



Research Digest

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Item 1

Research on Women's Issues in Transportation: Volume 2: Technical Papers

TRANSPORTATION RESEARCH BOARD

Conference Proceedings 35 (Vol. 2) • 2005

This conference had two primary objectives: (a) to identify and explore additional research and data needed to inform transportation policy decisions that address women's mobility, safety, and security needs and (b) to encourage research by young researchers. TRB assembled a committee, appointed by the National Research Council, to organize and develop the conference program. The committee selected four subject areas as a basis for organizing the conference: 1. Understanding Travel Issues 2. Transportation, Access, and Community Design 3. Injury Prevention and Ergonomics 4. Policy and Planning.

Full-text PDF of this report is available for free download at

<http://www.trb.org/publications/conf/CP35v2.pdf>

Item 2

Smoothness Specifications for Pavements

TRANSPORTATION RESEARCH BOARD

NCHRP Project 1-31 • 1997

Most state highway agencies employ pavement-smoothness specifications for newly constructed surfaces on rigid, flexible, and composite pavements to provide ride quality for the traveling public and to promote overall construction quality. Many specifications incorporate provisions for incentive/disincentive payments on the basis of initial paving smoothness and these incentives and disincentives can be sizable. Given that pavement-smoothness specifications are used widely, research was needed to examine the usefulness of these specifications, to assess the specifications and measurement methods currently used, and to develop recommendations for guide specifications and measurement methods. The objectives of this research on flexible, rigid, and composite pavements were to (1) determine the impact of initial smoothness on (a) total quality of the pavement as constructed, (b) ride quality of the pavement over its life, and (c) the pavement service life; (2) determine the effects of existing smoothness specifications on the initial as-constructed smoothness; (3) determine cost-effectiveness of smoothness specifications, including incentives and disincentives; and (4) recommend methods to specify and measure initial smoothness on construction projects.

Full-text of this report is available for viewing at <http://www.nap.edu/books/nch001/html/>



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Item 3

Guidance for Implementation of the AASHTO Strategic Highway Safety Plan: Volume 14: A Guide for Reducing Crashes Involving Drowsy and Distracted Drivers

TRANSPORTATION RESEARCH BOARD

NCHRP Report 500 (Volume 14,15,16) • 2005

The goal of the AASHTO Strategic Highway Safety Plan is to reduce annual highway fatalities to 1.0 fatality per 100 million vehicle miles of travel. This goal can be achieved through the widespread application of low-cost, proven countermeasures that reduce the number of crashes on the nation's highways. This fourteenth volume of NCHRP Report 500: Guidance for Implementation of the AASHTO Strategic Highway Safety Plan provides strategies that can be employed to reduce the number of crashes involving drowsy and distracted drivers. The report will be of particular interest to safety practitioners with responsibility for implementing programs to reduce injuries and fatalities on the highway system.

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Item 4

Guidelines for Early-Opening-to-Traffic Portland Cement Concrete for Pavement Rehabilitation *TRANSPORTATION RESEARCH BOARD* *NCHRP Report 540 • 2005*

The project produced guidelines to facilitate highway agencies' use of "early-opening-to-traffic" (EOT) concrete for pavement rehabilitation, thereby reducing pavement closure and accruing economic and environmental benefits. These guidelines address the proportioning, testing, construction, and other aspects of EOT concrete. With increasing traffic in urban areas, motorists are becoming less tolerant of delays during pavement rehabilitation. To minimize delays, state highway agencies use EOT rehabilitation strategies that allow work to be completed at night or during periods of low traffic. Generally, portland cement concrete used in these applications is expected to become strong enough to carry traffic within 6 to 24 hours after placement. Rigorous requirements for mix design and strength development have usually been stipulated for EOT concrete applications, often with limited consideration given to materials and construction aspects that influence long-term performance and durability. Because much of the recent research on EOT concrete focused on its mechanical properties and limited research dealt with durability aspects of this type of concrete, there is a need to evaluate the durability of the concrete used in these applications and to recommend guidelines that address relevant aspects of EOT concrete to help achieve long-term performance, durability, and cost-effectiveness. The research focused on durability aspects of EOT concrete used for full-depth rehabilitation (e.g., full-depth repair and slab replacement) and dealt with concrete mixtures that are suited for opening to traffic within 6 to 8 hours or 20 to 24 hours after placement. The research includes (a) a review and synthesis of information relevant to the materials and practices used for EOT concrete construction; (b) an evaluation of six in-service EOT concrete rehabilitation projects located in four states; (c) conduct of laboratory tests on a large number of concrete specimens involving a wide range of mixtures appropriate for use in EOT pavement rehabilitation; (d) conduct of statistical analysis of the data obtained from the field and laboratory evaluations; and (e) development of guidelines for the proportioning, testing, and construction of 6- to 8-hour and 20- to 24-hour EOT concrete. The research concluded that while designing and constructing durable 6- to 8-hour and 20- to 24-hour EOT concrete is feasible, proportioning and constructing durable 6- to 8-hour EOT concrete is particularly challenging. It also highlighted the importance of ensuring an adequate entrained air-void system the need for conducting certain tests on actual job mixtures to account for potential adverse interactions between concrete constituents. NCHRP Report 540 contains the guidelines developed in this project. The agency final report is available online as NCHRP Web-Only Document 76.

Full-text PDF of this report is available for free download from
http://trb.org/publications/nchrp/nchrp_rpt_540.pdf



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Item 5

Consideration of Environmental Factors in Transportation Systems Planning

TRANSPORTATION RESEARCH BOARD

NCHRP REPORT 541 • 2005

This report describes the transportation planning process and discusses where and how environmental factors can be addressed effectively at the state and metropolitan levels. This report should be especially useful to federal, state DOT, MPO, and local transportation planners, as well as other practitioners concerned with addressing environmental factors within transportation systems planning, priority programming, and project development planning leading to implementation.

Full-text PDF of this report is available for free download from

http://trb.org/publications/nchrp/nchrp_rpt_541.pdf

Item 6

Environmentally Sensitive Channel- and Bank-Protection Measures

TRANSPORTATION RESEARCH BOARD

NCHRP Report 544 • 2005

This report presents a description of useful environmentally sensitive channel- and bank-protection measures, design guidelines for their application, and a selection system for determining the most appropriate channel- and bank-protection measure. This report will be particularly useful to professionals responsible for design and construction of channel- and bank-protection measures in environmentally sensitive areas. Environmentally sensitive channel- and bank-protection measures—such as bioengineering, root wads, large woody debris, riparian vegetation, bendway weirs, and energy dissipaters—are being called for more frequently to protect transportation facilities from erosion, scour, and lateral migration. However, relatively little guidance has been developed to help practitioners apply environmentally sensitive channel- and bank-protection measures with confidence that their designs are adequate.

Traditional channel- and bank-protection techniques rely on countermeasures such as riprap, gabions, cable-tied blocks, or grout-filled bags, which may not offer sufficient instream functions, such as habitat diversity, fish passage, water quality, and energy dissipation. The use of more environmentally sensitive measures for the protection of channels and stream banks has been hampered by the lack of selection criteria and design guidelines. Under NCHRP Project 24-19, Salix Applied Earthcare developed selection criteria, design guidelines, and a compilation of techniques used for environmentally sensitive channel- and bank-protection measures. After conducting an extensive literature review and evaluation of commonly used environmentally sensitive techniques, the research team identified 44 environmentally sensitive channel- and bank-protection techniques for study. The channel- and bank-protection techniques were grouped into four major categories, namely (1) River Training Techniques, (2) Bank Armor and Protection, (3) Riparian Buffer and River Corridor Treatments, and (4) Slope Stabilization. Technique descriptions and guidelines for their applications were developed. Finally, a rule-based technique selection system was also developed. The selection system is presented as an interactive software program entitled “Greenbank,” which can be found on the accompanying CD-ROM (CRP-CD-58).

Full-text PDF of this report is available for free download at

http://trb.org/publications/nchrp/nchrp_rpt_544.pdf



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Item 7

A Guidebook for Including Access Management in Transportation Planning

TRANSPORTATION RESEARCH BOARD

NCHRP Report 548 • 2005

This report will be of interest to planning practitioners and access management proponents involved with transportation planning at the state, regional, and local levels. The guidebook is an easy-to-use reference for incorporating access management into the transportation planning process. Access management is defined in the TRB 2003 Access Management Manual, as the “systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.”

Application of the best practices of access management has benefits for motorists, bicyclists, pedestrians, transit riders, business people, government agencies, and communities. The desired outcomes of access management are highways that| Are safer for vehicular and pedestrian traffic;| Allow motorists to operate vehicles with fewer delays, less fuel consumption, and fewer emissions;| Provide reasonable access to properties;| Maintain their functional integrity and efficiency, helping to protect the investment of taxpayer dollars;| Reflect coordination between land use and transportation decisions; and| Are used for the purposes (functions) for which they are designed. Recognizing the differences among states and communities regarding access management, NCHRP Report 548 provides guidance for implementing access management through the transportation planning process rather than prescribing a particular approach. The guidance is organized by type of plan (i.e., overall planning process, long-range plans, programming, and corridor and subarea planning) and jurisdictional level (i.e., state, metropolitan planning organization, and local). The guidebook includes a glossary that defines technical terms and industry acronyms.

Full-text PDF of this report is available for free download at

http://trb.org/publications/nchrp/nchrp_rpt_548.pdf

Item 8

Integrated Roadside Vegetation Management

TRANSPORTATION RESEARCH BOARD

NCHRP Synthesis 341 • 2005

Highway administrators, engineers, and researchers often face problems for which information already exists, either in documented form or as undocumented experience and practice. This information may be fragmented, scattered, and unevaluated. As a consequence, full knowledge of what has been learned about a problem may not be brought to bear on its solution. Costly research findings may go unused, valuable experience may be overlooked, and due consideration may not be given to recommended practices for solving or alleviating the problem. There is information on nearly every subject of concern to highway administrators and engineers. Much of it derives from research or from the work of practitioners faced with problems in their day-to-day work. To provide a systematic means for assembling and evaluating such useful information and to make it available to the entire highway community, the American Association of State Highway and Transportation Officials—through the mechanism of the National Cooperative Highway Research Program—authorized the Transportation Research Board to undertake a continuing study. This study, NCHRP Project 20-5, “Synthesis of Information Related to Highway Problems,” searches out and synthesizes useful knowledge from all available sources and prepares concise, documented reports on specific topics. Reports from this endeavor constitute an NCHRP report series, Synthesis of Highway Practice. This synthesis series reports on current knowledge and practice, in a compact format, without the detailed directions usually found in handbooks or design manuals. Each report in the series provides a compendium of the best knowledge available on those measures found to be the most successful in resolving specific problems.

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Item 9

Improving the Safety of Older Road Users

TRANSPORTATION RESEARCH BOARD

NCHRP Synthesis 348 • 2005

This synthesis is a “snapshot” of programs and policies in place across the country to improve the safety and mobility of older road users. The report will be useful to U.S. transportation agencies, as well as to others working in this topic area. The scope was intentionally broad, in an attempt to document the range of strategies and related programs underway in roadway engineering, driver licensing, public information and education, and enforcement and adjudication. This wide-ranging synthesis effort included a review of the literature, beginning with a search of U.S.DOT, National Highway Traffic Safety Administration, FHWA, and Centers for Disease Control and Prevention reports and publications, supplemented by a Transportation Information Systems (TRIS) review. In addition, primarily web-related searches, with follow-up telephone contacts and interviews, were conducted of programs and activities of other agencies and organizations not captured in the published literature. These contacts included the American Society on Aging, American Association of Retired Persons, AAA Foundation for Traffic Safety, American Medical Association, and National Association of Area Agencies on Aging. Individual surveys were developed to gather state-level information from four target sources: state DOTs and state offices of highway safety (24 returns), state motor vehicle departments (34 returns), and state units on aging (18 returns). A panel of experts in the subject area guided the work of organizing and evaluating the collected data and reviewed the final synthesis report. A consultant was engaged to collect and synthesize the information and to write the report. Both the consultant and the members of the oversight panel are acknowledged on the title page. This synthesis is an immediately useful document that records the practices that were acceptable within the limitations of the knowledge available at the time of its preparation. As progress in research and practice continues, new knowledge will be added to that now at hand.

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Item 10

Developing Transportation Agency Leaders

TRANSPORTATION RESEARCH BOARD

NCHRP Synthesis 349 • 2005

Highway administrators, engineers, and researchers often face problems for which information already exists, either in documented form or as undocumented experience and practice. This information may be fragmented, scattered, and unevaluated. As a consequence, full knowledge of what has been learned about a problem may not be brought to bear on its solution. Costly research findings may go unused, valuable experience may be overlooked, and due consideration may not be given to recommended practices for solving or alleviating the problem. There is information on nearly every subject of concern to highway administrators and engineers. Much of it derives from research or from the work of practitioners faced with problems in their day-to-day work. To provide a systematic means for assembling and evaluating such useful information and to make it available to the entire highway community, the American Association of State Highway and Transportation Officials—through the mechanism of the National Cooperative Highway Research Program—authorized the Transportation Research Board to undertake a continuing study. This study, NCHRP Project 20-5, “Synthesis of Information Related to Highway Problems,” searches out and synthesizes useful knowledge from all available sources and prepares concise, documented reports on specific topics. Reports from this endeavor constitute an NCHRP report series, Synthesis of Highway Practice. This synthesis series reports on current knowledge and practice, in a compact format, without the detailed directions usually found in handbooks or design manuals. Each report in the series provides a compendium of the best knowledge available on those measures found to be the most successful in resolving specific problems.

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Item 11

Access Rights

TRANSPORTATION RESEARCH BOARD

NCHRP Synthesis 351 • 2005

Highway administrators, engineers, and researchers often face problems for which information already exists, either in documented form or as undocumented experience and practice. This information may be fragmented, scattered, and unevaluated. As a consequence, full knowledge of what has been learned about a problem may not be brought to bear on its solution. Costly research findings may go unused, valuable experience may be overlooked, and due consideration may not be given to recommended practices for solving or alleviating the problem. There is information on nearly every subject of concern to highway administrators and engineers. Much of it derives from research or from the work of practitioners faced with problems in their day-to-day work. To provide a systematic means for assembling and evaluating such useful information and to make it available to the entire highway community, the American Association of State Highway and Transportation Officials—through the mechanism of the National Cooperative Highway Research Program—authorized the Transportation Research Board to undertake a continuing study. This study, NCHRP Project 20-5, “Synthesis of Information Related to Highway Problems,” searches out and synthesizes useful knowledge from all available sources and prepares concise, documented reports on specific topics. Reports from this endeavor constitute an NCHRP report series, Synthesis of Highway Practice. This synthesis series reports on current knowledge and practice, in a compact format, without the detailed directions usually found in handbooks or design manuals. Each report in the series provides a compendium of the best knowledge available on those measures found to be the most successful in resolving specific problems.

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Item 12

Value Engineering Applications in Transportation

TRANSPORTATION RESEARCH BOARD

NCHRP Synthesis 352 • 2005

Highway administrators, engineers, and researchers often face problems for which information already exists, either in documented form or as undocumented experience and practice. This information may be fragmented, scattered, and unevaluated. As a consequence, full knowledge of what has been learned about a problem may not be brought to bear on its solution. Costly research findings may go unused, valuable experience may be overlooked, and due consideration may not be given to recommended practices for solving or alleviating the problem. There is information on nearly every subject of concern to highway administrators and engineers. Much of it derives from research or from the work of practitioners faced with problems in their day-to-day work. To provide a systematic means for assembling and evaluating such useful information and to make it available to the entire highway community, the American Association of State Highway and Transportation Officials—through the mechanism of the National Cooperative Highway Research Program—authorized the Transportation Research Board to undertake a continuing study. This study, NCHRP Project 20-5, “Synthesis of Information Related to Highway Problems,” searches out and synthesizes useful knowledge from all available sources and prepares concise, documented reports on specific topics. Reports from this endeavor constitute an NCHRP report series, Synthesis of Highway Practice. This synthesis series reports on current knowledge and practice, in a compact format, without the detailed directions usually found in handbooks or design manuals. Each report in the series provides a compendium of the best knowledge available on those measures found to be the most successful in resolving specific problems.

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Item 13

Track-Related Research Volume 6: Direct-Fixation Track Design Specifications, Research, and Related Material

TRANSPORTATION RESEARCH BOARD

TCRP Report 71 Volume 6 • 2005

This report should be of interest to engineers involved in the design, construction, and maintenance of direct-fixation track systems, a subset of non-ballasted track systems. The two-part report provides guidance on the design and construction of direct-fixation track systems. Part A includes sections describing track-design principles and material-evaluation methods for direct-fixation fasteners and track, as well as example specifications and commentary for direct-fixation fasteners, direct-fixation fastener qualification and production tests, direct-fixation track construction, and materials used in direct-fixation applications. The purpose of the commentary provided with the example specifications is to explain the basis for specification stipulations, the relevance of stipulations in various applications, and key issues and trade-offs that must be made in developing specifications for the design and construction of direct-fixation track systems. Part B of the report provides data, evaluations, field reviews, and analyses of direct-fixation fasteners from a variety of sources to understand their characteristics and proper application more fully.

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Item 14

Transportation Security: Volume 8: Continuity of Operations (COOP) Planning Guidelines for Transportation Agencies

TRANSPORTATION RESEARCH BOARD

TCRP Report 86 Volume 8 • 2005

This eighth volume of both NCHRP Report 525: Surface Transportation Security and TCRP Report 86: Public Transportation Security is designed to assist transportation agencies in evaluating and modifying existing plans, policies, and procedures, as called for in the National Incident Management System (NIMS). In his September 8, 2004, letter to state governors, Department of Homeland Security Secretary Tom Ridge wrote that “NIMS provides a consistent nationwide approach for Federal, State, territorial, tribal, and local governments to work effectively and efficiently together to prepare for, prevent, respond to, and recover from domestic incidents, regardless of cause, size, or complexity.

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Item 15

Analyzing the Effectiveness of Commuter Benefits Programs

TRANSPORTATION RESEARCH BOARD

TCRP Report 107 • 2005

TCRP Report 107: Analyzing the Effectiveness of Commuter Benefits Programs will be of interest to employers, transit agencies, and other stakeholders interested in commuter benefits programs and, in particular, the potential of these programs to increase transit ridership and transit agency revenues, reduce parking demand, and lower air-pollutant emissions. This report is designed to help employers, transit agencies, policy makers, and organizations that promote commuter benefits to better understand what effects they might expect from a commuter benefits program and how to quantify these effects. However, this report focuses mostly on transit benefits, a subset of commuter benefits, because more information is available on transit benefits than on vanpool benefits. TCRP Report 107 offers readers:| A guide for evaluating the effectiveness of a transit benefits program and information on how a transit benefits program can be designed and implemented to more effectively meet goals and objectives. The report also explains why evaluation is important and how to go about conducting a program evaluation.| A summary of research on the impacts of transit benefits programs on travel behavior and on transit agencies’ systemwide ridership, revenues, and costs. The research findings are based on a review of 21 surveys conducted by transit agencies and other organizations in 12 metropolitan areas, analysis of worksite trip reduction records from three regions with mandatory commute trip reduction programs, and interviews with seven transit agencies. Overall, the report finds that transit benefits programs can be effective at meeting various goals for employers, transit agencies, and governments. However, it is critical for these stakeholders to set realistic expectations and conduct valid evaluations in order to assess these effects. Appendixes A through G of TCRP Report 107 are published online as TCRP Web- Only Document 27. To access this document, go to www4.trb.org/trb/onlinepubs.nsf and click on “TCRP Web Documents.”

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Item 16

Car-Sharing: Where and How it Succeeds

TRANSPORTATION RESEARCH BOARD

TCRP Report 108 • 2005

Communities face increasing traffic and parking congestion as well as a need to improve air quality. One way to address these problems is to find alternatives to private automobile ownership. Car-sharing is an innovative mobility option that allows individuals to pay for and use automobiles—on an as-needed basis—through membership programs. In recent years, a number of European and U.S. car-sharing organizations have experienced rapid growth in membership and geographical coverage. However, little research has been performed on the benefits and feasibility of car-sharing. The goal of TCRP Project B-26 was to provide guidance to assist transit agencies, government officials, and other interested parties in developing successful car-sharing services in transit and other settings. TCRP Report 108 presents the research team's findings on the| Current and potential roles of car-sharing in enhancing mobility as part of the transportation system;| Characteristics of car-sharing members and neighborhoods where car-sharing has been established;| Environmental, economic, and social impacts of car-sharing;| Ways in which partner organizations have tried to promote car-sharing;| Barriers to car-sharing and ways to mitigate these barriers; and| Procurement methods and evaluation techniques for achieving car-sharing goals. Appendices A through E of TCRP Report 108 are included with the report on CRP-CD-60. The appendices include an annotated bibliography; a list of partner organizations surveyed and interviewed; survey instruments; and sample documents such as Requests for Proposals (RFPs) and zoning ordinances related to car-sharing. Appendix E was designed as a resource for introducing organizations to car-sharing and encouraging partnerships to initiate car-sharing programs. The appendix includes five standalone documents directed to local governments, transit agencies, employers and businesses, developers, and universities, respectively. Each document can be printed out in color and disseminated as an information resource and marketing tool on car-sharing. TCRP Report 108 and its appendices provide useful information and tools for those interested in initiating car-sharing programs.

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