



Memorandum

Subject: **ACTION:** Solicitation for FY 2013
Candidate Projects for Highways for
LIFE

Date: November 28, 2012

From: Victor M. Mendez
Administrator

In Reply Refer To:
HIHL-1

To: Directors of Field Services
Division Administrators
Highways for LIFE Coordinators

The purpose of this memorandum is to announce the FY 2013 solicitation for candidate projects for the Highways for LIFE (HfL) discretionary grant program. The HfL program was not authorized in Moving Ahead for Progress in the 21st Century Act (MAP-21). However, funds remain from previous years through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and extended in the Surface Transportation Extension Act of 2012 for one final solicitation. Approximately \$15 million is currently available for the HfL discretionary grant program.

To date, 38 States have been selected for participation in the pilot demonstration project program (see attachment). Because Section 1502(b)(6) of SAFETEA-LU requires the Secretary to approve (to the maximum extent possible) at least one project in each State, States meeting the criteria that have not been selected as an HfL recipient will receive first consideration for available funds. If your State has not had an HfL project, I encourage you to work with State officials to find and submit a candidate.

The incentive grants under the HfL Pilot Program are limited to 20 percent of the total project construction cost with a maximum of up to \$5,000,000. The purpose of these incentives is to encourage States to build projects that use proven innovations that have never been used by that State or are infrequently used to accelerate the deployment and implementation process of innovation and shall not be used as a supplemental funding source.

When allocating funds to carry out the FY 2013 HfL discretionary grant program, FHWA will also give consideration to providing an equitable and geographic distribution of funds (ideally with at least one project in each State).

The State must submit all applications to their FHWA Division Office. The Division Office is to provide a recommendation memorandum and forward the State's application to the Center for Accelerating Innovation with information that:

- Identifies the features in the application that are truly innovative in their State (not a standard practice);
- Determines if the project meets the minimum requirements of HfL;
- Identifies the measurable HfL goals that will be met by the innovations;
- Determines if the innovations will make a significant improvement in the State's construction program;
- Provides a recommendation if this project should be selected as a HfL project; and
- Determines if the State is willing to consider making a standard practice of the innovation after a successful demonstration.

Since enactment of SAFETEA-LU, HfL projects have clearly demonstrated that we can build highways and bridges in weeks rather than years, with minimal impact to motorists, with significantly better safety results, of higher quality, and sometimes at a lower cost. This final solicitation is a great opportunity to encourage your State to use the appropriate innovations promoted in the second round of Every Day Counts Initiative. Projects that include Every Day Counts innovations designed to meet the criteria will receive additional consideration.

Our goal is to put the currently available funding to work as quickly as possible to provide needed transportation improvements and support economic growth. To that end, FHWA is announcing this solicitation to advance these programs and put Americans back to work. Additional consideration will also be given to projects that go to construction in FY 2013.

If you have any question, please contact Ms. Ewa Flom at Ewa.Flom@dot.gov or 202-366-2169 or Mr. Byron Lord at byron.lord@dot.gov or 202-366-1325. Detailed information about the program and eligibility requirements can be found at <http://www.fhwa.dot.gov/hfl/>.

Eligible applicants will have until **COB Thursday, January 31, 2013**, to submit their application(s) to HfL.

HIGHWAYS FOR LIFE PILOT PROGRAM DISCRETIONARY GRANTS FOR FY 2013

SELECTION CRITERIA AND ADDITIONAL INFORMATION

Statutory References

SAFETEA-LU Section 1502

Program Summary

The Highways for LIFE (HfL) Pilot Program was established under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to advance longer-lasting highways using innovative technologies and practices to accomplish the fast construction of efficient and safe highways and bridges. The program authorizes the Secretary of Transportation to provide leadership and incentives to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction.

The incentive grant for the Demonstration Construction Project element under the HfL Pilot Program is 20 percent of the total cost of the construction project with a maximum incentive of approximately \$5,000,000.

Funding

Funded by contract authority; funds are not transferable. Funds are subject to the overall Federal-aid highway obligation limitation.

The monetary incentive is up to 20 percent, but not more than \$5,000,000 of the total cost of a construction project. This would be in addition to the State apportionment. The funds may be used to offset the State's match thereby making it a 100 percent federally funded project.

Federal Share

The Federal share of the cost of a project carried out under this program may amount to 100 percent of the cost of construction of such project.

Eligible Use Of Funds

A proposed project shall be eligible for assistance under the HfL program if the project:

- (A) Constructs, reconstructs, or rehabilitates a route or connection on a Federal-aid highway eligible for assistance under chapter 1 of title 23, United States Code;

- (B) Uses innovative technologies, manufacturing processes, financing, or contracting methods that improve safety, reduce congestion due to construction, and improve quality; and
- (C) Meets the additional criteria outline in this solicitation.

Statutory Priority Consideration

In selecting projects under this program, the Secretary will give priority to projects that:

- (A) Address achieving the HfL performance goals for safety, construction congestion (including speed of construction), quality, and user satisfaction (see details below);
- (B) Deliver and deploy “proven” innovative technologies, manufacturing processes, financing, contracting practices, and performance measures that are never, or rarely used, by the State, and that will demonstrate substantial improvements in safety, congestion, quality, and cost-effectiveness;
- (C) Include innovation that is intended to change the administration of the State DOT’s transportation program to more quickly construct long-lasting, high-quality, cost effective projects that improve safety and reduce congestion on a recurring basis;
- (D) Are or will be ready for construction within 1 year of approval of the project proposal. For the purposes of the HfL program, the FHWA considers a project to be “ready for construction” when the FHWA Division Office authorizes the construction project.

Project Selection Criteria

The FHWA has not established regulatory criteria for the selection of HfL projects; however, FHWA will consider the following in the evaluation of candidates for this program, in addition to the priority considerations set forth above:

- (A) The State DOT demonstrates a willingness to participate in subsequent technology transfer and information dissemination activities associated with the project(s);
- (B) The State DOT is willing to accept FHWA Division Office oversight if the project is approved by HfL;
- (C) Projects which deploy Every Day Counts technologies and processes and meet the HfL performance goals will be given additional consideration. (Innovations listed at: <http://www.fhwa.dot.gov/everydaycounts/>) ; and
- (D) Projects that go to construction in fiscal year 2013 will be given additional consideration.

The performance goals of HfL projects that satisfy the first statutory priority consideration described above include:

Safety

- Work Zone Safety During Construction - work zone crash rate equal to the pre-construction rate at the project location;
- Worker Safety During Construction - worker injury rate less than 4.0 based on the OSHA 300 rate;

- Facility Safety After Construction - 20 percent reduction in fatalities and injuries as reflected in 3-year average crash rates, using pre-construction rates as the baseline.

Construction Congestion

- Faster Construction - 50 percent reduction, compared to traditional methods, in the duration that highway users are impacted;
- Trip Time During Construction - less than 10 percent reduction in the average pre-construction speed using 100 percent sampling; **or**
- Queue Length During Construction - the line of vehicles passing through the construction work zone should be less than 0.5 mile long (travel speed 20 percent less than posted speed) in a rural area OR a moving queue length less than 1.5 miles long (travel speeds 20 percent or less than the posted speed limit) in an urban area.

Quality

- Smoothness - an inertial Profile, International Roughness Index (IRI) of less than 48 inches/mile;
- Noise - a tire to pavement noise measurement of less than 96.0 decibels using the On Board Sound Intensity (OBSI) Method.

User Satisfaction

- User Satisfaction - Pre- and post- project construction surveys will be used to determine user satisfaction in two areas: (1) How satisfied the user is with the new facility, compared with its previous state, and (2) how satisfied the user is with the approach used to construct the new facility in terms of minimizing disruption. A five-point Likert scale will be used for measurement, and the goal for each area will be 4+.

Policy Considerations:

Restoring economic health and creating jobs through improvements to transportation infrastructure are among the highest priorities of the FHWA. In furtherance of these priorities, the FHWA will give priority consideration to projects and activities that create new jobs in the short-term and contribute to the economic competitiveness of the United States over the long-term. Applicants are encouraged to explain how their project will contribute to increased employment and enhance economic competitiveness.

In addition to a project's transportation and economic benefits, when allocating funds to carry out the program, the FHWA will also give consideration to providing an equitable and geographic distribution of funds.

Submission Requirements

States are requested to submit applications to their respective FHWA Division Office by December 31, 2012.

NOTE: The application cannot exceed 10 pages.

All applications from the State must be submitted to their FHWA Division Office. The Division Office is to forward the State's application and provide a recommendation memorandum to the HfL office with the following information:

- Identify the features in the application that are truly innovative in their State (not a standard practice);
- Determine if the project meets the eligibility requirements of HfL;
- Identify the measurable HfL goals that will be met by the innovations;
- Determine if the innovations will make a significant improvement in the State's construction program;
- Provide a recommendation if this project should be selected as a HfL project; and
- Determine if the State is willing to consider making a standard practice of the innovation after a successful demonstration.

Only State Transportation Agencies (STA) may submit applications for funding under this program. The STA is responsible to collect, review, prioritize and submit all applications for local and other State agencies to the appropriate FHWA Division Office. The following information must be included to properly evaluate the candidate projects:

I. Applicant Information

- Application for FY
- Application date
- Applicant name, title, phone, and e-mail

II. Project Information

- Project description (location, purpose and scope)
- Anticipated FHWA construction authorization date
- Construction duration time

III. Highways for LIFE Incentives

- Amount of grant requested

IV. Innovative Features:

An "innovation", as defined here, must be one that the State has never before or rarely used. Innovations used on emergency or unique projects are exceptions. The proposed innovations must be available and ready for use. They should not require further development or test and evaluation. The innovations must have (as appropriate) standards, specifications, test procedures, training and operations guidance to support the application of the innovation in routine highway design and construction. Further, the innovations have been used successfully in the U.S. or internationally and documentation or sufficient evidence of the benefits must also be available. Please provide sufficient information to support the feasibility of the proposed innovations.

Safety

- Describe the proposed innovations that will be used in meeting the HfL performance goal of achieving a work zone crash rate equal to or less than the existing condition.

If your goal is different from the HfL goal please provide an explanation of your goal. Include in your discussion the current crash data for the project location.

- Describe the proposed innovations that will be used in meeting the HfL performance goal of achieving an incident rate for worker injuries to be less than 4.0 based on the OSHA 300 rate. If your goal is different from the HfL goal please provide an explanation of your goal.
- Describe the proposed innovations that will contribute to a 20 percent reduction in fatalities and injuries as reflected in a 3-year average crash rate, using pre-construction rates as a baseline.

Construction Congestion

- Describe the proposed innovations that will be used in meeting the HfL performance goal of a 50 percent reduction, compared to traditional methods, in the duration that highway users are impacted. If your goal is different from the HfL goal please provide an explanation of your goal. Include in your discussion a baseline of how long the highway users would have been impacted if traditional methods were used.
- Describe the proposed innovations that will be used in meeting the HfL performance goal for trip time or queue length during construction.
 - The trip time goal is less than 10 percent increase in trip time during construction as compared to the average pre-construction time using 100 percent sampling.
 - The queue length goal is a moving queue length less than 1/2 mile (travel speed 20 percent less than posted speed) in a rural area OR a moving queue length less than 1½ mile (travel speed 20 percent less than posted speed) in an urban area.
- If your goal is different from the HfL goal, please provide an explanation of your goal. Include in your discussion a baseline on what the trip time or queue length would be if traditional methods were used.

Quality

- Does the project include the HfL performance goal of International Roughness Index (IRI) of less than 48 in/mi? If your goal is different from the HfL goal, please provide an explanation of your goal. Include in your discussion a baseline of what the existing minimum acceptable IRI is for the project and the method used in achieving the HfL goal.
- Does the project include the HfL performance goal of achieving tire-pavement noise measurement of less than 96.0 decibels using the On Board Sound Intensity (OBSI)* test method? This is the tire to pavement noise and not the noise measured for a noise sensitive area or receptor noise. If your goal is different from the HfL goal, please provide an explanation of your goal. Include in your discussion if this is a standard noise measurement for your State. (** This is a revision from the FY06 performance goal which identified using the Close Proximity (CPX) test method.*)
- Describe any other proposed innovations that will improve the durability and quality of work performed in fabrication and construction.
- Describe any advanced material that will be used to prolong the life of the infrastructure (i.e. roadway and bridge). Provide justification for selecting its use.

- Identify equipment innovations that will improve quality and describe the functionality of the equipment.

User Satisfaction

- Does the project include the HfL performance goal of 4+ on the Likert scale for the following questions; (1) How satisfied the user is with the new facility, compared with its previous condition, and (2) How satisfied the user is with the approach used to construct the new facility in terms of minimizing disruption? Describe the process user satisfaction will be measured.

V. Summary

- Provide a brief summary on how this demonstration project can impact the future practices of the industry and the U.S. Department of Transportation. The potential for adopting the identified innovations as standard practice and the benefits to be derived for motorists and the program. Describe the techniques and tools your agency plans to use to communicate the various aspects of the project with highway users and community. (i.e. media relations, surveys, news releases, special events, newsletters, etc.)

State Transportation Agency Responsibilities

- (A) Ensure that the applications are completed for candidate projects in accordance with the submission requirements outlined above.
- (B) Submit the applications electronically to the local FHWA Division Office on time so that the submission deadline can be met.
- (C) Submit request to FHWA division office for allocation of funds, after awards are announced, and when project funds are ready to be obligated.

Announcement of Awards / Allocation of Funds

After the applications are received and projects are selected for funding, it is required that Congress be notified before the funds are allocated to the States. When this congressional notification process is completed, the HfL program office will issue an announcement by email to all FHWA Division Offices, announcing the HfL projects that will be funded and the amount of funding for each project.

At that time, States may request that funds be allocated for any projects for which the funds are ready to be obligated. The STA shall send an email to the FHWA Division Office indicating the project, the amount requested for allocation, and the date by which the funds will be obligated. The HfL program office will issue the allocation memorandum within a few days of receiving the allocation request from the Division Office.

FHWA Point of Contact

Ewa Flom
Center for Accelerating Innovation
202-366-2169
Ewa.Flom@dot.gov

Highways for LIFE Project Application Packet

Highways for LIFE Application

Please provide complete descriptions and answers to the Highways for LIFE Project Application. If you have any questions, please feel free to contact Ewa Flom in the Center for Accelerating Innovation at (202) 366-2169 or e-mail Ewa.Flom@dot.gov.

NOTE: The application cannot exceed 10 pages.

All applications from the State must be submitted to their FHWA Division Office. The division office is to provide a recommendation memorandum and forward the State's application to the Center for Accelerating Innovation with the following information:

- Identify the features in the application that are truly innovative in their State (not a standard practice);
- Determine if the project meets the minimum requirements of HfL;
- Identify the measurable HfL goals that will be met by the innovations;
- Determine if the innovations will make a significant improvement in the State's construction program;
- Provide a recommendation if this project should be selected as a HfL project; and
- Determine if the State is willing to consider making a standard practice of the innovation after a successful demonstration.

The application includes **two** parts:

1. Application for Federal Assistance (SF 424)
2. Highways for LIFE narrative application.

APPLICATION FOR FEDERAL ASSISTANCE

OMB Approval No. 0348-0043

| | | | |
|---|-------------|--|------------------------------|
| | | 2. DATE SUBMITTED | Applicant Identifier |
| 1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction | | 3. DATE RECEIVED BY STATE | State Application Identifier |
| | | 4. DATE RECEIVED BY FEDERAL AGENCY | Federal Identifier |
| 5. APPLICANT INFORMATION | | | |
| Legal Name: | | Organizational Unit: | |
| Address (give city, county, State, and zip code): | | Name and telephone number of person to be contacted on matters involving this application (give area code) | |
| 6. EMPLOYER IDENTIFICATION NUMBER (EIN): □□ - □□□□□□□□ | | 7. TYPE OF APPLICANT: (enter appropriate letter in box) <input type="checkbox"/> | |
| 8. TYPE OF APPLICATION: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <input type="checkbox"/> <input type="checkbox"/> A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration Other(specify): _____ | | A. State H. Independent School Dist. B. County I. State Controlled Institution of Higher Learning C. Municipal J. Private University D. Township K. Indian Tribe E. Interstate L. Individual F. Intermunicipal M. Profit Organization G. Special District N. Other (Specify) _____ | |
| | | 9. NAME OF FEDERAL AGENCY: | |
| 10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: □□ - □□□□ | | 11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: | |
| 12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): | | | |
| 13. PROPOSED PROJECT | | 14. CONGRESSIONAL DISTRICTS OF: | |
| Start Date | Ending Date | a. Applicant | b. Project |
| 15. ESTIMATED FUNDING: | | 16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? | |
| a. Federal | \$.00 | a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE _____ b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW | |
| b. Applicant | \$.00 | | |
| c. State | \$.00 | | |
| d. Local | \$.00 | | |
| e. Other | \$.00 | | |
| f. Program Income | \$.00 | | |
| g. TOTAL | \$.00 | | |
| | | 17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes," attach an explanation. <input type="checkbox"/> No | |
| 18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED. | | | |
| a. Type Name of Authorized Representative | | b. Title | c. Telephone Number |
| d. Signature of Authorized Representative | | e. Date Signed | |

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 45 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form used by applicants as a required facesheet for preapplications and applications submitted for Federal assistance. It will be used by Federal agencies to obtain applicant certification that States which have established a review and comment procedure in response to Executive Order 12372 and have selected the program to be included in their process, have been given an opportunity to review the applicant's submission.

- | Item: | Entry: | Item: | Entry: |
|-------|--|-------|--|
| 1. | Self-explanatory. | 12. | List only the largest political entities affected (e.g., State, counties, cities). |
| 2. | Date application submitted to Federal agency (or State if applicable) and applicant's control number (if applicable). | 13. | Self-explanatory. |
| 3. | State use only (if applicable). | 14. | List the applicant's Congressional District and any District(s) affected by the program or project. |
| 4. | If this application is to continue or revise an existing award, enter present Federal identifier number. If for a new project, leave blank. | 15. | Amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines as applicable. If the action will result in a dollar change to an existing award, indicate <i>only</i> the amount of the change. For decreases, enclose the amounts in parentheses. If both basic and supplemental amounts are included, show breakdown on an attached sheet. For multiple program funding, use totals and show breakdown using same categories as item 15. |
| 5. | Legal name of applicant, name of primary organizational unit which will undertake the assistance activity, complete address of the applicant, and name and telephone number of the person to contact on matters related to this application. | 16. | Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process. |
| 6. | Enter Employer Identification Number (EIN) as assigned by the Internal Revenue Service. | 17. | This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes. |
| 7. | Enter the appropriate letter in the space provided. | 18. | To be signed by the authorized representative of the applicant. A copy of the governing body's authorization for you to sign this application as official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.) |
| 8. | Check appropriate box and enter appropriate letter(s) in the space(s) provided: – "New" means a new assistance award. – "Continuation" means an extension for an additional funding/budget period for a project with a projected completion date. – "Revision" means any change in the Federal Government's financial obligation or contingent liability from an existing obligation. | | |
| 9. | Name of Federal agency from which assistance is being requested with this application. | | |
| 10. | Use the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested. | | |
| 11. | Enter a brief descriptive title of the project. If more than one program is involved, you should append an explanation on a separate sheet. If appropriate (e.g., construction or real property projects), attach a map showing project location. For preapplications, use a separate sheet to provide a summary description of this project. | | |

Highways for LIFE Narrative Application

Only State Transportation Agencies (STA) may submit applications for funding under this program. The STA is responsible to collect, review, prioritize and submit all applications for local and other State agencies to the appropriate FHWA Division Office. The following information must be included to properly evaluate the candidate projects.

I. Applicant Information

- Application for FY
- Application date
- Applicant name, title, phone, and e-mail

II. Project Information

- Project description (location, purpose and scope)
- Anticipated FHWA construction authorization date
- Construction duration time

III. Highways for LIFE Incentives

- Amount of grant requested

IV. Innovative Features:

*An “innovation”, as defined here, must be one that the State has never before or rarely used. Innovations used on emergency or unique projects are exceptions. The proposed innovations must be available and ready for use. They should not require further development or test and evaluation. The innovations must have (as appropriate) standards, specifications, test procedures, training and operations guidance to support the application of the innovation in routine highway design and construction. Further, the innovations have been used successfully in the U.S. or internationally and documentation or sufficient evidence of the benefits must also be available. **Please provide sufficient information to support the feasibility of the proposed innovations.***

Safety

- Describe the proposed innovations that will be used in meeting the HfL performance goal of achieving a work zone crash rate equal to or less than the existing condition. If your goal is different from the HfL goal please provide an explanation of your goal. Include in your discussion the current crash data for the project location.
- Describe the proposed innovations that will be used in meeting the HfL performance goal of achieving an incident rate for worker injuries to be less than 4.0 based on the OSHA 300 rate. If your goal is different from the HfL goal please provide an explanation of your goal.

- Describe the proposed innovations that will contribute to a 20 percent reduction in fatalities and injuries as reflected in a 3-year average crash rate, using pre-construction rates as a baseline.

Construction Congestion

- Describe the proposed innovations that will be used in meeting the HfL performance goal of a 50 percent reduction, compared to traditional methods, in the duration that highway users are impacted. If your goal is different from the HfL goal please provide an explanation of your goal. Include in your discussion a baseline of how long the highway users would have been impacted if traditional methods were used.
- Describe the proposed innovations that will be used in meeting the HfL performance goal for trip time or queue length during construction.
 - The trip time goal is less than 10 percent increase in trip time during construction as compared to the average pre-construction time using 100 percent sampling.
 - The queue length goal is a moving queue length less than 1/2 mile (travel speed 20 percent less than posted speed) in a rural area OR a moving queue length less than 1½ mile (travel speed 20 percent less than posted speed) in an urban area.
- If your goal is different from the HfL goal, please provide an explanation of your goal. Include in your discussion a baseline on what the trip time or queue length would be if traditional methods were used.

Quality

- Does the project include the HfL performance goal of International Roughness Index (IRI) of less than 48 in/mi? If your goal is different from the HfL goal, please provide an explanation of your goal. Include in your discussion a baseline of what the existing minimum acceptable IRI is for the project and the method used in achieving the HfL goal.
- Does the project include the HfL performance goal of achieving tire-pavement noise measurement of less than 96.0 decibels using the On Board Sound Intensity (OBSI)* test method? This is the tire to pavement noise and not the noise measured for a noise sensitive area or receptor noise. If your goal is different from the HfL goal, please provide an explanation of your goal. Include in your discussion if this is a standard noise measurement for your State. (** This is a revision from the FY06 performance goal which identified using the Close Proximity (CPX) test method.*)
- Describe any other proposed innovations that will improve the durability and quality of work performed in fabrication and construction.
- Describe any advanced material that will be used to prolong the life of the infrastructure (i.e. roadway and bridge). Provide justification for selecting its use.

- Identify equipment innovations that will improve quality and describe the functionality of the equipment.

User Satisfaction

- Does the project include the HfL performance goal of 4+ on the Likert scale for the following questions; (1) How satisfied the user is with the new facility, compared with its previous condition, and (2) How satisfied the user is with the approach used to construct the new facility in terms of minimizing disruption? Describe the process user satisfaction will be measured.

V. Summary

- Provide a brief summary on how this demonstration project can impact the future practices of the industry and the U.S. Department of Transportation. The potential for adopting the identified innovations as standard practice and the benefits to be derived for motorists and the program. Describe the techniques and tools your agency plans to use to communicate the various aspects of the project with highway users and community. (i.e. media relations, surveys, news releases, special events, newsletters, etc.)

Highways for LIFE Projects

