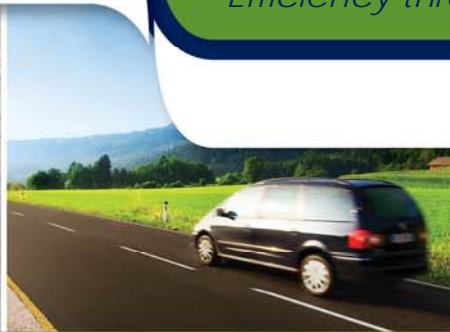


Every Day Counts Round 3

Stakeholder Partnering Session
NJDOT
July 13, 2015

Efficiency through technology and collaboration



U.S. Department of Transportation
Federal Highway Administration

Who is the FHWA Champion for Every Day Counts (by name)?

Acting Administrator Greg Nadeau



What Does “STIC” Stand For?

S – State

T – Transportation

I – Innovation

C – Council



In what year was the concept of EDC first introduced?

2010



Where can I get information on EDC???

The FHWA's EDC website:

<http://www.fhwa.dot.gov/everydaycounts/>



What is Every Day Counts?

- Finite set of initiatives aimed at getting projects built FASTER, BETTER, AND SMARTER.
- Initiatives are ready to be used and have been used by others.
- Two-year cycle
- First rolled out in 2010; now in round 3 (EDC-3).
- Theme for EDC-3 is, "efficiency through technology and collaboration."



EDC 3 Timeline

Summits in Fall 2014

States Select Initiatives

Develop Implementation Plans Jan 2015

Implement from Jan 2015 to Jan 2017

Continue Implementing in Future



What are the EDC-3 Initiatives?

- **Smarter Work Zones**
- **Data-Driven Safety Analysis**
- **Road Diets (Roadway Reconfiguration)**
- Improving Collaboration and Quality Environmental Documentation (eNEPA and IQED)
- **Regional Models of Cooperation**
- 3D Engineered Models:
Schedule, Cost and Post-Construction
- **e-Construction**



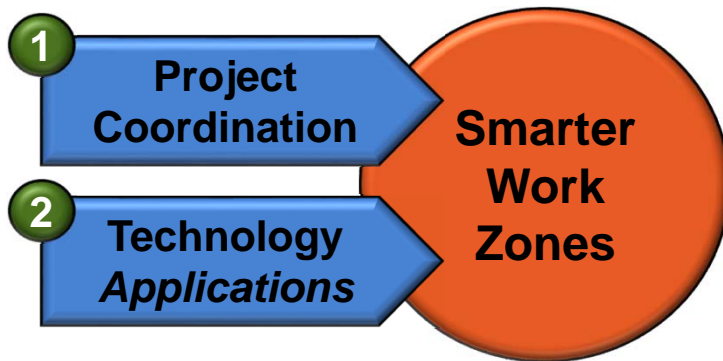
What are the EDC-3 Initiatives?

- **Ultra-High Performance Concrete Connections for PBES**
- Geosynthetic Reinforced Soil – Integrated Bridge System (GRS-IBS)
- **Locally Administered Federal-Aid Projects: Stakeholder Partnering**
- Improving DOT and Railroad Coordination (SHRP2 R16)



Smarter Work Zones

- Strategies to better manage work zones and work zone traffic
- Two-pronged approach:



Benefits

- Minimize travel delays
- Enhance safety of motorists and workers
- Maintain business and resident access

IMPLEMENTING



Data-Driven Safety Analysis

Approaches to safety management & project development that improve safety investment decisions

Two approaches:

Predictive & Systemic

Benefits
➤ More informed decision making
➤ Better targeted investment
➤ Fewer fatalities and serious injuries



Road Diets (Roadway Reconfiguration)

Strategies to reallocate the roadway cross-section to safely accommodate all road users



Edgewater Drive, Orlando, Florida

Benefits

- Enhance safety for all users
- Improve mobility & access
- Reduce vehicle speeds
- “Complete Streets” environment
- Low Cost

IMPLEMENTING



Improving Collaboration and Quality Environmental Documentation (eNEPA and IQED)

Practices and tools to enhance the quality, collaborative development, and concurrent review of environmental documents

Benefits

- Reduce agency workloads
- Improve documentation quality
- Reduce development and review time



Regional Models of Cooperation

Framework and processes for multi-jurisdictional transportation planning to improve collaboration, policy, and performance management

Benefits

- Improve decision making
- Save time and money
- Agencies achieve more by working together
- Improve freight and congestion management
- Public-Private Partnerships

IMPLEMENTING

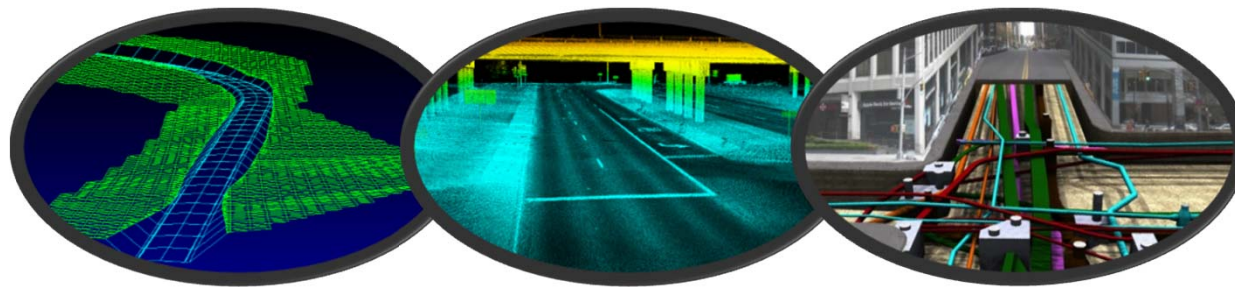


3D Engineered Models: Schedule, Cost and Post-Construction

Practices for the development and use of 3D engineered models in conjunction with schedule and cost information to optimize the management and delivery of projects

Benefits

- Improve project management
- More accurate cost estimates
- A living record throughout the project lifecycle



e-Construction

e-Construction is the collection, review, approval, and distribution of highway construction contract documents in a paperless environment

Benefits

In addition to decreased overhead costs from reducing paper, printing, postage and storage costs, benefits include:

- Accelerated document review and approval process
- Allows concurrent document review and automated workflows
- Increases transparency
- Provides an electronic foot print for tracking
- Improves collaboration between agencies and partners



IMPLEMENTING

Ultra High Performance Concrete Connections For PBES

A high strength and durable material for connection of prefabricated bridge elements at a construction site

Benefits

- Simplified connection details
- Accelerated construction
- Improved long-term performance

IMPLEMENTING



Geosynthetic Reinforced Soil – Integrated Bridge System (GRS-IBS)

An accelerated construction technology used to support bridges utilizing alternating layers of compacted granular fill and geosynthetic reinforcement

Benefits

- Accelerated construction
- Easily modified design
- Reduced project costs



Locally Administered Federal-Aid Projects: Stakeholder Partnering

Calls for the formation of stakeholder committees including representatives from Federal, State and Local Agencies to improve communication and processes for Federal-aid project delivery

Benefits

- Improved trust
- Improved communication, coordination, and collaboration
- Helps ensure consistent compliance with Federal and State requirements
- Serves as a platform for program streamlining and process improvements

IMPLEMENTING



Improving DOT and Railroad Coordination (SHRP2 R16)

Suite of tools allowing public transportation agencies and railroads to identify and circumvent sources of conflict and develop mutual MOUs for project and program needs

Benefits

- Improved communication
- Expedited project delivery
- Reduced project costs

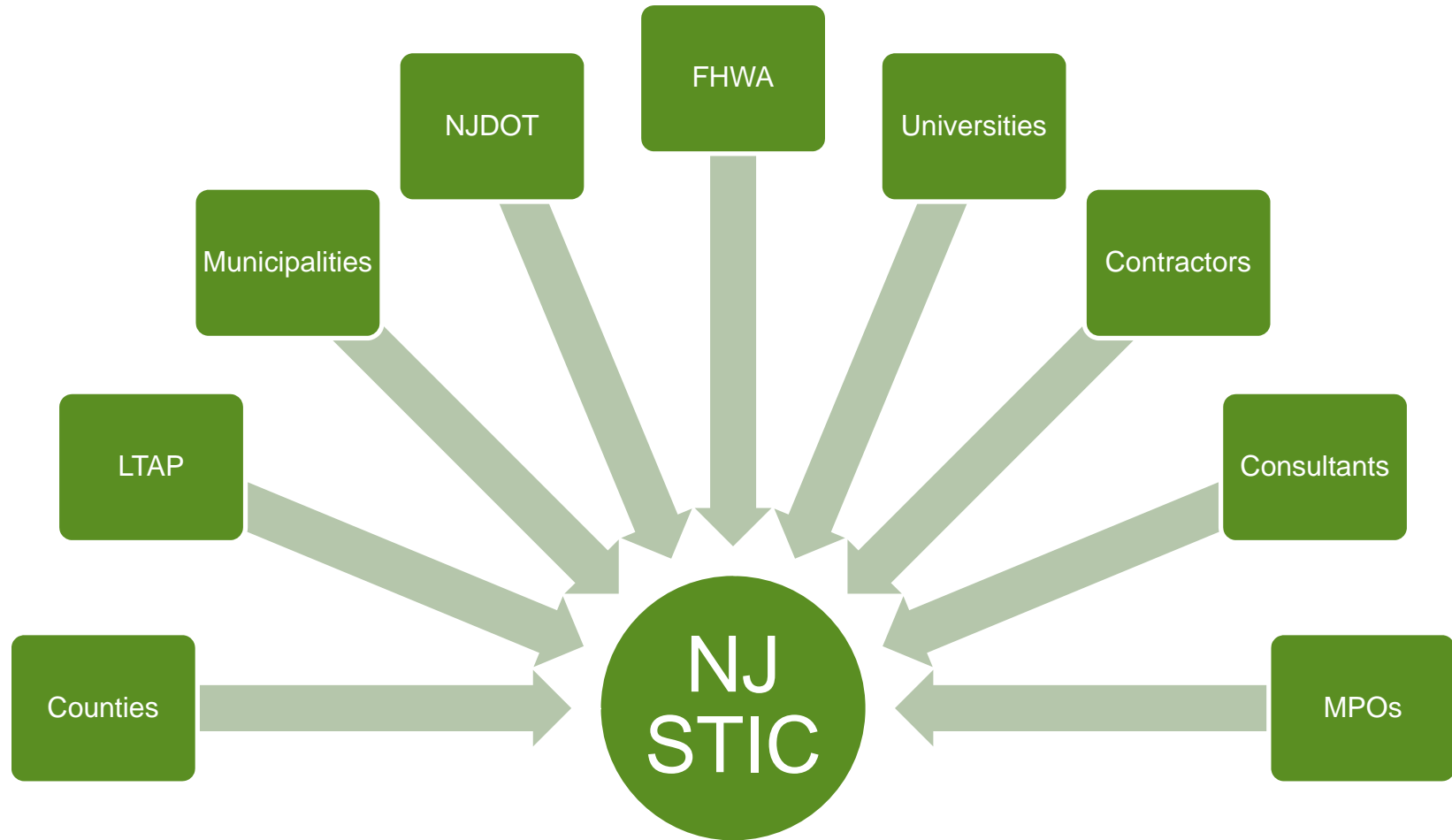


State Transportation Innovation Council (STIC)

- A group of agency leaders charged with implementing new technologies and initiatives
- FHWA, NJDOT, Consultants, Contractors, Counties, Municipalities, MPOs, Universities, LTAP
- Lead by the NJDOT Commissioner and the FHWA Division Administrator



State Transportation Innovation Council (STIC)



Technical Advisory Groups (TAGs)

Technical Advisory Group

Design
Construction

Project Delivery
Local Public Agencies
Environment
Safety
Technology Transfer
Operations
Program Delivery

FHWA Liaison

Brett Steinberg
Brett Steinberg &
Diane Kretz
Shaun O'Hanlan
John Miller
Tony Sabidussi
Caroline Trueman
Calvin Edghill
Ekaraj Phomsavath
Calvin Edghill

NJDOT Liaison

Rick Jaffe
Shaun Sheehy

Robert Signora
Mike Russo
Lauralee Rappleye
Sophia Azam
Camille Crichton-Summers
Sal Cowan
Jim Lewis



Funding Programs



Technology and Innovation Deployment Program (TDIP)

STIC Incentive Program

- Up to \$100,000 per STIC per year
- Rolling application process and no competition
- Support cost of standardizing innovative practices (i.e., developing standards, specifications, technical guidance, MOAs, training, reporting)

Accelerated Innovation Deployment (AID) Program

- Rolling application process and no competition
- Offsets the risk of trying an innovation
- Up to full cost of innovation – max. \$1M
- State DOT applies
- 6 months to obligate funds



What Can You Do?

- Interact with your State Transportation Innovation Council (STIC) representative
- Provide your STIC rep with ideas for STIC Incentive Program funding
- Look into the technologies and initiatives and see if they are applicable to your situation
- If you decide to use a new technology, share the information with your STIC rep and the LTAP center.



What Else Can You Do?

- Apply for the Accelerated Innovation Deployment (AID) Demonstration
- Projects awarded on a rolling basis
- Project ready (funds obligated) within 6 months
- Full cost of innovation, up to \$1 million per award
- 1 award per subrecipient per FY
- Apply through State DOT as subrecipient



Where can I get information on EDC???

The FHWA's EDC website:

<http://www.fhwa.dot.gov/everydaycounts/>



Thank You



Questions/Comments/Concerns?

Send an email to:

helene.roberts@dot.gov

