

## **I-85 Project Status** **Spartanburg County**

This interstate rehabilitation project was awarded to the Rogers Group, Inc. in amount of \$44,026,388.07 on June 12, 2014 and the notice to proceed was provided on July 24, 2014. This project was funded as part of the statewide federal-aid interstate rehabilitation program. The original scope of work included 5 inches of milling the existing asphalt including the surface Open Graded Friction Course (OGFC) riding layer between mile marker 58 and mile marker 68 in both the northbound and southbound directions, provide cross slope correction for drainage purposes, and replace with 5 inches of new pavement including the OGFC riding layer.

Rogers Group, Inc. began work on August 13, 2014. After the initial milling operation that began with only the top 2 inches of asphalt for approximately 1.5 miles northbound, this entire milled section began to deteriorate under traffic. We attempted to mill an additional 1 to 2 inches to gain a more stable milled asphalt surface, but this was unsuccessful and began to deteriorate under traffic as well. To immediately address safety and shore up the project until an alternate paving plan can be developed, 2 inches of new asphalt was placed in this milled area and the entire roadway was patched full depth both northbound and southbound.

SCDOT, with approval of FHWA, determined that the original scope of work was not viable due to the unexpected performance of the underlying existing pavement. As a result, it was determined to terminate the existing contract and develop an alternate paving plan. The Rogers Group, Inc. has been paid \$5,078,418.57 for work completed at the time of contract termination. Since the contract termination that occurred March 31, 2014, SCDOT has taken core samples in the failing section as well as the entire project corridor. In addition, further investigation has taken place to identify the cause of failure during construction and to identify other areas throughout the project limits with existing conditions similar to the failing section. Finally, the existing drainage and barrier wall has a significant impact on the revised design and constructability and will be considered during the plan development.

We anticipate that the revised design and alternate paving will be completed by the end of May for a planned August construction letting. A construction schedule will be developed upon completion of the revised design. The full depth patching that was completed by Rogers Group, Inc. will remain in place to be utilized in the future design.

*Status of April 28, 2015*