

CAROLINA CROSSROADS QUARTERLY

JULY 2023

Milestones Lead to Safer Travel



New exit ramp from I-26 eastbound to US 378, exit 110

Since breaking ground in 2021, the Carolina Crossroads Project (CCR) has met two significant milestones that help improve safety and traffic flow.

Ramp Extension

In Phase 1, as you are traveling along I-26 eastbound towards Lexington Medical Center, you will find that the ramp to Sunset Boulevard (US 378) at exit 110 begins much sooner than before. In fact, the exit ramp is nearly 3/4 of a mile longer. The longer ramp allows cars to exit the interstate earlier. This improves the flow of interstate travel, decreases congestion, and ultimately improves safety.

New Storage Lane

Another milestone is in Phase 2 with the addition of a 1500' storage lane along I-20 westbound between the Broad River Road interchange and exit 64B to I-26 westbound. This new storage lane provides a longer ramp to I-26 westbound. This keeps traffic along I-20 westbound flowing more smoothly.

While Phases 1 and 2 will not be completed until late 2024 to early 2025, milestone achievements like these allow SCDOT to provide incremental improvements to improve safety and decrease congestion by opening portions of the project as they are completed.



New storage lane at I-20 westbound exit to I-26 towards Spartanburg

Did You Know?



While bridges appear to be mostly steel and concrete, carpenters and other woodworking experts play an important role in the construction of bridges.

Carolina Crossroads currently has nearly 30 carpenters and apprentices building wooden forms, and rails. The forms are used to temporarily hold the concrete. Once the concrete hardens, they are removed, leaving behind a solid platform. Rails are added to provide safety. Much of the wood is recycled afterwards for other uses.



Carpenter building a frame during bridge construction



Frame and railing for stability and safety



Phase 1 Progress Report

We already highlighted one milestone achievement in Phase 1, but if you travel through the Phase 1 project area daily, you may notice other gradual changes to the roadways and landscape.

One such change to note is the completion of retaining walls along I-26 and McSwain Drive. These retaining walls stabilize and retain the soil on steep slopes.

An additional change you might observe is the ongoing construction of a new bridge over the Saluda River. To date, 72 of 89 drilled shaft foundations have been completed in the construction of the new bridge, and deck pours have begun. We look forward to sharing more progress on this bridge construction in our next issue.

Significant but less noticeable work is the relocation of underground sewer lines along Lawand Drive. Utility relocation is a necessary component of construction. Once identified, utilities are either relocated or shielded to prevent damage.

Additional work expected in the coming months:

- City of Columbia pump station relocation on Lawand Drive
- City of Columbia 24" water line relocation on Arrowwood Road
- Continuation of pile driving for the new bridge being constructed over Arrowwood Road
- Continuation of girder placement on the new bridge being constructed over the Saluda River



New bridge under construction near I-26 westbound to I-126



First completed MSE wall between I-26 westbound and McSwain Drive



Crews installing Gravis retaining wall along I-26 westbound



Phase 2 Progress Report

In Phase 2, bridge work in the I-20 median at the Broad River Road interchange has begun. Ultimately, there will be three bridges at this interchange to help improve safety and traffic flow.

Construction teams have also started constructing MSE walls along this corridor. In the coming months, we anticipate that drivers will see an uptick in activity through this corridor as work progresses.

Underground, the relocation of sewer lines within the Phase 2 corridor have been completed using the jack and bore method. By using this method, utility pipes can be installed without digging trenches or disrupting the asphalt roadway.

Additional work expected in the coming months:

- Continuation of construction of detention ponds for I-20 westbound at the I-26 ramp
- Continuation of pile installation and spread footings for the new bridge over Broad River Road
- Continuation of utility relocation
- Continuation of relocation of the tributary between I-20 and Garner Lane

Jack and Bore

Jack and bore is a trenchless method used in drainage and sewer construction. It is suitable for installing short pipe runs in stable and dry soils without large boulders.



Jack and bore used in utility relocation



Demolition of median wall for the excavation of bridge foundations



Bridge foundations being prepared for concrete to be poured



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Phase 3 - I-20/26 & I-26/126 System Interchanges, St. Andrews Road at I-26 Interchange, Bush River Road at I-20 Interchange

Phase 3

Looking ahead, the CCR project is preparing for Phase 3, which is the largest of the five phases. In late August, South Carolina Department of Transportation (SCDOT) will host a DBE outreach meeting for subcontractors who are interested in working on the project. This is a great opportunity for small and minority businesses to get involved. In December, SCDOT will make an announcement on which of the two short-listed contractors will be awarded the Phase 3 contract after competitive procurement.



SCAN QR CODE TO REGISTER

<https://bit.ly/3JG7m8G>

REGISTRATION REQUIRED

CCR Word Search

How many words related to the CCR project can you find?

- Interstate Travel
- Construction
- Utilities
- Bridge
- Drilled Shaft
- Traffic Flow
- Jack and Bore
- Safety
- Retaining Wall
- Relocation
- Corridor



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