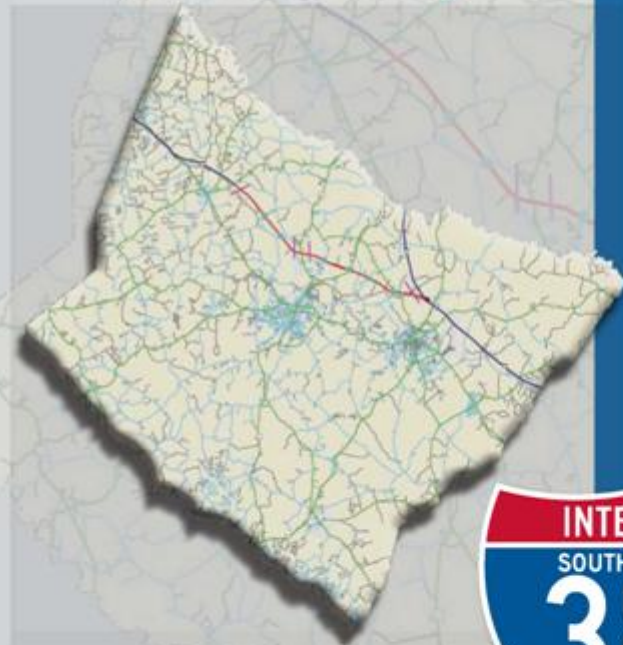


# I-385 REHABILITATION PROJECT

I-385 Rehab Project  
Laurens County



# **Project Savings**

## ***Money***

❖ <b>Traffic Control:</b>	<b>\$4.5 million</b>
❖ <b>Fly-over Bridge:</b>	<b>\$0.5 million</b>
❖ <b>Reduced Pavement Width</b>	<b>\$2.3 million</b>
❖ <b>Shoulder Work:</b>	<b>\$4.5 million</b>
❖ <b>Production &amp; Efficiency</b>	<b>\$17.2 million</b>
❖ <b>Construction Management</b>	<b>\$5.6 million</b>
<b>Total Estimate Savings:</b>	<b>\$34.6 million</b>

# Project Savings

## *Time*

- This construction plan will only impact northbound traffic and will last less than eight months
- Rehabilitation for both directions of travel will be completed within this eight month window
- A staged construction plan would likely last three years and impact both directions of traffic
- Previous I-385 Rehab project north of this project took 36 months to construct

# **Project Savings**

## ***Safety***

- **Better access for emergency medical services**
- **Improved safety for workers and travelers**
- **Greatly reduced risk period**

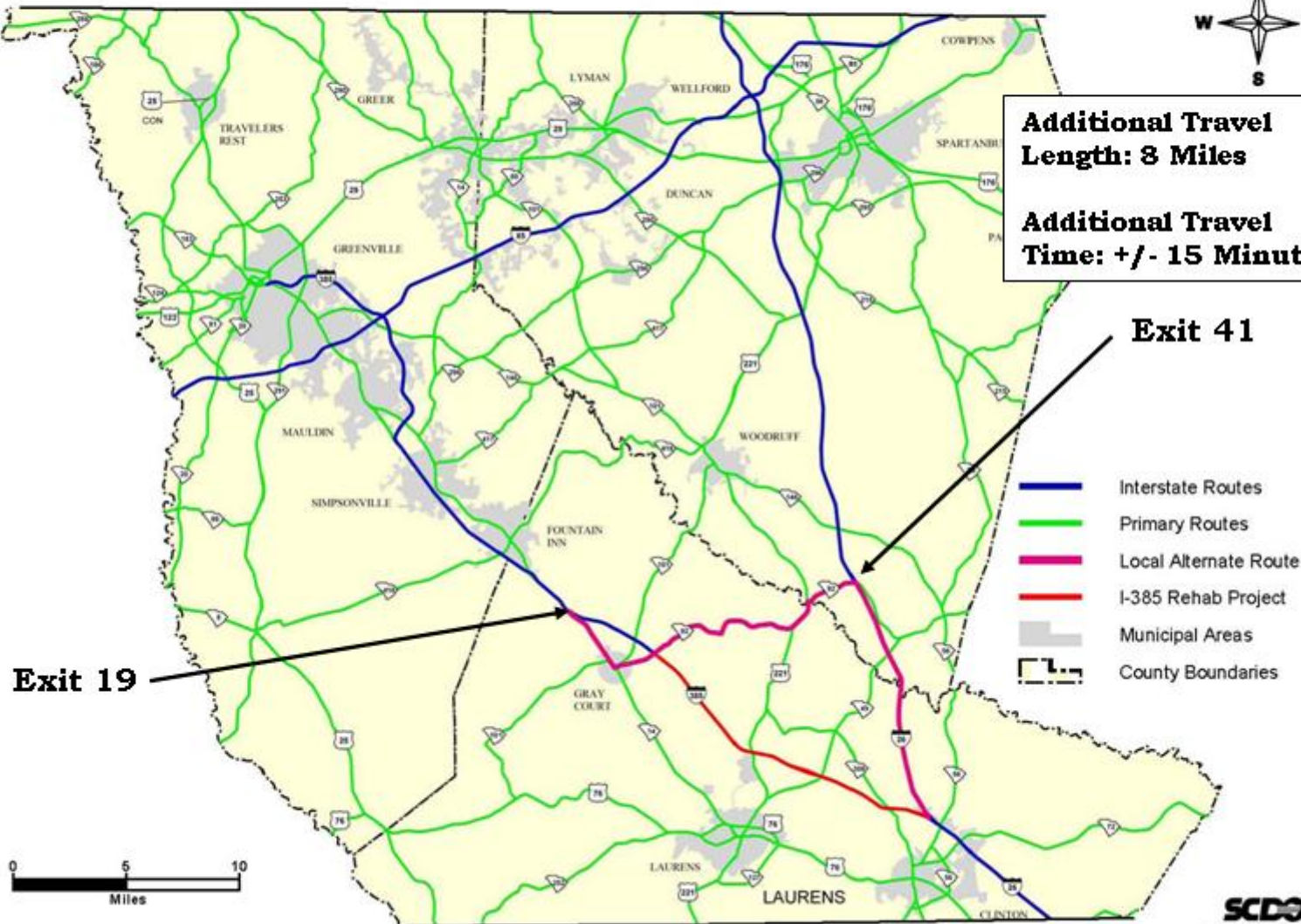
# Local Alternate Route

## I-385 REHAB PROJECT LOCAL ALTERNATE ROUTE



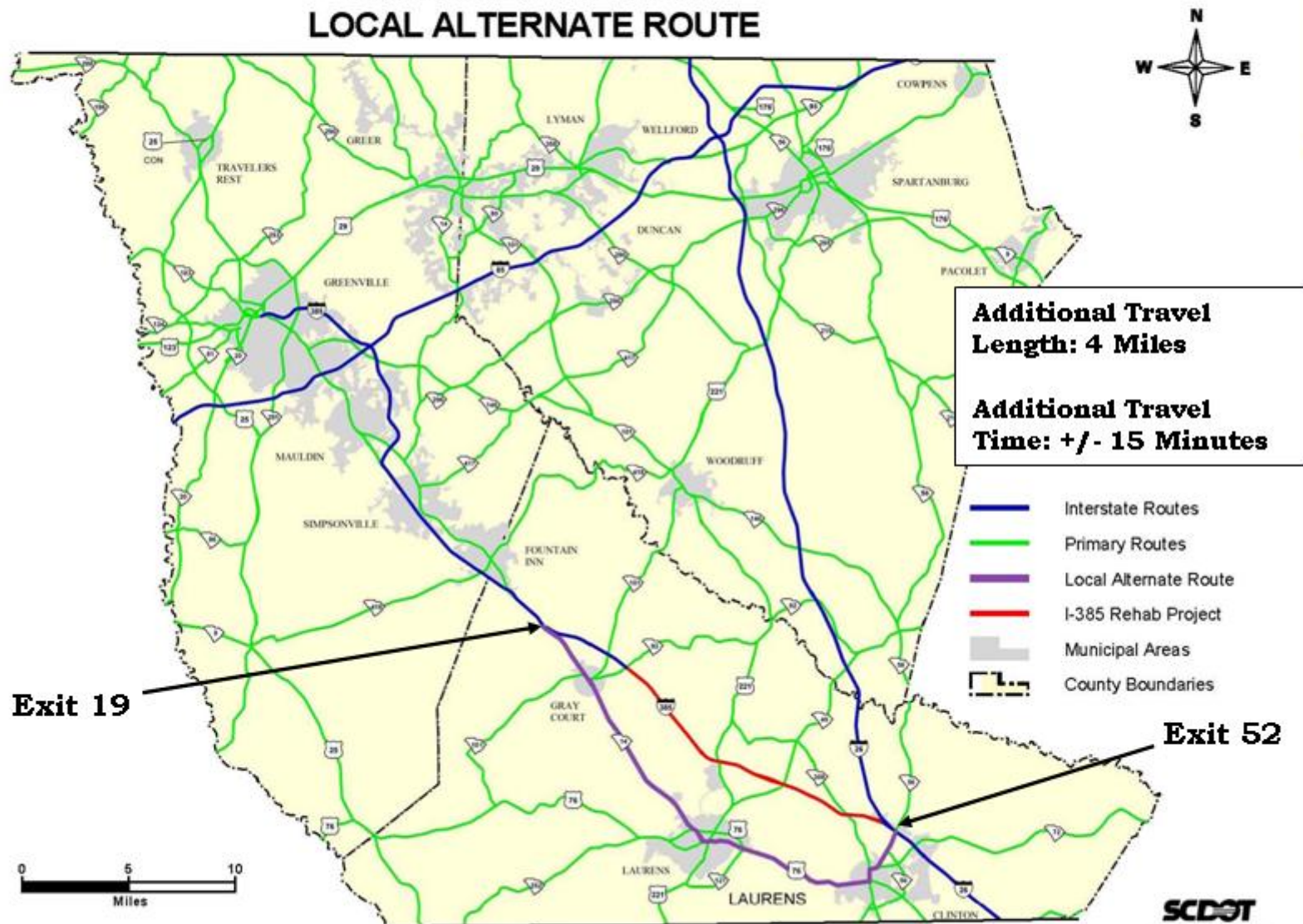
**Additional Travel  
Length: 8 Miles**

**Additional Travel  
Time: +/- 15 Minutes**



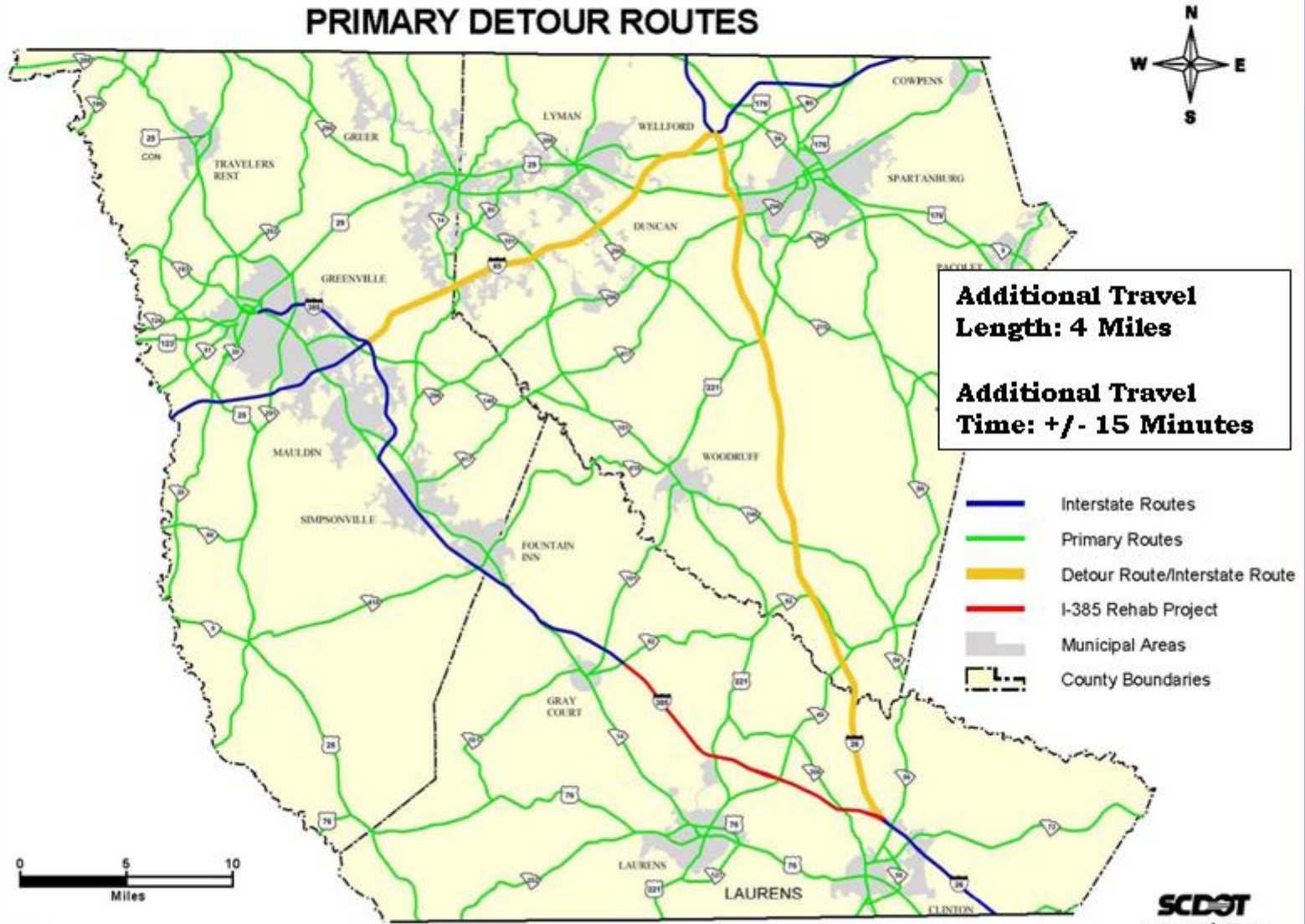
# Local Alternate Route

## I-385 REHAB PROJECT LOCAL ALTERNATE ROUTE



# Primary Detour Route

## I-385 REHAB PROJECT PRIMARY DETOUR ROUTES



# Traffic Control Considerations

- A staged construction plan would require shoulder reconstruction and additional shoulder widening
- Staged construction would involve reducing traffic to one lane in each direction
- Full interstate closures have been successfully implemented in other states resulting in:
  - Improved safety
  - Significant cost savings
  - Reduced construction duration
  - Higher quality
- Safer work environment for the public and the contractor
- FHWA, SCDOT, and Contractors reviewed plans and construction approach as part of Value Engineering Study and Constructability Review

# Traffic Control Considerations

- Existing ADT varies from 17,600 to 21,900 within the project corridor
- Existing pavement width is 32' ( 8' paved outside shoulder, 2-12' travel lanes, and no paved inside shoulder)
- Steep drop-offs in most locations
- Existing pavement width is insufficient to run head to head traffic
- Additional widening would be needed to provide positive separation (barrier wall)
- Emergency access during construction would be extremely difficult

# Project Staging

- **Phase 1      Bridge Jacking (Ongoing)**
  - To be completed December 2009
  
- **Phase 2      I-385 Northbound Rehab (Jan. 4, 2010)**
  - To begin when I-385 Northbound traffic is detoured up I-26
  
- **Phase 3      I-385 Southbound Rehab (TBD)**
  - Will begin when I-385 Northbound lanes are complete. Southbound traffic will be routed to the northbound side via median cross-over's
  
  - US 221 will be the only operational interchange within the 15 mile corridor during this construction period

*❖ The contractor has indicated work will take place around the clock to complete this work on schedule*

# Project Timelines

- Mainline rehab project was awarded September 09
- Northbound detour will begin January 4, 2010
- Project Completion Date is August 15, 2010
  - This project has \$25,000 per day for early completion and \$50,000 per day for failure to complete project on schedule

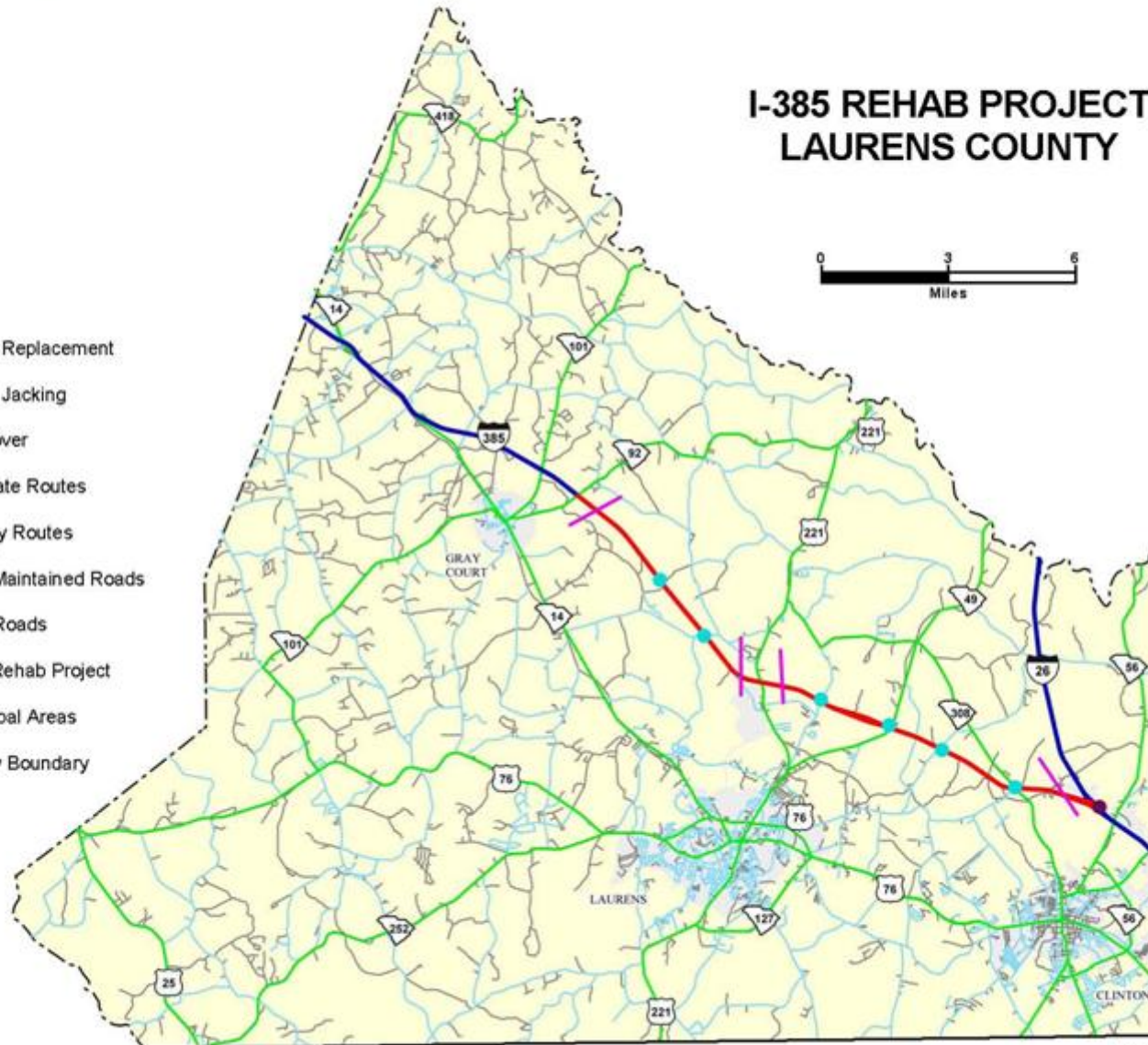
# Project Limits



## I-385 REHAB PROJECT LAURENS COUNTY



-  Bridge Replacement
-  Bridge Jacking
-  Crossover
-  Interstate Routes
-  Primary Routes
-  State Maintained Roads
-  Local Roads
-  I-385 Rehab Project
-  Municipal Areas
-  County Boundary



# Project Scope

## **Scope:**

- Interstate Rehabilitation of I-385 from I-26/I-385 interchange at mile point 0 north to mile point 14.9
- Raising of 6 overpass bridges (Currently underway)
- Bridge replacement of fly-over bridge that connects I-26 westbound to I-385 northbound
- Shoulder widening
- Guardrail

# Successful Interstate Closures

- ❖ **Maine**                      **Interstate 295**
- ❖ **Tennessee**                **Interstate 40**
- ❖ **Missouri**                    **Interstate 64**
- ❖ **Michigan**                    **M-10 (Lodge Freeway)**
- ❖ **Indiana**                      **Interstate 70**