

Six Span Bridge - Elkhart



Design Firm:

Elkhart County Highway

Construction Company:

Northern Indiana Construction

Inspection Services:

Elkhart County Highway

Elkhart County Highway Project Manager:

Tom Rushlow, PE – County Engineer

4/15/09

The contractor completed the construction of the southerly pier for the first phase of the bridge. Three of the bridge substructure units are now complete with three remaining before the precast concrete arch units can be placed. Foundation piling is being driven in Pier 5 which is the northern most pier. This pier is expected to be completed within 3 weeks. Work will be beginning on Pier 3 in the near future. The bridge arches are expected to be placed sometime in July. Storm sewer is being installed on CR 17 north of the river and CR 10 east of CR 17. Earthwork is continuing on sections of CR 10. The pavement on the northbound lanes of CR 17

are scheduled to be removed beginning next week. After the pavement is removed, fill will be placed as needed to regrade the road and additional storm sewer will be constructed. A short sanitary sewer extension on SR 120 is scheduled to be constructed next week. This sanitary sewer will serve a restroom facility to be constructed on at the new Six Span boat ramp. The northbound lane closure on CR 17 will be extended to SR 120 beginning about April 20th. This means that the taper to 'drop' the two northbound lanes will begin south of SR 120.

5/18/09

The bridge abutments and two of the bridge piers have been completed. There are two piers remaining to be constructed. The piling has been driven at one of these piers (Pier 3) and the footing is being formed. The cofferdam is being constructed for Pier 4. Once the cofferdam is constructed, pile driving operations will begin at this pier. The precast concrete arch segments for the bridge have been under construction since February. These segments will be delivered and placed beginning in June. Road work is progressing. All of the peat under the road south of the bridge has been removed and backfilled with sand obtained from the CR 10 work. The asphalt on northbound CR 17 has been milled and fine grading is being done north of the bridge. New asphalt may be placed beginning the week of May 18th. This work is dependent on AEP relocating power poles which are currently in the proposed pavement area.

6/12/09

The next phase of traffic control for the Six Span Bridge/CR 10 Reconstruction Project is scheduled to be put in place on Friday, June 12, 2009. This change in traffic control will occur north of the river on CR 17. Traffic will be moved from the west side of the road to the east side of the road where the new pavement has been constructed. There will be one lane of traffic in each direction. The transition will occur near the north end of the existing bridge. No change in the existing traffic control will occur south of the existing bridge. CR 10 east of CR 17 will be reopened, but right-turns only will be allowed off of or on to CR 17. CR 10 west of CR 17 will be completely closed at CR 17. The section of CR 10 from CR 15 to CR 17 will be open to local traffic only and must be accessed from CR 15.

Week of August 17-21, 2009

CR10 (Bristol Street) West of CR17 will be open to local traffic only. Storm sewer installation is expected to continue between Meadowbank and Riverview. A gravel lane on the south side of CR10 has been provided for access to residences throughout the construction of the new roadway. Weather permitting, Meadow bank south of CR10 will be milled and storm sewer installation will begin this week, at which time Meadowbank will be closed to traffic.

Week of August 24 – 28, 2009

Storm sewer work will continue on Meadowbank and then from Meadowbank east to Riverview. When work begins on CR10, CR10 may be closed due to the depth of sewer work and residents living to the east will be directed to enter and exit using CR17. Grading of ponds and the road bed will also continue along CR10 from CR15 to Riverview.

Week of August 31- September 4, 2009

Storm sewer work on CR10 from Meadowbank to Riverview will continue, and likely be completed this week. CR10 will be closed for this work and local residents living east of the work area will continue to be asked to use the old CR10/CR17 intersection for access. Grading of CR10 and the bike path will continue this week as well. Curb work and paving of the bike

path may begin this week and continue into next week. Residents may experience temporary closures of their driveways as curb or path work passes the front of their homes.

Week of September 14-September 18, 2009

The storm sewer on CR 10 has been completed with the exception of three culverts at the CR 10/15 intersection. These culverts are scheduled to be constructed next week at which time the intersection will be closed. Through traffic will be detoured to CR 13. Construction of the retention ponds on the north side of CR 10 and west of Meadow Bank Lane will continue this week with the excavated material transported to stockpile areas on the north and south sides of the Six Span Bridge. Concrete curb and gutter construction on the north side of CR 10 may begin. CR 10 between CR 15 and CR 17 is open to local traffic only. Access to CR 10 continues via CR 17 (right turns only) and CR 15. Work to be done on the Six Span Bridge includes placing earth fill in the arches and constructing the concrete retaining wall on the east side of CR 17.

Week of October 5-October 9, 2009

Curb work will begin on the south side of CR 10 between Old CR 10 and Meadowbank. The intersection at CR 10 and CR 15 will be closed starting Monday and is expected to be closed for approximately 2 weeks. Access for local residents will be on CR 17 and Meadowbank. Residents may experience temporary closures of their driveways as the curb passes the front of their homes.

February 2010

Demolition of the old Six Span Bridge will continue through the winter and spring. No other work is anticipated until spring. The signal at CR10 and CR17 will not be operational until the new bridge is nearly complete in 2011.

March 2010

Demolition of the north half of the old bridge has been completed. Cofferdams for the northern most pier and abutment have been constructed and pile driving operations are scheduled to begin.