

Pavement designed to meet the needs of today and tomorrow

Durable

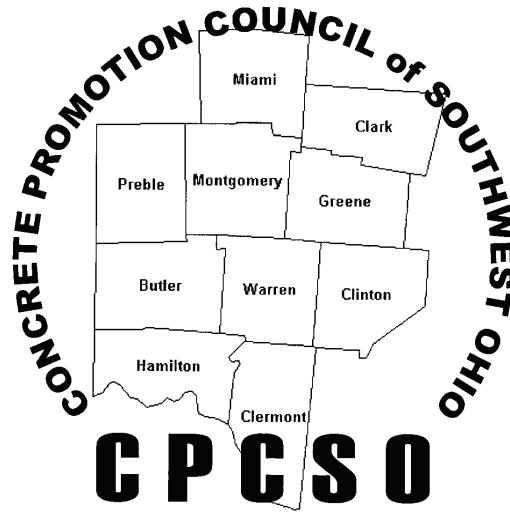
Stronger

Greater Load Capacity

Light Reflective

Safer

Long Lasting



Concrete for pavement that lasts

Miami-75

Six Miles of Heavy Duty Concrete Highway



Durable, long-lasting concrete carries the loads today and tomorrow



Concrete Promotion Council of Southwest Ohio

7176 Lakota Ridge Drive
Liberty Twp., OH 45011-8745

Phone/ Fax: 513-777-4229

Email: concreteman@cinci.rr.com

Concrete Promotion Council of Southwest Ohio

Tel: 513-777-4229

Heavy-Duty Highway

The Ohio Department of Transportation selected concrete as the pavement of choice for six miles of Interstate 75 in Miami County. This interstate, one of the busiest truck routes in the country, carries freight throughout the Midwest. The segment of roadway involved runs from Tipp City on the south through the interchanges of Troy, Ohio,



Southbound view from the SR 41 overpass.

on the north. Corporations, such as Honda and Panasonic, have plant facilities adjoining this roadway. They depend on the integrity and long lasting qualities of the pavement to carry the many trucks traveling to and from their plants everyday. "Do it once and do it right" was their overall attitude. They wanted to be able to carry on normal functions without concern for the "orange barrels" that frequently dominate other, less durable, roads. ODOT did their homework and collaborated with the various communities and entities involved to insure a positive outcome for this project. Miami-75 was one of the first projects in the state to incorporate aesthetics into the contract documents. A percentage of the overall project dollars was dedicated to visual enhancements such as landscaping, colorizing and embossing various symbols in the concrete structures.

Kokosing Construction Company Inc.

Kokosing Construction Company, of Fredericktown Ohio, was the winning bidder on this project. The company was founded in January of 1951 by Bill Burgett and Less Rinehart. Over the years they grew to become one of the premier general contracting/ construction management firms in the region. Kokosing prides itself on the ability to think "outside-the-box. This allows them to bring innovations to each project. One such innovation was that of transporting concrete from the, on sight, plant to placement vehicles by a conveyor system routed **over** vehicular traffic in the non-involved lanes.



Scope of the project

The project began in May 2001 and was completed in November 2002. Using ODOT option 3 with Grancem as the base concrete mix, the project contained 163,000 cubic yards of concrete. The typical sections consisted of three 12-foot travel lanes, a 16-foot inside shoulder and 12-foot outside shoulder. Joint spacing was at 16.33 feet and the mainline and shoulders were doweled. There was also a 50-inch concrete barrier in the median. The total length of the project was just over 6-miles.

There were two twin and four overhead bridges involved as well as numerous ramps. Traffic was maintained on all segments of the project during construction.



12-foot travel lanes with a 16-foot



Roadway of the future

The Ohio Department of Transportation designs their roadways for a 35-year service life. This design/ build project is expected to meet and exceed those requirements. With its whiter, brighter, lighter and safer surface, this highway will provide a strong access road serving the many communities and businesses along its route. It will also provide a safe throughway for the ever-increasing number of trucks using the roadway that runs from Florida to Upper Michigan.

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