

Maintenance of Traffic (MOT)

Interstate 15 Corridor Expansion (CORE) Project

Spans seven cities south of Salt Lake City in northern Utah

Project Overview

The I-15 Corridor Expansion (I-15 CORE) is the largest freeway construction project in the history of the Utah, and the fastest billion dollar highway project ever delivered. In all, Provo River Constructors (PRC) reconstructed 2.8 million SY of paving, replaced 63 bridges, and fully reconstructed 10 interchanges ...and finished the paving 50 days ahead of schedule.

MOT Variables

- A complex phasing plan was used to maintain existing lanes.
- Multiple phasing plans were employed to manage the grading and paving, while also keeping the estimated 150,000 vehicles moving safely through the area.
- With very few alternative routes, PRC was required to gain UDOT's approval for all of the 62 full directional and 2,500 other lane closures required.
- PRC only used 60% of the closures allowed, resulting in user-cost savings of almost \$860 M.
- The project used a 40-year concrete pavement design (over asphalt base), even though only a 30-year design was required.
- In spite of the scale of the project and other challenges, work was finished nearly \$260 million under budget.



Fast Facts

Owner

Utah DOT

Contractor

Provo River Constructors

Contract Value

\$1.72 Billion

Project Length

24 miles

Concrete Cost

\$130 million

Project Completion

August 2012

- Work activities were often grouped according to the location of each closure, allowing crews to keep closures to a minimum while maximizing work schedules.
- When closures were needed, PRC relied on the help of the Utah Highway Patrol (UHP) to keep people alert of upcoming traffic activities.
- UHP officers administered slowdowns, worked speed enforcement, and advised PRC on how to better improve their MOT strategies.

Construction Factors

- This project included 10 Intersections/Interchanges 63 bridges, and more than 100 businesses on the route.
- In all, the project spanned 358 lane miles.
- PRC used more than 100 separate pavement segments to complete the large-scale project.
- Diverging diamond interchange (DDI) and a continuous flow intersection (CFI), necessitated special staging and unique joint construction.

Other Factors

- More than 2,000 employees, as well as approximately 60 subcontractors and consultants were involved in the project.
- Snow and ice were also factors, necessitating a cold-weather paving plan.
- Not only was the project finished ahead of schedule, the contractor also achieved a project safety record four times safer than the national average.



Presented by the

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