project and the Director's Award.

The following projects were selected for the 2014 Awards of Excellence:

Best City Project - City of Wenatchee, South Wenatchee Avenue Improvements



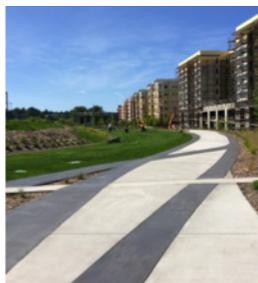
This half-mile arterial safety improvement project south of Wenatchee is in a part of the community that is a mix of industrial and residential areas. This project was selected due to the City's remarkable accomplishment in transforming a two-lane minor arterial into a modern, multi-modal complete street, resulting in substantial safety enhancements, congestion relief, and an upgrade to the local stormwater system. Funding for this \$3 million project was provided by the City of Wenatchee, FHWA, and Washington's Department of Ecology.

Best County Project - Adams County, Hooper Store Bridge #223-1



This project began as a small scale bridge project, but by applying innovative design and effective project management, Adams County built a bridge that restored a vital transportation link for those that use this bridge to conduct their lives and maintain their livelihoods. With the innovative design that saved taxpayers \$220,000, Adams County utilized most of the existing concrete substructure from the old bridge to improve safety and usefulness on time and within budget. Funding was provided by WSDOT's Local Federal Bridge program, as well as local funds to complete this \$456,000 project.

Best Special Project - City of Redmond, Redmond Central Connector Trail



Redmond Central Connector Trail links over 60 miles of trails into the core of the downtown urban growth center by providing access to multimodal transportation opportunities for residents and employees and improving the livability of downtown Redmond. This project was selected due to the City's steadfast commitment to their regional trail system that includes ten acres of open space with an integrated landscape design that tells the story of Redmond's history and unique character. Funding for this \$5.3 million project was provided by the City of Redmond, FHWA, and the Washington's Department of Commerce.

Director's Award - City of Vancouver, NE 137th/138th Avenue Improvements



This project was selected due to the City's practical solutions to improve safety and capacity for a one-mile urban arterial in east Vancouver. The City's improvements included: a two-lane divided roadway, raised center median, three roundabouts, private turnaround access upgrades, sidewalks, bike lanes, and lighting. This approach diverted from the City's standard multi-lane section, saving an estimated \$11 million in right of way costs. Funding was provided by FHWA, TIB, and Vancouver's local utilities and city bond, totaling \$15.3 million.

Washington's State Transportation Innovation Council (STIC)

Written by Kim Willoughby, WSDOT Research Office

Washington, along with many states, has a State Transportation Innovation Council, or STIC. The STIC concept came out of the Federal Highway Administration's (FHWA) Every Day Counts summits back in 2010 to foster a collaborative culture for sharing innovations. These councils encourage innovation and cooperation among a wide range of partners at the state and local levels. Washington's STIC members include State DOT, FHWA, local public agencies, tribal agencies, and the LTAP/TTAP, but are open to additional advisory members and subject matter experts.

The Washington STIC's mission is to facilitate the rapid deployment of technologies, strategies and techniques to ensure smart, practical and efficient use of available resources and tools as we invest in Washington's transportation infrastructure. This deployment includes transportation program delivery professionals at all levels of government and throughout the private and non-profit sectors.

Along with the formation of the STIC, FHWA offers technical assistance and funds – up to \$100,000 per STIC per year – to support the costs of standardizing innovative practices in a state transportation agency or another public sector STIC stakeholder.

For the 2014 fiscal year, the WASTIC chose two projects to pursue: (1) Ground Penetrating Radar (GPR) to Determine In-Place Asphalt Density and an (2) Innovation Conference.

The goal of the “GPR to Determine In-Place Asphalt Density” project is to purchase a GPR device that uses dielectric contents of the asphalt mix to determine the asphalt density and whether this type of device works as well as the methods we currently use (nuclear density gauge and cores). Depending on the timing of the purchase, we expect to be in the field testing in either 2015 or 2016.

A Washington State Innovation Conference is being planned for fall of 2015. The objective of this conference will be to bring together innovative technologies, strategies and solutions to improve safety, design, maintenance and installation of transportation infrastructure. Planning for this conference is in the early stages but we are interested in any ideas or solutions you may have or want to hear more about.

If you have any questions about Washington's STIC or have innovative ideas, please contact:

Kim Willoughby, wilouk@wsdot.wa.gov, (360) 705-7978

WSDOT – Research Manager

Susan Ellis, susan.ellis@dot.gov, (360) 753-9412

FHWA – Construction, Performance & Innovation Manager

To view other states STIC Incentive Allocations, you can visit these websites:

FY 2014 <https://www.fhwa.dot.gov/stic/incentive.cfm>

FY 2015 https://www.fhwa.dot.gov/stic/incentive_2015.cfm



SAVE THE DATE
Monday 4/6/15—Networking Reception
Tuesday 4/7/15—Full Conference
Wednesday 4/8/15—Full Conference

Hilton Portland & Executive Tower
921 Southwest 6th Avenue
Portland, Oregon 97204
www.BridgeInspectors.org
Dana.Colwell@wsu.edu

Goals of the 2015 PNW Bridge Inspection Conference

- Provide a forum for bridge and tunnel inspectors to share information, innovations, ideas, and best practices
- Provide a means for sharing bridge inspection methods, equipment, and management techniques
- Provide a forum for the continuing education of certified bridge and tunnel inspection team leaders
- Provide a forum for participants to gain a current federal perspective on the implementation requirements of the NBIS and NTIS

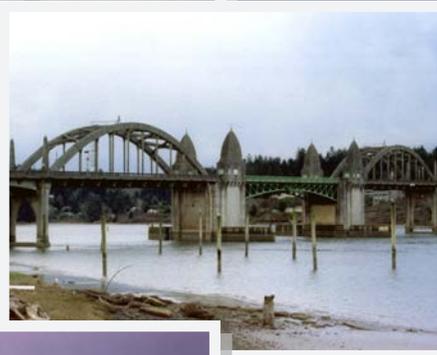
Key Benefits of attending or presenting at the 2015 conference

- 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 and tunnel inspection.
- Develop a network of peers and knowledge base in other states
- Become more productive by using assigned resources wisely
- Ensure a higher level of on-the-job safety and environmental awareness
- Increase communication skill set by formulating and delivering presentations

2015 Western Bridge Preservation Partnership Meeting



The Western Bridge Preservation Partnership is a regional forum of bridge practitioners working together to promote the benefits of Bridge Preservation through information sharing, education and application.



May 18-20, 2015



Red Lion Hotel on the River
909 N. Hayden Island Drive
Portland, Oregon

Alaska•Arizona•California•Colorado•Hawaii•Idaho•Montana•Nevada
New Mexico•Oregon•Utah•Washington•Wyoming

Additional information is available at: www.tsp2.org/bridge/western-wbpp

LTAP

Local
Technical
Assistance
Program

WSDOT's Highways & Local Programs LTAP Center presents:

ADA* Transition Plan & Self-Evaluation for Public Right of Way

*Americans with Disabilities Act (ADA)

January 13, 2015 (#02374CN)
Bremerton

City of Bremerton Public Works & Utilities
100 Oyster Bay Ave N, Bremerton WA 98312
360-473-5920*

March 3, 2015 (#02365CN)
Aberdeen

WSDOT OR Aberdeen Maintenance Office
4801 Olympic Hwy, Aberdeen WA 98520
360-538-8500*

March 10, 2015 (#02366CN)
Tacoma

Pierce County – Mall Plaza Building
2702 So. 42nd Street, Tacoma WA 98409
253-798-7172*

April 7, 2015 (#02367CN)
Pasco

WSDOT SC Pasco Maintenance Facility Conf. Rm.
21812 North 4th Ave, Pasco WA 99301
509-577-1933*

April 8, 2015 (#02368CN)
Yakima

WSDOT SC East Selah Conf. Rm.
900 East Selah Road, Yakima WA 98901
509-454-4280*

April 22, 2015 (#02369CN)
Spokane

WSDOT ER East/West Spokane County Conf. Rm.
2714 N. Mayfair Street, Spokane WA 99207
509-324-6000*

April 28, 2015 (#02370CN)
Wenatchee

WSDOT NC Area 1 Maintenance Conf. Rm.
12830 Euclid Ave, Wenatchee WA 98807
509-667-2800*

May 5, 2015 (#02371CN)
Port Angeles

WSDOT OR Port Angeles Maintenance Conf. Rm.
1701 "C" Street, Port Angeles WA 98363
360-457-2713*

May 9, 2015 (#02372CN)
Sedro Woolley

Sedro Woolley City Hall Conference Room
1325 Metcalf, Sedro Woolley WA 98284
360-855-9932*

May 20, 2015 (#02373CN)
Camas

Camas Public Library Conf. Rm.
625 NE 4th Avenue, Camas WA 98607
360-834-4692*

*The phone numbers at the above training facilities can be used in case of an emergency to contact a student in the class.

Time: 9:00 a.m. to 4:00 p.m. (1 hour lunch – on your own)
Cost: Free

Instructor

Akmal Siddiqui, Traffic Services & ADA Specialist, WSDOT



Washington State
Department of Transportation

Title VI Statement 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 Coordinator Jonte' Robinson 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.