

FOR GOOD ROADS: COUNT ON CONCRETE

I-55 Corridor



Project Summary

The I-55 reconstruction project was a unique challenge. The existing pavement was a two lane divided concrete roadway with a varying depth asphalt overlay. The design called for adding two new full depth lanes in each direction with tied shoulders in the median and milling and placing of an un-bonded overlay over the existing roadway. The plans called for fills to be made prior to the major cuts. The initial value engineering revised the staging whereby the contractor utilized the existing rocky material in the cut areas as fill material. This proposal provided considerable savings to the owner but also provided a weather-proof paving platform with a 24" Rock Fill Base. Fast track mixes and "swing shift" paving expedited the projects. Using the truss system with a wide offset for the second string line separated the batch trucks from the local traffic and improved the pavement smoothness. The maximum profile index allowed was 30 " per mile on a zero band. All bumps greater than four tenths on an inch were to be ground. The project incentive was based on a profile index of less than 18" per mile.

Owner	MoDOT- Mehlville Office
Engineers	Burns & Mc Donnell
General Contractor	Fred Weber Inc.
Ready Mix Supplier	Fred Weber, Inc.
QC / QA Firm	MoDOT

CONCRETE COUNCIL

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