

I-4 quick fix depends on concrete

Orlando Sentinel
By Ron Patrizio 8-15-91

OF THE SENTINEL STAFF

WINTER PARK — Department of Transportation officials are pouring their hope for quickly fixing a cavern beneath Interstate 4 into truckloads of super concrete.

But, as the adage says, the proof will be in the pudding.

The cavern developed as rains washed away fill dirt under the westbound passing lane just north of Fairbanks Avenue. DOT officials will close the lane between Fairbanks and Lee Road at 9 a.m. today, pump concrete into the hole and re-open the lane before Friday morning's rush.

Officials said that can happen only if the concrete is dry enough to support at least 1,800 pounds per square inch. And because the concrete will have only a few hours to "cure," engineers will use a "super plasticizer" formula designed to harden quickly.

The \$200,000 repair process is simple, but time consuming, said DOT spokesman Steve Homan.

Bridge repair crews from Hubbard Construction spent Wednesday morning building a wooden form that will prevent the concrete from seeping out when it is poured into the cavern this afternoon.

To pour the concrete, crews will drill about six holes, each 8 inches in diameter, into the roadway. At about 1 p.m., the first of as many as 30 mixer trucks will arrive.

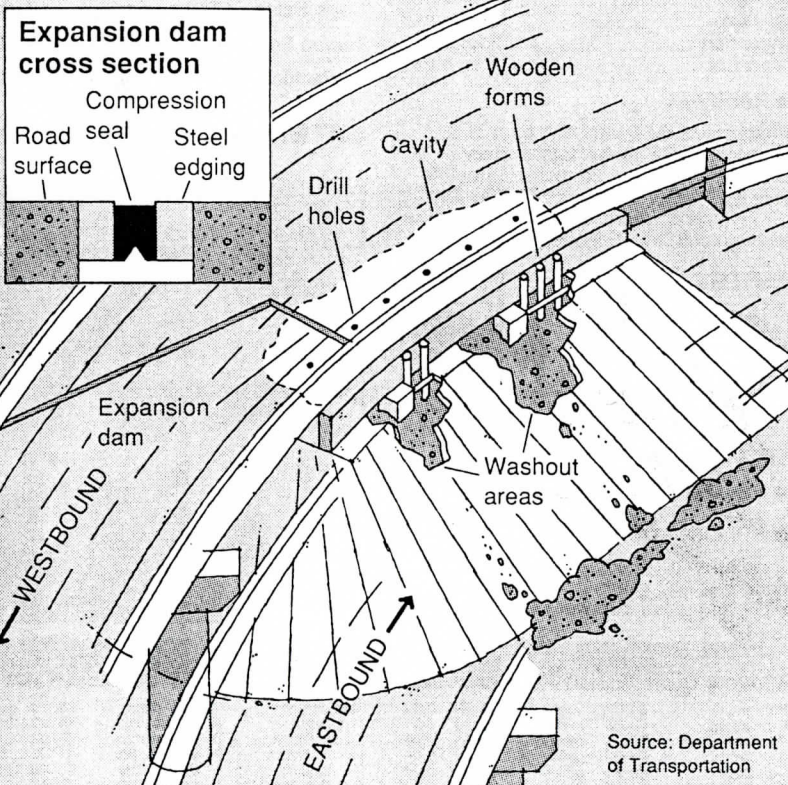
Fixing I-4

Heavy rains have washed dirt from beneath a portion of Interstate 4 in Winter Park between Lee Road and Fairbanks Avenue.

■ An expansion dam (inset) — designed to allow segments of I-4 to expand and contract with the temperature — lost a seal and allowed rain to flow under the road. It created a cavity about 40 feet long, 10 feet wide and 10 feet deep under the left lane westbound.

How the problem will be fixed:

■ Engineers plan to drill six 8-inch-diameter holes into the road's surface and pump 125 cubic yards of concrete to fill the cavity. Wooden forms will dam the concrete until it sets. Workers then will replace the damaged seal.



MIKE WRIGHT/SENTINEL

Each truck will contain about 5 cubic yards of concrete, and officials are planning for their arrivals in 30-minute intervals.

"After that it's a waiting game — only God knows when it will be ready," said Homan. "It doesn't

have to be rock hard before we let people get on it, just safe."

DOT project engineer Michael Snyder said the job should take about 125 cubic yards of concrete.

Please see ROAD, B-4