

Fall 2005



ACTT:

A "How To" Guide for
State Highway Agencies

ACCELERATED CONSTRUCTION TECHNOLOGY TRANSFER
www.fhwa.dot.gov/construction/accelerated



U.S. Department of Transportation
Federal Highway Administration

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Preface

Dear Colleagues:

What do you call a 2-year old accelerated construction program that has attracted the commitment of half of the 50 States, with over 40 percent of the remainder in the wings for the coming year? A revolution. Or you might use its more familiar name: Accelerated Construction Technology Transfer – or ACTT.

Why ACTT and why ACTT now?

- ▶ Because millions of dollars and years of disruption have been shaved off construction plans and forecasts by States who have used the ACTT process. In fact, most ACTT workshops have resulted in a reduction of construction time by 30 percent or more.
- ▶ Because States can now use Federal funds to deploy the ACTT process, in some cases waiving State matching requirements.

The ACTT brings members of your team face-to-face with top national experts in a range of skill sets for a 3-day onsite workshop that identifies innovative approaches to reducing time, cost, accidents and congestion on a given roadway or corridor project, while improving roadway performance. Your team benefits from the insights of nationally-recognized experts, the stimulation of unfettered brainstorming, and the excitement of innovation that are products of the workshop process.

The ACTT was developed by State and Federal highway officials as an owner-agency tool. *After rapid adoption by so many States, the time has come to transfer significant responsibility for vigorous use of the program to agencies like yours.*

But how do you ACTT?

The ACTT Management Team will help you plan, organize and carry out your ACTT workshops. **Just call (202) 366-1333 or email james.sorenson@fhwa.dot.gov to start the process today.**

Just 2 years ago, AASHTO, one of ACTT's founding partners, through its Technology Implementation Group (TIG), envisioned a framework in which national expertise could be brought to bear on local projects and local practitioners could unleash their talents and experience to produce solutions that would rise to national prominence. Now the nation is benefiting from TIG's commitment. Some States have used ACTT multiple times and Pennsylvania currently has numerous ACTT projects in various stages of development.

As highway professionals, we hark to the customer drumbeat: "better, faster, cheaper." We strive for innovations that allow us to "**Get in, Stay in** (and get it done right), **Get out, and Stay out.**" Why face these challenges alone? Why address them with traditional tools? Hasn't the time come for you to ACTT? The full ACTT team – AASHTO, FHWA, and industry – stand ready with the materials, experts, and infrastructure you need to adopt ACTT as standard practice in the project development phase of your agency's construction activity. Call to learn more or to set up your ACTT workshop today.



Gary L. Hoffman, P.E.
Chair, AASHTO Technology Implementation Group
Deputy Secretary for Highway Administration
Pennsylvania Department of Transportation



King W. Gee
Associate Administrator for Infrastructure
Federal Highway Administration

Executive Summary

A Call to Action

This guide is a call to action: It transfers the opportunity for routine use of the now-popular Accelerated Construction Technology Transfer process from a handful of innovators to State owner agencies—with support from Federal Highway Administration divisions, ACTT Skill Set Team Leaders, and the Skill Sets Council. All these stakeholders are determined to spare motorists and communities from any avoidable construction-related traffic disruption, while helping agencies deliver state-of-the-art roadways that meet the demands of our increasingly mobile society.

What is ACTT? It is a process that assembles a team of “best in field” national leaders in common skill sets and delivers them to State project sites for structured workshops hosted by State highway agencies planning major construction projects. National and local counterparts meet to review project details, targeting innovations and solutions that reduce construction time, save money, improve safety, elevate quality and help agencies meet – or exceed – project goals.

How prevalent is ACTT? In less than three years, half of the 50 states have hosted or scheduled ACTT workshops for one or more projects – and a dozen more are lined up for future sessions.

Powered by Federal, State and industry partners committed to cutting construction time and curbing congestion for customers, the Accelerated Construction Technology Transfer process is taking root as a standard practice. In the early strategic planning of highway projects, enterprising planners, managers and engineers have seized the initiative to draw national experts to their own ACTT workshops with the sole purpose of fast-tracking quality construction.

The program enters an evolutionary phase in Fall 2005: the transition of implementation to State project delivery teams with facilitation from the Accelerated Construction Management Team (ACMT). The ACMT will help States routinely incorporate ACTT into major reconstruction and rehabilitation projects or corridors, boosting the rapid transfer of fresh technology solutions, minimizing risk, potentially saving construction time and dollars.

This “How To” guide outlines the steps an agency takes before, during and after ACTT workshops. The ACMT will administer portions of ACTT and analyze recurring workshop recommendations to spotlight innovations that save construction time and costs.

The ACMT is available to help owner agencies plan, organize and carry out ACTT workshops, maintaining a database of Skill Set experts and mobilizing the program’s resources in support of State departments of transportation.

The Construction & System Preservation Team (C&SP) of the FHWA Office of Asset Management and the Construction and Project Management Technical Services Team in the FHWA Resource Center stand ready to support and advise as States and FHWA field offices adopt ACTT and document their results. Jim Sorenson of the C&SP Team serves as ACTT Program Manager and is available at (202) 366-1333 and james.sorenson@fhwa.dot.gov.

Contacts for the Accelerated Construction Management Team and Skill Set Team Leaders are listed in this guide’s appendices and at www.fhwa.dot.gov/construction/accelerated.

Who?

Owner agencies in 19 states have conducted or planned 21 ACTT workshops since 2002 (see Appendix F). In the crucial early phases of construction project development, they bring to bear ACTT's team of national experts who represent AASHTO, FHWA and industry and are drawn from a national resource pool. The ACTT Skill Sets Council represents skill sets essential to highway planning, environment, design, contracting, financing and construction. Face-to-face, local stakeholders and experts evaluate all facets of specific projects. They plan, problem-solve, share information and spotlight creative ways to reduce construction time, improve safety, elevate quality, and reach – or exceed – project goals.

Skill Sets of Experts Sent to the Site

Innovative Financing/Innovative Contracting	Structures
ROW/Utilities/Railroad Coordination	Public Relations
Environment	Construction
Geotechnical/Materials/Accelerated Testing	Roadway/Geometric Design
Traffic Engineering/Safety/ITS	Long Life Pavements/Maintenance

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ACTT works because it was designed as an owner agency tool. The Transportation Research Board, American Association of State Highway and Transportation Officials, and FHWA piloted the program and continue to support workshops and disseminate the resulting solutions. ACTT, however, belongs to, and most benefits, the States. As program innovators pass the baton and State agencies take on new responsibilities for initiating and implementing ACTT as standard practice, the Accelerated Construction Management Team will be available to assist State DOTs and FHWA Divisions.

What's New? The Accelerated Construction Management Team

Mission: Provide State agencies with the necessary support to incorporate ACTT routinely into planning for any appropriate project.

Goal: Compound the benefits of innovation and expertise by rapidly transferring top technology solutions to those who can use them, ultimately making it easier to openly exchange good practices in highway construction.

Contacts: See Appendix A

What?

The overarching purpose of advancing and institutionalizing ACTT is to help unleash the opportunities inherent in unfettered mobility. ACTT is an increasingly popular strategic tool that identifies innovative technologies and techniques to help State transportation agencies reduce construction time on specific projects or corridors. An intensive workshop is the centerpiece of the process that teams national transportation professionals with their local counterparts to focus on ways host agencies can meet – and beat – ambitious project goals. ACTT workshops have focused on projects with budgets ranging from \$1 million to more than \$2.5 billion.

Workshop recommendations and proceedings are documented in comprehensive reports that are widely circulated among stakeholders. Please visit www.fhwa.dot.gov/construction/accelerated to view the reports.

When?

Between Spring 2002 and Summer 2005, 21 ACTT workshops helped 19 States plan projects with goals of slicing construction time by four months to five years, depending on the scope of the project. Seven new ACTT workshops are planned for the remainder of 2005 and 2006, and 11 States and the District of Columbia are considering forums for 2006 and beyond. The full roster is at Appendix F.

Where?

The ACTT team of national experts, hand-picked for the challenges of a given project, converges at a meeting locale near the anticipated construction site. They visit the site and brainstorm with local stakeholders to address the opportunities and obstacles ahead.

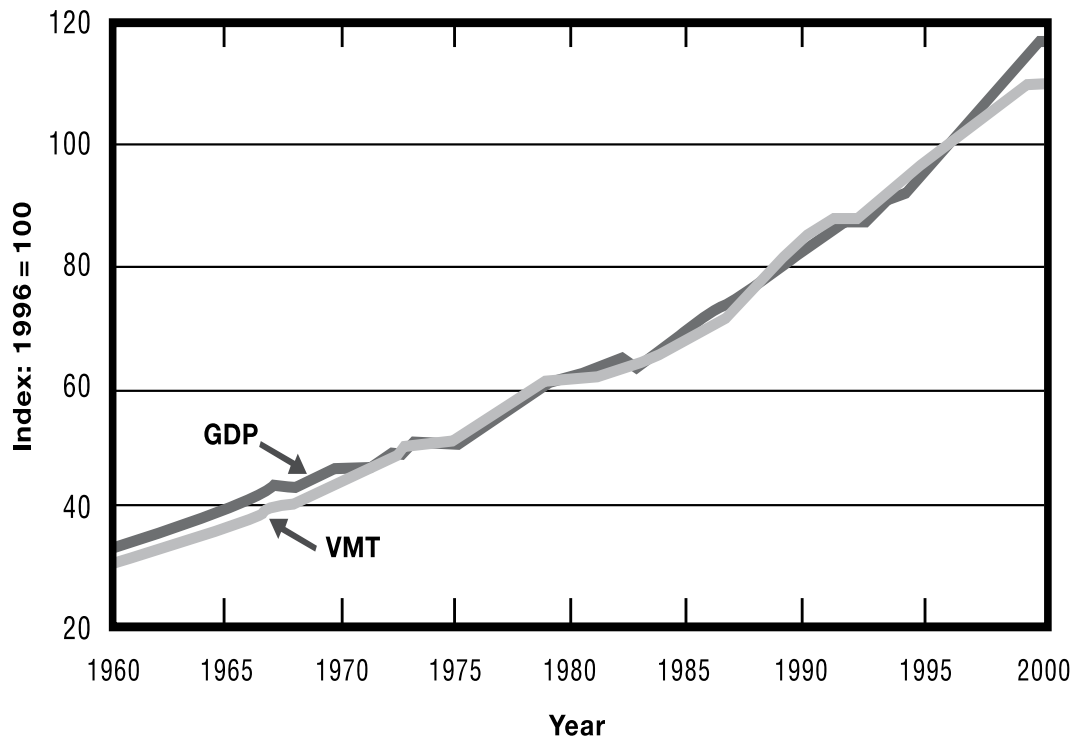
Why?

Most ACTT workshops result in recommendations that shorten construction time by 30 percent or more. They spark ideas for millions in cost savings and produce congestion-busting solutions early in the project development process.

The TRB, AASHTO and FHWA asked in 1996 what it would take to give agencies a tool that addresses the necessary challenges of system improvements on the one hand, and the taxpayer desires for minimal work zone congestion and construction time on the other. *An answer: the ACTT approach that partners local project representatives with national experts to evaluate all facets of a given project or corridor improvement.*

Construction under traffic is the primary challenge facing owner agencies. The numbers are well known: the nation's traffic volume increased more than 75 percent in recent decades while highway capacity grew by just two percent. Figure 1 shows how closely traffic volume is related to increases in economic growth, indicating the true cost of lagging capacity.

While an aging system, limited capacity growth and increasing traffic demands challenge the most visionary of agency professionals, ACTT delivers a host of resources to help States meet – and beat – ambitious goals.



SOURCE: Federal Highway Administration, *Our Nation's Highways 2000*

Figure 1: Research has shown a close relationship between Vehicle Miles Traveled (VMT) and Gross Domestic Product (GDP), both of which have grown tremendously since 1960.

How Much?

Funding for the initial ACTT program was a cooperative effort of AASHTO and its Technology Implementation Group (TIG), along with FHWA. The funds made available by these organizations covered invitational travel and workshop facilitation, coordination and documentation. Future ACTT workshops position the host State as the prime sponsor with funding for the workshop considered eligible for regular Federal-aid assistance. FHWA will continue to work closely with each State to develop full participation in ACTT workshops, will maintain the national roster of skill set experts and will make ACTT leadership available for workshops and related activities.

ACTT Standard Operating Procedures

Getting Ready

Step 1: The owner agency identifies a highway corridor or project as a good candidate for the application of the ACTT concept (See “Selecting the Corridor, page 13). Although ACTT may be implemented at any time during the pre-construction phase, it is most beneficial when applied during early project development, per Figure 2, below.

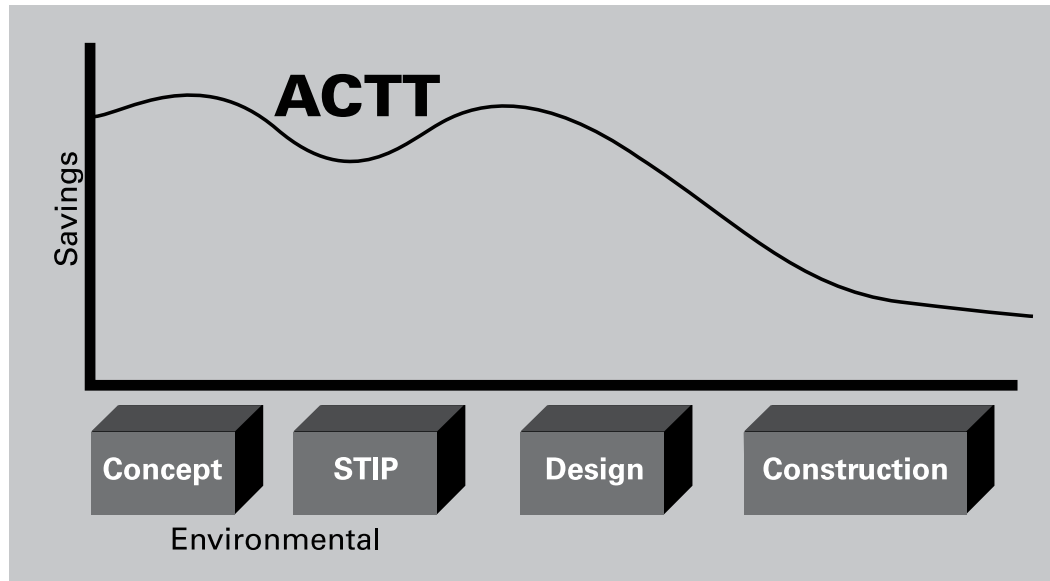


Figure 2: Benefits gained from the ACTT process are greatest when a workshop is held early in the project development phase.

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Step 2: Through its FHWA division office, the owner agency advises the Accelerated Construction Management Team (Appendix A) of its intent to conduct a workshop. The purpose of a workshop is to explore innovative techniques and technologies that could help transportation agencies complete highway projects faster, safer, and with higher quality while minimizing impact on the traveling public. The workshop partners a national team of recognized transportation professionals with their local colleagues to collectively search for ways to help the host agency meet its project goals.

A typical ACTT workshop begins with an opening session on the afternoon of the first day, continues with an all-day brainstorming session on the second day, and ends with the presentation of ideas and recommendations by the skill sets on the morning of the third day. It is important to recognize that ACTT is a *process*. It builds on expertise and unconstrained brainstorming, and certain elements might vary from project to project. Appendix D includes a sample ACTT workshop agenda to use as a template for developing a workshop. The sample agenda provided permits travel for most national participants on the first and last days.

Getting Started

Step 3: The host State requests, through the FHWA division office, a ½-day meeting with one or two ACMT members. The meeting of host agency and FHWA division officials will help identify local contacts (State, FHWA, consultants, industry), select appropriate skill sets (see Appendix C), and will discuss national participation and invitational travel, funding, facilitation, documentation, workshop dates/agenda, and roles/responsibilities.

Getting Going

Step 4: Following the pre-workshop meeting, the ACTT Program Manager announces the workshop with at least 90 days lead time to the ACTT Skill Set Team Leaders, who coordinate with members of the Skill Sets Council.

Step 5: The ACMT assists the host agency in planning, facilitating and conducting the workshop.

Getting In, Staying In (and getting it done right), Getting Out, and Staying Out

Step 6: The State host captures workshop results (content and graphics) in an electronic report, using a template supplied by the ACMT. The elements of the template include:

- ▶ Executive summary
- ▶ Workshop purpose
- ▶ Project details, including cost/benefits
- ▶ Workshop meeting details
- ▶ Photos, maps, traffic volume charts, and other illustrative graphic elements
- ▶ Conclusions (including next steps and workshop evaluations)
- ▶ Appendices: workshop attendees, skill set reporting forms

FHWA coordinates the final editing and distribution of each report with the State. FHWA also publicizes the reports on the ACTT web site to chronicle for other stakeholders the significant findings that can accelerate their ability to get in, get out, and stay out of the construction site. Each year FHWA will analyze, summarize and publish lessons learned, recurring recommendations, and trends as a knowledge management tool for practitioners.

**State ACTT workshop reports are available at
<http://www.fhwa.dot.gov/construction/accelerated>.**

ACTT Now: Planning Your ACTT Workshop

Selecting the Corridor

Typically, factors considered in the selection of ACTT projects include:

- **Is this project a candidate for major reconstruction and/or rehabilitation in the next 4-6 years?**
- **Have the purpose and need been identified?**
- **Is there an urgent need to accelerate construction?**
- **Are the project limits or boundaries still fluid?**
- **Is the team open to innovation and willing to consider and apply fresh concepts?**

Setting Corridor Goals and Scope

Step 1: Identify the overall corridor goals and objectives, such as:

- ▶ Year to begin and/or end construction
- ▶ Reduced construction time (3 years as opposed to 6 years)
- ▶ Decreased number of consultant contracts
- ▶ Decreased number of construction contracts
- ▶ Traffic flow (example: 45 mph vs. 3 lane minimum performance vs. method)
- ▶ Reduced impact on major events
- ▶ Improved safety and environmental enhancement

These goals will be revisited later. They are very broad at this stage: challenges to the teams. They are local goals meeting local needs.

Step 2: Determine specific customers, including the public, property owners, business owners, police, fire, other emergency services and the range of stakeholders - and their expectations.

Step 3: Describe how this corridor (project) would be built under “normal” circumstances; this assessment will serve as a control or baseline from which to measure results.

Step 4: Capture potential impacts under normal circumstances on the traveling public, businesses, the environment, development work, emergency services and other stakeholders.

Evaluating the Workshop Budget

Budgetary items may include:

Initial visits to the host State by ACMT members (1 or 2 team members; FHWA funding) to:

- Identify appropriate skill sets (see Appendix C)
- Discuss national participation
- Develop workshop logistics and report roles/responsibilities
- Establish workshop funding

Workshop Implementation (host State funding): The workshop may be conducted at a State DOT training center or a hotel.

Facility requirements include:

- A room large enough for the entire group for the entire workshop. Total group size depends on the number of skill sets invited. Typically, 2 or 3 national participants team up with 2 or 3 local participants for each skill set. National participation may be more reinforced in certain skill sets, depending on agency needs
- Smaller breakout rooms (1 per skill set) for the second day
- AV equipment
- Workshop supplies (flip charts, markers, tape, etc.)
- One laptop and projector for the main room, one portable printer for the main room, and one laptop per skill set
- Catering of food and beverages for one evening reception, two continental breakfasts, one lunch, one dinner, and three breaks (may be hosted by local industry or others)
- Registration booth and registration package including name tags, workshop agenda, project information, list of attendees, etc.

APPENDICES

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ACTT Skill Sets

The following skill sets have been highlighted in the ACTT process. They address areas common to most typical highway construction projects. Experts chosen to participate in each skill set have a wealth of knowledge in their assigned areas, are innovative in their approach to problem solving, and generously share their successes and failures with host State DOTs.

Facilitators for skill set breakout sessions are trained and experienced in meeting facilitation and are familiar with the ACTT process and objectives.

- ▶ **Innovative Financing/Innovative Contracting** – Align financing options with the goals of the project by matching anticipated cash flow with project management, while recognizing competing priorities for existing resources. Financing tools could include cost sharing strategies, tolling mechanisms, contractor financing, leveraging techniques, credit assistance, and cost management and containment concepts. Explore state-of-the art contracting practices and obtain a better knowledge of how these techniques could be selected, organized, and assembled to match the specific situations needed on this project. Techniques to be considered include performance related specifications, warranties, design build, maintain, operate, cost + time, partnering escalation agreements, lane rental, incentive/disincentives, value engineering, and any other innovative contracting techniques that would apply to the project.
- ▶ **ROW/Utilities/Railroad Coordination** – Right-of-way, utility, and RR delays seriously impact accelerated operations. More innovative solutions are required for both short and long-term time sensitive construction projects. Right-of-way considerations include State laws and procedures covering acquisition and relocation, numbers and types of businesses and residences that may be impacted, ready availability of additional right-of-way, and sometimes, the number of outdoor advertising structures in the project area. Other items to consider are industry responsiveness, incentive-based utility agreements, corridor approaches to utility agreements, contracting for utility work, and non-destructive methods of utility relocation. When applicable, close railroad coordination is essential for a project for construction access or work impacting the railroad lines.
- ▶ **Environment** – Scope-of-work and construction activities need to reflect environmental concerns to ensure the most accommodating and cost effective product while minimizing natural and socio-economic impacts.
- ▶ **Geotechnical/Materials/Accelerated Testing** – Subsurface conditions and issues should be explored to assess their impacts on the project. Based on the geography of the project, subsurface investigation may be complicated by traffic volume, environmental hazards, utilities, railroad property and right-of-way. Pursue options to expedite and facilitate turnaround times in material testing for material acceptance and contractor payment. The use of innovative materials should be explored and encouraged on projects to maximize the creative characteristics of the designer and contractor. By identifying project performance goals and objective, the designer and contractor have the maximum freedom to determine the appropriate methodology for constructing the project.

- ▶ **Traffic Engineering/Safety/ITS** – Enhanced safety and improved traffic management by corridor contracting should be considered. Developing and evaluating contract models may illustrate the best use of incentives to enhance safety and improve traffic flow during and after construction. Evaluating both the construction and maintenance work may help assess traffic and safety issues more fully than the conventional project-by-project approach. Early assessment can result in better information to the traveling public and politicians on the relationships among crashes, delays, mobility, total traffic volume, truck traffic volumes, and the need for lane closures during construction. Implement integrated ITS systems to communicate construction information to motorists via radio, Internet, wireless alerts, along with incident management systems/services.
- ▶ **Structures** (bridges, retaining walls, culverts, miscellaneous) – Accelerating the construction of structures will require deviation from standard practices for design and construction and include early coordination between designers and contractors. A systems approach from the “ground up” will be necessary instead of emphasis on individual components. Prefabrication, preassembly, incremental launching, lift-in, roll-in, etc., are systems or concepts with proven contributions to accelerating construction and should be understood and receive priority consideration. Designers have several options in structure types and materials to meet design requirements, but identifying the most accommodating system while minimizing adverse project impacts should be the objective.
- ▶ **Roadway/Geometric Design** – Highway geometrics can greatly impact project funds and integrity. Although designers may have several options meeting design standard requirements, identifying the most accommodating product while minimizing adverse impacts should be the objective.
- ▶ **Long Life Pavements/Maintenance** – It is feasible to acquire pavement designs approaching 50 to 60 years by telling the contractor what was wanted, rather than how to build the pavement. By identifying and communicating the pavement performance goals and objectives for the pavement, the designer and contractor have the maximum freedom to determine the appropriate methodology. Explore the future maintenance issues on the project including winter services, traffic operations, preventative maintenance, and any other concerns that may impact the operation of the project features.
- ▶ **Construction** (techniques, automation, and constructability) – Accelerated construction may press the contractor to deliver a quality product in confined time frames and areas, while maintaining traffic. Completion milestones and maintenance and protection of traffic are key elements visible to the traveling public. Allowing contractors to have input on design elements that would impact time or quality during construction can improve the effectiveness and efficiency of the overall project completion. The use of automation to enhance construction equipment performance, construction engineering and surveying, data collection and documentation, and contract administration should be explored and implemented.
- ▶ **Public Relations** - The vast majority of our nation’s highway projects involve reconstruction of existing facilities under or adjacent to traffic. It’s imperative to partner with local entities and effectively inform the communities and the traveling public to minimize construction delays as well as adverse socio-economic impacts.

Sample ACTT Agendas

ACTT Workshop

Sample Agenda, Accelerated Construction Technology Transfer Workshop

Date
Location
Phone

Day One

1:00 p.m.	Onsite registration	
2:00 p.m.	Opening Session	Moderator – ACMT
	Welcome	Local DOT Management
	Self introductions	All Participants
	Project overview (purpose, need)	DOT Project Manager
3:30 p.m.	On site orientation of the project	

Day Two

7:00 a.m.	Continental breakfast	
8:00 a.m.	Day Two Work Session	Moderator – ACMT
	How will it work? Brainstorming	
8:30 a.m.	Convene breakout sessions	All
11:00 a.m.	Reconvene general group: What are we finding? (4-6 minutes per skill set)	Skill Set Speakers
12:00 p.m.	Lunch	
1:00 p.m.	Work Session (cont'd)	Moderator – ACMT
1:00 p.m.	Breakout sessions (cont'd) What have we heard?	All
2:00 p.m.	Skill set intermingling	
3:30 p.m.	Developing skill set final thoughts	
5:00 p.m.	Adjourn	

Sample ACTT Agendas

ACTT Workshop (cont.)

Sample Agenda, Accelerated Construction Technology Transfer Workshop

Date
Location
Phone

Day Three

7:00 a.m.	Continental breakfast	
8:00 a.m.	Day Three Work Session	Moderator – ACMT
8:00 a.m.	Finalize skill set presentations	All
8:30 a.m.	Skill set recommendations	All
10:00 a.m.	Project discussion: What We Are Hearing	All
10:30 a.m.	DOT feedback	Local DOT
11:00 a.m.	The next steps, follow up & closeout	ACMT

Pre-Workshop Meeting

Date
Location

<p>ACTT PowerPoint presentation Overview of ACTT process, team skill sets, skill set papers, other hand outs</p>	ACMT	20 minutes
<p>Project overview Project description, purpose, need, scope of work, history, funding needs, controversial issues, scheduling, current status, environmental issues</p>	DOT	40 minutes
<p>Identify project goals/objectives What DOT hopes to achieve through application of the ACTT process</p>	Meeting Attendees	30 minutes
<p>Identify skill sets Not all skill sets attend all workshops. Skill sets are selected based on scope of work and Department needs</p>	Meeting Attendees	15 minutes
<p>Workshop dates & agenda The afternoon of their arrival, the workshop participants will be briefed on the project, take a tour of the project, and have a reception. Skill sets spend the next full day in their break out sessions, wrap up and present their recommendations the morning of the third day</p>	Meeting Attendees	15 minutes
<p>Break</p>		15 minutes
<p>Workshop facility & supplies Need a room large enough for approximately 65 people; several small breakout rooms; supplies like laptops, projectors, flip charts, name tags, etc.</p>	Meeting Attendees	15 minutes
<p>Workshop facilitators/note keepers Each skill set will require a note keeper. Several facilitators will be needed for the general session as well as the break out sessions</p>	Meeting Attendees	30 minutes
<p>Workshop funding:</p> <ul style="list-style-type: none"> ▶ Facility ▶ Supplies ▶ Meals ▶ Travel & per diem ▶ Facilitators ▶ Documentation/reports ▶ Local travel 	Meeting Attendees	30 minutes
<p>Discussion</p> <ul style="list-style-type: none"> ▶ State/local workshop participants (number/skill set) ▶ National workshop participants (number/skill set) ▶ State contact ▶ Action plan/follow-ups/dates 	Meeting Attendees	30 minutes
<p>Adjourn</p>		

ACTT History

In 1996, the Transportation Research Board recommended in Special Report 249 that a strategic forum be created to promote accelerated innovation in highway industry, TRB Task Force AFH35T (formerly A5T60) was formed with the objective to:

- Facilitate removal of barriers to innovation;
- Advocate continuous quality improvement and positive change;
- Enhance safety and mobility;
- Encourage the development of strategies that generate beneficial change; and
- Create a framework for informed consideration of innovation.

Fully supporting the mission and objectives, the Federal Highway Administration and AASHTO's Technology Implementation Group (TIG) joined the Task Force in an outreach effort, which resulted in the formation of a national resource pool known as the "Skill Sets Council." The Council has expanded to include nearly 200 recognized transportation professionals representing State departments of transportation, FHWA, the private sector, industry, and academe.

The multidiscipline Council consists of skill sets with expertise in areas like innovative financing/innovative contracting, long-life pavements, environment, right of way, utilities, traffic, ITS technology, safety, construction, geotechnical, structures, geometrics, and public relations. The skill set team leaders are critical in forming and maintaining a quality national team for each workshop, considering factors like scope of work, host agencies resource needs and individuals' specialty areas. After the successful completion of two ACTT pilot workshops (Indiana and Pennsylvania) in 2002, AFH35T transferred the concept to TIG and the FHWA to continue the effort by conducting future workshops.

AASHTO and the FHWA joined forces to form the ACTT Management Team, which delivered the ACTT work plan to the field on April 9, 2003 and partnered with the FHWA division offices and State DOTs as the momentum of workshops surged.

ACTT workshops have been project-specific and have focused on single highway project or multiple projects along the same corridor. ACTT projects have varied in size from \$1 million to more than \$2.5 billion. Most workshops have helped reduce construction time by 30 percent or more. While some of the workshop recommendations have been project specific, a large portion could potentially be applied to future projects. The ACTT Management Team has captured all workshop results and made them available electronically at www.fhwa.dot.gov/construction/accelerated.

ACTT has emerged as a viable tool available to transportation agencies as they strive to address taxpayers' chief complaints of work zone congestion and excessive construction time. The concept is implemented through workshops that team up national transportation professionals with their local colleagues to help host agency meet its project goals. National participants are drawn from the Skill Sets Council resource pool. For each workshop, appropriate skill sets have been carefully selected based on project and host agency's needs. Two or three participants per skill set have represented the national team, on average.

The primary objective of the ACTT founders (TRB, AASHTO, FHWA) was to conduct a limited number of workshops to showcase the process and demonstrate its benefits to help promote accelerated construction concepts.

The 2005 transfer of initiative for the ACTT process to owner agencies was designed to encourage the adoption of ACTT in the project development phase as standard practice, so that it could be routinely implemented whenever and wherever appropriate.

Completed/Upcoming Workshops

States that Have Conducted ACTT Workshops*

State	Workshop Date	Construction Date
New Jersey	July 22 and October 27, 2003	July 2005
Texas	September 9-11, 2003**	2010
California	December 9-11, 2003	Fiscal year 2007
Louisiana	December 15-16, 2003**	August 2005
Montana	January 26-28, 2004**	2004
Washington State	March 16-18, 2004**	2008
Tennessee	April 6-8, 2004**	April 2005
Oklahoma	May 25-27, 2004**	Summer 2005
Minnesota	June 14-16, 2004**	September 2005
Wyoming	September 21-23, 2004**	Summer 2005
New Jersey	November 16-18, 2004**	2009
Georgia	November 30- December 2, 2004	July 2010
Rhode Island	January 25-27, 2005	2007/2008
Utah	February 15-17, 2005	Summer 2006
Iowa	February 23, 2005	Spring 2006
Nevada	March 15-17, 2005	October 2008
Oregon	April 19-21, 2005	2009
New York State Thruway	June 14-16, 2005	March 2007
Iowa	August 16-18, 2005	2008/2009
Wisconsin	Sept. 13-15, 2005	2009/2010

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States Planning ACTT Workshops

State	Pending Workshop Date/Status	Construction Date
Illinois/Iowa Quad Cities	October 11-13, 2005	2010
Hawaii	January 2006	
New York	Early 2006	
New Hampshire	Early 2006	
Ohio	Early 2006	
North Carolina	Workshop requested	
New Mexico	Workshop under consideration	
Arkansas	Workshop under consideration	
Maryland	Workshop under consideration	
Idaho	Workshop under consideration	
Massachusetts	Workshop under consideration	
Maine	Workshop under consideration	
Delaware	Workshop under consideration	
Arizona	Workshop under consideration	
Alaska	Workshop under consideration	
Virginia	Workshop under consideration	
District of Columbia	Workshop under consideration	

* In addition to pilot workshops in Indiana and Pennsylvania in 2002

** Full workshop report for this State is available at <http://www.fhwa.dot.gov/construction/accelerated/>

ACTT is a partnership of:

- * **AASHTO Technology Implementation Group**
- * **FHWA**
- * **Consultant Engineers and Industry**



ACCELERATED CONSTRUCTION TECHNOLOGY TRANSFER
www.fhwa.dot.gov/construction/accelerated