

INDIANA CIVIL ENGINEERING PROJECT OF THE YEAR
SUPER 70 DESIGN/BUILD
INDIANAPOLIS, INDIANA

This year's Indiana Civil Engineering Project of the Year, Super 70 Design/Build, is a truly remarkable project. To reconstruct the six-mile section of I-70 between downtown Indianapolis and I-465 on the east side in a period of just nine months is an impressive accomplishment. To do it while maintaining traffic flow for the approximately 180,000 vehicles that use this section of interstate highway daily makes it even more striking. It's a little bit like trying to fix your bicycle while you're riding it.

Those of you who live in central Indiana or enter Indianapolis periodically from the east side are undoubtedly already familiar with the Super 70 project. For those of you who are not, let me tell you a little bit about it. The project was necessitated by the severe deterioration of the existing pavement and bridges in this 35 year old interstate highway, making it impractical to continue maintenance and resurfacing efforts. In addition, some sections of the highway did not meet current design standards and a section of I-70 near Sherman Drive occasionally flooded. As a result, it was decided to replace the entire 75 lane miles of pavement, replace and widen 28 bridge decks, widen the inside shoulders and reconfigure I-70 in the vicinity of Sherman Drive.

A major component of the project was raising the grade from the previous road level, which went under Sherman Drive and the CSX Railroad (sometimes referred to as the “cattle chute”), using MSE embankments and bridges over Sherman Drive and the CSX Railroad tracks. This necessitated a 50 ft high temporary retaining wall to allow construction of the westbound lanes while maintaining traffic south of the wall.

It was necessary to utilize innovative traffic management initiatives in order to maintain traffic during the construction period. These initiatives included selective closure of major interchanges through the corridor, the use of a movable barrier to allow three lanes of traffic during peak rush hours in alternating directions and two lanes of traffic in the off-peak directions, restriction of all vehicles over 13 tons and aggressive law enforcement and public outreach. Two tow trucks patrolled the construction zone 24 hours per day, 7 days per week in order to provide quick response to and clearance of accidents. The diligence of the Indiana State Police resulted in more than 32,000 traffic citations to enforce the reduced speed limit and the ban on heavy trucks. As a result, there were no fatalities in the work zone and crashes were actually reduced by approximately 30% when compared to the prior year for the same period when no construction was occurring.

The project owner is the Indiana Department of Transportation, represented today by Guy Boruff. The design engineer was American Structurepoint, Inc. represented by Project Manager, Cash Canfield along with Sean Porter, Bridge Manager and

Mike Steffy, Hatem Mekky and Jarvis Jointer. The contractor was Walsh Construction, represented today by JR Collard. .

It is my pleasure to present the 2007 Indiana Civil Engineering Project of the Year to the Indiana Department of Transportation and the design and construction team.