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# CAROLINA CROSSROADS QUARTERLY

APRIL-JUNE 2023

## Program Updates

Exciting things have been happening on the Carolina Crossroads project. Our team has made significant progress on Phases 1 and 2 with more to come.



Picture 1: Bridge under construction near Colonial Life Blvd.; Picture 2: Construction of the ramp expansion along I-26 eastbound; Picture 3: Drilled shaft preparation for a bridge near the Saluda River.

As you're riding along the corridor in Phase 1, you may have noticed the bridges being constructed along I-26 westbound to I-126 eastbound/ Colonial Life Blvd. As you approach US 378, you will notice a ramp expansion to the right of I-26 eastbound that will be open within the next 6 months.



Picture 1: Asphalt paving of new collector distributor ramp on I-20 westbound; Picture 2: Construction of Garner Lane relocation; Picture 3: Pile foundation for southbound Broad River Road bridge over I-20.

The Garner Lane relocation is approaching completion on Phase 2 of the project and will provide access to Broad River Road via Longcreek Drive. Asphalt paving for I-20 westbound to I-26 westbound collector-distributor ramp has also begun.

With the many new construction activities happening along the project corridor, we would like to remind drivers to exercise caution and patience while traveling through the construction area. We appreciate your understanding and cooperation throughout the duration of this project and look forward to sharing more new exciting updates with you.

## Did You Know?



Timber piles and steel piles are commonly used in highway construction for the foundation of structures such as bridges, retaining walls, and sign supports.

Timber piles are made from natural wood and are often used in areas with softer soil conditions.

Steel piles, on the other hand, are constructed of high-strength steel and are suited for heavy-duty applications requiring a high loadbearing capability. The choice between timber and steel piles depends on factors like cost, soil conditions, and environmental regulations.



Timber pile stabilization near the Saluda River near I-26 westbound.



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## PHASE 1 - Colonial Life Boulevard at I-126 Interchange

### Phase 1 Snapshot

#### Upcoming/Continuing Work:

- Rehabilitation of existing bridges at Colonial Life Boulevard
- Pile foundation for additional bridges at Colonial Life Boulevard
- Relocation of the City of Columbia pump station on Lawand Drive
- Relocation of the City of Columbia 24" water line along Arrowood Road
- Installation of retaining wall along I-26 westbound near McSwain Drive



MSE wall being installed along McSwain Drive. An MSE wall is a type of retaining wall.

#### Phase 1 By the Numbers:

Here's an overview of the approximate amount of work completed to date.

- 44 drilled shafts installed
- 32 columns put in place
- 10 bridge caps placed
- 250 timber piles installed
- 72 steel piles installed
- 2055 linear feet of drainage pipe
- 12,175 loads of material moved
- 12,959 tons of asphalt placed

## PHASE 2 - Broad River Road at I-20 Interchange

### Phase 2 Snapshot

#### Phase 2 Upcoming/Continuing Work:

- Additional 1500 ft. of storage lane for I-20 westbound off ramp to I-26 westbound
- Continued construction of detention ponds for I-20 to I-26 ramp
- Bridge foundation work in median of I-20



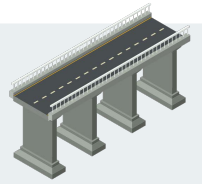
I-20 looking east. Various construction activities happening along I-20 eastbound and westbound.

#### Phase 2 By the Numbers:

Here's an overview of the approximate amount of work completed to date.

- 24 steel piles driven
- 2,917 linear feet of drainage pipe installed
- 4,075 dump truck loads of material moved
- 11,001 tons of asphalt placed

## Let's build a bridge!



A girder bridge is a type of bridge that uses girders to support its deck. Concrete and plate steel girder bridges are the two most common types. The terms "girder" and "beam" are frequently used interchangeably.

Girders are horizontal beams that span the gap between two support points on a bridge. Girder placement is an important phase in bridge construction since it provides the structure on which the bridge deck is built.

Typically, girders are placed on top of the piers or abutments using a crane or other heavy equipment. The girders are then secured in place with bolts or other fasteners, and the bridge deck is constructed on top of them. The process of placing girders requires careful planning and coordination.

Girder installation has recently begun on Phase 1 of the Carolina Crossroads project.



Girders being set near Saluda River near I-26 westbound.



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