



EDC is a State-based model that identifies and rapidly deploys proven, yet underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, or integrate automation. Proven innovations promoted through EDC facilitate greater efficiency at the State and local levels, saving time, money and resources that can be used to deliver more projects.

The EDC program has made a significant positive impact in accelerating the deployment of innovations and in building a culture of innovation within the transportation community. Since the inception of EDC, each state has used **19** or more of the **52** promoted innovations, and some states have adopted more than **40**. Many of these innovations have become mainstream practices across the country. By advancing 21st century solutions, the transportation community is making every day count to ensure our roads and bridges are built better, faster, and smarter.



“Every Day Counts improves system performance by deploying proven technologies and practices into project delivery. This inspires the highway community to constantly seek innovative solutions as a way of doing business.”

— Tony Furst, FHWA Chief Innovation Officer



HOW IT WORKS

Through the EDC model, FHWA works with state and local transportation agencies and industry stakeholders to identify a new collection of innovations

to champion every two years. Innovations are selected collaboratively by stakeholders, taking into consideration market readiness, impacts, benefits and ease of adoption of the innovation. After selecting the EDC technologies for deployment, transportation leaders from across the country gather at regional summits to discuss the innovations and share best practices. These summits begin the process for states, local public agencies and Federal Lands Highway Divisions to focus on the innovations that make the most sense for their unique program needs, establish performance goals and commit to finding opportunities to get those innovations into practice over the next two years.

Throughout the two-year deployment cycle, specifications, best practices, lessons learned and relevant data are shared among stakeholders through case studies, webinars and demonstration projects. The result is rapid technology transfer and accelerated deployment of innovation across the nation.

LEARN MORE ONLINE

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

Resources include:

- ▶ Videos, newsletters and case studies
- ▶ State-specific information on EDC successes
- ▶ Progress Reports
- ▶ Information on additional innovation initiatives such as the State Transportation Innovation Council (STIC) program and the Accelerated Innovation Deployment (AID) Demonstration program
- ▶ EDC on social networks:



www.facebook.com/FederalHighwayAdmin



twitter.com/USDOTFHWA



www.youtube.com/user/USDOTFHWA

EDC Success Stories

e-Construction, Iowa Department of Transportation

The Iowa DOT is 100 percent paperless on construction projects from the pre- to post-construction stages. The agency achieved that goal in August 2016 when it added a requirement for all contracts to be signed digitally to its previous e-Construction advances. It is the first State highway agency to require digital signatures on all construction contracts.

High-Friction Surface Treatment (HFST), Kentucky Transportation Cabinet

Prior to the use of HFSTs, roadway departure crashes on curves made up nearly 70 percent of the crashes on Kentucky highways. Because these crashes tend to lead to injury or death, the Kentucky Transportation Cabinet made addressing this problem a top priority. Three years after treating one horizontal curve with HFST on KY 22 in Oldham County in 2009, wet weather crashes were reduced from 53 to five, and dry weather crashes were reduced from three to zero.

Adaptive Signal Control Technology (ASCT), City of Topeka, Kansas

The City of Topeka, Kansas, installed ASCT on the 21st Street Corridor to improve the timing coordination of the streetlights. Drivers on the corridor experience a savings of 123,000 gallons of gasoline and 191,000 pounds of CO₂ each year due to reduced stop-and-go traffic. The first year the system was in place, the number of crashes reduced by 30 percent.

Road Diets, Virginia Department of Transportation

The Virginia DOT "Road Diets in Reston" project was designed to improve safety by reducing the number of lanes on 2-mile segments of Lawyers Road and Soapstone Drive that each carries 10,000 vehicles a day and were prone to speeding. After project completion, crashes decreased 69 percent on Lawyers Road and 67 percent on Soapstone Drive. Learn more about road diets at <http://bit.ly/RoadDietInfo>.

Slide-in Bridge Construction and Design-Build, Indiana Department of Transportation

The Indiana DOT used accelerated bridge construction and the design-build delivery method for the \$103 million Milton-Madison Bridge project to allow the old bridge to stay open to traffic while the new one was built. The new bridge was slid 55 feet from temporary piers onto refurbished original piers. The river crossing was closed just 41 days instead of a year required using conventional construction.

Locally Administered Federal-Aid Projects: Stakeholder Partnering, New Jersey Department of Transportation

New Jersey DOT achieved its goal of institutionalizing stakeholder partnering through establishing a stakeholder partnering committee. Committee members representing MPOs, counties, municipalities, private industry, and FHWA work together to identify program-level issues and streamline the project delivery process.

For additional information, please contact:

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U.S. Department of Transportation
Federal Highway Administration