

Construction General Permit for Stormwater (2012 CGP) – Q & A

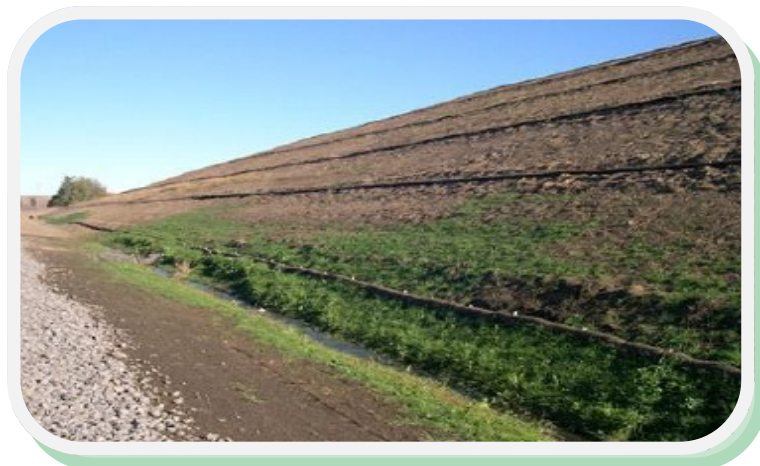
... by Karissa Hardy, P.E., Staff Environmental Engineer, LHTAC

When construction sediment and erosion control is brought up, most think of straw wattles or silt fences. However, there is more to it than just that! More than one year ago, the Environmental Protection Agency (EPA), released the newest National Pollutant Discharge Elimination System (NPDES) permit titled *2012 Construction General Permit for Stormwater (2012 CGP)*.



The 2012 CGP replaces the 2008 CGP, (which expired on February 15, 2012) and will provide coverage for eligible new and existing construction projects for a period of five years.

Today, there is still much confusion and many questions regarding this permit, such as, “Why and when does a project need this permit?” “Who needs to file a permit?” “How is a permit obtained?” “What requirements are in the new permit?” “What are common mistakes in compliance with this permit?” LHTAC has prepared the following **Q&A** list to assist the Local Highway Jurisdictions (Cities, Counties and Highway Districts) of Idaho with information regarding the 2012 CGP, as it is required when constructing road projects.



ITD Standard Drawing P-1-B
QPL Category: 212 Sediment Retention Fiber Rolls

>>> Q & A <<<

1) Question: Why and when does a project need a permit under the 2012 CGP?

Answer: Coverage under the 2012 CGP is issued under section 402 of the Clean Water Act. This permit regulates stormwater discharges to Waters of the United States due to construction activities. It also allows for construction activities to discharge stormwater to waters of the United States as long as permit conditions are met.

2) Question: Which projects need a permit under the 2012 CGP?

Answer: Permit coverage is required (eligible) if **both** of the following conditions are met:

- ◆ Construction projects that disturb one acre or more of ground, or are part of a larger common plan of development that

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The people listed below help guide and direct the policies and activities of the LHTAC T2 Center. You are invited to contact any of them to comment, make suggestions, or ask questions about the T2 Program.

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208-765-3717

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208-387-6323

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Steve Hyndman
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Idaho Transportation Department
208-799-4242

Associate Member
Ned Parrish
ITD Research Program Manager
208-334-8296

Ex-Officio Members
Lance Holmstrom
LHTAC Administrator
800-259-6841

Lori Porreca, PhD
Community Planner
FHWA-Idaho Division
208-334-1843 Ext. 132

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LHTAC STAFF NEWS



Retirement party, 'fiesta-style'

Jim Zier Retires! In June, 2005, Jim joined LHTAC's staff as Asset Manager and managed the Asset Management Program and the Local Rural Highway Investment Program (LRHIP). Both programs offer the Local Highway Jurisdictions (Cities, Counties, Highway Districts) an application process to apply for road project funding to include: construction, signage, transportation plans, iWorQ and GIS data collection.

Jim was a great asset to LHTAC and we wish him the very best with his new job—retirement!

C O N G R A T U L A T I O N S !

Laila Maqbool, P.E., LHTAC Traffic Safety Engineer, has been promoted to manage both the Asset and LRHIP programs effective March 1, 2013.



For more information, please contact Laila at: (800) 259-6841 or lmaqbool@lhtac.org

Local Highway Technical Assistance Council (LHTAC)

Idaho Technology Transfer (T2) Center—LTAP

3330 Grace Street, Boise, ID 83703

Phone: (208) 344-0565 (800) 259-6841

Fax: (208) 344-0789

LHTAC Website, www.lhtac.org

LHTAC T2 Center Website, www.idahot2.org

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disturbs one acre or more (ex: a lot in a residential development) and

- ◆ Construction projects that have the potential to discharge stormwater to a water of the US (this includes wind/dust generated discharges)

3) Question: Who needs to file a permit?

Answer: Each “operator” must file a separate permit. (i.e. contractor, owner, LHTAC, ITD etc.). Each entity has their own permit for the same project. Many projects will have more than one operator.

4) Question: How is a permit obtained?

Answer: Permit coverage is obtained by filing an electronic Notice of Intent (eNOI) on-line at the EPA web-site:

<http://cfpub.epa.gov/npdes/npdesnoi.cfm>

Click on the red “eNOI” button to begin.

5) Question: What requirements are in the new 2012 permit?

Answer: There were several changes in this version of the Construction General Permit. This permit is significantly more detailed and has more requirements than previous permits. Listed below are some of the biggest changes:

- ✓ There is a 14 day waiting period after filing for the permit (eNOI) before earth disturbing activities can begin
- ✓ A 50 foot vegetated buffer between project activities and surface waters (or equivalent sediment controls) is required
- ✓ Endangered Species and Historic preservation documentation is required
- ✓ Increased inspection requirements for projects with potential discharges to waters of the United States that are impaired or are designated as Tier II (contact Idaho Department of Environmental Quality for more info:
<http://mapcase.deq.idaho.gov/wq2010/>)
- ✓ Turbidity water monitoring is required for discharges to sediment impaired waters
- ✓ Installation of perimeter sediment control for any boundary that may receive stormwater from project activities is required
- ✓ All project track out must be cleaned up daily
- ✓ Using the EPA SWPPP or Idaho Transportation Department’s templates (not required, but highly recommended)

The 2012 CGP replaces the 2008 CGP (which expired on February 15, 2012) and will provide coverage for eligible new and existing construction projects for a period of five years.

6) What are common mistakes in compliance with this permit? Answer: A few common mistakes are listed below:

- ✗ No erosion control (vegetated cover, mulch, tackifier, erosion blankets), only sediment control (wattles, silt fence)
- ✗ All operators need to file their own permit
- ✗ Development of a StormWater Pollution Prevention Plan (SWPPP), signed and certified prior to filing eNOI
- ✗ Modifying the SWPPP as needed to match field conditions
- ✗ Missing inspections, or forgetting to update the SWPPP inspection schedule in the plan
- ✗ Filing a Notice of Termination (NOT) for ALL operators
- ✗ Keeping records for three years AFTER filing a NOT

This permit process can be complex, but LHTAC is here to assist you. If you have questions or concerns regarding the 2012 Construction General Permit, please feel free to contact Karissa Hardy, P.E., LHTAC Staff Environmental Engineer at khardy@lhtac.org or 1(800)259-6841.



Sources:

<http://itd.idaho.gov/enviro/Stormwater/default.htm>

<http://cfpub.epa.gov/npdes/stormwater/swppp.cfm#model>

<http://itd.idaho.gov/enviro/Stormwater/Design/default.htm>

<http://www.scieca.org/2012ms4/CGP.pdf>

Reference: Karissa Hardy, P.E., Staff Environmental Engineer, LHTAC

Redesigning the Bridge: Video Demonstrates a Geosynthetic Approach to Bridge Construction

It's as easy as 1-2-3. A new video released by the Federal Highway Administration (FHWA) demonstrates how to build the Geosynthetic Reinforced Soil Integrated Bridge System (GRS-IBS). Initially developed under FHWA's Bridge of the Future initiative in 2002, GRS-IBS can be used to build single span bridges on all types of roads. The technology offers the advantages of being faster, more economical, and easier to build than standard bridge construction. It is also extremely durable and can be built with readily available materials, using common construction equipment, and without the need for highly skilled labor. "We redesigned the bridge from the bottom up," said Mike Adams of FHWA.

FHWA selected GRS-IBS as one of the technology innovations for accelerated deployment by its Every Day Counts (EDC) initiative in 2010. EDC

is designed to identify and deploy proven, ready-to-go innovation aimed at shortening project delivery, enhancing roadway safety, and improving environmental sustainability (see June 2010 *Focus*).

As the video shows, researchers at the U.S. Forest Service and the Colorado Department of Transportation pioneered the early development of the GRS technology. FHWA refined the technology for load-bearing applications. In 2005, Defiance County, Ohio, built the Bowman Road Bridge, the world's first GRS-IBS bridge. Use of the technology cut costs by at least 20 percent compared to the county's previous method for bridge construction. Since then, Defiance County has built a total of 23 bridges using GRS-IBS, realizing savings of 40 percent, and is now able to build a complete bridge in about 2 weeks.

Created to educate designers, engineers, contractors, and inspectors on the fundamentals of GRS-IBS, the video takes viewers through the construction process and illustrates best practices to follow. GRS-IBS consists of three main components: the reinforced soil foundation (RSF), GRS abutment, and GRS integrated approach. The RSF is composed of granular fill material that is compacted and encapsulated with a geotextile fabric. The abutment, meanwhile, uses alternating layers of compacted fill and closely spaced geosynthetic reinforcement to provide support for the bridge superstructure, which can be placed directly on the abutment without the need for a traditional bearing joint or cast-in-place concrete.

Construction of the abutment is as easy as 1-2-3: a row of facing blocks, followed by a layer of compacted granular fill, and then finished with a layer of geosynthetic reinforcement. This



Bridges built using the Geosynthetic Reinforced Soil Integrated Bridge System (GRS-IBS) include the Vine Street bridge in Defiance County, OH.



The Bowman Road bridge in Defiance County was the first bridge in the world to use GRS-IBS.

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process is repeated until the required abutment height is reached. GRS is then also used to construct an integrated approach for the road on to the bridge, alleviating the common “bump” caused by differential settlement between the bridge and approach road.

“Once the construction process starts, you can quickly see how easy the concept is and how flexible you can be,” said Jeff Timbrook, Operations Deputy for the Defiance County Engineer.

Following the initial construction experiences of Defiance County, New York’s St. Lawrence County is also now using GRS-IBS to replace many of its bridges. “Our biggest benefit is adaptability to different sites,” said Toby Bogart, Senior Civil Engineer for St. Lawrence County. “Also, it’s cheaper, it’s faster.” St. Lawrence



County has realized savings of 50 to 60 percent on bridges built with GRS-IBS.

To view the GRS-IBS construction video and learn more about the experiences of Defiance County and St. Lawrence County, visit FHWA’s YouTube channel at http://youtube.com/user/USDOTFHWA#p/a/u/0/w_5WFoAdoUw. The video can also be viewed on the FHWA EDC Web site at www.fhwa.dot.gov/everydaycounts/technology/grs_ibs/multimedia.cfm.

Best practices in the video follow the guidance outlined in FHWA’s *Geosynthetic Reinforced Soil Integrated Bridge System Interim Implementation Guide* (Pub. No. FHWA-HRT-11-026), which is available to download at www.fhwa.dot.gov/publications/research/infrastructure/structures/11026/index.cfm. Also available is a companion document, *Geosynthetic Reinforced Soil Integrated Bridge System Synthesis Report* (Pub. No. FHWA-HRT-11-027), which substantiates the design method and presents case histories for GRS-IBS bridges built to date. For additional information about GRS-IBS, contact Daniel Alzamora at FHWA, 720-963-3214 (email: daniel.alzamora@dot.gov), or Mike Adams at FHWA, 202-493-3025 (email: mike.adams@dot.gov).

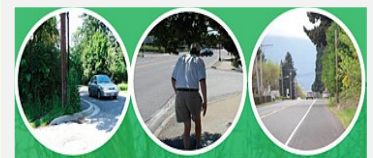
Reference: Publication Number: FHWA-HRT-12-009, December 2011

Highway Safety is a Top Priority

There are many low-cost actions Local Highway Jurisdictions (LHJs) can take to make roads safer and help save lives. The following is a partial list of low-cost actions LHJs can take:

- Cut brush to improve sight distance at intersections and on bridges.
- Create minimum to-foot shoulders on all roads.
- Strive to achieve appropriate clear zones on all roads by removing, relocating, shielding, or delineating fixed objects.
- Work with your planning board to create standards for roads and driveways, sight distances and slopes.
- Avoid edge drop-offs on paved roads by building in beveled edges.
- Keep signs and pavement markings visible according to the MUTCD.
- Use approved methods for setting up temporary work zones and for flagging.
- Train personnel to remove hazardous debris from roads.
- Remove dead or decaying overhead limbs and branches

Reference: *Vermont Local Roads*, September 2006



Every Day Counts Initiatives 2012

by Amy I. Terry, Kentucky LTAP

The Federal Highway Administration (FHWA) has rolled out a second wave of innovations for its Every Day Counts (EDC) initiative.

In the next two years, FHWA will promote the following 13 innovations to state, local and regional transportation agencies, as well as to the design and construction industries.

PROGRAMMATIC AGREEMENTS II

Programmatic agreement is a concept of establishing a streamlined approach for handling routine environmental requirements. Programmatic Agreements II builds upon the initial programmatic approaches initiative of EDC by applying some of the recently developed agreements to new states or expanding them to include regions.

LOCALLY ADMINISTERED FEDERAL-AID PROJECTS

To aid Local Public Agencies (LPAs) through the complexities of the Federal-aid Highway Program's requirements and processes, a three-pronged strategy has been developed to assist these local agencies. These three strategies include: Certification/qualification-type programs, Indefinite-Delivery/Indefinite Quantity (IDIQ) Consultant Contracts, and Stakeholder Committees. Implementation of these strategies can reduce the amount of oversight the states need to provide and make local agencies more capable to follow federal regulations and guidelines.

3D Modeling for Construction Means and Methods

3D modeling technology has been widely used by contractor on non-highway projects, and the potential for highway applications is just now being realized. An overall benefit of the technology is an increase in productivity and efficiency of construction operations.



INTELLIGENT COMPACTION

Intelligent Compaction (IC) delivers a modern approach to compaction with the use of special vibratory rollers equipped with accelerometers, an integrated measurement system, a map based Global Positioning System (GPS), an onboard display and a computer reporting system. By integrating all components, the use of IC rollers can accelerate project delivery as well as improve quality.

ACCELERATED BRIDGE CONSTRUCTION

Accelerated Bridge Construction (ABC) technologies allow transportation agencies to replace bridges faster by only delaying traffic during construction for hours rather than months or years. ABC is also safer since construction workers are not working above active traffic for days on end with traditional approaches.

Three particular ABC technologies being promoted under EDC are Prefabricated Bridge Elements and Systems (PBES), Slide-In Bridge Construction, and Geosynthetic Reinforced Soil—Integrated Bridge System (GRS-IBS).

DESIGN BUILD

An alternative method to the conventional bridge technology design-bid-build (DBB), called Design Build (DB) allows the process to be accelerated dramatically. In the DB process, a State DOT identifies what it wants constructed, accepts bids and selects a contractor to assume the risk and responsibility for both the design and construc-

tion phases. With DB, agencies generally have the option of selecting a contractor based on a best-value basis; allowing DOTs to consider other factors beyond lowest price.

CONSTRUCTION MANAGER/GENERAL CONTRACTOR

Another method used to accelerate project delivery is the Construction Manager/General Contractor (CMGC) process. In this process, the project owner hires a contractor to provide feedback during the design phase, before the start of construction.

Alternative Technical Concepts

An Alternative Technical Concept (ATC) is a suggested change by the contractor to the contracting agency's basic configuration design, scope, or construction criteria. The proposed concept provides a solution that is equal to or better than the requirements in the Request for Proposal document.

HIGH FRICTION SURFACES

High friction surface (HFS) treatment is an emerging technology that dramatically and immediately reduces crashes and the related injuries and fatalities. With friction values 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.

INTERSECTION AND INTERCHANGE GEOMETRICS

Several innovative alternative geometric intersection and interchange designs are now available which reduce crossover or conflict points, or move the conflict points away from a main intersection; allowing for safer, more continuous travel for motorists, pedestrians and bicyclists.

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GEOSPATIAL DATA COLLABORATION

A Geographic Information System (GIS) is a tool that builds maps. Currently, most GISs and webmapping applications at federal, state, and local agencies are housed internally. Building on current organizational and technical capabilities, this initiative will use innovative cloud-based GIS services to improve data sharing both within transportation and among project delivery stakeholders.

IMPLEMENTING QUALITY ENVIRONMENTAL DOCUMENTATION

This initiative seeks to implement existing recommendations and recent experience to improve the quality and, at the same time, reduce the size of National Environmental Policy Act (NEPA) documents. The initiative improves the quality of NEPA documents by making them more effective in disclosing the information used as a basis for making project decisions to the public and participating agencies. By improving NEPA Documents, project proponents will accelerate project delivery and achieve better environmental outcomes.

FIRST RESPONDER TRAINING

This initiative offers the first national, multi-disciplinary traffic incident management (TIM) process and



Example of accelerated bridge technology

training program. The unique training for first responders promotes a shared understanding of the requirements for safe, quick clearance at traffic incident scenes; prompt, reliable and open communications; and motorist and responder safeguards.

For more information, please visit the following Websites:

Federal Highway Administration Every Day Counts Website:
<http://www.fhwa.dot.gov/everydaycounts/>

LHTAC T2 Center—Information for the upcoming EDC2 Webinars in Idaho, Website:
<http://www.idahot2.org>



Reference: UNH TECHNOLOGY TRANSFER CENTER ROAD BUSINESS, FALL 2012. Edited by LHTAC Staff

Dangers of Cruise Control

Roads continue to be very slippery as snow melts and spring rains come. These conditions can increase your chances of hydroplaning.

What is hydroplaning? In rain (or other forms of precipitation) a layer of water builds up beneath your tires. As you drive at higher speeds, the car begins sliding on this layer and can cause out lose all physical contact with the ground.

Turning off cruise control is strongly advised to prevent crashes caused by hydroplaning.

Drive at speeds in accordance with inclement weather conditions.

Use your seatbelt every time in get in a vehicle.

Reference: Vermont Local Roads, March 2009. Edited by LHTAC Staff



Meridian Middle School Wins Idaho Region Future City Competition

Several LHTAC employees were able to participate in the middle school Future City program this year. Staff members donated their own money to fund a special award, they judged essays, presentations, models, and mentored teams.

The Future City Competition is a national, project-based learning experience where students in 6th, 7th, and 8th grade imagine, design, and build cities of the future. Students work as a team with an educator and engineer mentor to plan cities using SimCity™ 4 Deluxe software; research and write solutions to an engineering problem; build tabletop scale models with recycled materials; and present their projects.

This year the Idaho Region celebrated its ninth year participating in this competition. Teams from Idaho, parts of Wyoming, Montana, Washington, and Oregon gathered together at Boise State University the last Saturday in January to compete. The winning team, Meridian Middle

School, won an all-expenses paid trip to Washington DC to compete in the national competition in February.



2013 Future City winning team, Meridian Middle School

It was a great opportunity to work with these students. They are our future and it was a pleasure for LHTAC to work with them and see their inspiring ideas!

Reference: Karissa Hardy, P.E., LHTAC Staff Environmental Engineer

Application Project Process

2013 Local STP Federal-aid Incentive Program 2014 Local Rural Highway Investment Program

The application rankings for the LHTAC 2013 Federal-aid Incentive Program and 2014 Local Rural Highway Investment Program (LRHIP) were discussed during the March 15, 2013 quarterly meeting of the Council. The following information outlines the application process for both programs:

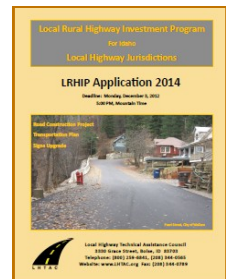


Local STP Federal-aid Incentive Program—Project Selection: Eligible projects are identified, prioritized, and requested by Local Highway Jurisdictions through a formal project application process (November–February). Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Idaho Transportation Investment Program (ITIP) in June.

NOTE: A ONE-YEAR HIATUS WILL BE IN EFFECT FOR THE LHTAC 2014 FEDERAL-AID RURAL APPLICATIONS.

Local Rural Highway Investment Program (LRHIP)

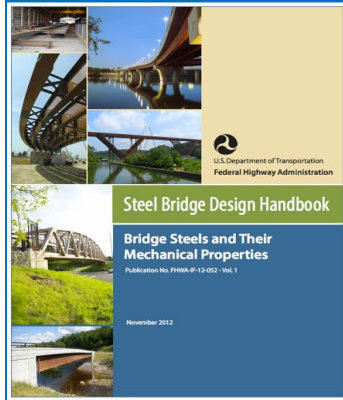
—**Project Selection:** Every September LHTAC makes the application available to all cities under 5,000 in population, all counties with road and bridge departments, and all highway districts. Applications are returned by the December deadline, then LHTAC rates the applications and the highest rated applications will be funded up to the amount of funds available in any given year. Note: LHTAC is currently working on revisions to the upcoming 2015 LRHIP application and process in an attempt to streamline the process.



Both program application ranking results are made available on LHTAC’s web site after the March Council meeting each year: www.lhtac.org—click on **Programs** tab.

NOTE: A ONE-YEAR HIATUS WILL BE IN EFFECT FOR THOSE AWARDED LRHIP 2014 CONSTRUCTION PROJECTS.

Meet the New Steel Bridge Design Handbook



Find the information you need to make decisions about the selection, design, fabrication, and construction of steel bridges with the Federal Highway Administration's (FHWA) new *Steel Bridge Design Handbook* (Pub. No. FHWA-IF-12-052).

The 19-volume Handbook supports and expands upon the philosophies, methodologies, and provisions of the *AASHTO LRFD Bridge Design Specifications* released by the American Association of State Highway and Transportation Officials (AASHTO). These specifications use the Load and Resistance Factor Design (LRFD) methodology.

Topics covered in the Handbook are:

- Volume 1—Bridge Steels and Their Mechanical Properties.
- Volume 2—Steel Bridge Fabrication.
- Volume 3—Structural Steel Bridge Shop Drawings.
- Volume 4—Structural Behavior of Steel.
- Volume 5—Selecting the Right Bridge Type.
- Volume 6—Stringer Bridges: Making the Right Choices.
- Volume 7—Loads and Load Combinations.
- Volume 8—Structural Analysis.
- Volume 9—Redundancy.
- Volume 10—Limit States.
- Volume 11—Design for Constructability.
- Volume 12—Design for Fatigue.
- Volume 13—Bracing System Design.
- Volume 14—Splice Design.
- Volume 15—Bearing Design.
- Volume 16—Substructure Design.
- Volume 17—Bridge Deck Design.
- Volume 18—Load Rating of Steel Bridges.
- Volume 19—Corrosion Protection of Steel Bridges.

To download the Handbook volumes **at no cost**, visit www.fhwa.dot.gov/bridge/steel/pubs/if12052. The Handbook is also available on the NSBA Web site at www.steelbridges.org.

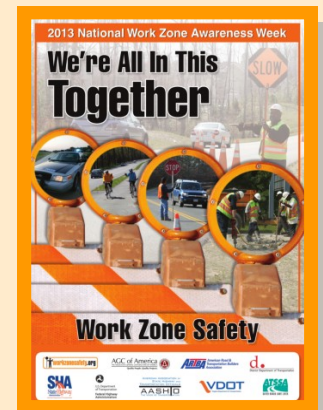
For more information on the Handbook, contact Brian Kozy at FHWA, 202-493-0341 (email: brian.kozy@dot.gov).

Reference: *Publication Number: FHWA-HRT-13-011, March 2013*
<http://www.fhwa.dot.gov/publications/focus/13mar/13mar01.cfm>

2013 National Work Zone Awareness Week April 15-19

The 2013 National Work Zone Awareness Week will be held April 15-19 in Washington DC. The National Kickoff event will begin at 10:00 a.m., Tuesday, April 16 at an urban work zone within the city.

The 2013 theme, **“Work Zone Safety: We’re All In This Together”** highlights the complexities of work zones, especially in urban areas, and the need for awareness and planning on the part of everyone affected by work zones – DOTs, road workers, drivers, bicyclists, motorcycles, pedestrians, emergency response, law enforcement, utility workers.



For details, go to:
<http://www.atssa.com/Events.aspx>
 Reference: <http://www.atssa.com/>



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 Idaho Technology Transfer Center
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 Boise, Idaho 83703

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CALENDAR OF EVENTS

April 23-25, 2013	Eastern Idaho Safety Fest of the Great Northwest	Fort Hall, ID
June 6, 2013	LHTAC T2 Center Semi-Annual Advisory Board Meeting	Boise, ID
June 14, 2013	Local Highway Technical Assistance Council Meeting	Boise, ID
June 19-21, 2013	Association of Idaho Cities (AIC) 66 th Annual Conference	Boise, ID
September 23-27, 2013	Idaho Association of Counties Annual Conference 2013	Boise, ID
October 22-24, 2013	Lewiston Safety Fest of the Great Northwest	Lewiston, ID
November 12-13, 2013	Idaho Association of County Engineers and Road Supervisors	Boise, ID
November 12-15, 2013	Idaho Association of Highway Districts 63 th Annual Conference	Boise, ID

If you are interested in additional information regarding any of the above referenced meetings and/or training sessions, please contact Cindy Stewart at 1-800-259-6841 or cstewart@lhtac.org.