



SHRP2 Program Update for Arkansas

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Looking Back

- Strategic Highway Research Program (SHRP)
 - Began – 1987
 - Four Key Areas
 - ✓ Asphalt
 - ✓ Concrete and Structures
 - ✓ Highway Operations
 - ✓ Pavement Performance



Looking Back

- **Long Term Pavement Performance (LTPP)**
 - **Nationwide – 2,500 sites**
 - **Arkansas – 44 sites**
 - **Interstate 30**
 - ✓ **Constructed in 1994**
 - ✓ **13 Pavement Sections**
 - ✓ **12 Designed to Fail Early**
 - ✓ **\$9 M Rehabilitation Project Scheduled**

2013

Today's Presentation

- SHRP2 Round 2
 - Expediting Project Delivery - C19
 - User Incentive
 - Railroad-DOT Mitigation Strategies - R16
 - Lead Adopter
- SHRP2 Round 4
 - Reliability Data and Analysis Tools (Bundle) - L02/L08/C11





Expediting Project Delivery



What is Expediting Project Delivery (C19)?



Strategies to:

- Improve Public Involvement and Support
- Improve Resource Agency Involvement and Collaboration
- Demonstrate Real Commitment to the Project
- Improve Internal Communication and Coordination
- Streamline Decision Making
- Integrate Across all Phases of Project Delivery

Schedule and Cost Estimate

Task #	Deliverable/Activity	Timeframe	Estimated Cost
1	Assessment workshop facilitated by FHWA.	4 months	\$20,000
2	Development of a risk management process along the critical path.	2 months	\$7,500
3	Verification of the risk management process through case studies.	4 months	\$15,000
4	Development of an expedited process.	2 months	\$7,500
Total Estimated Cost			\$50,000
Total SHRP2 Award			\$50,000
Total Amount Held for Assessment Workshop			\$20,000
Total Amount Allocated to State			\$30,000

Expediting Project Delivery – Assessment Workshop

- Facilitated by FHWA on July 30-31, 2014
- 30 Attendees
- Topics
 - Overview of the Expediting Project Delivery and the Expediting Project Delivery Assessment Tool
 - Overview of “Current State” and “Desired State” of Project Development and Delivery Processes and Practices
 - Collaboration and Coordination Challenges and Opportunities
 - ✓ “What works well?”
 - ✓ “What needs work?”

What Works Well at AHTD?

- Administration Open to Change
- Recent Organizational Changes
- Creation of Preliminary Engineering Squad
- Hiring Qualified Personnel
- Open Communication
- Improved Teamwork
- Good Relationship between AHTD and FHWA
- Public Engagement

Challenges and Opportunities

- Project Development Process Documentation
- Changing to Performance Based Project Identification
- Early Project Decision Making:
 - Defining the Purpose and Need
 - Project Scoping
- Prioritization of Projects
- Local Agencies Communication
- Project Change Communication
- Identifying New Technologies for Project Implementation

Action Steps



- Refine Scoping
- Enhance Purpose and Need Statements
- Improve Information Exchange and Data Sharing
- Improve Communication/Coordination (Internal and External)
- Improve Resource Allocation (Internal and Consultant Staff)

Purpose, Scope and Plan

- **PURPOSE AND NEED**
 - The need to identify a process to expedite project delivery for the purpose of delivering successful projects that meet the Department's mission of providing a safe, efficient, aesthetically pleasing environmentally sound intermodal transportation system for the user.
- **SCOPE**
 - Refine Process to Scope Construction Projects
 - Improve Information Exchange, Communication, and Coordination with Internal and External Stakeholders
 - Evaluate and Enhance the Department's Resources
- **ACTION PLAN**
 - Submit in 8 months

Value to Arkansas

Overall

- Assessment Workshop Successful
- Opportunities for Improvement Identified
- Action Plan Underway



Railroad - DOT Mitigation Strategies



How will these strategies help?

- Create a series of standard railroad agreements for a wide range of projects
- Reduce project delivery constraints
- Create mutual understanding and streamline the process saving time and money for both railroads and public agencies
- Reduce construction delays
- Deliver projects more rapidly and less intrusively to our travelling public

Support for AHTD: Focus on Proactive Coordination

- **Funds for Railroad – DOT Mitigation Strategies will support:**
 - Scoping meetings to determine baseline requirements of each organization and develop standardized, project-specific support documentation and procedures; and
 - Streamlined and standardized processes to implement various roadway improvement projects involving Union Pacific Railroad (UPRR) facilities.
- **Long Term Benefits:**
 - AHTD will use the agreements and documentation established through this effort to work with other railroad partners to develop similar agreements.

AHTD Collaboration-Related Challenges

- Obtaining Critical Railroad Information
- Railroad Coordination
 - Executing Railroad Agreements
 - Executing Right-of-Way Agreements
- Lack of Standardized Project Development Process
- Reconcile Railroad Expenses with Federal Reimbursement Regulations

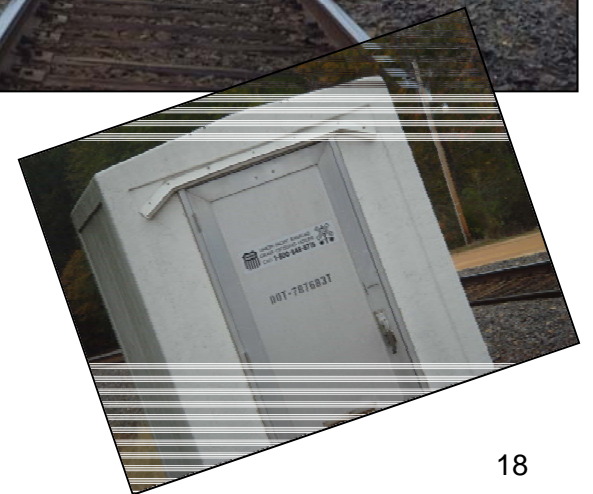
Railroad Coordination Improvement Needs

- **Baseline Developed**

- 1979 - Established Working Agreement between AHTD and the Union Pacific Railroad Company (UPRR)

- **Improvement Needed**

- Streamlined and Standardized Processes and Agreements
- Improved Design Collaboration
- Improved Property Transfer Coordination



Expectations: Streamlining Public Agency and Railroad Coordination

- Identify and Circumvent Sources of Conflict
- Provide Tools to Guide Projects:
 - Model Legal Agreements
 - Recommended Practices
 - Sample Contracts
 - Training Materials

Proposed Schedule and Cost

Implementation Assistance			
Activity	Anticipated Completion	FHWA Technical Assistance	DOT Activity
Analyze Existing Agreements	Sep-14	\$10,000	\$15,000
Identify Process Requirements	Feb-15	\$0	\$15,000
Draft New Agreements and Processes	Jun-15	\$5,000	\$15,000
Conduct Case Study	Aug-15	\$0	\$15,000
Evaluate Effectiveness	On-going	\$0	\$10,000
Assist Other DOTs	On-going	\$0	\$5,000
Total		\$15,000	\$75,000

Questions?

More information on SHRP2

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<http://www.fhwa.dot.gov/goshrp2/>

<http://shrp2.transportation.org>