

US I-75 PAVEMENT REHABILITATION SAGINAW COUNTY, MI

MOVEABLE BARRIER FOR CONSTRUCTION
PARTIAL CLOSURE: DIXIE TO HESS



THREE LANES NORTH: WEDNESDAY THROUGH SATURDAY



THREE LANES SOUTH: SUNDAY THROUGH TUESDAY

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MOVEABLE BARRIER SAVES MILLIONS IN TEMPORARY ASPHALT & USER DELAY \$\$\$

I-75 is a heavily travelled corridor in Central Michigan. It carries heavy weekend tourist traffic to and from Northern Michigan and Frankenmuth. In the spring of 2015, MDOT began reconstruction of a 3.8 mile section of the I-75 corridor in Saginaw County. This \$46 million project could easily have brought tourist traffic to a standstill and seriously affected Michigan's tourism industry. Using temporary concrete barrier to separate directional traffic would have restricted traffic to a 3/2 pattern through the duration of the project. Instead, MDOT chose to use the Road Zipper™. This moveable barrier system kept three lanes open in the peak direction at all times, shifting the lane pattern under traffic in about 30 minutes while still providing positive barrier protection between opposing traffic lanes. The barrier provided three lanes north Wednesday through Saturday, and three lanes south Sunday through Tuesday.

Moveable barrier allowed traffic to remain free-flowing at all times without the need for temporary asphalt, which saved the department millions of dollars and helped the MDOT win a regional AASHTO award. "We didn't want to spend a lot of money on temporary pavement," explained Robert Ranck, Jr., Region

Manager with MDOT. "This system allowed us to save millions of dollars in temporary pavement costs. We recently won a [regional] award through AASHTO for the I-75 project in the "Under Budget" category because we didn't have to add additional lanes using temporary pavement."

One reason MDOT chose the moveable barrier was to give drivers a safe, confusion-free path through the work zone area. "This concept was so much safer!" Ranck continued. "As the wall is being moved, traffic is running at a normal pace, and [drivers] only notice that a lane just opened or closed, so it's the safest possible way to do the work."

MDOT saved \$30 million in user delay costs during construction, and plans to continue using moveable barrier and other innovative technologies on I-75 that save money and protect workers and motorists. "MDOT is one of the leaders in innovative designs," said Ranck. "We look at different tools, and the Zipper Wall system is the most efficient product we've found so far. It's been working great for us, and we're very happy with the product."

Project Highlights:

- Latest of 6 sections of I-75 to use the Road Zipper
- Unique weekend traffic congestion issues solved
- Partial closure with 3/2, 2/3 traffic pattern
- Saved "millions" by avoiding temporary asphalt*
- Saved \$30 million in user delay costs
- Helped MDOT come in under budget and win regional AASHTO award
- Road Zipper planned for next I-75 project

* Robert Ranck, Jr., MDOT

