

# AASHTO Highway Subcommittee on Construction

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## *Accelerated Construction Technology Transfer (ACTT)* *- A Program Update -*

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# What is ACTT?

“ACTT is a strategic process, which uses various technologies and techniques to reduce construction time while enhancing safety and quality.”

(Faster, Safer, Better)



## *ACTT Basics*

- A structured 3-day workshop is the centerpiece of the process
- Utilizes skill sets from a national resource pool
- National experts teamed with local counterparts
- Recommendations are documented in a report

ACTT vs VE



# ACTT Skill Sets

- Construction
- Environmental
- Geotechnical & Materials
- Innovative Contracting/  
Financing
- Pavement/ Maintenance
- Public Relations
- RW/ Utilities/ RR  
Coordination
- Roadway Design/  
Geometrics
- Structures
- Traffic Safety/ ITS
- Worker Health and  
Safety



# How ACTT Works

- Initiate ACTT Model early (planning process)
- Set **measurable** goals for project (traffic, time, cost)
- Identify needed SKILL SETS (project focus)
- National & local Transportation Professionals brainstorm
- Develop & consider all SKILL SET strategies
- **Network** with other affected SKILL SETS
- Develop SKILL SET priorities
- Develop workshop report (**address recommendations**)
- Agency makes appropriate changes to the project
- Ideally, the agency adopts the ACTT mindset and process for future projects

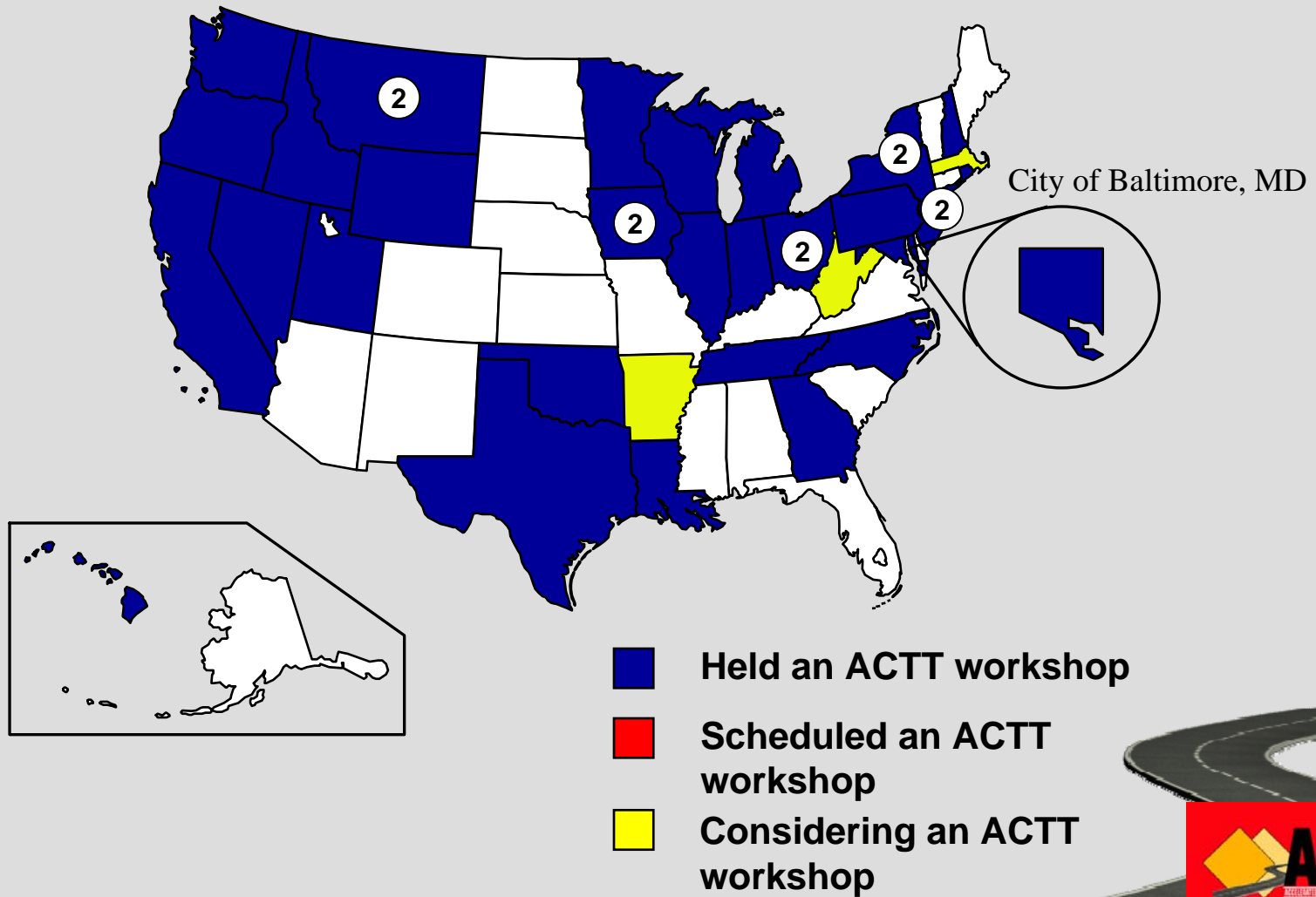


# *History of ACTT*

- TRB Special Report 249 (1996)
  - Recommended strategic forum
- TRB Task Force A5T60 “Accelerating Innovation in Transportation” (1999)
  - Remove barriers to innovation
  - Advocates continuous quality improvement
  - Foster strategies for beneficial change
- Sponsored by AASHTO TIG & FHWA until 2005



# Status of ACTT to Date



# ACTT Experiences and Lessons Learned

- Feedback received from 6 States that used an ACTT workshop in the project development process
- The scope of the 6 projects varies greatly
- All 6 States report significant savings or vital lessons learned as a result of the ACTT process







# Oklahoma ACTT

- ODOT has realized an estimated \$15.8 million in savings for the \$360M I-40 Crosstown project
  - Completed early geotech investigations
  - Eliminated cast-in-place wall designs
  - Use of better traffic control schemes/ detours
  - Utilizing pre-established borrow sites





# Louisiana ACTT

- LaDOTD reduced the construction timeframe from 225 proposed to 125 actual days for its I-20 project
  - Utilized very early strength latex modified concrete
  - Hyroblasted and overlaid 1½” without impacting expansion joints
  - Used innovation in its TCP and detours
  - Incorporated innovative contract methods and optimized the letting date





# Montana ACTT

“It was a very useful workshop” ... “The results benefited the project as well as practices across the State. However, the workshop was late in the design process so wasn’t as effective as it had the potential to be.”





# New Hampshire ACTT

- For its I-93 Project, NHDOT incorporated a host of ACTT recommendations. A few include:
  - Prefabrication option for bridge elements and retaining walls
  - Use of Smart Work Zones – all construction contracts
  - Implemented a utility impact and relocation plan, and advance SUE plans for the entire corridor
- Organizational changes:
  - CPM scheduling now specified on all projects
  - Improved communications among counterparts



## *Why ACTT in Your State?*

- **ADDRESS CUSTOMER NEEDS!!**
- Apply National Expertise
- Improve Roadway Performance
- Improve Safety
- Reduce Construction Time
- Minimize Worker Exposure
- Minimize Traffic Congestion



**Visit FHWA's website at:**

***www.fhwa.dot.gov/construction/accelerated/***



*Thank You*

***QUESTIONS?***

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