

EDC Overview

It is a commonly held perception that it takes an average of 13 years to deliver a major highway project (from planning through completion). However, several opportunities exist in the current project delivery process where innovative approaches will improve project delivery times. Consequently, in the summer of 2010, Federal Highway Administrator Victor Mendez launched the Every Day Counts (EDC) Initiative. Specifically, this initiative is designed to identify and deploy innovation aimed at enhancing the safety of roadways and protecting the environment, while ultimately shortening the transportation project development process.

Why would utilities need to be accommodated or relocated?

Approximately half of all highway and bridge projects eligible for Federal funding require the relocation or adjustments to accommodate utilities. Gas lines, water lines, waste plumbing, electrical wires, telephone lines, and other wiring are often affected in building, maintaining, or improving highways, bridges, and other transportation projects.

Contact Information

For training or more information on this Every Day Counts Initiative, please contact your local FHWA Divisions Office.

To learn more about EDC, visit:
<http://www.fhwa.dot.gov/everydaycounts>

About Every Day Counts

Every Day Counts is designed to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadway, and protecting the environment.



Flexibilities in Utility Accommodation and Relocation



U.S. Department
of Transportation
Federal Highway
Administration

Why is the Flexibilities in Utility Accommodation and Relocation Initiative Needed?

Poorly coordinated relocations, undiscovered conflicts, and unplanned issues can negatively impact construction schedules and project costs. Federal laws and regulations offer many flexibilities to help State departments of transportation (DOTs) and utilities work together smoothly and efficiently when transportation projects require the relocation or accommodation of utilities. The Flexibilities in Utility Accommodation and Relocation initiative helps States and local agencies explore all available flexibilities.

What are the Benefits of This Initiative?

This initiative clarifies and promotes procedural and administrative flexibilities that can help a project run more effectively and in a more cost-effective manner. The flexibilities are designed to provide improved collaboration, coordination, and cooperation among utility owners and transportation agencies. In addition, risks, costs, and gains are shared. Projects can also be run more effectively, with fewer schedule impacts.

What Types of Flexibilities are Available?

The initiative spotlights existing flexibilities currently in place under Federal law and regulations and describes techniques that foster effective utility coordination during project development which warrant more widespread use. Specifically, this initiative explores flexibilities in determining the best strategy for physically relocating utilities when needed; documenting the terms and considerations for accomplishing utility relocation activities; and financing the work in an effective and timely manner.

What Types of Flexibilities With Utility Agreements Exist?

Agreements between the State DOTs and utility owners specify the terms and conditions for accommodating, designing, completing, operating, and maintaining utilities. The DOTs may use master agreements to address relocations on an area-wide or statewide basis, or individual agreements on a case-by-case or project basis.

The State DOTs should utilize the agreement format that is best suited to working with their utilities and is best matched with time and cost saving efforts. Although not a Federal requirement, memorandums of understanding (MOUs) between the DOT and utility owner(s) can also serve to build better cooperation, coordination and communication.

What Flexibilities Exist for Funding Utility Relocation Activities?

State DOTs may use Federal funds to participate in utility relocation costs stemming from a transportation project. Federal funds may also be used for utilities' design-related activities. Based on the legislation in each State, opportunities exist to adjust the level of reimbursement based on the type of utility and transportation facilities impacted. States with enabling legislation may also be able to reimburse utilities impacting high-priority projects or projects with critical completion schedules.

What Construction Provisions are Available?

Utility adjustments and relocations may be performed by State DOTs, contractors, and/or utility owners based on the agreed upon construction provisions. Different approaches may be used based on the type and scope of the project and the utilities impacted. Proper planning, communication, cooperation, and coordination are essential to developing successful partnerships that reduce the risks of the project time and costs.



This project on U.S. 231 impacted 15 separate utilities on the western edge of Purdue University in West Lafayette, IN.