

ITS Deployment and Implementation Tracker

NPPBundle: Commercial Vehicle Operations
User Service: Commercial Vehicle Electronic Clearance
Keywords: CVO, Weigh in Motion
Tracker: Deployment and Implementation
Organization: Michigan Department of Transportation
Location: **Country:** United States **State:** Michigan **City:** Detroit
Project Name: Chrysler Freeway
Benefits: Qualitative
Funding: \$16-million
Date: 1/05/94
Source: PR News Wire
Call No: CVO.003
Description:

REBUILT CHRYSLER FREEWAY OPENS TO TRAFFIC TODAY

Date: 10-05-1994

Time: 11:30

Source: PR News Wire

DETROIT, Oct. 5 /PRNewswire/ -- It's a concrete fact, a European- concrete fact: the Chrysler Freeway once again will carry traffic in and out of Detroit.

Motorists traveling through and into Detroit will be getting an opportunity to travel the open-road a little earlier this week, as State Transportation Director Patrick Nowak joined local businesses and community leaders in the opening ceremony of the newly-rebuilt northbound lanes (2.3 miles of I-75 and 1.1 miles of I-375).

The \$16million project, built in five stages over two years, features high-tech safety equipment and new road building techniques. "The opening of this freeway is great news for motorists and downtown Detroit businesses, serving as evidence of our commitment to finding new ways of doing things and to Building Michigan," said Governor John Engler.

"The completion of this experimental project is another segment in our efforts to revive I-75. Soon, we will have rebuilt just about the entire freeway from the Ohio border to Pontiac," added Nowak.

Chosen as a demonstration site for the U.S., more than one mile of the project uses European concrete technology. This is considered as one of the longest-lasting pavement techniques in the world. The pavement is patterned after designs used successfully in Australia and Germany, emphasizing quality aspects of design, materials and construction.

A "weigh-in-motion" (WIM) scale was installed in the new



pavement. It is a permanent traffic monitoring site which will weigh all vehicles as they pass over. Highway design and research staff will use the data to determine the wear and tear on the pavement. Federal law requires that M-DOT maintain permanent weigh-in-motion sites.

A new cushion wall crash barrier was installed on the southbound I-375 curve. It is comprised of slow memory rubber-like cylinders. When hit by a vehicle, they collapse on impact providing a deep cushion to absorb the shock of the impact. They then resume their original shape.

The wall will be illuminated by a 500-foot lighted guidance tube placed on the concrete barrier above the cushioning wall to improve visibility and safety for motorists.

Ajax Paving Industries, Inc. of Madison Heights was the prime contractor on the project.

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11:15 EDT