

## ROADS

## For Missouri Highway Job, Designs Cross State Lines

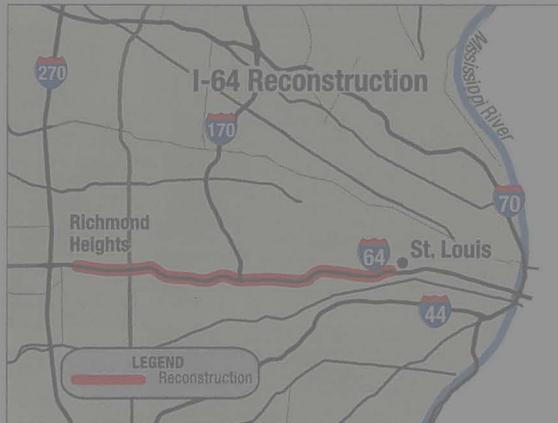
**D**esign innovation, regardless of Missouri state codes, is the key to a \$535-million reconstruction of a 10.5-mile-long segment of Interstate 64 in St. Louis. It is the state's first design-build effort.

A joint venture named Gateway Constructors won the \$400-million design-build contract Nov. 17, says Linda Wilson, a Missouri Dept. of Transportation spokesperson. Gateway is led by Watsonville, Calif.-based Granite Construction Co. Members include Fred Weber Inc., Creve Coeur, Mo.; Millstone-Bangert Inc., St. Charles, Mo.; San Francisco-based URS Corp.; and Parsons Transportation Group, Pasadena, Calif. The team edged out a consortium of Fluor Corp., Ames Construction Inc. and Jacobs Engineering Group Inc.

Missouri highway specifications were not required in proposals. Standards from other state agencies were allowed to be proposed if they had previously received the approval of the American Association of State Highway Transportation Officials or the Federal Highway Administration.

"They could propose California bridges, Texas barrier walls, Missouri pavement and someone else's signs," Wilson says. "We wanted to provide them the flexibility to mix and match good standards that maybe they had used in other states."

Dan Galvin, spokesman for Gateway and Granite, says this method is the first of its kind that he has seen. "Our designers saw something completely different and were able to give the owner much more of what they were looking for than the other team," he says. "I think that was



▲ **Rebuild.** About 10 miles of I-64 will be rebuilt in three years.

crucial in getting the bid."

"It took the contractors a while to understand that we really wanted to know what they thought and that we weren't going to tell them every single spec they had to follow," Wilson adds. "Once they caught on to it, they said it was very successful and that they hoped that other states would follow the lead."

The Gateway proposal calls for a concrete pavement with a 45-year design life that is expected to need a single maintenance application in 25 years. This has been used in bid proposals to MoDOT before, says Dave Ahlvers, MoDOT construction and materials engineer. Non-Missouri specifications will also be used in the I-64 project, but no specific details were available, says Wilson.

Construction will start in spring 2007, though no specific date has been set. Lanes are expected to reopen on Dec. 31, 2009, with total contract completion anticipated on July 31, 2010. Liquidated damages would be \$24,300 per day starting on Jan. 1, 2010. In addition to repaving, 24 bridges and 12 interchanges will be reconstructed. The project's western half will be shut down completely in 2008 for reconstruction. ■

By Craig Barner

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## Indiana Likes Speedy Delivery

**F**or the second time in three years, contractors will go into overdrive on an Indianapolis highway project. In November, the Indiana Dept. of Transportation announced a fast-track, \$175-million reconstruction project on a 6-mile stretch of Interstate 70 in Indianapolis that is expected to be completed in 10 months—nearly a third of the time of a conventional project.

The project, dubbed Super 70, includes 75 miles of new pavement, 28 new bridge decks, widening of shoulders from 7 ft to 14 ft, a new overpass and new signs and lights. Three interchanges will be shut down. In February, all traffic will be diverted to the eastbound lanes while work on the westbound lanes is completed. Then, traffic will shift to the westbound lanes for eastbound lane work. Completion is scheduled for November 2007.

A design-build team of Chicago-based Walsh Construction's Laporte, Ind., office and Janssen and Spaans Engineering, Indianapolis, will tackle the job. Walsh built the state's original "Hyperfix" project, which included 33 bridge decks and 35 lane-miles of paving on I-70/65 in Indianapolis. Crews shut down the entire roadway and completed the \$33-million job in 55 days (ENR 8/4/03 p. 9).

The Super 70 job is split into two contracts. Each offers incentives of \$60,000 per day for early completion with a maximum bonus of \$1.8 million. Conversely, the team can be penalized \$60,000 per day for missing deadlines.

J.R. Collard, project manager for Walsh, says that site access issues will be the biggest challenge as traffic on I-70 squeezes into half the normal number of lanes. The team is looking at creating access roads exclusively for the project. Collard adds that movable barriers will be used to create up to three lanes of traffic in one direction to handle heavy congestion. ■

By Bruce Buckley