



INNOVATOR



Digital as-builts provide an electronic record of a facility's assets.

Credit: WSB

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Digital As-Builts: Deriving Value from Data

Digital project delivery practices championed in past rounds of FHWA's Every Day Counts (EDC) program, such as **3D models**, **e-Construction**, and **unmanned aerial systems**, supported the evolution of **digital as-builts** (DABs). In the past, State departments of transportation (DOTs) had to manually extract information from copies of paper plans that had been marked-up by hand in the field. Now, an increase in available digital technologies offers new opportunities to collect and use this data more effectively.

DABs are a digital record of the assets within a constructed facility, including their properties and locations. Design models and other digital data originating in construction (including quality assurance data from **e-Ticketing**) provide a means to extract and transmit the information digitally, increasing efficiency and reducing error. When DABs are stored in a way that enables them to be accessed across the department, they offer numerous benefits. With timely, reliable data about the assets that are in service, agencies can head off problems before they are found in the field—improving reliability and lowering costs.

Under the sixth round of EDC (EDC-6), the DABs implementation team focused on helping agencies better use the data created during design and construction to serve business needs during operations and maintenance.

“Digital delivery provides valuable workflow efficiencies, from design and construction to asset life cycle management, and digital as-builts close a significant gap in digitalizing practices,” said EDC-6 team lead David Unkefer. “Agencies that haven’t already adopted digital as-builts are looking for ways to do so. The EDC-6 effort has enabled information sharing so that States can determine how to best implement digital as-builts in a practical way, using the tools available to them.”

Successful Practices and Approaches

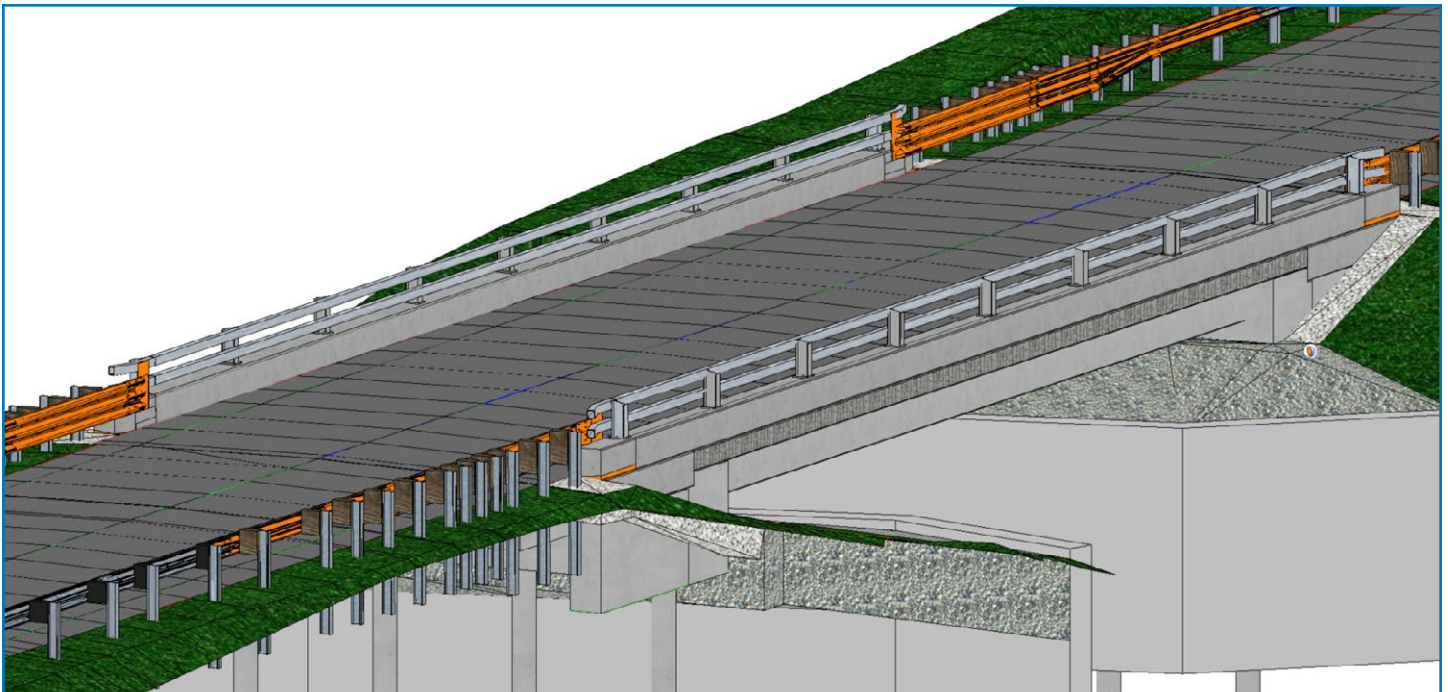
Using digital data to build and maintain highway projects is becoming an industry standard, but the States currently using DABs did not reach that point overnight. In fact, the Minnesota DOT's journey began just over a decade ago, and the agency accomplished **several important steps** along the way that brought them to where they are today.

While the value of collecting and integrating data during project delivery and passing it along for business needs beyond construction is clear, implementing DABs is a complex process that requires collaboration among agency divisions, support from executive leadership, and buy-in from stakeholders. One way in which some State DOTs have launched DABs is by creating an implementation plan that breaks down the process into manageable steps.

The Pennsylvania DOT (PennDOT) developed a comprehensive implementation plan called **Digital Delivery Directive 2025** to adopt the digital delivery process as a department standard within 5 years. The plan takes an incremental approach to completing multiple pilot projects. In 2022, PennDOT piloted DABs for guiderails, with contractors collecting inventory information and locations in a standardized spreadsheet. PennDOT found that the data subcontractors typically provide when submitting for payment had all the information needed to populate the spreadsheet, other than location information. DABs also improved the accuracy of the as-built records.

The pilots proved the concept of having contractors collect and deliver DAB information, especially on resurfacing, restoration, and rehabilitation-type projects where the condition of the guiderail is not certain until the contractor is in the field. PennDOT will now develop information requirements for additional assets and processes to merge DABs data into its various asset inventories before expanding piloting of DABs in 2024.

Cover image: A digital rendering from MnDOT's Trunk Highway pilot project, which will use 3D design to migrate information through project delivery.



Credit: Pennsylvania Department of Transportation

The Pennsylvania DOT will use this 3D design model to create a more robust digital as-built of the guideway incorporating attributes and metadata.

A Look at the Future

As DABs evolve to provide a valuable resource for asset inventories, States are exploring how to best apply these inventories to improve the planning, design, construction, and maintenance of their facilities. Beyond EDC-6, the FHWA [Office of Construction](#) and [Resource Center](#) will continue their efforts to support States in their goals to realize the power of integrating data collected throughout the lifecycles of their assets.

MORE INFORMATION

- Visit the DABs webpage to register for an [upcoming webinar](#) or hear recordings from past sessions.
- @ Contact [David Unkefer](#) of the FHWA Resource Center for information and technical assistance.
- 📄 Read the [EDC-6 Final Report](#) to see how DABs progressed during the sixth round of Every Day Counts.



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EDC-6 Final Report Available

The final report summarizing the deployment status of the seven innovations in the sixth round of EDC (EDC-6) is now available on the [EDC website](#). Read the report to learn more about the innovations and see which ones each State implemented over the last 2 years. The report also includes spotlight features from around the country highlighting agency successes in using these innovations in their programs.



Credit: FHWA

Crowdsourced Data for Improved Operations and Safety

Motor vehicle crashes in the United States resulted in **42,915 deaths** in 2021, and traffic congestion is costing the U.S. economy **billions of dollars** each year in wasted fuel and time delays. Improving both transportation safety and reliability for all road users is a national priority, and one in which FHWA's **Every Day Counts (EDC) program** and the **crowdsourcing for advancing operations** innovation has made a difference.

"Crowdsourcing is the practice of addressing a need or a problem by enlisting the services of large numbers of people through technology. It is common today for companies and public agencies to use crowdsourcing to help meet their needs," noted James Colyar, Transportation Specialist for FHWA's Office of Operations and EDC crowdsourcing co-lead. "In transportation, nearly every agency, regardless of size, can access free or low-cost crowdsourced data to better manage and operate their transportation system."

As part of EDC rounds five and six, agency crowdsourcing efforts advanced from a focus on obtaining data from a specific source and applying it to a single application area, such as traffic incident management or traveler information, into a system that gathers multiple streams of real-time data, integrates it, and uses it in multiple application areas for improved operations.



The District of Columbia used crowdsourced vehicle probe data to optimize the timing of 600 signals along 49 routes.

Crowdsourcing's Proven Value

With the proliferation of smartphones and advances in cloud technologies, an unprecedented wave of crowdsourced data is now available to transportation agencies. State and local agencies can access vehicle probe, navigational app, social media, 511 and 311 service, connected car, and other crowdsourced data to improve operations, increase safety and reliability, and save cost. Moreover, analytics tools and services make processing and using crowdsourced data a true game-changer for nearly every transportation systems management and operations strategy. The following are just a few examples.

Incident management: The Iowa Department of Transportation (DOT), the Pennsylvania Turnpike Commission, and the city of Frisco, TX, are among the agencies that are detecting more incidents and detecting them more quickly through crowdsourcing. Agencies typically integrate their roadway sensor and law enforcement data with crowdsourced data from social media posts, free navigation app user reports, or vehicle probe data. For example, on any given month, Iowa DOT may receive 15 to 35 percent of its initial incident notification from a free navigation app. With quicker detection and more information on the nature of the incident, agencies can clear roadways faster and significantly reduce the likelihood of a secondary crash.

Traveler information: Arizona, Colorado, Indiana, and other State and local DOTs are using vehicle probe data to automatically post and update travel times on their dynamic message signs. New Jersey, Colorado, and North Carolina are among the DOTs that currently deliver real-time, in-cab alerts on road conditions to commercial vehicle drivers. These alerts, based on vehicle probe data, help drivers react more quickly to unexpected slowdowns from bottlenecks, incidents, work zones, or adverse weather conditions.

Work zone management: When a 62-mile detour route associated with an unplanned bridge closure and repair in Indiana took drivers up to

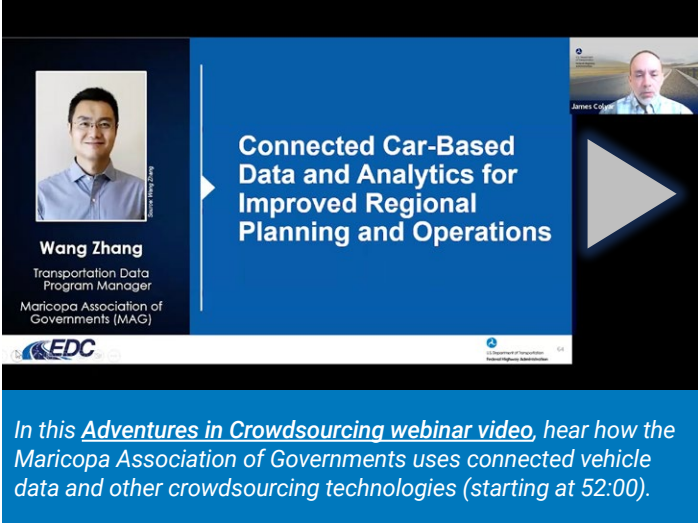
4 hours the first day it was implemented, the Indiana DOT used its **Traffic Ticker** dashboard tool to visualize vehicle probe data and iteratively adjust operations (e.g., traffic signal timing) to cut driving time on the detour to roughly 1 hour. The agency's **suite of tools** also supports the real-time monitoring of work zone-related queues.

Arterial management: Crowdsourced data helped the District of Columbia cost-effectively optimize the timing of 600 signals along 49 routes. They used vehicle probe data in lieu of floating car studies. The new signal timing strategies helped make the District's traffic signals safer for pedestrians and bicyclists, improved transit running time, and reduced traffic congestion. The Maricopa Association of Governments (MAG) in Arizona uses **vehicle trajectories from connected car data** to more frequently update signal timing. MAG also uses this data to identify safety hotspots much sooner.

Roadway maintenance: Kansas City (KC) Scout, a bi-State traffic management system spanning Missouri and Kansas, began exploring pothole reports from a free navigation application in the summer of 2021. Their goals were more timely, accurate, and low-cost pothole identification. KC Scout confirmed a pothole or other issue was present within 90 feet for 45 of the 46 reports—a 98 percent accuracy rate. By using crowdsourced pothole data, Missouri and Kansas DOTs are now able to repair potholes more quickly and efficiently, making pavements safer for all road users in the KC region.

Jumpstart Crowdsourcing for Your Region

Those interested in how to get started using crowdsourced data to advance transportation operations in their agency or region can view an **Adventures in Crowdsourcing** webinar recording to hear directly from practitioners. There are more than 20 webinars to choose from featuring over 30 State and local agencies, data experts, and crowdsourced data providers. Topics cover emergency management, data management, traffic signal systems, traffic incident management, work zone management, social media for operations, engaging navigation providers, validating crowdsourced data, and more. They can also review **a list of example applications** or **case studies** for a closer look at why and how agencies are leveraging crowdsourced data.



The image shows a webinar slide with a blue background. On the left, there is a portrait of Wang Zhang, Transportation Data Program Manager at the Maricopa Association of Governments (MAG). On the right, there is a portrait of James Colyar. The main title is 'Connected Car-Based Data and Analytics for Improved Regional Planning and Operations'. Below the slide, there is a text box that reads: 'In this [Adventures in Crowdsourcing webinar video](#), hear how the Maricopa Association of Governments uses connected vehicle data and other crowdsourcing technologies (starting at 52:00)'. The EDC logo is visible at the bottom left of the slide.

Practitioners who are not sure what crowdsourced data or use cases best meet their regional needs can request a free introductory crowdsourcing course. The course has no prerequisites and can be delivered online or in person. It is modular by design, which means it can be tailored for the audience and delivered in a 1.5-hour to full-day format. Contact any of the **crowdsourcing co-leads** for more information.

While the formal EDC-6 innovation cycle ended in December 2022, crowdsourcing for advancing operations continues among State and local agencies. The FHWA co-leads from the Office of Operations and the Resource Center remain available to provide technical support, guidance, and peer resources for agencies that want to leverage crowdsourced data for improved operations and increased safety and reliability.

MORE INFORMATION

- Visit the **EDC-6 Crowdsourcing for Advancing Operations** webpage.
- 📄 Read the **EDC-6 Final Report** to see how crowdsourcing progressed in round six of Every Day Counts.
- @ Contact **James Colyar** (FHWA Office of Operations), **Greg Jones** (FHWA Office of Operations and Resource Center), or **Ralph Volpe** (FHWA Resource Center) for information and technical assistance.



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Virtual Summit Launches Every Day Counts Round Seven

The Federal Highway Administration (FHWA) kicked off round seven of the Every Day Counts program (**EDC-7**) with a **virtual summit** in February that introduced the seven ready-to-deploy innovations being promoted in 2023 and 2024. The 3-day event included more than 2,900 registered attendees from all 50 States, the District of Columbia, and Puerto Rico representing State departments of transportation (DOTs), over 200 local agencies, 80 metropolitan planning organizations, tribes, academia, industry associations, the private sector, and other Federal agencies.

Each day included keynote speakers from FHWA and State DOT leadership and other innovation champions from the public and private sectors, as well as breakout sessions with EDC-7 implementation teams. The summit also featured short presentations from State and local agencies on **Homegrown Innovations** and virtual EDC-7 booths with fact sheets, videos, and more. Sessions can be viewed on demand by registering on the **virtual summit homepage**.

Improve Safety for All Users

Improving safety for all users was the theme for day one of the summit and the focus of the keynote address by FHWA Administrator Shailen Bhatt. Bhatt reminded attendees that safety is the U.S. DOT's and FHWA's highest priority and a key component of EDC. He noted that an average of 117 people lose their lives each day on roads throughout the United States and invited summit participants to join the U.S. DOT's **National Roadway Safety Strategy Call to Action**, which asks stakeholders to voluntarily commit to specific actions in 2023 to help reverse injuries and deaths on the Nation's roads.

Bhatt also noted that he has a unique connection to EDC as he was part of the FHWA administration under which it began more than 10 years ago as an effort to remove barriers to innovation. He said that the two safety-centric innovations in EDC-7, which focus on nighttime visibility and

traffic incident management (TIM) strategies, are great examples of the kind of market-ready and proven but underutilized technologies the program was designed to support.

The **nighttime visibility for safety** initiative will promote countermeasures that improve nighttime visibility to safely connect people to the community and essential services. It will place more emphasis on visibility improvements in close proximity to activity locations such as schools, parks, transit stops, sports complexes and entertainment (urban core).

Next-generation TIM: technology for saving lives focuses on new technologies such as emergency vehicle lighting and queue warning solutions. These and other tools can advance safety and operations to mitigate incident impacts.

Build Sustainable Infrastructure

Day two of the summit spotlighted three EDC-7 innovations that can help agencies build sustainable infrastructure for the future. **Enhancing performance with internally cured concrete (EPIC²)** addresses cracking, which is a limiting factor in achieving long-term concrete performance. Internal curing mitigates shrinkage cracking and has the potential to substantially extend the service life of concrete bridge decks and enhance the performance of pavements and repairs.

Amy Lucero, Associate Administrator of FHWA's Office of Innovation and Workforce Solutions, noted during the day's opening session that transportation is the largest emitter of greenhouse gases (GHG) in the United States, therefore transportation leaders and professionals have a key role to play in combating climate change. The **integrating GHG assessment and reduction targets in transportation planning** initiative provides resources to help agencies quantify GHGs and set goals to decrease motor vehicle, construction, and life-cycle emissions through planning and project development.

Construction materials such as concrete and asphalt have environmental impacts during their life cycle, and environmental product declarations (EPDs) provide a way to document those impacts. The **EPDs for sustainable project delivery** initiative will support procurement decisions and quantify embodied carbon reductions using life-cycle assessments for sustainable pavements.

Grow an Inclusive Workforce

Day three included discussions on challenges, opportunities, and innovative solutions to attracting, developing, and retaining an inclusive workforce. As part of EDC-7, the **strategic workforce development** initiative will boost stakeholders' ability to identify, train, and place new highway construction workers. New resources are available that can help State, local, and tribal communities compete with other industries and demonstrate the value of a career in transportation.

Anwar Ahmad, Acting Director of FHWA's Office of Innovation Management, Education, and Partnerships, noted in his remarks that studies have shown that small business growth supports a healthy economy, economic opportunity,

and wealth creation for generations to come. Because many design-build contracts do not provide adequate opportunities for disadvantaged business enterprises (DBE), the **rethinking DBE for design-build** initiative will share innovative tools and practices for modifying traditional DBE commitments to align with the design-build process and improve participation.

MORE INFORMATION

- **Register** to watch EDC-7 virtual summit sessions on demand and view materials from the virtual conference platform website.
- @ Contact **EDC-7 team leads** for details on this newest round of innovations.
- @ Contact **Julie Zirlin**, FHWA Program Manager for Every Day Counts, for information on EDC.



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Access Summit Sessions On Demand

EDC-7 virtual summit content is available for viewing through February 2024. **Register** for the event and watch a selection of opening and breakout sessions, view presentations and posters on State and local Homegrown Innovations, and browse virtual exhibit booths on each EDC-7 innovation.



EDC-7 virtual summit content is available for on-demand viewing through February 2024. **Register** to watch session recordings and access virtual exhibit booths.

Credit: FHWA

STIC Showcase Features Homegrown Innovations

As part of the EDC-7 [virtual summit](#) held in February, the [National STIC Network Showcase](#) provided a platform for State Transportation Innovation Councils (STICs) to share more than 100 homegrown innovations developed and implemented in their States with a wider audience to expand their potential use and impact. The virtual summit also featured short presentations from State and local agencies on several of these homegrown innovations, which can be watched [on-demand](#) from the summit website. Following are just a few examples of the innovations featured during the showcase.



Harris Inspection Tool (aka HIT Rod)

The Maine Department of Transportation (MaineDOT) Bridge Inspection team invented a variation of a selfie stick that enables a phone camera to be used to visually inspect bridge elements that otherwise would require expensive equipment and often traffic control. The telescoping [HIT Rod](#) consists of a 20-foot telescoping pole with an adjustable phone cradle attached on top. The MaineDOT inspection team activates and controls the phone's camera via a Bluetooth-connected watch. The phone is moved into position via the HIT Rod. MaineDOT reported that up to \$5,000 in inspection costs are saved by using the HIT Rod rather than paying for heavy equipment and/or traffic control.

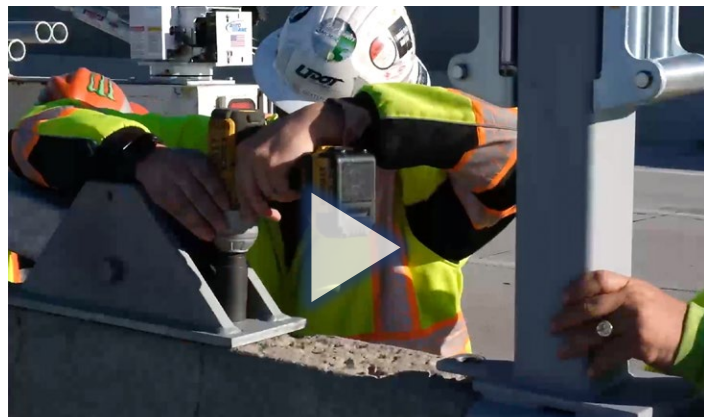
Saddle Lift Tool

The [saddle lift tool](#) is a low-cost device that allows Utah DOT crews to quickly and safely repair barrier-mounted signs without the need for a crane or for closing a lane of traffic. Barrier-mounted signs are designed with a safety feature so that, if impacted, the sign post stays attached to the sign base but swings down into a resting position. To repair an impacted sign, a worker must raise the post to the correct upright position and insert a new pin into the sign base. This means workers have to stand on the concrete barrier to lift the sign themselves, or they can close a lane and use a crane to lift the sign. Either method is dangerous, resource intensive, and time consuming. The new saddle lift tool easily raises the sign post using a truck-mounted winch. The tool reduces the number of

workers required to repair a sign and does not require a crane truck or closing a lane of traffic.

Electronic Stormwater Inspection Process

When the Mississippi DOT (MDOT) Environmental Division was tasked with managing a new Stormwater Inspection Program developed to assist compliance with the State's Department of Environmental Quality construction permit, the vast amount of hard-copy data they compiled from weekly and monthly inspections was cumbersome and difficult to analyze. In response, MDOT's Information Systems Division developed two [field inspection applications](#), one for erosion control and one for stormwater, that can be accessed by smartphone or tablet. The apps allow for data collection during site inspections (with or without cellular connection), GPS-integrated location of field observations, photo upload and storage, and



Watch a Utah DOT [video](#) to learn how the agency's saddle lift tool helps quickly and safely repair barrier-mounted signs

Credit: Utah Department of Transportation

automatically generated, distributed, and stored reports. Use of the apps has reduced MDOT's report generation and distribution time from 7–10 days to 2–3 days.

Culvert Cleaner

The Washington County Department of Public Works in New York was having problems with beavers setting up their dirt-filled homes inside culverts, and these clogged culverts could lead to flooded roadways. Clearing the culverts created a safety hazard for employees who had to enter the high waters to access them. The solution was a **culvert cleaner**—a long, steel tool built to ram inside a culvert with enough force to break up the packed dirt. Washington County employees developed the culvert cleaner using scrap materials. The tool is helping clear culverts more quickly and safely, keeping roadways safer from flooding during rain events. This innovation is also a winner of FHWA's **2022 Build a Better Mousetrap** competition.

Inlet Repair Trailer

To streamline inlet repairs, the Montgomery Township's Public Works Department in New Jersey converted an older trailer into an **inlet repair trailer**. Inlet repair normally requires significant time, safety, and labor considerations in loading and unloading equipment and materials. By having all the necessary equipment mounted on one trailer, such as a generator, electric cement mixer, electric crane, electric water pump, and water storage tanks, the Township reduced the number of vehicles needed from three trucks to one. In addition, working off a low-deck trailer eliminated climbing onto a truck bed, and the electric crane eliminated heavy lifting of the grates, further improving worker safety.

Culvert Diffuser

The New Hampshire DOT (NHDOT) built on recent Maine DOT research to develop a **culvert diffuser**. State DOTs have a need for increasing the capacity of existing culverts through deep embankments with high traffic and difficult access. Recent research by Maine DOT demonstrated the effectiveness of installing a culvert diffuser at the outlet, increasing the culvert capacity and lowering the outlet velocity. The NHDOT Highway Design Specialty Section developed an alternative solution for a 42-inch



Watch a New Jersey DOT [video](#) to learn more about Montgomery Township's inlet repair trailer.

Credit: New Jersey Department of Transportation

corrugated metal pipe liner that incorporated a 15-foot-long by 5.83-foot-wide, 3D-printed diffuser at the outlet. Installing the diffuser at the outlet of the culvert provided an estimated 40-percent increase in outlet capacity.

MORE INFORMATION

- Visit the **National STIC Network Showcase** webpage to read more about these and other Homegrown Innovations.
- **Register** for access to the EDC-7 virtual summit on-demand content.



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2023 STIC Excellence Award Nominations

Nominations are open for the 2023 **State Transportation Innovation Council** (STIC) Excellence Award. FHWA and the American Association of State Highway and Transportation Officials (AASHTO) **Innovation Initiative** partner in sponsoring the award to promote innovation and recognize excellence within the STICs. Nominations may be **submitted to FHWA** through June 30, 2023. Visit the **STIC Excellence Award** webpage to read about past recipients.

States **innovate!**

California Advances Digital As-Builts

The California Department of Transportation (Caltrans) is advancing its use of **digital as-builts** (DABs) to streamline field inspection with easy to use click graphics, specifications, checklists, and forms to document quantities and qualities of pay items. This information is automated to then populate the asset management database for future use. Caltrans has mandated that all construction field staff keep contract administrative files electronically in the document management system. Caltrans is also investing in the validation and deployment of other tools such as mobile LiDAR, **unmanned aerial systems**, and terrestrial LiDAR. Learn more about Caltrans' progress in implementing DABs in the March issue of the FHWA's **Innovation in Project Delivery e-newsletter**.

Connecticut Employs Planning and Environmental Linkages

The Connecticut Department of Transportation (CTDOT) recently launched a **planning and environmental linkages** (PEL) study to identify improvements for reducing congestion and

improving travel time for its Interstate 95 Eastern Connecticut project. PEL studies facilitate a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the planning process. The information, analysis, and products developed during planning will inform the environmental review process. CTDOT created a **study website** that explains the PEL process to the public, including background information and timelines, and supplemented face-to-face community events along the study corridor with **virtual public information meetings** to increase participation.

Florida Adds Innovative Interchanges to Interstate 4

The Florida Department of Transportation (FDOT) included several innovative **interchange designs** in its **I-4 Beyond the Ultimate** project. The project will rebuild more than 40 miles of Interstate 4, a heavily traveled roadway in central Florida that serves as a gateway to theme parks and resorts. **Diverging diamond interchanges (DDI)**, **restricted crossing U-turns**, and **roundabouts** were added to improve safety by reducing the number of conflict points, or the number of ways vehicles can cross paths, which reduces the potential for serious crashes. FDOT is using a variety of methods to educate the traveling public on how to navigate the designs, including videos and **virtual public involvement** techniques such as hybrid meetings and **virtual tours** of two of the DDI locations that allow users to explore three-dimensional models of the interchanges.

Mississippi Launches LiDAR-Equipped Drones

The Mississippi Department of Transportation (MDOT) is using **unmanned aerial systems** (also referred to as drones) equipped with LiDAR (light detection and ranging) technology to improve efficiency and safety for road maintenance and construction projects. The LiDAR drones allow



Credit: Florida Department of Transportation

The Florida DOT is offering the public **virtual tours** of the innovative interchange designs included in its **I-4 Beyond the Ultimate** project.



Credit: Sara Goodeyorn/U.S. Army Corps of Engineers

Oklahoma's Eufaula Dam Spillway Bridge replacement project used ultra-high performance concrete connections.

MDOT to survey land conditions and collect roadway characteristics faster than using traditional surveying. The technology also increases safety for MDOT workers by reducing the time spent in the field near traffic. According to an [MDOT news release](#), Mississippi is one of the first States in the southeast to employ LiDAR drone technology for transportation construction projects.

Oklahoma Expands Use of UHPC

The U.S. Army Corps of Engineers (USACE) Tulsa District worked with the Oklahoma Department of Transportation, University of Oklahoma, and FHWA to replace the Eufaula Dam Spillway Bridge using [ultra-high performance concrete](#) (UHPC) connections for prefabricated bridge elements. Prefabricated bridge elements are structural components of a bridge that are built offsite then brought, ready to erect, to the project location. Field-cast UHPC is a solution for connecting the prefabricated concrete components. According to a [news release](#) on the project, the bridge over the Eufaula Dam now has the highest concentration of UHPC in Oklahoma. Watch a [video](#) produced by USACE for more details on the use of UHPC on the bridge and the partnerships that helped it succeed.

Pennsylvania Highlights Innovations in Safety and Efficiency

The Pennsylvania Department of Transportation (PennDOT) posted an interactive publication called [Focus on Innovations](#) that describes recent efforts to increase efficiency and safety. The publication includes articles on innovations from a variety of areas across the agency, as well as progress on several initiatives it adopted through [Every Day Counts](#) such as [e-Ticketing](#). According to the e-Ticketing article, PennDOT first piloted the innovation for the receipt of aggregate, asphalt, and concrete materials in 2021 and will enter the third pilot year during the 2023 construction season, with full implementation anticipated in 2024. PennDOT reports that e-Ticketing's benefits include an increase in safety, as field inspectors can stay on the non-traffic side of delivery trucks, and an increase in productivity, as office staff no longer need to sift through paper tickets.

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INNOVATOR

INNOVATOR, published by the FHWA's Office of Innovation and Workforce Solutions, advances the implementation of innovative technologies and accelerated project delivery methods in highway transportation.

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U.S. Department of Transportation
Federal Highway Administration

Nominations Open for 2023 Build a Better Mousetrap

Build a Better Mousetrap (BABM) is a national recognition program that highlights innovations that solve transportation challenges encountered by State, local, and Tribal government agencies. The Federal Highway Administration's Local Aid Support (LAS) team is currently accepting nominations for the 2023 BABM. Submit innovative ideas, techniques, and tools that improve efficiency, lower cost, and save time in transportation initiatives.



Credit: FHWA

Entries are due by June 9, 2023. Winners will be announced at the National Local Technical Assistance Program/Tribal Technical Assistance Program Conference in Columbus, OH, July 17–20, 2023. Visit the Local Aid Support [website](#) for further information on how to submit nominations.

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