

July 2020 Construction Update

Construction began on the Dayton Parkway Interchange project in the beginning of May! The work on the new diverging diamond interchange will be performed by C.S. McCrossan based out of Maple Grove. Explore the project's website for more background on the project: www.daytonparkwayinterchange.com

MnDOT's work on I-94 from Maple Grove to Clearwater also began in Spring of 2020. More information on the I-94 work can be found on MnDOT's website: www.dot.state.mn.us/i94-mg-clearwater/index.html

1. Dayton Parkway Construction Progress

a. Roadway Construction

- i. Work continued on Stage 1, which will construct the new Dayton Parkway roadway embankment between Brockton Lane (County Road 101) and Holly Lane/Territorial Road. The embankment for the ramps to and from I-94 will also be constructed during this stage. Stage 1 will be the biggest and longest phase of the project, which will occur over the entirety of the 2020 construction season.



A look at the grading operation north of I-94. By the end of the July, crews had constructed approximately 10' of embankment

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- ii. Wick drain construction was completed on both sides of I-94. Now that this task is completed, the large amounts of soil needed to create the tall embankments for the roadway and ramps will begin to be placed. In some areas, the height of the soil embankment will be over 25 feet higher than the existing ground.
- iii. Work along Brockton Lane will begin the first week of August. The first work to occur here will be to remove old drainage culverts and install new ones. After this, traffic barrier will be set-up and Brockton Lane will be widened in two phases, half at a time. Ultimately new left-turn lanes will be constructed for Dayton Parkway/Rogers Parkway, as well as a new traffic signal at this location.



A look at the new pond on Brockton Lane just north of the Rush Creek Bridge. The area has been cleared and will be excavated

- b. Bridge Construction
 - i. Bridge construction will occur later in the 2020 construction season. The construction will begin after the embankments and surcharges have been built and allowed to sit long enough for the required settlement to occur. A surcharge is the process of adding more soil (i.e. weight) than

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the proposed design requires, to decrease the amount of settlement time. The surcharge works in conjunction with the wick drains.

2. Traffic Control/Detours

- a. The drainage work on Brockton Lane is anticipated to be completed over a 3-day window from August 3 to August 5. In order to complete this underground work, flaggers will be utilized to reduce traffic to single-lane, two-way operations. However, traffic delays should be minor. After this drainage work is completed, temporary traffic barrier will be installed, and construction will occur behind this barrier. The barrier is anticipated to be installed on Monday, August 10th.
- b. Other traffic impacts should be minimal for Phase 1 of the Dayton Parkway Interchange Project. Crews have been accessing the construction of the new roadways from I-94 and County Roads 81 and 101.
- c. The interchange construction will have minimal traffic impacts to I-94 until bridge construction begins. Visit MnDOT's website for more information on lane and ramp closures along I-94 in the vicinity of the Dayton Parkway Interchange: www.dot.state.mn.us/i94-mg-clearwater/index.html

3. Construction and Traffic Look Ahead

- a. Roadway Construction
 - i. The Dayton Parkway roadway embankments will continue to be built. Getting the surcharges completed is on the critical path, so that bridge construction can begin. The surcharges will have to sit for approximately 90 days before they can be removed.
 - ii. The first phase of the work along Brockton Lane will continue and is anticipated to be completed by the end of August. The remaining phases of the Brockton Lane work will be completed in the fall.
- b. Traffic
 - i. Most of the remainder of construction of Brockton Lane will be behind traffic barriers, allowing for the roadway to function as it currently does as a two-lane roadway. Flagging operations will be used to set-up the traffic barriers, which will protect the work zone and travelling public.

4. Other

- a. COVID-19 Jobsite Protections
 - i. While the construction of the new Dayton Parkway Interchange is exciting and will drastically change the landscape of this area, the City of Dayton is requesting the outside public avoids contact with the job site and construction personnel, in order to protect the health, safety and welfare of the project's workforce and public during the COVID-19 outbreak.
 - ii. Please contact the personnel listed below if you have any questions about the project. Thank you for your cooperation!