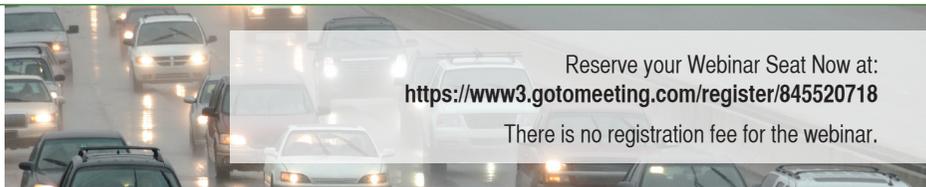


## Post Construction BMP Selection - Runoff Management to Meet Quantitative Pollution Limits

Thursday, June 7th, 2012 | 1:30-3:30 PM Eastern Time



Reserve your Webinar Seat Now at:  
<https://www3.gotomeeting.com/register/845520718>

There is no registration fee for the webinar.

In this webinar, we will emphasize the experience that DOTs have gained regarding the design, operation and maintenance of BMPs to meet increasingly more stringent and pollutant specific permit requirements. The webinar will highlight the increasing permitting requirements, the availability and use of several NCHRP reports intended to assist DOTs in the selection and design of BMPs to meet water quality goals for new projects as well as retrofits and actual DOT experiences and methods for meeting permit requirements.

### This webinar will cover:

#### Drivers for Post-Construction BMP Selection and Design

DOTs and other agencies are seeing more specific permit limits for particular pollutants. An overview of the increasing limits that DOTs are facing, from specific pollutants to volume control that arise from TMDLs, ESA, and other programs.

#### BMP Selection and Design Steps and NCHRP Research Manuals

NCHRP has sponsored research that has resulted in recommended approaches for addressing highway stormwater runoff. This presentation will present a review of these tools as well as an overview of ongoing research to improve the selection and performance of BMPs

#### Washington State DOTs Approach to Meeting Specific Pollutant Requirements

The Pacific Northwest is facing increasingly strict limits for heavy metals, including dissolved copper and zinc due to Endangered Species Act related requirements. Washington State DOT will describe several example projects in which the agency has designed and built BMPs to meet these limits.

#### Porous Pavement Overlays and Their Potential for Addressing Highway Pollutants

There are a number of emerging tools to improve the water quality performance of highways. Both Texas and California DOTs have been investigating the use of Porous Pavement Overlays to improve the water quality of highway runoff before it leaves the highway.

#### Asset Management – Keeping Track of BMPs to Ensure Their Effectiveness.

BMPs who are forgotten or are not otherwise maintained do not work long-term. Due to a highway's nature and increasing use of LID techniques, these BMPs are often highly distributed and numerous. The Maryland Transportation Authority has developed an Asset Management Systems to track the location and current maintenance status of their BMPs.

### Our Speakers will Include:

- **G. SCOTT MCGOWEN, P.E.**, Chief Environmental Engineer, California Department of Transportation
- **ERIC STRECKER, P.E.**, Principal, Geosyntec Consultants
- **LE NGUYEN, P.E.**, Hydraulics Engineer, Washington State Department of Transportation
- **MICHAEL BARRETT, Ph.D.**, Research Associate Professor, University of Texas
- **PETER MATTEJAT, P.E.**, NPDES Coordinator, Maryland Transportation Authority

### Who Should Participate:

- Design, construction, maintenance and operations staff
- Stormwater professionals and managers
- Environmental compliance professionals

This webinar is the third in a series of stormwater and transportation webinars presented by the Center for Environmental Excellence by AASHTO.

After the LIVE event, the webinar will be available for on-demand viewing at the Center website:

<http://environment.transportation.org/>

