

Highway M-115



PROJECT: Highway M-115

CHALLENGE: A multi-divisional project; maintaining traffic during construction

SOLUTION: Drawing upon Team Elmer's depth and diversity; meticulously planning work in day-by-day stages

OWNER: Michigan Department of Transportation

CONTRACT AMOUNT: \$6,000,000

DESIGN ENGINEER: Dave Pax, Traverse City MDOT

LOCATION: M-115, from east of M-22 easterly to US-31, Benzie County

DATE STARTED: May 2016

DATE COMPLETED: September 2016

SELF-PERFORMED: 85%

PARTNERS: Bella Concrete, Dale Dukes & Sons, J. Ranck Electric, C&D Hughes, Wadel Stabilization, PK Contracting, Give 'Em A Brake Safety

Highway M-115 is a key highway in northwest Michigan, stretching nearly 100 miles from Frankfort to Clare. In the summer of 2016, Team Elmer's oversaw reconstruction on a 6.46-mile stretch of M-115 within Benzie County. The project involved asphalt crushing, shaping, and reconstruction of the road, drainage, and traffic signal work for the entire six-and-a-half-mile span

The core challenges of the job were twofold. First, the M-115 project was diverse, it demanded a little bit of everything from Team Elmer's — including site clearing, pipework, dirt work, crushing and shaping, culverts, and reconstruction. The team put down 50,000 tons of asphalt and laid about three miles of concrete curbing. In some spots, after removing the asphalt, getting to the concrete underneath involved digging a foot down below the asphalt grade. To handle that part of the project, Team Elmer's had to remove about 40,000 yards worth of unsuitable material and replace it with 30,000 yards of fresh sand.

TEAM
Elmer's
www.TeamElmers.com

Esphalt™ • Excavation • Concrete • Cranes

Highway M-115 By The Numbers

- Clearing: 4.49 acres
- Culvert: 1,780 feet
- CIP Embankment: 18,000 cubic yards
- Earth Excavation: 42,600 cubic yards
- Sewer: 2,006 feet
- 6" Aggregate Base: 60,000 square yards
- Hot Mix Asphalt: 50,921 tons
- Concrete Curb & Gutter: 14,407 feet



Second, M-115 is a very busy highway, and the stretch where our teams were working was no exception. We had to ensure that the reconstructed areas were passable every evening for two lanes of traffic. This fact created some logistical forethought for Team Elmer's. The project required meticulous planning, with daily deadlines. The close planning and team coordination made it possible for us to complete the project milestones while maintaining traffic flow.

