



U.S. Department
of Transportation
Federal Highway
Administration



FHWA ISSUES

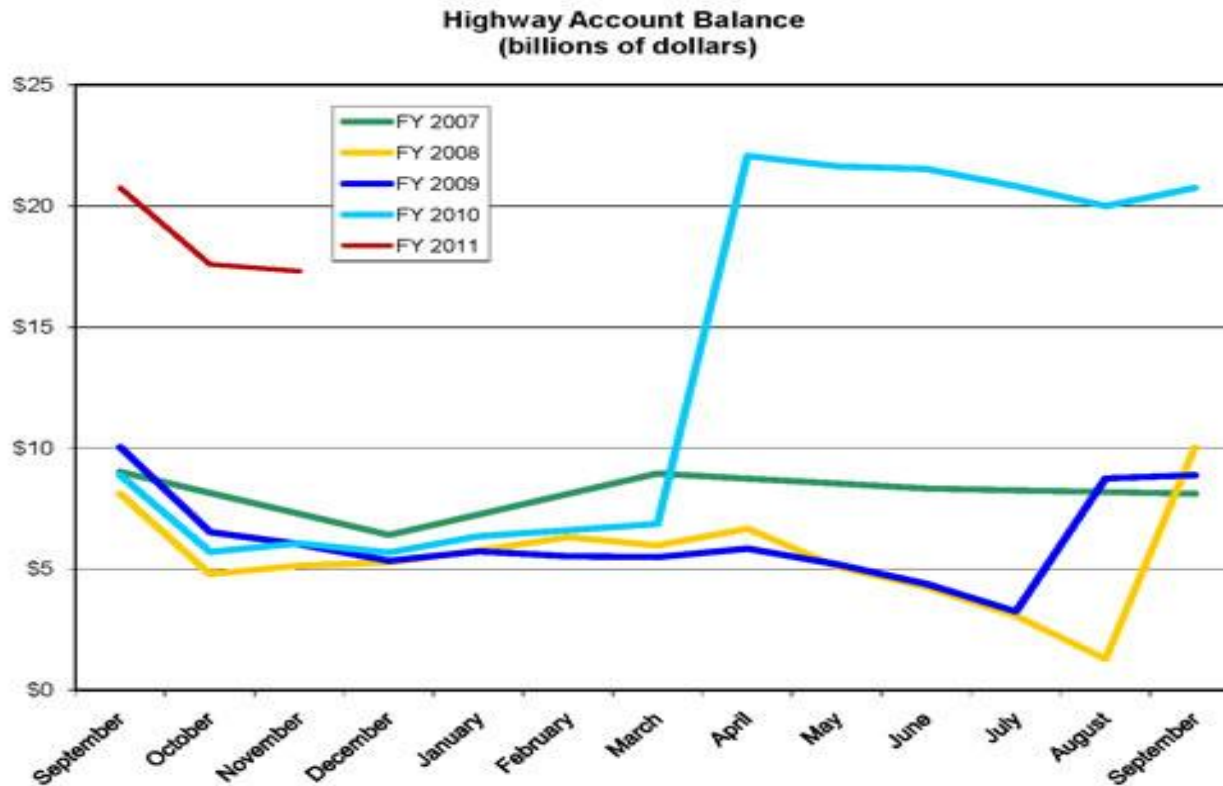


FHWA Issues

- Status of the Trust Fund
- FHWA initiatives
 - National DBE Program Action Plan
 - Every Day Counts (EDC)



Status of the Trust Fund



Ending balance for FY 2008 includes \$8.017 billion transferred from the General Fund in September pursuant to Public Law 110-318.
 Ending balance for FY 2009 includes \$7 billion transferred from the General Fund in August pursuant to Public Law 111-46.
 Ending balance for FY 2010 includes \$14.7 billion transferred from the General Fund in April pursuant to Public Law 111-147.



FHWA Issues

- Status of the Trust Fund
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 - National DBE Program Action Plan
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National DBE Action Plan

- The objectives of the DBE Program are:
 - To ensure that minority and women owned firms can compete fairly for Federal-aid transportation-related projects.
 - To ensure that only eligible firms participate as DBEs.
 - To assist DBE firms in competing outside the DBE Program.



National DBE Program Action Plan

- Renewed emphasis on program goals
- Education and Outreach Efforts to Increase participation
- Solicit and hear the issues/barriers to using under utilized firms
- Four Major-Project DBE Workforce Development Workshops Planned



Louisville Bridges Workshop

- Held November 9-10, 2010
- Principal Goal - What can we do now to prepare for the upcoming major project?
 - Work-force development (Training)
 - DBE Participation



FHWA Issues

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EDC Model Vision

- *Every Day Counts will seek to identify and deploy innovation as its highly focused mission.*
- *Victor Mendez, 2009*
 - *“Every Day Counts captures what I believe to be the sense of urgency with which we must pursue innovation.”*





Rumble Strip Deployment

- Rumble strips used since the 1950's
 - New Jersey's Garden State Parkway in 1952
- In 2001, FHWA included rumble strips on the list of market-ready technologies
- In 2008, FHWA removed rumble strips from list because they were sufficiently adopted as general practice.





Core Elements

***Every Day Counts* has three core elements**

- Shortening Project Delivery
- Accelerating Technology and Innovation Deployment
- Going Greener



WHAT'S IN OUR SHORTENING PROJECT DELIVERY TOOLKIT?

- Use of In-Lieu Fee & Mitigation Banking
- Planning & Environmental Linkages
- Expanding Use of Programmatic Agreements
- Legal Sufficiency Enhancements
- Enhanced Technical Assistance on Stalled EISs
- Clarifying the Scope of Preliminary Design
- Flexibilities in ROW
- Flexibilities in Utility Relocation



WHAT ARE THE TECHNOLOGIES?

- Warm Mix Asphalt (WMA)
- Precast Bridge Elements (PBE)
- Geosynthetic Reinforced Soil (GRS)
- Safety Edge
- Adaptive Signal Control (ACS Lite)





Technology & Innovation

Warm Mix Asphalt

Allows a reduction in asphalt mixture production & placement temperatures

Benefits:

- Provides better compaction*
- Reduce worker fatigue*
- Reduces fossil fuel consumption*
- Reduces CO₂e & other emissions*
- Longer paving season*
- Allows for longer hauling distances*
- Benefits with High RAP*



Warm Mix

Traditional
Hot Mix Asphalt



Technology & Innovation

Safety Edge

Sloped pavement edge at a 30° angle which allows drivers a more controlled re-entry back onto the roadway after tire drop-off

Benefits:

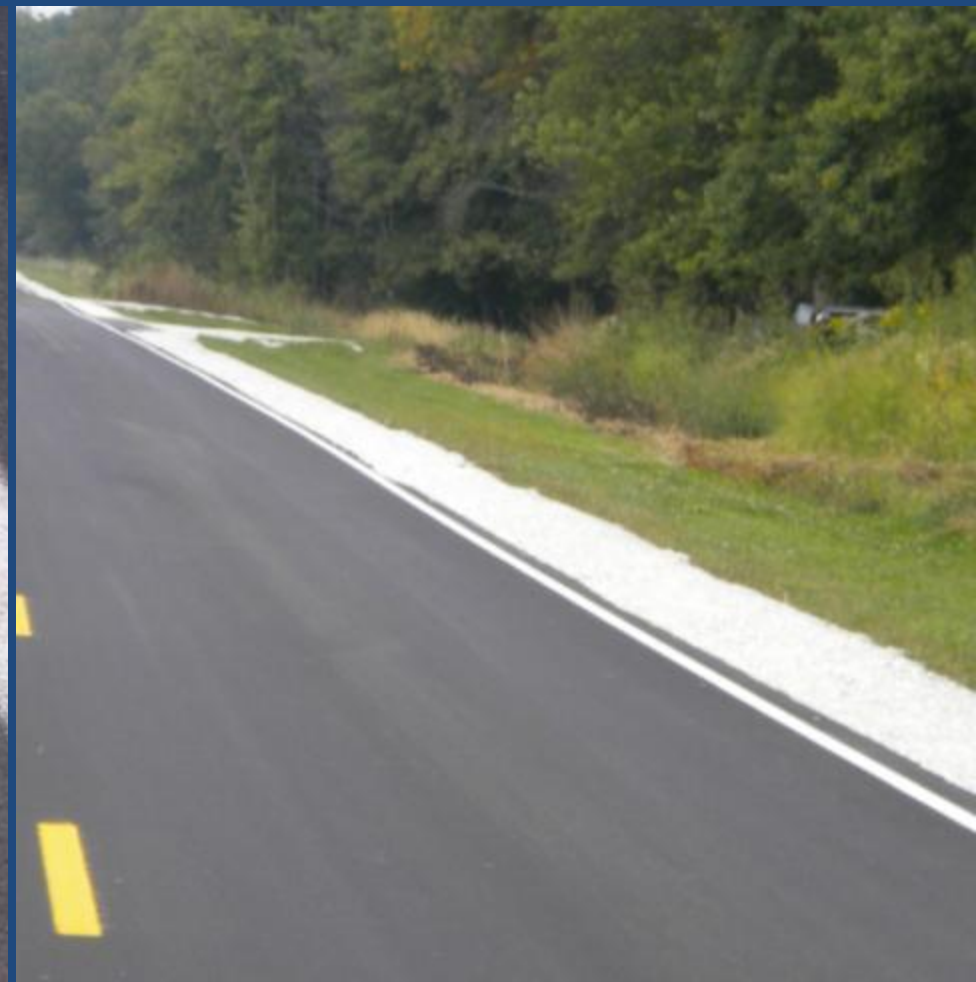
- Reduces crashes due to edge drop-off and uncontrolled recovery.
- Minimal cost (less than 1% on 2-lane highway).
- Consolidated edge reduces edge raveling, increases durability.





What Is the Safety Edge?

When used on asphalt pavement the





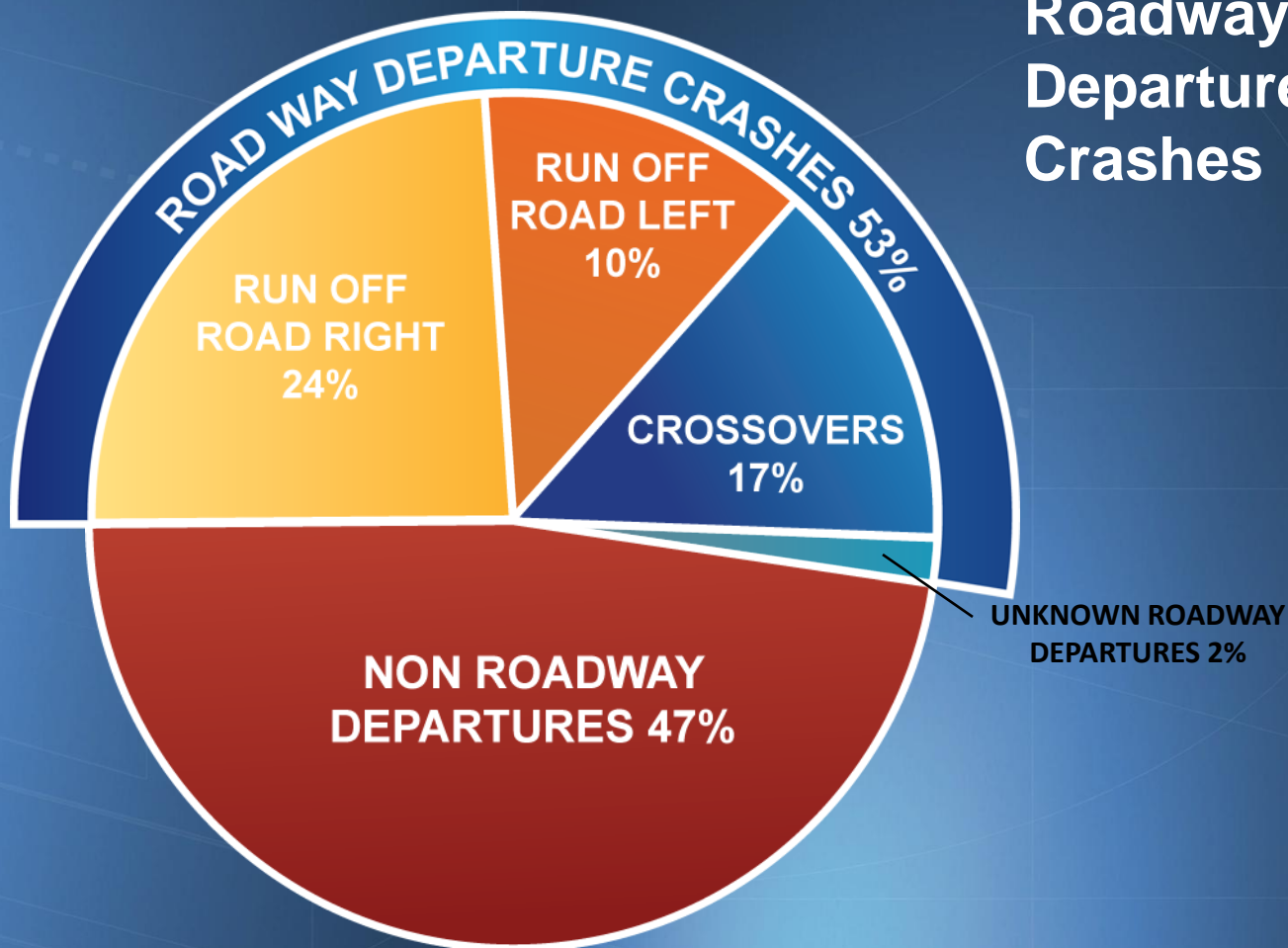
Key Message

- **Saves Lives**
 - Drop-offs are a safety challenge
- **Low Cost**
 - Safety Edge can mitigate shoulder drop-off
- **Improves Durability**
 - Safety Edge can increase pavement edge durability



2008 Fatal Crashes (Based on FARS)

**17,818 U.S.
Roadway
Departure
Crashes**



**34,017
U.S. Fatal
Crashes**



Kentucky Roadway Departures

- In 2009: Roadway Departure Collisions
 - **527 Fatal Collisions**
 - **10,919 Injury Collisions**



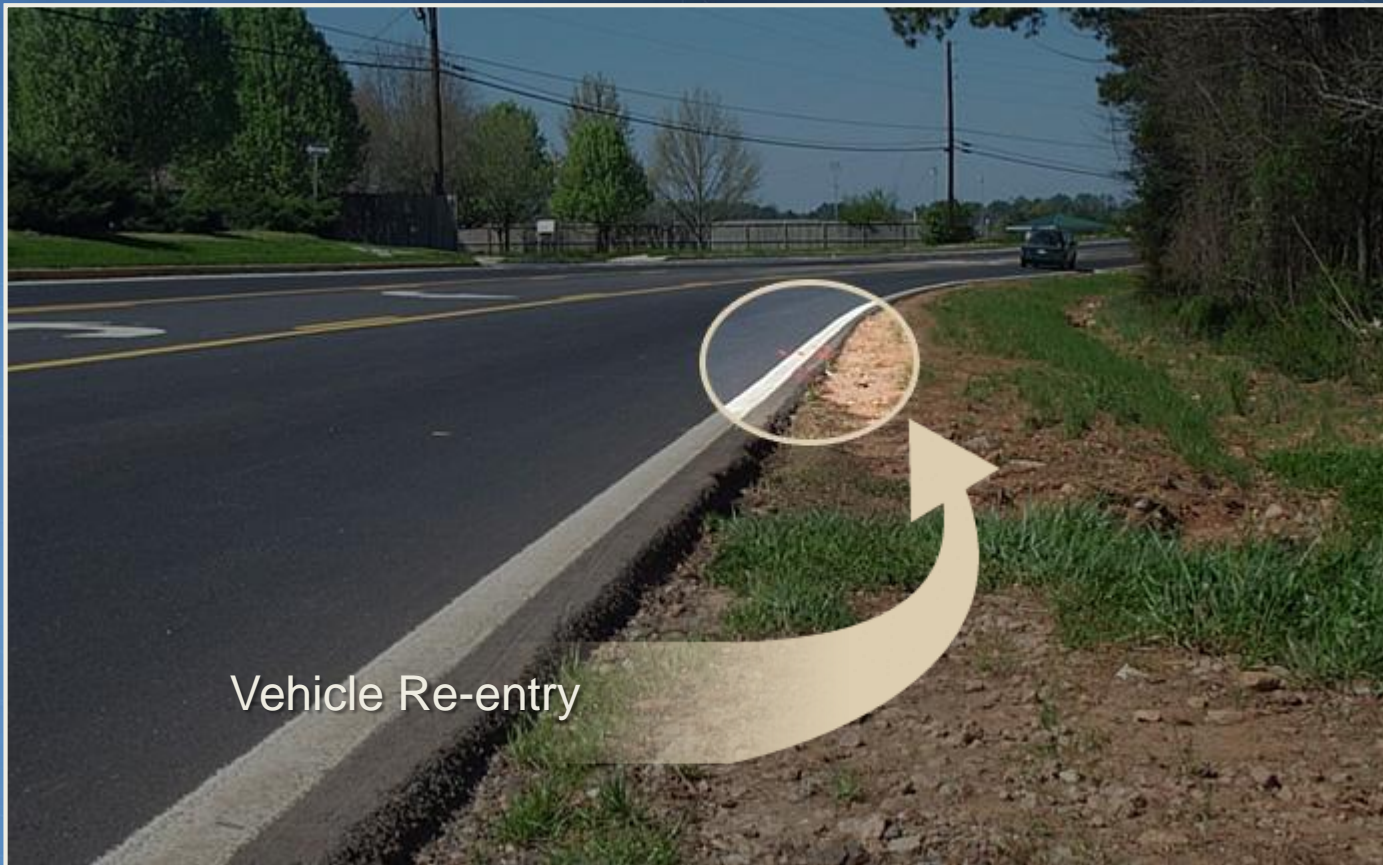
2006 AAA Drop-Off Study

(On rural paved roads with unpaved shoulders)

- Drop-off crashes were 17.7% of ROR crashes in Iowa
- Drop-off crashes were 24.5% of ROR crashes in Missouri
- Drop-off crashes in Iowa were four times as likely to be fatal as all rural crashes and twice as likely to be fatal as other rural ROR crashes
- Drop-off crashes in Missouri were twice as likely to be fatal as all rural crashes on similar roads



Are Drop-offs a Problem?



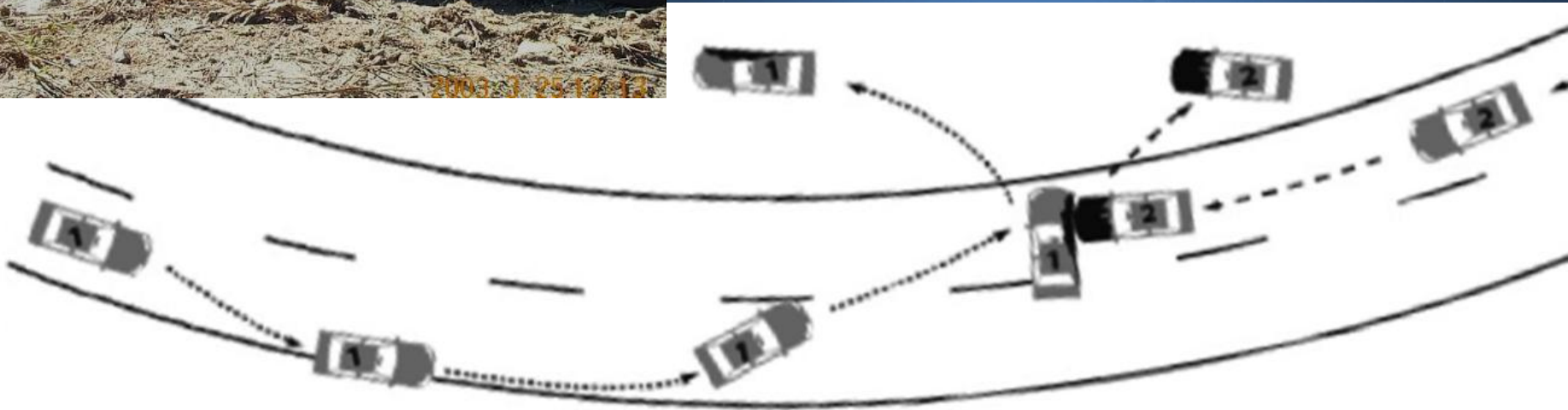
Vehicle Re-entry



Typical Drop-off Crash with Tire Scrubbing



<http://fhwa.na3.acrobat.com/seproblem/>





Edge Drop-off Crash Types

- Roll Over
- Head-on
- Opposing Sideswipe
- Roadside Object



From The Atlanta Journal Constitution, 3-25-03



Safety Edge

a little more tonnage = easier maintenance





The Hardware



**Trans Tech Shoulder
Wedge Maker™**

www.transtechsys.com

www.troxlerlabs.com



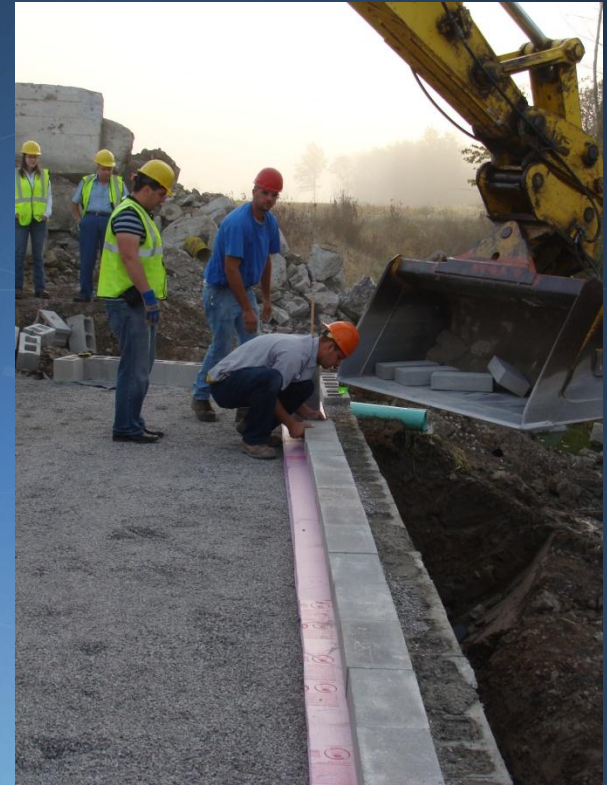
Advant-Edge™

www.advantedgepaving.com



Sustaining the Network

- AASHTO/FHWA working group
 - Seek stakeholder participation
- Formulate next round of initiatives
 - Assess AASHTO-AGC-ARTBA proposals
 - Evaluate progress of current initiatives
 - Assess organizational capacity to implement





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QUESTIONS?