



View of commons from the TH-121 area.

Over the course of the workshop, participants broke into Skill Set teams to examine how the ACTT concept could be implemented to accelerate various aspects of the project. The workshop skill sets selected by Mn/DOT were Right-of-Way and Utilities; Structures; Construction; Innovative Contracting; Geotechnical/Materials; Traffic/ITS/Safety/Public Relations; and Environment. Each team focused on applying the ACTT process to the specific concerns of their expertise while the teams collectively searched for methods and measures to help Mn/DOT achieve its goals of minimizing construction time, limiting closures of major traffic movements to 8 weeks during construction, increasing highway capacity, minimizing right-of-way acquisition, providing an advantage for bus transit, and reconstructing an aging facility.

Workshop participants remained focused throughout the workshop and made numerous recommendations, many of which were deemed viable and will be pursued, according to Mn/DOT. Among the recommendations presented were:

- Use the same structure type for V75 and V76 bridges instead of using precast box for one and cast-in place for the other.
- Change precast concrete box to steel for the flyover bridge at the north end of the project to open in the fall of 2006 instead of July 2007.
- Consider 10 percent communications budget but keep it under Mn/DOT's control and not the contractor's.
- Add a third lane to Highway 100 prior to the start of the mainline work, as part of upgrading the local system.
- Consider performance measures for enforcing traffic control specs.
- Install sheet pile protection at the storm sewer locations instead of supporting the retaining wall on the piling.
- Use high performance concrete (HPC) on the bridge decks to eliminate the need to overlay.
- Use spread footings unless proven inadequate to minimize deep foundation needs (15 percent cost savings on bridge).

With the workshop now completed, several recommendations will be evaluated for use on this project during final design. Policy level evaluations will also be performed and implemented on this project if possible.

To find out more about the project and the implementation of recommendations, contact:

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