

Concrete Pavement for Rest Stops

Lighter

Brighter

Safer

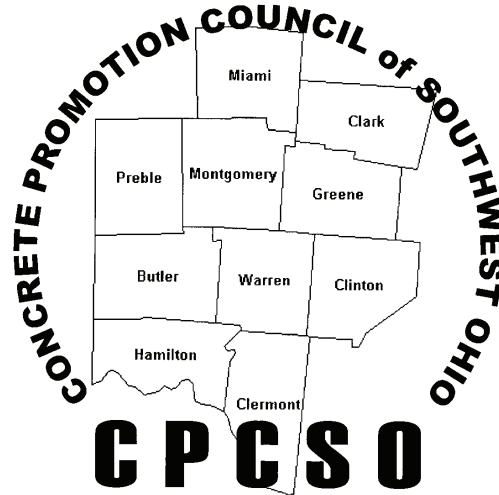
Long lasting

Durable

Reduced Maintenance

User Friendly

*“Do it once and do it right
with concrete”*



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Concrete for
pavement that lasts

ODOT Chooses Concrete for New Rest Stops



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Concrete is the choice for upgrading I-75 rest stop.

The Ohio Department of Transportation chose concrete for their recent upgrade of two rest stops in Butler County. Designed by KZF Design Inc., these two rest areas badly needed an upgrade to accommodate the high concentration of truck traffic.



Deterioration of the pavement caused ODOT to update this rest stop using concrete.

Rutting and shoving of the old pavement and general traffic flow had created a dangerous situation for cars and trucks alike.

Truckers also used the shoulders along both

the entrance and exit ramps, to the rest area, for additional off-road parking creating a hazard for motorists on I-75.

ODOT, looking to improve all aspects of this rest area, made concrete its pavement of choice. They improved the site to accommodate a larger number of truck parking spaces alleviating the hazardous shoulder parking. The new plan, using the flow-through parking space design, allows for easier entrance and exit for truckers.

They also improved the overall traffic flow, making it much easier for passenger vehicles to exit without obstructions that could cause conflicts with the trucks and potential accidents.

Accommodating the weather

This project had only a 120 calendar day duration requiring placement in the winter months between November of 2001 and February of 2002. This created conditions that required a knowledgeable contractor familiar with good cold-weather concrete practices. Baker Concrete Construction, of Monroe Ohio, brought those qualities to the project.

Establishing a pattern

ODOT was looking to establish a pattern for future rest areas. A pattern that would handle the increased number of trucks using our interstate system. In many instances, they are facing space constraints but still need to accommodate more parking for both truck and passenger vehicles. This puts an even greater load on the pavement because of the channelized traffic and continuous flow-through. ODOT turned to the concrete industry for the solution. They chose two mixes to answer this challenge. An 11-inch reinforced concrete pavement (ODOT 451) and ODOT Class C pavement were used throughout the project.



Concrete provides a lighter, brighter, safer rest area for ODOT and Butler County.

Safety was a concern

A history of accidents at this site dictated a renewed attention to safety in the design of this rest area. Limited sight distances and radical turns put passenger vehicles at risk when entering the truck lane for exit. By creating longer entrance and exit ramps, they allowed the two types of traffic to merge easily. In addition, the flow-through parking arrangement for the trucks, gave them an ability to exit the rest area without incident.

The increased reflectivity of concrete will allow the lighting to be more effective thereby creating a safer environment for pedestrians and cars alike.

The combined design capabilities of KZF and the ODOT Department of Administrative Services put together a format that can be used throughout the state for future rest areas. This design forms the nucleus that can be expanded to meet any site requirement. Concrete pavement gives ODOT a long-lasting, durable pavement that will remain maintenance free for many years to come.

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