



US 17 ACE Basin - Segments 1 & 2A

Vol. 3, No. 2



The weight of the surcharge material has enabled much of the subsoils for the Segment 2A causeway, north of the Combahee River, to reach proper consolidation. Currently, the surcharge material is being removed in preparation for paving.

In Segment 1, Phases 1NB and 2SB, on the old lanes of US 17, binder and surface courses of asphalt have been placed and shoulders have been widened between the Harriet Tubman Bridge over the Combahee River and Jacob White Road, leaving only the final layer to be placed later this year.

On Big Estate Road, asphalt has been placed. Shoulder work, ditches, cleanup, and a new traffic signal installation at US 17 are underway.

Construction of the US 17/21 Gardens Corner Interchange is underway. The southern MSE wall for the new US 17 overpass has reached its final height. The northern MSE wall is now underway. A portion of the old US 21 northbound traffic lane is being re-worked to accommodate a new ramp from US 21 onto US 17 northbound and new lanes are being constructed, which will go under US 17 to a traffic circle for access to US 17 southbound. To complete this work, US 21 traffic has been reduced to a single lane in each direction on a portion of the old southbound lanes, the speed limit in the area has been reduced to 35 mph, and a temporary traffic light has been added at the US 17/21 intersection to assist traffic moving through the area. SCDOT appreciates the patience of all motorists traveling through the construction zone.

Congratulations to the entire US 17 ACE Basin Parkway - Segments 1 & 2A project team on receiving a 2.99 out of 3.0 QMT score on project management and execution from the SCDOT auditors.

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Aerial photo of the US 17/21 Gardens Corner Interchange. (Frontage Road, southern MSE wall and pile cap, and much of Ramp 1 are complete. The northern MSE wall and pile cap, Ramps 2, 3, & 4, US 17, and US 21 are all underway.)



Aerial photo of Segment 2A



To report construction-related emergencies, please call:

1-800-763-4718

For project information or to leave comments:

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Facts

SEGMENT 1

Notice to Proceed: 3/1/07

Environmental Permits Issued: 7/6/07

Segment 1 Completion: Fall 2010

Design/Build Contract Cost: \$80 Million

Percent Complete: Design: 99%
Construction: 80%

SEGMENT 2A

Notice to Proceed: 3/08

Segment 2A Completion: Fall 2010

Design/Build Contract Cost: \$20.4 Million

Percent Complete: Design: 100%
Construction: 75%

Photos



After installing approximately 10 lifts of surcharge material on the Segment 2A causeway, just north of the Harriet Tubman Bridge, much of the foundation is now compact enough to begin removal of the surcharge. A track hoe removes surcharge material from Segment 2A.



At the Gardens Corner Interchange, the southern MSE wall for the new US 17 overpass has reached its final height and construction of the northern MSE wall is now underway.



Surcharge material removed from Segment 2A, north of the Harriet Tubman Bridge, is used as fill for the 20' high embankment supporting the approaches to the new US 17 overpass at the Gardens Corner Interchange.



Binder and surface course have been placed on the northbound lanes between the Harriet Tubman Bridge and Jacob White Road.



Aerial photo of Segment 1 Phase 1 with the intermediate and surface paving completed between the Combahee River and Jacob White Road.



The old northbound lanes of US 21 are being widened to become a new ramp from US 21 to northbound US 17 and a new lane from US 21, under the US 17 overpass, to a roundabout before joining US 17 southbound. This photo shows how the old lanes will split into a new northbound ramp (right side of new barrier wall) and a new travel lane (left side of the barrier wall).

WHAT'S BEEN DONE

3 MONTH LOOK AHEAD

- * Utility coordination & relocation
- * Right-of-way acquisition - all Phases
- * Phase 1NB & 2SB - shoulder widening, existing pavement overlay, median curbs, & median paving
- * Phase 3 - earthwork at several ramp locations, US 17, & US 21
- * Phase 3 - constructed detour road to shift traffic & allow access to bridge site
- * Phase 3 - earthquake drains
- * Phase 3 - constructed extensions on both ends of the existing culvert in the interchange area
- * Phase 3 - began bridge & MSE wall construction
- * Segment 2A - surcharge settlement
- * Segment 2A - drainage

- * Phase 3 - continue bridge & retaining wall construction
- * Phase 3 - continue earthwork & drainage for new ramps & mainline US 17 / US 21
- * Segment 2A - remove all surcharge
- * Segment 2A - pave future southbound lanes