Alternatives Public Information Meeting
Tuesday, October 4, 2016
1960  First stretch of I-26 opens

1961  I-126 opens (formerly named the Lester Bates Freeway)

1966  First segment of I-20 opens (formerly named the Strom Thurmond Freeway)

1976  I-126 and I-26 widened from four to six lanes from near Piney Grove Road to Greystone Boulevard

1979  Interstate widened to eight lanes from Greystone Boulevard across the Broad River to Elmwood Avenue/Huger Street

1981  The interchange at I-20 and Bush River Road completed

1984  The interchange at I-26 and St. Andrews upgraded

1985  The ‘flyover’ connection added from I-126 westbound leading to I-26 eastbound

1988  Direct connection to Bush River Road via Colonial Life Blvd was constructed

1993  I-26 expanded to six lanes

1997  I-26 Exit 102 (Lake Murray Blvd) is reconstructed from a half-diamond interchange into a six-ramp partial-cloverleaf

2011  Studies were undertaken but funding was uncertain
<table>
<thead>
<tr>
<th>Bridges</th>
<th>19</th>
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</thead>
<tbody>
<tr>
<td>Interchanges</td>
<td>12</td>
</tr>
<tr>
<td>Interstate (miles)</td>
<td>14</td>
</tr>
<tr>
<td>Roadway (lane miles)</td>
<td>166</td>
</tr>
<tr>
<td>AADT (Between St. Andrews and I-20)</td>
<td>134k</td>
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</tbody>
</table>
We are here

PHASE 1
Notice of Intent (NOI) to prepare an EIS and Scoping

PHASE 2
Develop and evaluate alternatives and prepare a Draft EIS and a Final EIS, ROD

PHASE 3
Project Delivery

Schedule
36 Months
The project is expected to cost between $1.3 and $1.5 billion.

As the #1 statewide interstate priority, SCDOT will use a blended funding approach that combines funding from state and federal-aid.
The Carolina Crossroads Project is needed to:

**Primary Purpose**
- Reduce Congestion
- Improve Mobility

**Secondary Needs**
- Improve freight mobility
- Improve safety in the corridor
- Improve system linkages
Why is Carolina Crossroads Needed?

More People 😊😎😍➡️ More Traffic 🚗🚗truck🚗

70% Average Projected population increase from 2015-2040

Population in Thousands:
- 2000: 500
- 2010: 700
- 2014: 800
- 2040: 1,150

In Lexington, Richland, Fairfield, and Newberry counties
Why is Carolina Crossroads Needed?

CORRIDOR CAPACITY

The traffic capacity data is based on daily averages collected in 2014 during peak traffic hours.

CORRIDOR COLLISIONS

A total of 2,370 collisions reported along I-26 from January 1, 2012 to December 31, 2014.
What is the Range of Alternatives we Evaluated?

- Mass Transit
- Transportation System Management
- Improvements in Existing Corridor
- New Alignment
- Improvements to arterial roadways
- Do Nothing
<table>
<thead>
<tr>
<th>Potential Property Impacts</th>
<th>Wetland Impacts (acres)</th>
<th>Stream Impacts (linear feet)</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbine</td>
<td>10</td>
<td>1</td>
<td>.1</td>
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<tr>
<td>Directional, Interior Rights</td>
<td>20</td>
<td>2</td>
<td>.2</td>
</tr>
<tr>
<td>Directional, Loop &amp; Ramp</td>
<td>30</td>
<td>3</td>
<td>.3</td>
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<tr>
<td>Directional, 2 Loops</td>
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<td>4</td>
<td>.4</td>
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<td>Braided Directional, 2 Loops</td>
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<td>5</td>
<td>.5</td>
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<tr>
<td>Semi Directional, 2 Loops</td>
<td>60</td>
<td>6</td>
<td>.6</td>
</tr>
</tbody>
</table>
What are the preliminary alternatives?
Northern Alignment
What are the preliminary alternatives?
Interchange Design Alternatives

Preliminary alternative interchange designs may include:

- Trumpet Interchange
- Fully Directional Interchange
- Diamond Interchange
- Diverging Diamond Interchange (DDI)
- Partial Cloverleaf Interchange
- Roundabout Interchange
- Single Point Urban Interchange
- Turbine Interchange
I-26 WB/ I-126 East-West Connector

Do Nothing

1 Direct Connector

Colonial Life Blvd

Bush River Rd
I-26 WB/ I-126 East-West Connector

2 Bush River

3 Directional Interchange

Bush River Rd
Colonial Life Blvd

20

26

126
1. Offset Diamond

I-26 @ I-126 / Bush River Rd
The entire corridor will be connected with mainline improvement options that advance as reasonable alternatives. These will include the evaluation of:

1. Adding new lanes
2. Adding transit accommodations
3. Adding Transportation System Management strategies
4. Adding Travel Demand Management strategies
In response to the Stakeholder Input:
Emergency Response Pilot Program
- Mile markers on median barrier
- Piney Grove Rd to St. Andrew Rd
- Located in 0.5-mile increments
To provide...

Better Understanding of the noise evaluation process.

To provide...

Two-Way Communication between the community and the Project Team.

To...

Review Outcome of noise data collection.
01 I-26 Widening Project from SC 202- Pomaria, Little Mountain (Exit 85) to I-26 @ Broad River (EXIT 101) will begin construction in 2018.

02 I-26 Resurfacing Project from I-26@ Broad River (EXIT 101) to I-26@ I-126 /Bush River (EXIT 108).

03 I-126 Resurfacing Project from mile marker 0-4.