

I-494 Reconstruction

From I-394 to the Minnesota River
Stage 2 — Hwy 5 to I-394

Why is this project necessary?

The improvements being made in the I-494 corridor will greatly improve traffic flow and safety. Capacity will be increased by 50% in each direction and safety will be improved through the installation of concrete median barriers, which help prevent crossover crashes.

What effects will the construction work have on traffic flow?

Two lanes of traffic will remain open in each direction during daytime hours; however, there will be nighttime single lane closures and weekend full closures for bridge demolition work.

In 2005, the entrance and exit ramps at Valley View Road will be closed for approximately five days and the ramps at Carlson Parkway will be closed for approximately three weeks. There will be periodic nighttime entrance and exit ramp closures at various locations in the construction area.

What is design-build?

Design-build is a project delivery method that overlaps the design and construction phases. These phases are concurrent, rather than sequential like the traditional design-bid-build method. Design-build is performed by an integrated team of contractors and designers. Compared to design-bid-build, where the entire project is completely designed before any construction begins, design-build allows construction to begin soon after project award as the initial design packages are completed.

In addition, the procurement of both the design and construction of a project is placed in a single contract with a company or companies capable of providing the necessary engineering services and construction.

Benefits

- Shortens the time to complete a project by overlapping design and construction. This allows construction to begin before all design details are finalized.

- Results in greater innovation and flexibility in the selection of design, materials and construction methods because of collaboration between the designers and contractors. Because the team works together, they are able to develop creative and efficient solutions to meet the owner's (Mn/DOT's) expectations.
- Reduces claims from construction delays due to design errors because the design and construction are performed under the same contract.
- Accelerates response times and resolves concerns and disputes more quickly through a team environment.
- Provides a single point of contact for quality, cost, and schedule, from design through construction.
- Allows for the use of the best-value project award selection criteria, which evaluates both technical and financial elements.

Drawbacks

- The rules and practices of design-bid-build are more familiar to Mn/DOT, contractors and consulting engineers. New rules for design-build change stakeholders' roles.
- Coordination responsibility can be more challenging due to a faster pace.

When will this project be completed?

The project will be completed by late summer of 2006. This is approximately six years sooner than previously scheduled.

When will the soundwalls be built?

Soundwall construction is scheduled to begin in early 2005 after the temporary freeway widening has been completed and utilities are relocated.

Why can't soundwalls be built along the entire corridor?

Ten soundwalls will be constructed at various locations during this phase of I-494 reconstruction, however it is cost prohibitive to build soundwalls along the entire eight-mile corridor. In many places, due to the distance homes are located from the highway, soundwalls would no perceptible difference in highway noise levels. In addition to a minimum noise level reduction, a cost-effectiveness formula is used by Mn/DOT to determine the places where soundwalls are needed most and will bring about the greatest benefit. If all criteria are met, then soundwalls are built.

What steps are being taken to protect the watershed?

Project engineers will comply with all watershed regulations and will obtain all required permits from the Minnesota Pollution Control Agency, the Watershed Districts, the Army Corps of Engineers and the Department of Natural Resources. Any site runoff will be controlled, keeping sediments, pollutants and debris-laden runoff from getting into surface waters and wetlands adjacent to the project area. Several storm water ponds will be built to enhance the visual quality of the corridor, and provide water storage and filtration before runoff flows into local surface waters.

Will any right-of-way acquisitions be necessary?

Eight parcels are being acquired for the project. All parcels will be purchased by late February 2005.

What is the cost of this project?

The design-build team of Granite/McCrossan was awarded the I-494 project for its bid of \$136 million.

How do I find out more about the project and whom do I call if I have a question, comment or complaint?

You may contact Dan Galvin, the I-494 Public Information Coordinator at (952) 908-2907 or dan.galvin@gcinc.com. There is also a 24-hour project hotline at (952) 908-2929 and a project Web site at <http://projects.dot.state.mn.us/gcinc/494/index.html>; you may also sign up for a weekly project e-mail newsletter that provides up-to-date information on lane restrictions and ramp closures as well as other project information.

A project open house is scheduled for September 15, 2004 at the Minnetonka Community Center from 5 p.m. to 7 p.m. Others will be scheduled as needed.