

US-23/I-75 PROJECT

Includes Bridge Work

Project: 7 miles of US-23/Interstate 75 reconstruction south of Flint

Prime contractor: Interstate Highway Construction, of Englewood, Colo.

Four bridges will be rehabilitated and two will be reconstructed

By Aram Kalousdian, editor

Approximately 7 miles of northbound and southbound US-23 and Interstate 75 south of Flint is being reconstructed with concrete. The project includes rehabilitating four bridges and reconstructing two bridges. The bridges on Hill Road and Interstate 75 over Bristol Road are being replaced. The existing Hill Road bridge is a four-span bridge. The new Hill Road bridge will be wider and it will be a two-span bridge with longer spans. Rehabilitation on four bridges over the expressway includes replacement of stainless steel pins and expansion joints, painting, and a new concrete deck on Grand Blanc Road. Deck patching, substructure repair, pin and hanger replacement, joint replacement, and painting is being done on the Torrey Road bridge. Work on the Baldwin Road bridge includes bridge deck resurfacing with a deep overlay, substructure repair, joint replacement and painting. The Thompson Road bridge is also being rehabilitated.

Armando V. Lopez Jr., delivery engineer for the Michigan Department of Transportation's Davison Transportation Service Center said that the bridge work includes the use of Type K component in the concrete mix, which the department has not used very much in the area. A blend of Type K shrinkage compensating component and Type I

Portland Cement is being used on the bridge decks.

Interstate Highway Construction, of Englewood, Colo., the prime contractor on the project, is doing the concrete paving and open-graded base work. Subcontractors include: Fisher Contracting, of Midland (dirt work);

Nationwide Fence, of New Haven (guardrail); P.K. Contracting Inc., of Troy (pavement markings); Sanches Construction Company, of Lansing (curb and gutter and filler walls); and Survey Solutions, Inc., of Standish (survey and testing).

The project includes 380,000 square yards of pavement removal; 36,195 cubic yards of subbase; 141,600 linear feet of 6-inch open-graded underdrain; 217,000 square yards of 10-inch high performance non-reinforced concrete pavement; and 112,300 square yards of high performance non-reinforced concrete shoulder.

The project is being done on a fast track. We must maintain traffic on the ramps, however we can shut down a set of ramps for up to 10 days, Jeff Ardelean, Midwest division manager for Interstate Highway Construction said. The project began in April and it is expected to be completed by October 15. Crews are working on the project six to seven days per week.

There is 1 mile on the north end of the job that is being done part-width. We have to replace the pavement part-width on the northbound and southbound side. Traffic is not being moved over in that location, however, it is being moved over on the rest of the project, Ardelean said. n

A blend of Type K shrinkage compensating component and Type I Portland Cement is being used on the bridge decks.

Walter Toebe Construction, of Wixom (bridges); Ace Asphalt & Paving, of Flint; Advanced Underground Inspection, of Detroit (culvert cleanout and videotaping); Atsalis Brothers, of Clinton Township (bridge painting); Britt Heinz Tree Service, of Saginaw (tree removal);