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## President's Message

I've been involved in APWA for many years as a Board Member and Officer with the goal of being the chapter President and now that it's finally happened... I can hardly believe it! I recently revisited why I've been so involved and what motivates me to put in all these volunteer hours for APWA. Like many of you, I honestly have very little spare time in my days. However, there's something about this organization that has kept me actively involved for over 15 years now. For me, I really think it's the people I've met over the years and the friendships I've made.

*It's that simple.* There are many times at conferences that networking with other public works professionals has been invaluable to my career and given me insight in other areas of my field that I wouldn't get from work. APWA has helped broaden my public works interests; otherwise, I may have ended up being extremely focused in my career. For example, when I graduated from college, I thought I would be a structural engi-

neer for my entire career. Then one day, Jared Smith asked me to join the APWA Transportation committee and look where it's taken me! I thought I was going in one direction, and APWA has taken me in another! Being a member of APWA has enriched my experience as a civil engineer and I know that there are others out there that feel the same way.

There is another huge benefit of being an APWA member that I didn't experience until this last year. Every year, our Chapter (thank you!) sends the Vice-President and President to National APWA Congress. This last September in Minneapolis was my first year of attending Congress. First, I was overwhelmed by the entire experience and second, I never want to miss another one. Just to give you a sense of what it's like - it takes over 400 volunteers to put on the event, there were 150 educational sessions, and there's over 100,000 square feet of exhibitors space! Now is that impressive or what?

At Congress, there was one particular event which I found extremely valuable and hope to continue my involvement at a National level. This year was the first time they've held a "Women in Public Works Forum" and the room was full with over 60 public works professionals who shared not only their challenges but how we need to keep encouraging networking and education opportunities - especially for young girls. Everyone agreed that we need to keep reaching out to students in both grade school and high school and get them interested in pursuing a career in civil engineering... even our guest speaker, Dr. Bonnie Dunbar (former NASA astronaut), at our Fall Yakima conference, said that there has been a decline in engineering degrees since the peak in 1987. She said we need to focus on inspiring young people to pursue

interests in math and science and keep advocating education.

Our National APWA President for 2006 is Bob Freudenthal. At Congress, I heard him speak about the benefits of APWA and he specifically mentioned networking, becoming a leader in our community, mentoring, and long term friendships. I couldn't agree more. In fact, if you come to the joint WA/OR Spring 2006 Conference in Vancouver this March, you will have a chance to meet three representatives from National: - Bob Freudenthal (APWA President), Jim Fahey (Director of Government Affairs) who is going to speak on the subject of advocacy, and Bob Browell (Chapter Relations Manager). We don't usually get this kind of representation from National APWA at one of our conferences... so don't miss this opportunity. And, besides, we like getting together with our friends from Oregon.

Not only does our Washington State Chapter get recognized for our excellent work by receiving the National PACE Award, we've also been identified by National as one of 9 chapters to participate in a 24 month pilot program called "Students Today - Leaders Tomorrow" which will look at adopting a student membership program of APWA. Directly relating to this, there was a great panel discussion at the December MPAC meeting that I will share more details with you in the next newsletter. One of my goals as President is to continue to bring this issue to the table and figure out a way to sell public works as a career and attract more people into civil engineering. If you have any ideas on how to tell our story, let me know, by all means.

Katherine Claeys, PE  
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# new members

- Manuel Abarca, Project Manager, W&H Pacific
- Jeff Beck, P.E., Business Development Manager, Insituform Technologies, Inc
- Barry Chen, Principal, Hart Crowser, Inc.
- Eric Christensen, PE, Engineer II, City of Tumwater
- Ivar Christensen, Civil Engineer, City of Vancouver
- Dale Clark, Marketing Coordinator, Hart Crowser, Inc.
- Tyler Clary, Civil Engineer, City of Vancouver
- Matt Edwards, Civil Engineer, City of Vancouver
- Leslie Ernstrom, Associate Civil Engineer, City of Vancouver
- Kasey Ignac, Surface Water Technician, City of Lynden
- Randy Labeff, Engineering Manager, Adams and Clark, Inc.
- William Larkin, IV, Public Works Director, City of Milton
- Greg Lindstadt, Associate, Camp Dresser & McKee
- Leonard Olive, Utility Director, Covington Water District
- David L. Parry, Vice President, Camp Dresser & McKee
- Matthew Ransom, Transportation Planning Manager, City of Vancouver
- Dan Smith, Acting Water Resources Program Manager, City of Tumwater
- Joseph T. Souther, Geotechnical Engineer, Camp Dresser & McKee
- Jeff Tincher, Associate Engineer, Grant County
- Paul Williams, Civil Engineer, City of Vancouver

# transitions

- Doug Jacobson, formerly with Mill Creek, is now Public Works Director for the City of Bothell.
- Dick Andrews, formerly with Pertect, Inc. and Materials Testing & Consulting, is now a Construction Services Manager with Sound Transit.
- Dave Zevenbergen has retired from WSDOT Headquarters Highways and Local Programs Division and joined Poggemeyer Design Group in Kirkland
- Tina Rogers has taken on the Assistant City Manager position at the City of SeaTac. She was previously the Engineering Division Director at Snohomish County Public Works.
- Ron Paananen has moved from the position of WSDOT Deputy NW Regional Administrator to lead the Alaskan Way Viaduct Project Team.
- Mike Golat, formerly Public Works Director for Shelton is now City Manager for Altoona, WI.

Note: The Washington State Chapter provides a Membership Directory at [http://www.apwa-wa.org/services/membership/member\\_list.aspx](http://www.apwa-wa.org/services/membership/member_list.aspx). The Directory is updated monthly with the latest National APWA chapter roster information. Also of interest may be the Washington State Association of County Engineers (WSACE) roster at <http://www.crab.wa.gov/wsace/>.

## Membership Information Updates

One of your new-year resolutions should be to check your APWA membership information on file with APWA National. It's easy to do! Just go to **www.apwa.net**. Click on the **Members Only** link in the upper left hand corner. Enter your login name and password. Then click on the **Member Tools** link on the left member bar. You will see a number of nifty options, but focus on the **Update Contact Information** link for the moment. Please make sure all the information shown there is correct and current, especially your email address.

Why, you may ask?

Well, first of all the Chapter does not maintain a separate membership database for its postal mailings. We rely on the National database. If your information is wrong there, it is also wrong on the Membership Directory posted on the Chapter Website.

Second, the Chapter Liaison office sends out email notification/reminders about upcoming Chapter events, training opportunities and other **important stuff** (not spam!). While almost everyone has an email address these days (or so it seems), only about half of the Chapter membership lists their email address in the National database. When we do send an email to the addresses on file, it seems that at least a third of them have errors, have changed or else the server will not accept the message due to anti-spam settings.

Please help us serve you better by keeping your postal mailing and email addresses current.

# 2005 Area Meeting West

Over 70 public works professionals from across the state attended the Area Meeting West at the Bear Creek Country Club on December 9, 2005. Preceded by a very efficient and productive Board meeting, the luncheon featured the installation of new officers and a presentation by Nora Daley-Peng on urban transportation sustainability in Sweden and Denmark. Outgoing Chapter President Dick McKinley reviewed Chapter accomplishments during 2005 and thanked everyone for their support and for making his year as President very enjoyable.

Dick thanked outgoing Board members Bob Brock, Dan Dawson, Roger Flint, and Randy Witt. He also presented Dan Dawson with the 2005 Chapter President's Award for his service as a Board Member and for tireless service as co-

organizer of the Area Meeting West and Public Works Week Luncheon for several years. His last official act was to turn the gavel over to 2006 President Katherine Claeys, Light Rail Project Engineer for Seattle DOT.

Katherine introduced fellow 2006 officers, Dick Mandyke Vice President, Mike Terrell Secretary, and Kristina Nelson, Treasurer. New Board members are Randy Brackett, Assistant Island County PWD, Peter Capell, Clark County PWD, Hal Thomas, City of Walla Walla PWD, and Gary Phillips, Berger Abam Engineers. Continuing Board members are John Akers, City of Ellensburg PWD, Mike Cowles, HNTB, Jill Marilley, City of Shoreline PWD and Tricia Thompson, City of Bellevue Transportation Project Manager. Region IX Director Jack Pittis administered the oath of office.

Nora Daley-Peng ASLA, LEED® AP of Otak, Inc., presented information on Scandinavian advances in sustainability and how these innovations might be applied in the Pacific Northwest. She recently attended an Urban Sustainability tour of Sweden and Denmark along with representatives from Vancouver, British Columbia, Seattle, Washington, and Portland, Oregon. The group was composed of designers, developers, city planners, transportation planners, a facility manager, an attorney, and a public artist. Over the course of five days, the group learned first hand about Scandinavian innovations in urban mobility, sustainable development, recycling, renewable energy, green roofs, and most importantly human sustainability – the art and science of making places livable.



Board Meeting



Nora Daley-Peng, Otak



Dan Dawson Receives 2005 Chapter President's Award



Jack Pittis Administers Oath of Office to Randy Brackett, Pete Capell and Kristina Nelson



Katherine Claeys is the Chapter's 2006 President

Things aren't always what they seem. Some would even say that perception is reality. That statement has always bothered me because reality is reality and I hate to admit that something else could substitute for it. Of course, what the saying really means is that perception is just as real as reality and is often substituted for it.

Take for example the City of Portland. Every year the auditor presents a performance report to the City Council. The auditor also does a survey of citizens to see what they think of the performance of city departments. That's where it gets interesting. City services have improved on a number of fronts when measured with real data. The public perception, however, is that things are not getting better but are indeed getting worse. The Oregonian newspaper was intrigued by this disconnect and wrote an article about it. What they missed is their own role in all of this.

Portland has been doing this report for several years but this is the first time I've noticed an article in the newspaper about it. I guess the old reports weren't news. Or they weren't presented in a way that would catch someone's attention. Or I just missed this piece of news when it's been covered before.



Here's what I think is happening. I think that the public is just like me and gets most of its news from TV and newspapers and the Internet. News isn't a daily report on how well things are going. News isn't even a report on what happens most of the time. News is what's unusual and what's maybe even lurid. So if we get most of our information from sources that are biased towards the interesting stuff that's what forms our opinion about the uninteresting stuff. This last year there have been a lot of news articles in the Portland area about government failings of one sort or another. It's not unreasonable to assume that such information would color a survey respondent's attitude about city services. The one report with the factual data on how things are going isn't even easily available. It wasn't reproduced in its entirety in the newspaper article so most people haven't even seen it.

I don't mean to be critical of anyone here but I do think it's important to point out what's wrong with most governmental employee's thinking. Governmental employees think that everyone is watching them all the time and that everyone reads everything that's printed about governmental operations. Wrong! They only read the stuff that catches their attention. I once was going door to door to solicit signatures on an annexation petition. At the same time the local newspaper had been covering the less than positive activities of our city manager. He'd been on the front page above the fold for several days. At each door I went to I was refused a signature and heard a whole slew of arguments for why they didn't want to annex to the city. Never once did anyone even mention the City Manager. They all subscribed to the newspaper but apparently didn't need any new information to solidify their anti-city position.

There may be a way to change governmental thinking that isn't all that painful. When I was a member of the Route Jurisdiction Committee in the

late 80's, we hired a public relations firm to prepare a video about our report on the \$13 billion needs we'd identified for the Washington transportation system. There was a scene in the video where they discussed the computer analysis we'd done to come up with our estimate. What they showed was someone working at a computer doing an Auto-CAD design. If they had shown the real computer we used, the scene would have been pretty boring. They knew they needed to spice up the scene to make it more interesting to the viewer. If an engineer had prepared the same show, the boring computer would have not only been shown but its activities described in detail.

That's the change in thinking we need. I discovered a long time ago that the public is more likely to believe a simple lie than a complicated truth. If it's complicated it must be some sort of scheme to deceive us. That's what goes on in their heads. Our job isn't to come up with simple lies but to try to make the truth simple. That may sound like a big job but it deserves more attention than it's getting. Until it gets more attention, we'll continue to have a problem with perception trumping reality.

Incidentally, if you thought my example of the public relations firm was kind of weak because you've never heard of the Route Jurisdiction Study, therefore, how good could they have been? The answer is that telling the story in an interesting way is only part of the package. We need to get the message heard too and people need to follow up on getting the message out. In other words, execution is what makes a plan work. That didn't happen with the study.

As usual, comments or questions can be fielded at [ostrowj@pacifier.com](mailto:ostrowj@pacifier.com).

# MPAC 2005-06 Summary

## Management and Public Administration Committee (MPAC)

MPAC creates a forum that brings Public Works and Industry Leaders together to discuss, learn and network about the issues that affect them. Our constituents and clients are demanding more while we face increasingly limited resources, stricter accountability, and rising salaries and costs of service. As one of the most proactive committees of the APWA Washington Chapter, MPAC provides training and informational sessions that help leaders effectively respond to these challenges.

MPAC's focus includes:

- Public Administration Practices, Policies, Programs, Procedures
- Public Works Administration of Transportation and Transit Systems, Infrastructure, and Facilities
- Resource Management, Financial Management, and Fiscal Responsibility
- Environmental Management

- Management of Technology and Engineering Systems
- Leadership and Management Practices and Policies

MPAC also looks for opportunities to coordinate joint programs with other APWA committees. Our activities are posted on the APWA Washington Chapter website, including: 1) session announcements and dates; 2) annual program summary; 3) committee meeting summaries; and 4) committee contacts.

Contact Mo Kahsani, MPAC Chair, (425) 388-6493, m.kahsani@co.snohomish.wa.us, for additional information.

### Summary of 2005 MPAC Activities

In 2005, Mo Kashani, with Snohomish County Public Works and MPAC Chair, received the APWA National David C. Stone Award for excellence in public works education.

In 2005, MPAC organized six monthly evening training sessions, one workshop, and three sessions at the APWA

Washington Chapter conference. Evening sessions were at the Rock Salt on Latitude 47, Seattle, 4:45 p.m. to 7:30 p.m., except for the annual consultant workshop (4:00 p.m. to 9:15 p.m.). MPAC met 45 minutes before each evening session and workshop, at the conferences, and in the summer months to continue planning programs. 2005 programs are listed below.

The Hiring War highlighted issues in engineering/public works education, finding good staff, the effects of rising salaries, and possible ways APWA could help members meet these challenges. In 2004, the legislative briefing highlighted pending bills of importance to public works. The findings from these sessions are supporting the formation of two new, local APWA committees: Education and Legislative Affairs.

### Summary of 2006 MPAC Activities

MPAC will continue to meet 45 minutes before evening sessions and workshop, at the conferences and during the summer to finish planning programs through 2006 and the first half of 2007. See page 6 for programs planned so far.

Date	2005 Programs	Attendance (includes speakers)	Net Revenue
January 26	Rosters and On Call Consultant Services Workshop	96	\$1,970.83
February 23	Construction Project Delivery Methods - which way to go? Lessons from Brightwater and the Tacoma Narrows Bridge	37	219.41
March 23	Results Based Accountability	23	(96.19)
April/Spring Conference	The Oregon Department of Transportation: Making the Change	35+	
	Demographics of Retirement and the Workplace	50+	
May 25	Traffic Impact Fee Programs - Development and Implementation	35	184.46
September 28	Bellevue - I-405 Access Downtown Project Presentation	32	77.49
October/Fall Conference	What's Next? A Roadmap for Exploring the Rest of Your Life	40+	
November 16	Win the Battles and the War: How to Get What You Want While Building Collegial Relationships	34	200.49
December 14	The Hiring War: Meeting the Challenge	35	25.68
<b>Total</b>			<b>\$2,582.17</b>

continued on page 6

Date	2006 Programs
January 25	<p><b>Workshop – Streamlining the Consultant Selection Process</b>                      Why QBS; the City of Lynnwood roster program – what works, what doesn't; panel-audience discussion of selection issues, including: How to best use consultant rosters? Do pre-proposal meetings really work? No contact policies. What happens when Federal funds are involved?</p>
February 22	<p><b>Rebuilding Public Trust</b> (Joni Earl, Executive Director, Sound Transit, and Doug McDonald, Secretary of Transportation)                      These key leaders will review their efforts over the past 2 years to rebuild credibility and forecast future efforts to meet public expectation son project delivery.</p>
March/Spring Conference	<p><b>Turning Adversaries into Advocates</b> (Steve Clark, City of Burien Public Works Director; Dave Zabell, City of Yakima Public Works Director; and Kevin Kiernan, King County)                      This interactive panel discussion will provide case histories and explore various ways to inform and work with opponents so that they can become project advocates.</p>
April 26	<p><b>Branding for Public Acceptance</b> (Joy Monjure, City of Bellingham; Mike Rosen, PRR; and Bob Prowda, Ilium)                      Explore how we want public works to be perceived, increase public understanding of public works, and enhance their willingness to support projects with tax dollars.</p>
May 24	<p><b>The Hiring Wars, Part IIB</b> (Panelists TBD)                      This program continues the December 2005 session's discussion of issues, moving beyond education to coping with higher salaries, costs of services, public education, private/public sector roles, and similar issues affecting public works budgets, project delivery, and accountability.</p>

# Membership Committee Report 2005

The Membership Committee started in late 2003 and has varied from about four to six core members since that time. Another 6-10 additional Chapter members have expressed an interest and willingness to help out where needed depending on the task and have attended some of the earlier Committee meetings. Currently the core Committee members participating in activities during 2005 are Bob Brock (Chairperson), Michele Percussi, and Hal Thomas. Others who have helped out or participated in Committee activities have been John Carpita, Mike Terrell, Dick Andrews, Daryl Grigsby, Mick Monken, and Dave Lervik.

During 2005 the primary focus was on making contacts and follow-up personal visits with a number of smaller cities in the Puget Sound area in an effort to encourage them to join APWA. Letters were sent out earlier in the year to a half dozen or so smaller agencies who were

not yet members of APWA. This was followed up by personal calls and visits. At the end of the year, we had successfully recruited the cities of Sumner and Fircrest to join APWA with a total of four additional members, two each from Sumner (William Shoemaker and Michael Dahlem) and Fircrest (Mark Burlingame and Jeff Davis). Michael Dahlem attended the Yakima Conference.

Based on feedback from potential members, the Committee developed a concept for Board consideration that would fund conference attendance by potential new members. A request was then made to the Chapter Board in October to consider funding potential new member attendance at conferences with a goal of encouraging potential new members to see first hand the benefits of membership in the Chapter. The Board approved \$1000 for the 2006 budget and requested a more detailed policy be developed outlining how such a program would

function, reporting back to the Board at its January meeting. Various options are being developed on how such a program might best work.

The only formal Committee meeting held during the year was at the Fall Conference in Yakima. This meeting was attended by Bob Brock, Michele Percussi, Daryl Grigsby, John Carpita, Hal Thomas, Kevin Harper, and Neil Campbell. During the remainder of the year, numerous emails and phone calls were made during the year to handle coordination of the Committee activities.

Bob Brock  
Membership Chairperson

## Education Committee is Reactivated

Efforts to reactivate the APWA Education Committee are underway. Spearheaded by Joy Monjure from the City of Bellingham and Mark Cole of Otak, the first order of business will be to develop a mission statement, goals, and a work plan. They hope to hold the first face-to-face meeting at the Spring conference in Vancouver. Some preliminary ideas of how this Committee might best serve Washington Chapter members include:

- Conduct a member survey to determine education needs
- Develop an Education Committee web page

- Develop a web-based central clearinghouse for training opportunities
- Research and post white papers on new technology and products on the Chapter website
- Provide support to members who want to do public outreach
- Provide support to other APWA committees that provide outreach to Chapter members

### Contact Information

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Environmental Resources  
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(360) 676-6894 Fax

Editor' Note: Two Chapter committees already have extensive training programs, with online registration and electronic notification to about 1,800 people statewide. Look at <http://www.apwa-wa.org/training/chapter.htm>. Year end reports from these two committees: Management & Public Administration Committee (MPAC) and the Contract Administration Subcommittee (CASC) are included in this newsletter.

# Contract Administration Subcommittee (CASC)

## Mission Statement

To provide an educational program that is responsive to the needs of public works contracting personnel to encourage professional growth, networking, and state-wide uniformity of contract administration in order to efficiently serve the public.

## Committee Members

Chair, Sheri Smith  
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[Note: Each committee member has specific, assigned duties and responsibilities. CASC meets at least four times a year to set workshop schedules, monitor the quality of training, revise the training program, and add courses as necessary to provide the best quality training and certificate program possible.]

## CASC Programs

*Contract Administration Education*  
The Contract Administration Subcommittee (CASC) was formed under the Washington State Chapter APWA Construction Management Committee in response to a growing need and desire for training in the administration of public works contracts. Founding members of the subcommittee, in cooperation with John Carpita, Public Works Consultant, Municipal Research and Services Center (MRSC), began planning and conducting public works contract administration workshops in 2001. Due to the tremendous response from both public agencies and consulting firms in Washington State, the Subcommittee was formally created in 2002 and held its first formal workshop in August 2002.

CASC has put on low cost workshops and classes that have helped hundreds of people to better perform their jobs. Since August, 2002 over 1300 people have attended these events. It should also be noted that training through this venue is unique and is generally not available elsewhere. In addition, this training reaches far beyond the traditional city/county public works department. Attendees now include people from school districts, port districts, park and recreation departments, housing authorities, transit agencies and consultants. While the focus is on construction contract administration issues, attendees include city attorneys, public works directors, project managers, and purchasing agents.

The CASC workshop model draws on the contract management 'community' itself for its speakers, all of whom volunteer their time and effort. Workshops are held in facilities owned by local governments at times that bracket the noon lunch hour. Box lunches may be purchased, but there is rarely a fee for the workshop itself. In addition to the workshop presentations, attendees receive a packet containing the pre-

sentations and supplemental material, furnished courtesy of MRSC.

Workshops are advertised only via email distribution to a training database of over 1,800 Chapter members and/or former workshop attendees. Within a few days of the original notification, registration generally exceeds facility capacity. Additional sessions of three 2005 workshops were required due to exceptional demand. One workshop in particular had 196 attendees in three sessions!

In March 2004, the Washington State Chapter recognized the Contract Administration Subcommittee (CASC) for its outstanding achievements at its Spring Convention banquet. The Subcommittee was selected as the first-ever recipient of the newly established Washington Chapter APWA Committee in Action Award.

*Contract Administrator Certification*  
CASC, in order to validate and recognize professionals for their commitment to continuing education in the field of public works contract administration, adopted a certificate process as part of its training program. This Contract Administration Certificate program has provided recognition to contract administration personnel who might not otherwise receive such recognition. At least one agency (Port of Tacoma) has language in its contract administration position description stating the desirability of a CASC certificate.

To earn a certificate, a candidate must attend 30 hours of training. Successful candidates receive an official certificate and a letter of completion for their personnel files. They are recognized at CASC workshops and by having their pictures posted on the Chapter Website. While not a requirement, individuals are encouraged to continue to attend 5 to 10 hours of public works contracting training annually. To date, 28 people have become eligible for the Certificate.

## CASC Certificate Holders

- Sherry Arciniega, City of Sumner, May 17, 2004
- Terri Badgley, City of Auburn, May 17, 2004
- Dick Clintworth, Evergreen State College, May 17, 2004

- Kevyn Davidson, CPPB, Port of Longview, May 17, 2004
- Jammi Guion, City of Monroe, May 17, 2004
- Ginger Hodges, Thurston County, May 17, 2004
- Faye Landskov, City of Lakewood, May 17, 2004
- Janice Ljunggren, City of Milton, May 17, 2004
- Toni Lyon, City of Auburn, May 17, 2004
- John Medina, Poggemeyer Design Group, Inc., May 17, 2004
- Pam Miller, City of Auburn, May 17, 2004
- Angela Wingate, City of Auburn, May 17, 2004
- Charlotte Walther, Port of Everett, October 6, 2004
- Linda Lawson, Thurston County, October 6, 2004
- Cindy Adams, City of Shelton, December 1, 2004
- Barbara Greenwalt, City of Issaquah, May 11, 2005
- Mayvis Schwab, City of Bellevue, August 10, 2005
- Theresa Teschlog, City of Lynnwood, September 21, 2005
- Terri Coe, City of Poulsbo, December 6, 2005
- Jim Pinheiro, Thurston County, December 6, 2005
- George Anne Sherry, Island County, December 6, 2005
- Ann Fuqua, City of Auburn, December 6, 2005

- John Lindow, City of Bellevue, December 6, 2005
- Teresa Jackson, City of Milton, December 6, 2005
- Maureen Whitaker, City of Gig Harbor, December 6, 2005
- Janna Lindsey, City of University Place, December 6, 2005
- Melody Jamieson, City of Ocean Shores, December 6, 2005
- Karen Michaud, City of Puyallup, December 6, 2005

- Four full day Purchasing, Bidding and Contract Management (PB&CM) Classes, with an average attendance of 32 persons.
- CASC members met four times in 2005.
- Special ceremony to honor Toni Lyon, a CASC co-founder and Chair from 2002 to mid-2005.

#### 2006

- At least four mini-workshops and one full day workshop are planned, with the full day workshop being also a pre-conference workshop to the Chapter's Spring Convention.

#### Challenges

One of the biggest challenges we face as a committee is to provide for increasing workshop attendance. While extra sessions are easy in theory, the work required for registration, copying, etc places more burden on support staff at MRSC. In addition, finding free facilities large enough to accommodate the extra classes can be challenging. We also want to provide more support and classes at locations in eastern Washington. Again, the logistics of providing these classes can be burdensome.

#### Cooperative Education Programs

In addition to the joint CASC/MRSC workshops, MRSC and the Washington State T2 Center have jointly sponsored 16 full day Purchasing, Bidding and Contract Management (PB&CM) Classes, which provide both in-depth and introductory material for contract administration personnel. These classes count towards the Contract Administration Certificate. Over 500 people have attended one or more of the 16 PB&CM classes held since May 2002.

#### 2005-06 Activities 2005

- Five separate workshops, three of which required extra sessions to accommodate demand. Average attendance for each of the five workshops is 117 persons. (Includes an additional prevailing wages class scheduled for January 19, 2006.)



Former CASC Chair Toni Lyon is honored on December 6th for all her hard work, dedication, and unending enthusiasm while serving as Chair of CASC. From left to right Sheri Smith, current CASC Chair, Toni Lyon, Katherine Claeys, 2006 Chapter President, and John Medina, Poggemeyer Design Group.

# Webber's Wanderings

by Jeff Webber

## Homework from October

My last two columns began a focus on self-awareness. The July column introduced the **process of learning/practice/feedback (LPF)**, to be used as an **effective technique for creating a new habit or skill**. The October column introduced the beginning of understanding **how to align the actions in our lives** with our values, the roles in our life, the purpose and vision we have for our lives, and our planning and action—what I call the Planning Pyramid as shown below.

Last month we dealt with our values; this month will deal with the roles in our lives. There were not many requests for my values checklist in the last two months, so I hope someone out there is reading this. Your feedback helps me know whether I am providing material of interest to this broad audience, or not!

## Roles in Our Lives

The roles in our lives bring our values into focus and vice versa. The great life coach, Frederic Hudson, is quoted as saying “just as fish cannot live without water to swim in, you cannot live without meaningful roles in the world around you.” Stephen Covey, the author of *The Seven Habits of Highly Effective People*, in his emphasis on living in that arena of your life where you are dealing with those things that are important but not urgent, recommends prioritizing your week by breaking your tasks down into each of the roles in your life. Let me give you a couple of examples. I will write about these examples from the male gender, but you can easily substitute wife for husband or mother for father.

## Works versus Home

This first example will be a classic case of a conflict between work and home. In my work arena, I am a senior project engineer or the head of the division, working very closely with my immediate boss, the Director of Public Works. At home, I am a husband and a father of two grade school children. On a particular Tuesday night, my boss asks me to cover for her at the City Council meeting, something I consider an honor. As I consult my calendar, I notice that Tuesday night is the grade school concert for the band where both my children perform—a year-end

concert designed to show the progress all have made. Should I compromise my value of putting my family first since I know that there is an important position coming available for which I will be considered? Which of my values should I put first—my integrity and my care for my family or my competitiveness and my desire to further my career? Can you see how the different roles in my situation can affect the way I might look at my values and vice versa?

## Child versus Spouse

A more subtle example would go something like this. I come home from a long day at work to find myself in the middle of an argument between my fifteen-year-old daughter and my wife. She and I have seen evidence that our daughter is beginning the process of separation from her mother. Later that evening, my daughter takes me aside and informs me that she will no longer speak to her mother. She further announces that she will continue to live in the house and attend school but she will have nothing more to do with her mother. As I consider my response, I am aware that my wife probably knows little of the conversation my daughter and I are having. I see myself as being set up for one of those no-win situations. Should I just listen to my daughter's feelings and, in her mind, allow her to think that I condone her feelings and her actions, or should I come down firmly on the side of my wife and support her and the home we have worked hard to build? Again, can you see how the different roles in my situation can affect the way I might look at my values and vice versa?

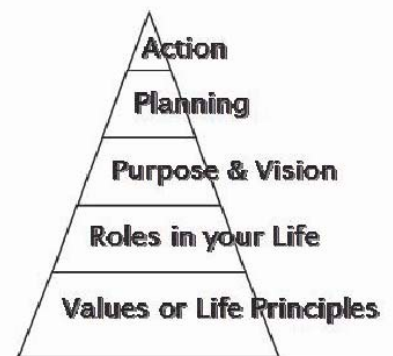
## Seeking Balance

Ultimately, what I should be striving for is a balance in the various roles that are involved in my life and coordinating those roles with the underlying values that provide the foundation for how I approach everything in my life. Here we are at the beginning of the New Year and it is the perfect time to look back at the various roles in our life. A good exercise to help evaluate the amount of time and effort we put into each role is to draw a large circle on a piece of paper and divide it into a pie chart allocating proportional slivers of the pie to the various roles in our lives. It helps to group the roles into work activities, personal activ-

ities, couple activities, family activities, and social connection activities. That circle can represent your commitments as of today. Then draw another circle and make a conscious decision of how you would like to apportion your time and effort among these activities and roles in your life. This should further help you define your values and develop a better understanding of yourself.

Let me know how you did. In the next issue, I will expand on how your purpose and vision can be drawn from the roles in your life and the values you esteem. These can then be used in the process of setting forth action items. You can contact me at [JeffW33@earthlink.net](mailto:JeffW33@earthlink.net).

*Happy trails until I wander your way again.*



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# APWA Division 1 Subcommittee Report

The Division 1-99 specifications have a new look!

At the 2005 Spring Conference, the APWA-WA board, on the recommendation of the Division 1 subcommittee, decided to remove the APWA Division 1-99 Supplement from the 2006 WSDOT/APWA Standard Specifications book, and convert it into separate General Special Provisions (GSPs). This decision had the full support of WSDOT Highways and Local Programs.

The APWA Division 1 subcommittee formed a Task Force, which converted and updated the specs to Local Agency GSPs. These GSPs are now available and downloadable from the Internet. The new GSPs and website were “rolled out” at a technical session at the 2005 Fall conference, to great acclaim.

You now have a library of well-written, tested specs from which to choose. This new setup has **many benefits:**

- The Division 1 subcommittee can now **update, revise, and add GSPs in a timely, responsive fashion** – based on your needs and input.
- Local Agencies may **pick and choose** which APWA GSPs they wish to use – they do not have to be used as one package.

- We can provide **multiple Options for one GSP** for you to choose from (see GSP 1-04.6 for example).
- We can provide GSPs with **fill-ins** (just like WSDOT GSPs), so you can adjust variables (see GSP 1-04.6 for example).
- Since these GSPs are intended for you to download and **integrate with your project’s Special Provisions**, there is one less separate place where Division 1 specifications are found, which will reduce confusion as well as potential for duplication and/or conflict among all project specifications.
- All the GSPs, unless otherwise marked, are **approved for use on projects with FHWA funding**. Because of the new multiple options and fill-ins, you have more choices than you did previously.

Remember, if you have a project with FHWA funds, any revisions to your Local Agency Division 1 specifications must be identified and submitted for approval to Highways and Local Programs (H&LP) prior to submittal of the PS&E. The review and approval by H&LP may take some time, as they are required to assure that the revision doesn’t jeopardize your FHWA funding. If you instead submit your specifications to the Div. 1 subcommittee, they can:

- combine your ideas with other agencies, and provide choices;
- guide specifications through the WSDOT H&LP approval process; and
- make your specifications available to other local agencies, so we all help each other.

These new Local Agency General Special Provisions (GSPs) are available for you to download from the WSDOT website. You can find them on the WSDOT Amendments/GSPs page, or you can go directly to <http://www.wsdot.wa.gov/partners/apwa/>.

The Division 1 subcommittee will continue to work on new and/or revised Local Agency GSPs, and we want your input and ideas. Call or email one of us on the committee:

Kristina Nelson  
(253) 591-5787  
[knelson@cityoftacoma.org](mailto:knelson@cityoftacoma.org)

Gretchen Johnson  
(425) 455-9720  
[gjohnson@kbacm.com](mailto:gjohnson@kbacm.com)

# APWA History – Part III, 1977-1986

by Bob Moorhead, Chapter Historian

*Editor's Note: This is the third of five articles outlining the history of the Washington State Chapter during its 50th Anniversary Year.*

The third decade of the Washington State Chapter saw continued growth in membership and increased participation in chapter activities. In 1977, with 34 active committees, President Phil Buswell decided to share the liaison duties among the ten members of the Board of Directors. Membership reached 684 in 1978 during the chapter's 22nd year. Also in 1978, the national organization recognized the many contributions of Roy Morse, presenting him an Honorary Membership.

Culminating with the presentation of their chapter banner, the Washington Chapter was instrumental in the formation of the Public Works Association of British Columbia (PWABC) as an affiliate of APWA in 1979. This international professional friendship has continued through the years, with joint board meetings from time to time, and joint conferences held in 1991, 1995, and 2003 on alternate sides of the border.

June Rosenstreter was the first woman to be elected as President of the Wash-

ington State Chapter in 1982. She continued to serve APWA and became the first female president of the international organization in the fall of 1986. June was the manager of administrative services for the City of Vancouver during her active years with the Washington State Chapter. After retirement, she moved to the Astoria, Oregon, area and served as a County Commissioner and as a volunteer on various boards and committees.

After developing its own *Standard Specifications for Municipal Construction* over a period of years, 1984 marked the first edition of the joint APWA-WSDOT *Standard Specifications for Road, Bridge and Municipal Construction*. This coordinated effort continues into the 21st Century through the efforts of the chapter's Standards Specifications Committee.

National awards continued to recognize the chapter and its members during this decade. Four members were named "Top Ten Public Works Leaders of the Year" (Paul Wiatrak in 1978, Pat Nivens in 1982, Allan Kimbel in 1984, and Richard Sandaas in 1986). The Harry S. Swearingen Award for service to the organization went to Dominic Roletto in 1979. The chapter was honored with the

President's Plaque in four consecutive years, 1977-1980, and again in 1986.

[On a personal note, I've had the distinct pleasure of working for two of the chapter leaders of this decade: Al Kimbel at the City of Olympia, and Jerry Fay at the Transportation Improvement Board. Both served as Chapter Presidents, and both have been named "Top Ten Public Works Leaders." Al signed me up with APWA in 1988, and my first real involvement in the chapter came when Al announced my "interest" in filling the vacant Membership Chair at the 1989 Spring Conference in Vancouver. Jerry Fay encouraged my participation as a chapter board member from 1994 to 1997, as well as my service as a chapter officer from 2000 to 2004.]

References: *Building Washington* by Paul Dorpat and Genevieve McCoy; APWA Website [www.apwa.net](http://www.apwa.net); Washington State Chapter APWA Website [www.apwa-wa.org](http://www.apwa-wa.org); personal collection of Allan Kimbel and John Ostrowski.

Year	President	Spring Conference	Fall Conference
1977	Philip Buswell	Sheraton Inn, Renton	Town Plaza/Yakima Center
1978	Jan Rosholt	Greenwood Inn, Olympia	Black Angus, Walla Walla
1979	Allan Kimbel	Holiday Inn, Bellingham	Sheraton Inn, Spokane
1980	Ken Fujiki	Hyatt House, King County	Red Lion Hotel, Pasco
1981	Lee Sphar	The Quay, Vancouver (w/ Oregon)	Hallmark Inn, Moses Lake
1982	June Rosenstreter	Ocean Shores Inn, Ocean Shores	Thunderbird Inn, Wenatchee
1983	Jerry Fay	Red Lion Inn, Bellevue	Thunderbird Inn, Wenatchee
1984	Warren Gonnason	Ramada/Everett Pacific Hotel	Cavanaugh's Inn, Spokane
1985	Jan Klippert	Westwater Inn, Olympi	Cavanaugh's Inn, Spokane
1986	Jack Garner	Sheraton Inn, Tacoma	Coeur d'Alene Resourt (w/ Rocky Mountain)

# ADA Right-of-Way Rules Revised

by Jerry Markesino

[Reprinted with permission from the *Winter 2005 Oregon Chapter APWA News*]

On November 23, 2005, the U.S. Access Board posted an updated version of the proposed rules for making the public right-of-way accessible to persons with disabilities. Based on the comments from the June 17, 2002, version, the Access Board has revised several of the proposed requirements.

The Access Board will now conduct a cost/benefit analysis on the proposed requirements. The Access Board may make further revisions to these standards that are found to have high cost and provide low benefit to the disabled community. After the analysis work is done and the standards are again revised, the final package of standards will be subject to public review when the Access Board issues a Notice of Proposed Rulemaking (NPRM). The Access Board is not asking for your comments at this time; you need to wait until the NPRM is published in the Federal Register sometime in mid-2006.

An update on the ADA rulemaking will be provided at the joint Oregon-Washington Spring Conference. If

you have any questions, please contact Jerry Markesino by e-mail at [jerry.markesino@otak.com](mailto:jerry.markesino@otak.com).

For the details, go to [www.access-board.gov/news/row-draft.htm](http://www.access-board.gov/news/row-draft.htm) and download the 46-page document.

Revisions include:

- Curb ramps are trickier; warping a ramp to fit the gutter profile is out. Blended transition panels between the bottom of the ramp and the street are in.
- Curb ramps need to have a right-angle alignment with the bottom grade break and be “in-line” with the direction of travel.
- Marked crosswalk width is linked to the MUTCD standard minimum 6-foot width.
- Designated on-street parking spaces are to be consistent with parking lot standards (1 ADA space per 25 spaces).
- Design speed for walking pedestrians is set at 3.5 feet per second.

- The elevator requirement for pedestrian overpasses/underpasses has been deleted.
- Work zone pedestrian detours may now be located on the opposite side of a street when a sidewalk is closed if a same side-of-street route is not feasible.
- Flat intersection designs are still a requirement, but in some cases, the crosswalk may have a 5% cross-slope.
- Clarified requirements for APS signals.
- Multilane roundabouts still need pedestrian activated signals, single lane roundabouts do not. The signals are likely to be a modified version of a standard signal with only an amber and red indicator.
- For alteration projects, wide-area ADA upgrades are not required, only those specific elements that are being disturbed need to be upgraded to current standards.

## Safety: Marked versus Unmarked Crosswalks

Final Report and Recommended Guidelines FHWA, September 2005 [www.walkinginfo.org/pdf/r&d/safetyeffects.pdf](http://www.walkinginfo.org/pdf/r&d/safetyeffects.pdf)

Pedestrians are legitimate users of the transportation system, and they should, therefore, be able to use this system safely. Pedestrian needs in crossing streets should be identified, and appropriate solutions should be selected to improve pedestrian safety and access. Deciding where to mark crosswalks is only one consideration in meeting that objective. The purpose of this study was to determine whether marked crosswalks at uncontrolled locations are safer than unmarked crosswalks under various traffic and roadway conditions. Another objective was to provide recommendations on how to provide safer crossings

for pedestrians. This study involved an analysis of 5 years of pedestrian crashes at 1,000 marked crosswalks and 1,000 matched unmarked comparison sites. All sites in this study had no traffic signal or stop sign on the approaches. Detailed data were collected on traffic volume, pedestrian exposure, number of lanes, median type, speed limit, and other site variables. Poisson and negative binomial regressive models were used.

The study results revealed that on two-lane roads, the presence of a marked crosswalk alone at an uncontrolled location was associated with no difference in pedestrian crash rate, compared to an unmarked crosswalk. Further, on multilane roads with traffic volumes above

about 12,000 vehicles per day, having a marked crosswalk alone (without other substantial improvements) was associated with a higher pedestrian crash rate (after controlling for other site factors) compared to an unmarked crosswalk. Raised medians provided significantly lower pedestrian crash rates on multi-lane roads, compared to roads with no raised median. Older pedestrians had crash rates that were high relative to their crossing exposure.

More substantial improvements were recommended to provide for safer pedestrian crossings on certain roads, such as adding traffic signals with pedestrian signals when warranted, providing raised medians, speed-reducing measures, and others.

# Calendar

## March 28, 2006

*Board Meeting*  
Vancouver Convention Center  
6:00 p.m.  
Call Katherine Claeys  
(206) 684-8175

## March 28-31, 2006

*Washington State Chapter Spring Conference*  
Vancouver Convention Center  
Call Mary Jo Hoffman  
(360) 696-8290 ext. 8095

## May 16, 2006

*Public Works Week Luncheon*  
Seattle AGC  
11:30 a.m.  
Call Courtney McFadden  
(425) 739-4211

## June 2006

*Public Works Administrator Training Course*  
Issaquah Holiday Inn  
Call John Ostrowski  
(360) 573-7594

## June 9, 2006

*Board Meeting*  
Moses Lake Golf Course  
9:30 a.m.  
Call Katherine Claeys  
(206) 684-8175

## June 9, 2006

*Area Meeting East*  
Moses Lake Golf Course  
11:30 a.m.  
Call Katherine Claeys  
(206) 684-8175

## October 17, 2006

*Board Meeting*  
Wenatchee Conference Center  
6:00 p.m.  
Call Katherine Claeys  
(206) 684-8175

## October 17-20, 2006

*Washington State Chapter Fall Conference*  
Wenatchee Conference Center  
Call Ruta Jones  
(509) 664-3364

## December 9, 2006

*Board Meeting*  
Bear Creek Country Club  
9:30 a.m.  
Call Katherine Claeys  
(206) 684-8175

## Roads Report from Roads & Bridges Magazine

### Give peace a chance

For the royalty in your family, the best Christmas gift may just be some peace and quiet. For them, there's the new Desert Challenger motor home from Action Mobil. The 40-ft-long Challenger comes complete with a state-of-the-art kitchen, a high-tech outdoor surveillance system and a ridiculously large and inefficient engine—everything you need to feel like a genuine dignitary.

In fact, the Challenger guzzles so much gas (it gets a mere 5 mpg), the only one in existence is owned by an oil sheik who wanted to be able to travel through the desert for weeks at a time without needing any outside support.

Independence doesn't come cheap, though. The sheik's Challenger cost \$1.75 million. Now maybe you don't live in the Middle East, but it's like they say: one man's trip to the desert is another man's trip to his in-laws'.

### Where did the time go?

Anyone with a driver's license in the U.S. knows that preparing for a trip to the bureau of motor vehicles (BMV) is like preparing for a weekend camping trip. It takes so long to get anything worthwhile accomplished, you need to schedule time off work, pack food and emergency supplies and, just to be safe, bring a fresh change of clothes.

Well the Indiana BMV decided to change that impression, but their plan doesn't have anything to do with speeding up service or adding new staff. They are now requiring each Indiana BMV branch to remove clocks from customers' view. The idea is that if people waiting in line for two hours can't see a clock on the wall, they won't know how long they've been waiting and therefore won't get upset. (It is assumed, of course, that no one in Indiana wears a wrist-watch.)

Next year, the BMV hopes to take the policy a step further and remove all windows from BMV branches. While the removal of clocks currently prevents most customers from determining how long they've been waiting, the BMV worries that scientist-types may be tipped off by conditions outside, such as nightfall.

### Serious horsepower

Jim Jundt's co-workers at the Goodyear Tire & Auto Service in Minot, N.D., laughed when he said he'd ride his horse

to work if gasoline ever hit \$3/gal. But Jundt wasn't joking.

After pump prices cleared \$3 last fall, Jundt decided he'd had enough and saddled up his 14-year-old quarterhorse mare, Patty, for the 15-mile commute. Now he thinks he may be on to something. Commuting by horse only takes Jundt a few minutes longer than by car, and hay is far cheaper than gas. Plus, his cape and mask really get the ladies' attention.

### What's in a name?

Officials in an Adirondack town in Lake Placid, N.Y., have rejected a request for a road in a new subdivision to be named Notsi (pronounced "nazi"). The Essex County Enhanced 911 agency had requested two new roads for a subdivision be given the Cherokee names Atali (meaning mountain) and Notsi (meaning pine tree), apparently without saying them out loud first.

Officials said that the new names resubmitted by the agency weren't any more appropriate. They included Slavery (meaning water), Bin Ladin (meaning fish) and Lung Cancer (meaning rain-bow).

### Hand springing into action

Sometimes all you need to fight crime is a little cheer. Or at least the Lincoln High varsity cheerleading team from Ypsilanti, Mich.

The squad was visiting Ann Arbor, Mich., for a Universal Cheerleaders Association camp when they witnessed an accident near the University of Michigan campus. The driver of a truck hit a car stopped at a traffic light.

The impact of the crash caused the car to hit another vehicle, which then hit another.

The team's coach managed to read the license plate of the truck before it sped away from the scene of the accident. Worried that she'd forget the plate number before police arrived, the coach repeated it to her team who then promptly turned it into the worst cheer in cheerleading history.

The memory trick worked, though, and police were able to track down and arrest the hit-and-run driver at his home. Next up, the girls plan to debut a cheer they hope will end identity theft.

# Semi-Annual State Conferences

## **Spring 2006 Conference** Joint Oregon/Washington Conference

March 28-31, 2006  
Vancouver Convention Center

Contact Mary Jo Hoffman at (360) 696-8290 ext. 8095 or [maryjo.hoffman@ci.vancouver.wa.us](mailto:maryjo.hoffman@ci.vancouver.wa.us)

Conference registration and information, including hotel accommodations can be found on-line at [www.apwa.clark.wa.gov/](http://www.apwa.clark.wa.gov/). The most current updates will be on the web site.

## **Fall 2006 Conference**

October 16-20, 2006  
Wenatchee Convention Center

Contact Katherine Claeys at (206) 684-8175 or [katherine.claeys@seattle.gov](mailto:katherine.claeys@seattle.gov)  
or Ruta Jones at (509) 664-3364 or [RJones@CityofWenatchee.com](mailto:RJones@CityofWenatchee.com)

### *Conference accommodations:*

The Coast Wenatchee Center Hotel  
201 N Wenatchee Ave • Wenatchee, WA 98801  
(509) 662-1234  
(877) 964-1234 *Reservations*  
(509) 662-0782 *Fax*

## **Spring 2007 Conference**

April 10-13, 2007  
Paine Field Air Flight Museum, Everett

Contact David Mandyke at (509) 625-6320 or [dmandyke@spokanecity.org](mailto:dmandyke@spokanecity.org)

## **Fall 2007 Conference**

October 9-12, 2007  
The Davenport Hotel, Spokane

Contact David Mandyke at (509) 625-6320 or [dmandyke@spokanecity.org](mailto:dmandyke@spokanecity.org)

**(Note:** Exhibitors should contact Janine Lamaie at (206) 431-2257 or [lamaie@abam.com](mailto:lamaie@abam.com))

## **Future National Conferences**

September 10-13, 2006  
Kansas City, MO

September 9-12, 2007  
San Antonio, TX

September 14-17, 2008  
Indianapolis, IN

September 13-16, 2009  
Columbus, OH



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# Call for Nominations

## *2005 Projects of Historical Significance*

**Deadline: 5:00 p.m. on Friday, April 21, 2006**

The Washington State Chapter APWA annually presents “The Project of Historical Significance Award” to those projects, programs, and activities which:

- Contribute to a greater understanding and appreciation of our public works heritage
- Create an awareness of Chapter achievements of historical significance
- Demonstrate the use of history in understanding and solving today’s public works problems and issues

Now is the time to check your files, look over that list of completed projects, and pull out those old and new photos. Call upon your corporate and institutional memories as it’s time to identify those projects completed in the year 2005 for the APWA Projects of Historical Significance Award. Recent award winners have included Occidental Avenue in Seattle, the Maryhill Loops Road in Klickitat County, and the compilation of newspaper articles on Skagit River flooding.

Gather up the files, photos, clippings, and video footage, and organize them for your award submittal. What types of projects are appropriate? Those dealing with:

**Public Works History  
Preservation of Infrastructure Facilities  
Public Education and Information Programs  
Programs for Professional Development**

Assemble your nomination and get it to:

Bob Moorhead, Chapter Historian  
606 Thomas Street SW • Olympia, WA 98502-5237

robertm@tib.wa.gov • (360) 586-1151 • (360) 586-1165 Fax

**by 5:00 p.m. on Friday, April 21, 2006**

Awards will be presented at the Public Works Week Luncheon in Seattle on Tuesday, **May 23, 2006**.