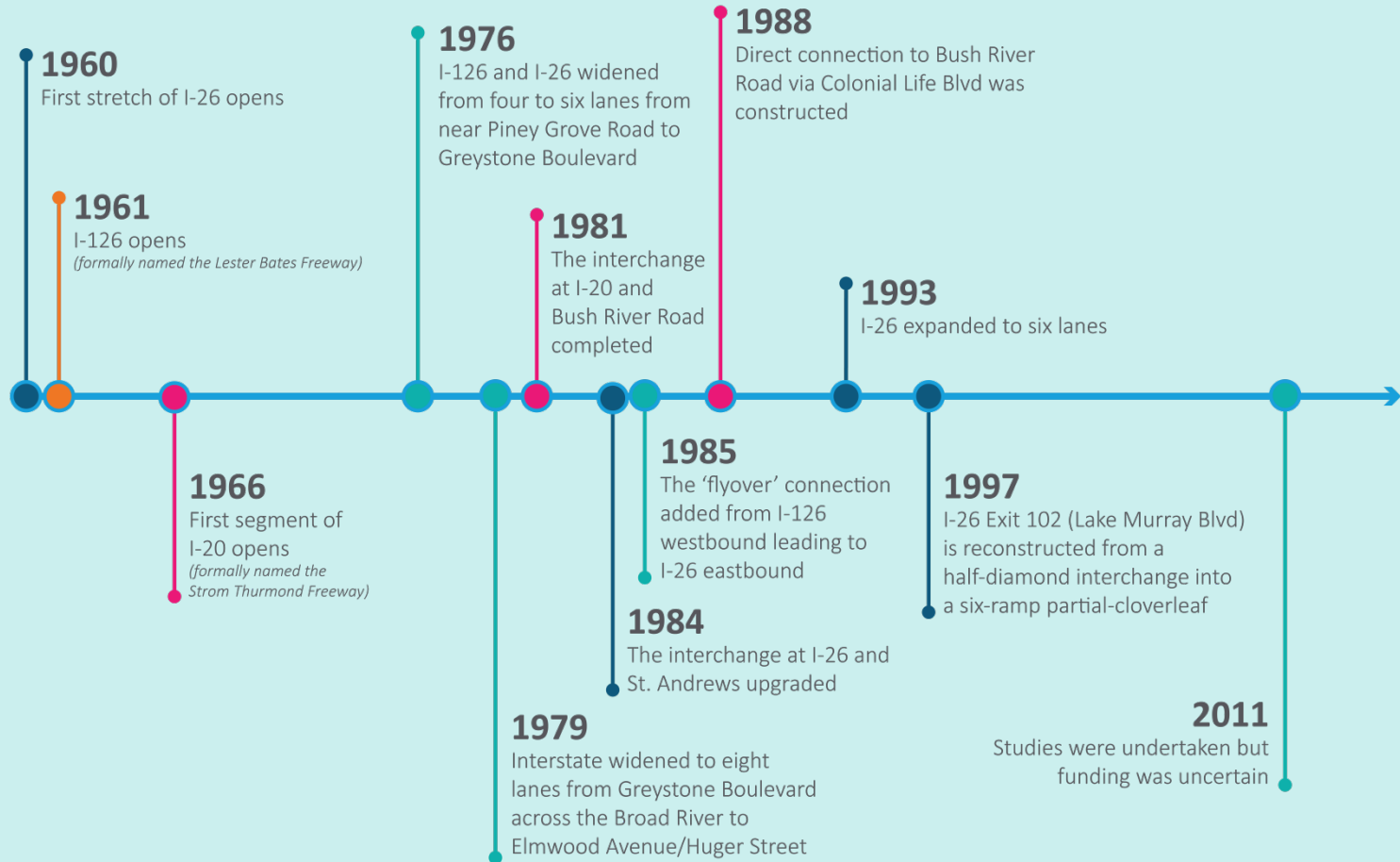




Alternatives Public Information Meeting
Tuesday, October 4, 2016

Corridor History





19

Bridges



12

Interchanges



14

Interstate
(miles)



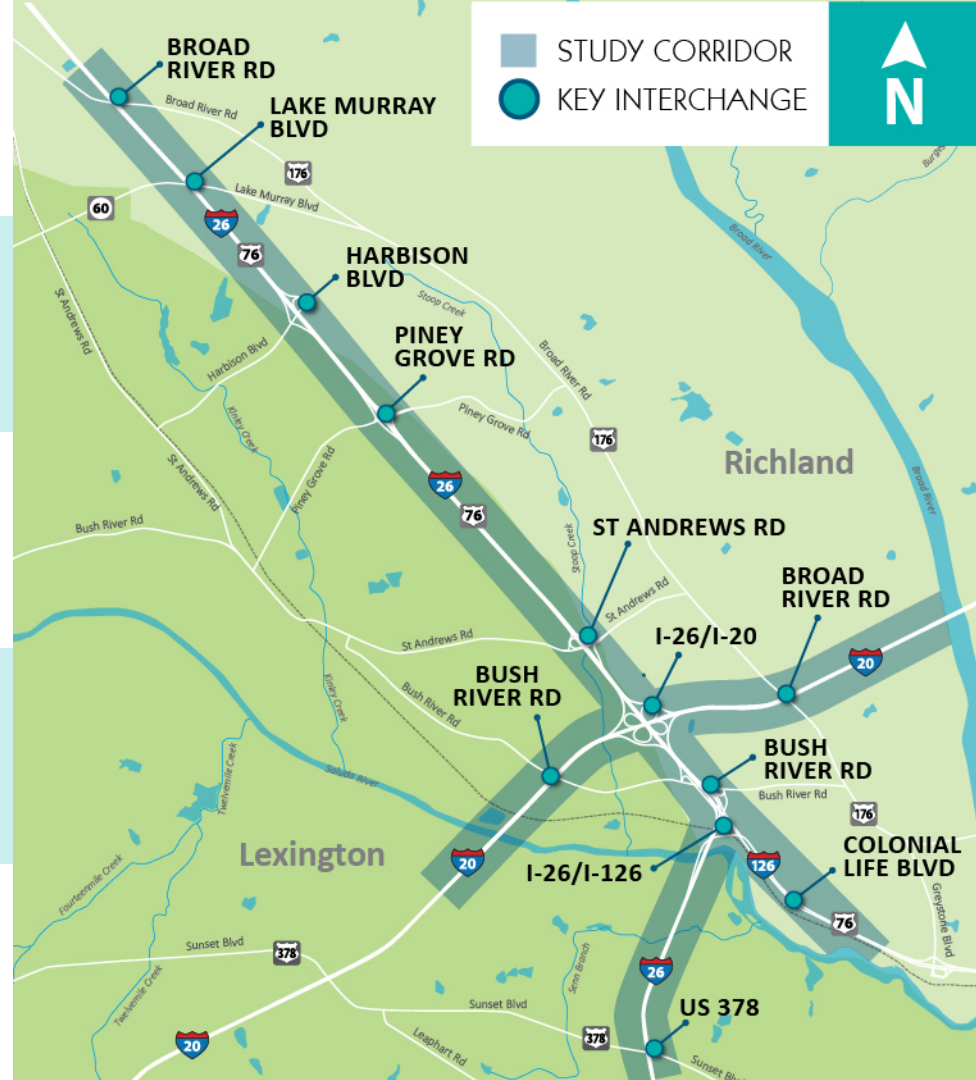
166

Roadway
(lane miles)



134k

AADT
(Between St. Andrews and I-20)



Schedule

36 Months

We are here

PHASE 1

PHASE 2

PHASE 3

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

**Develop and evaluate
alternatives and
prepare a Draft EIS and
a Final EIS, ROD**

Project Delivery

South Carolina's #1 Interstate Priority, BOOM



01 The project is expected to cost between \$1.3 and \$1.5 billion.

02 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



Secondary Needs



Improve freight mobility



Improve safety in the corridor



Improve system linkages



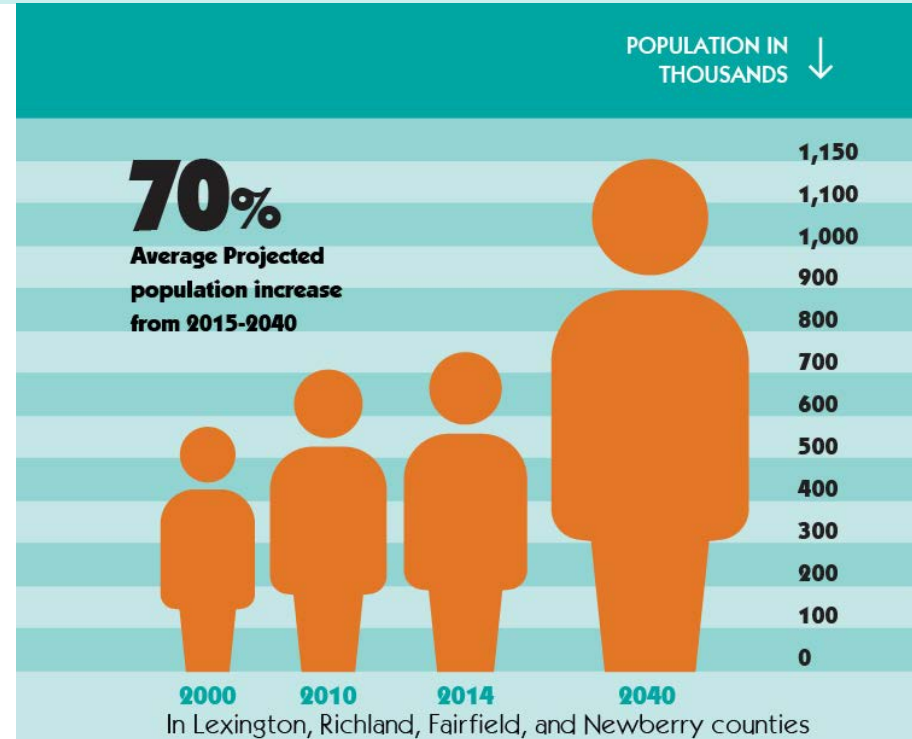
Why is Carolina Crossroads Needed?

More People



=

More Traffic





Why is Carolina Crossroads Needed?

CURRENT

CORRIDOR CAPACITY



CURRENT

CORRIDOR COLLISIONS



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

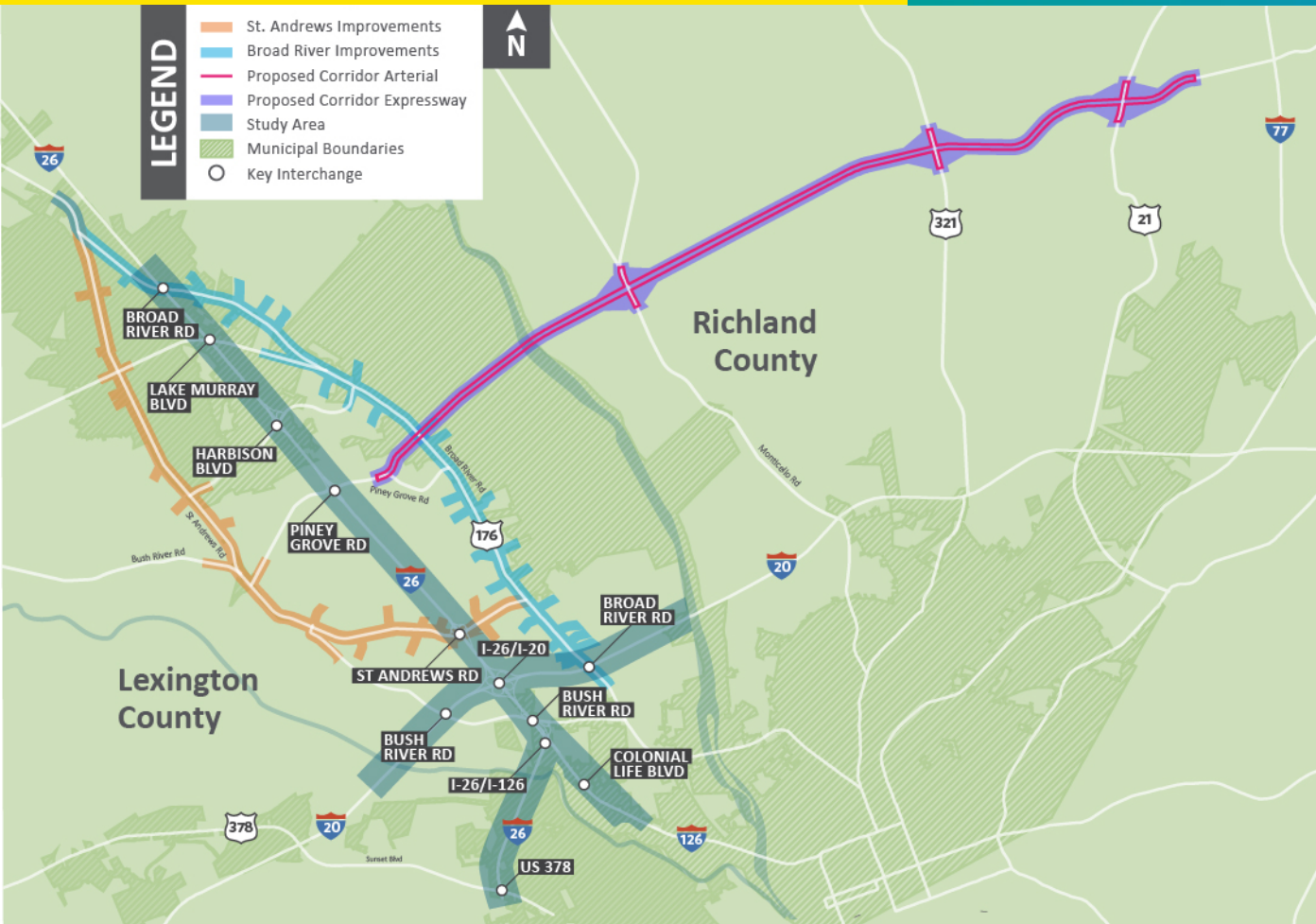
Process to Next Public Meeting



Human and Environmental Impacts Matrix

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Turbine	10	1	.1	High
Directional, Interior Rights	20	2	.2	Medium
Directional, Loop & Ramp	30	3	.3	Low
Directional, 2 Loops	40	4	.4	High
Braided Directional, 2 Loops	50	5	.5	Medium
Semi Directional, 2 Loops	60	6	.6	Low

What are the preliminary alternatives?



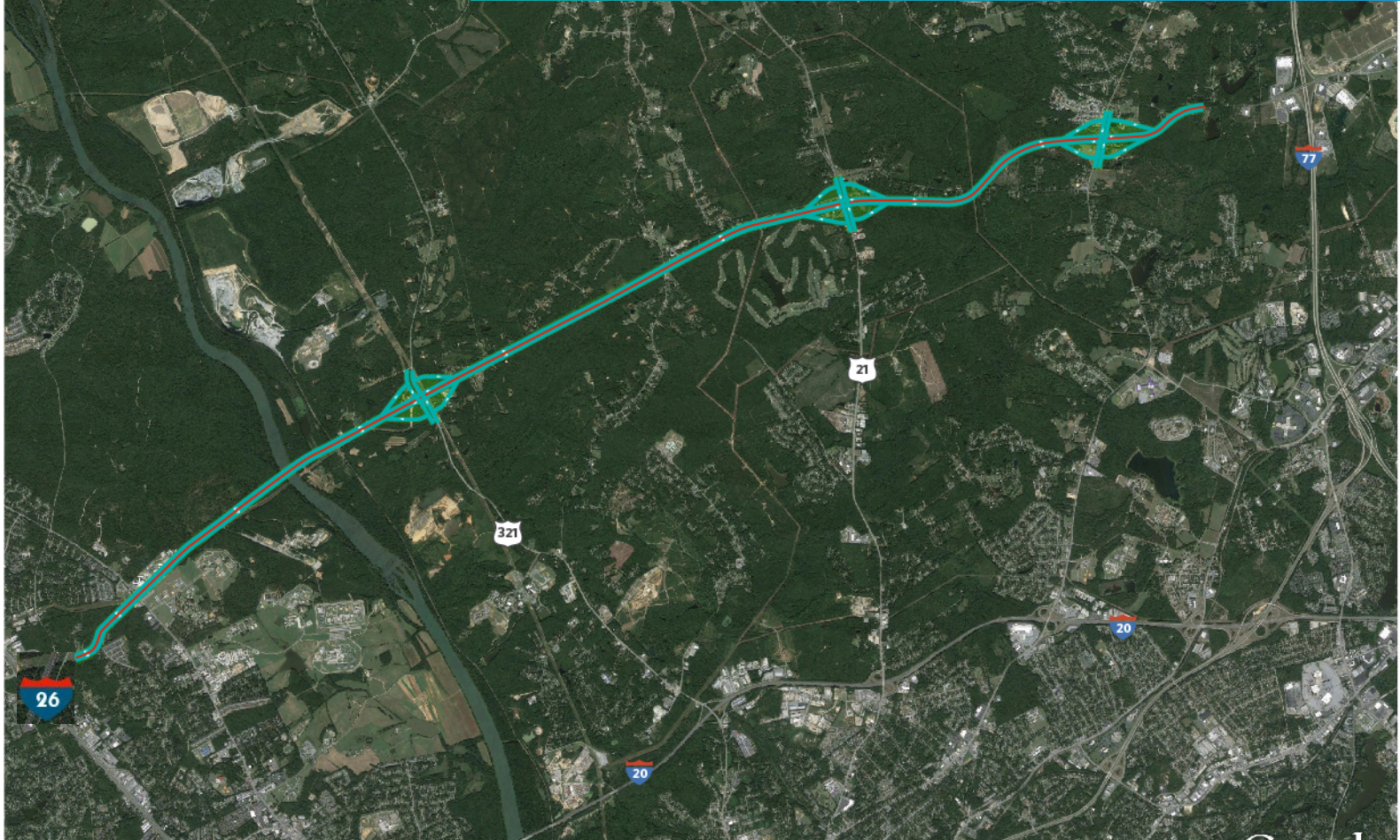
INTERSTATE IMPROVEMENTS

- Board 10** I-26@ Broad River (EXIT 101)
- Board 11** I-26@ Lake Murray (EXIT 102)
- Board 12** I-26@ Harbison (EXIT 103)
- Board 13** I-26@ Piney Grove (EXIT 104)
- Board 14** I-26@ St. Andrews (EXIT 106)
- Board 15** I-26@ I-20 (EXIT 107)
- Board 16** I-26@ I-126/Bush River (EXIT 108)
- Board 17** I-26@ US378 (EXIT 110)
- Board 18** I-20@ Bush River (EXIT 63)
- Board 19** I-20@ Broad River (EXIT 65)
- Board 20** I-126 / I-20 East - West Connector (EXIT 108)

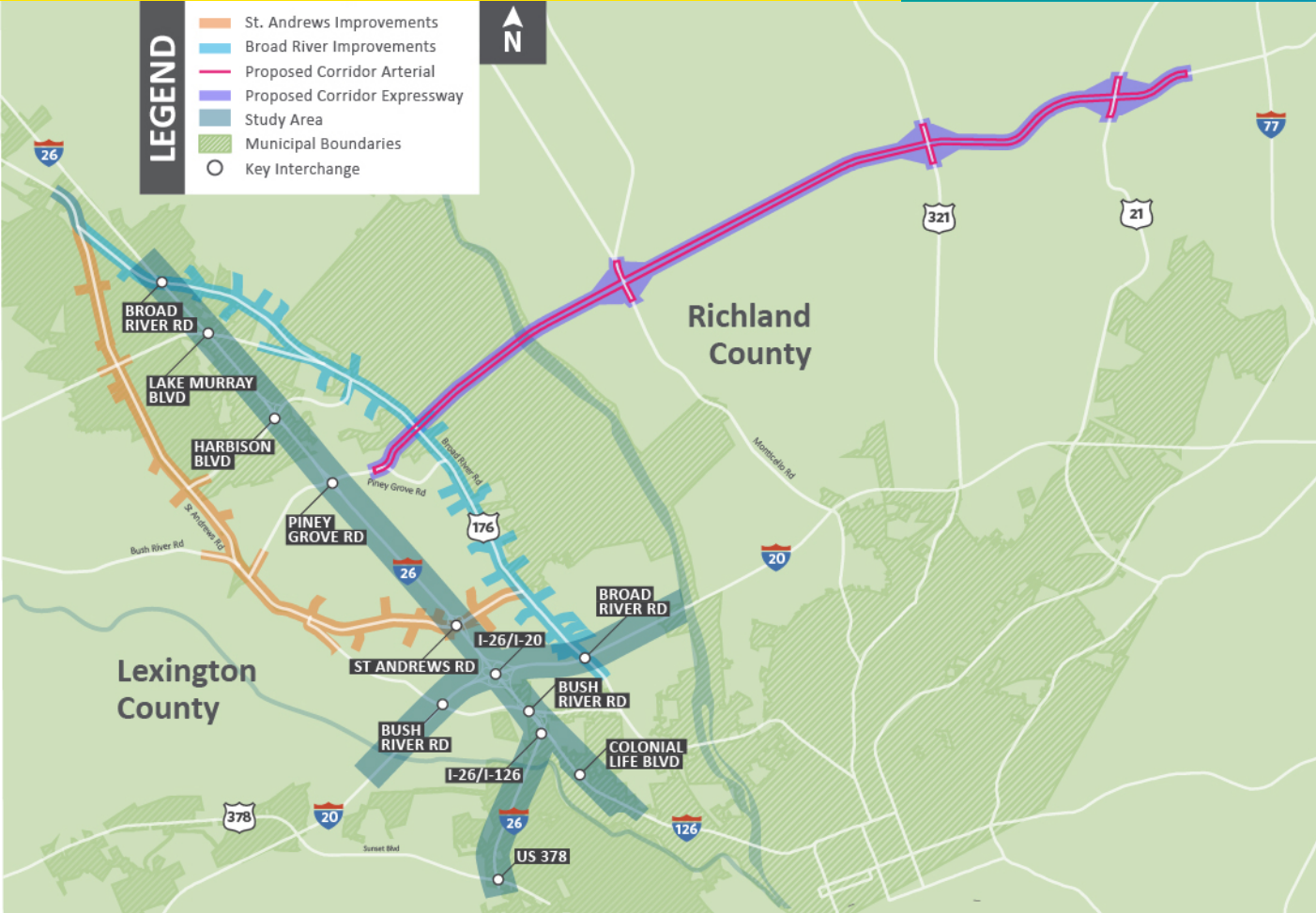
OUTSIDE CORRIDOR

- Board 21** Widen Broad River Road
- Board 21** Widen St. Andrews Road
- Board 22** Northern Alignment Arterial
- Board 22** Northern Alignment Expressway

Northern Alignment



What are the preliminary alternatives?



- ### INTERSTATE IMPROVEMENTS
- Board 10** I-26@ Broad River (EXIT 101)
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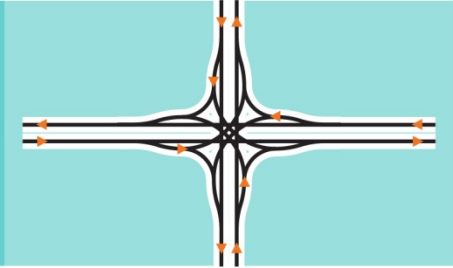
- ### OUTSIDE CORRIDOR
- Board 21** Widen Broad River Road
 - Board 21** Widen St. Andrews Road
 - Board 22** Northern Alignment Arterial
 - Board 22** Northern Alignment Expressway

Interchange Design Alternatives

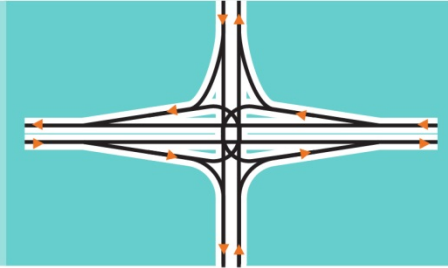
Preliminary alternative interchange designs may include:



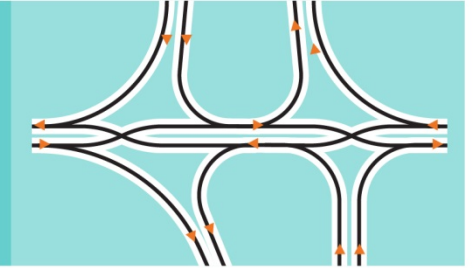
Trumpet Interchange



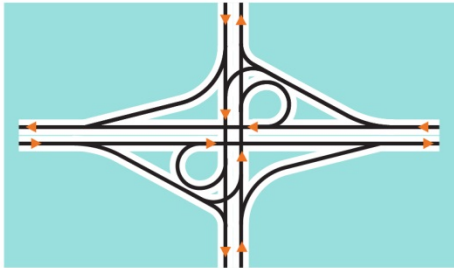
Fully Directional Interchange



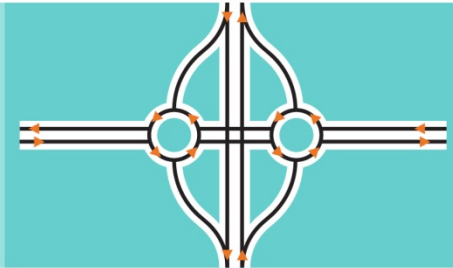
Diamond Interchange



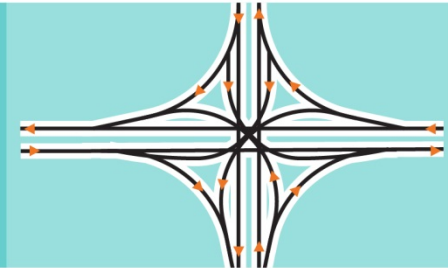
Diverging Diamond Interchange (DDI)



Partial Cloverleaf Interchange



Roundabout Interchange



Single Point Urban Interchange

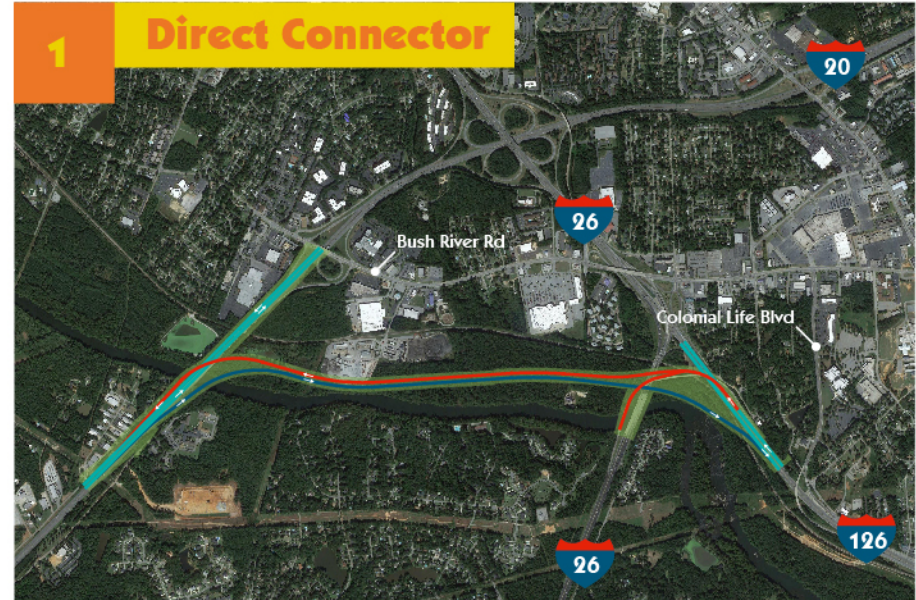


Turbine Interchange

Do Nothing



1 Direct Connector



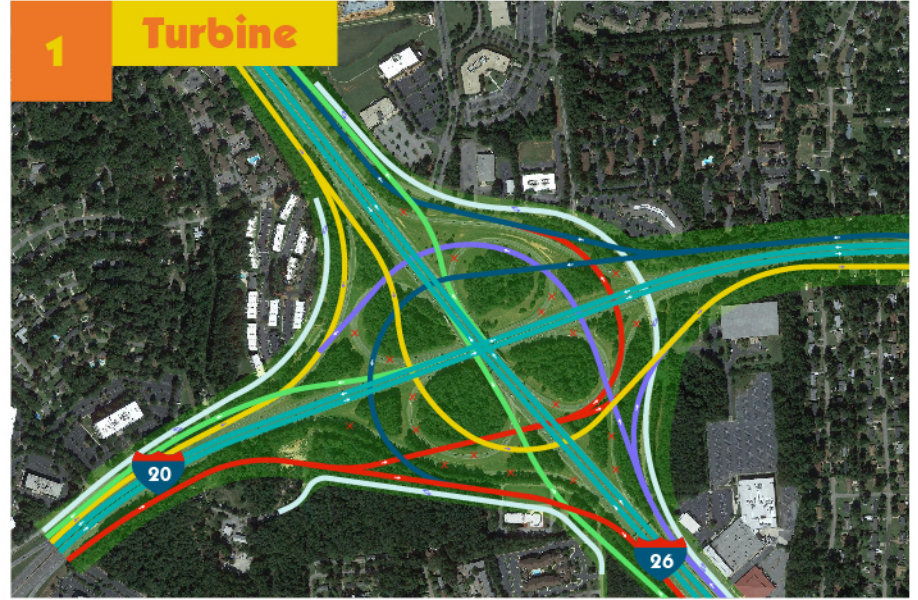


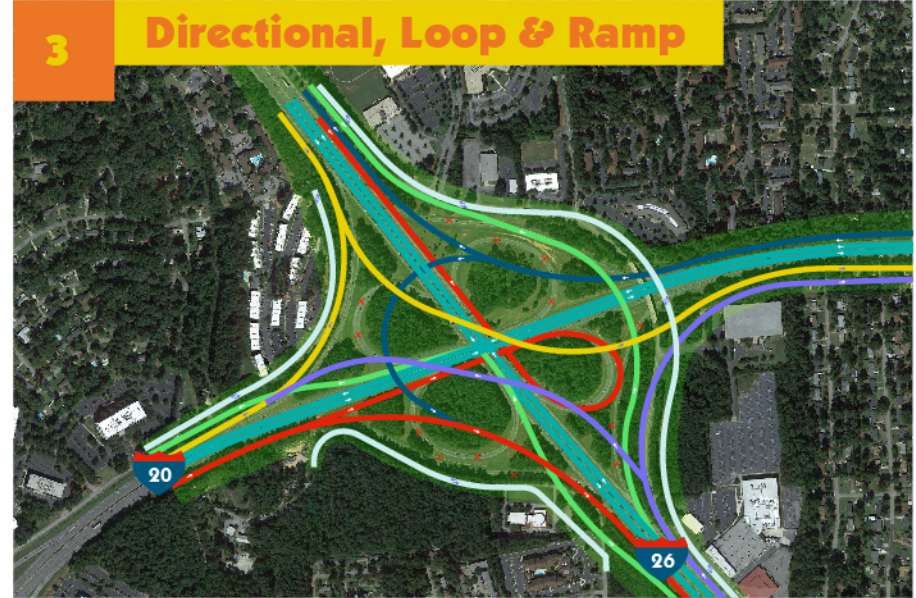
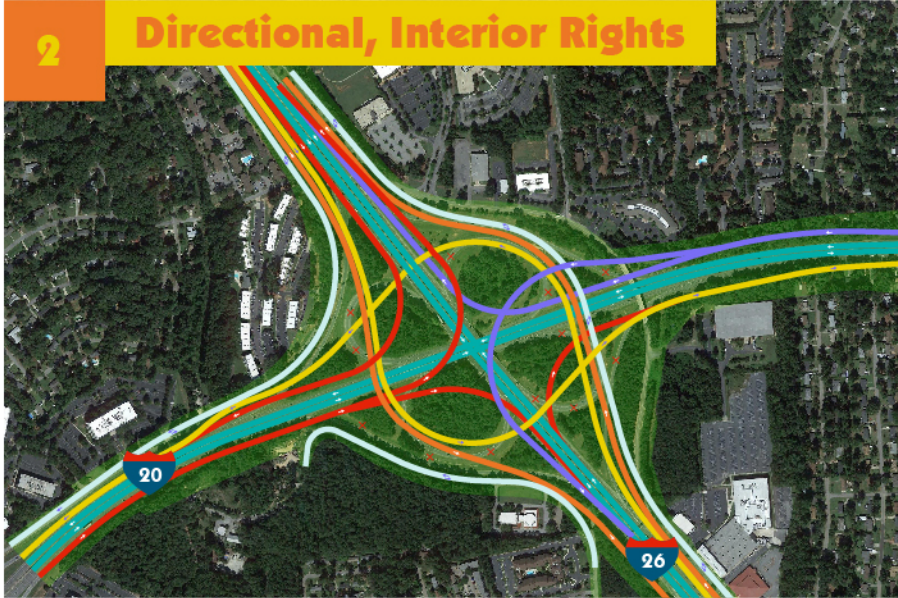
Do Nothing

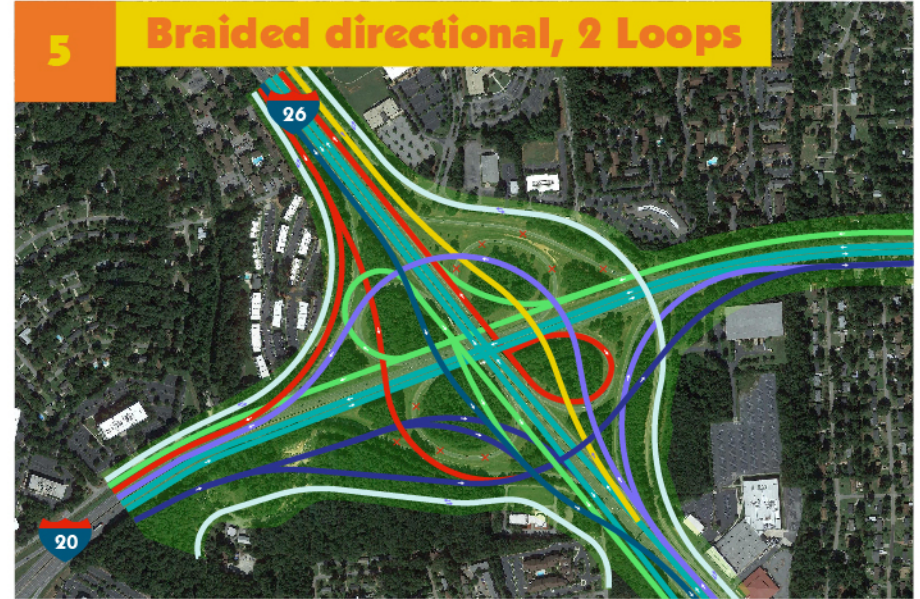
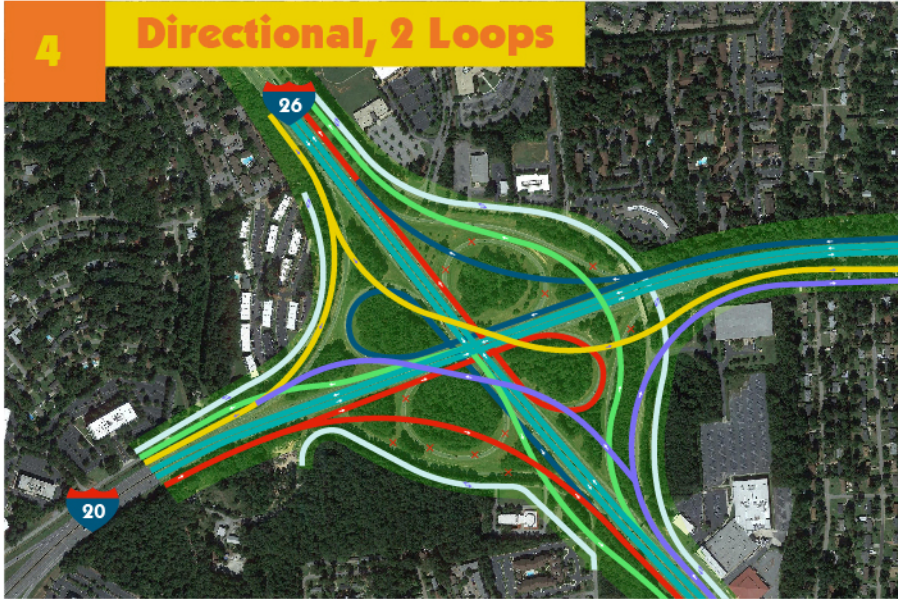


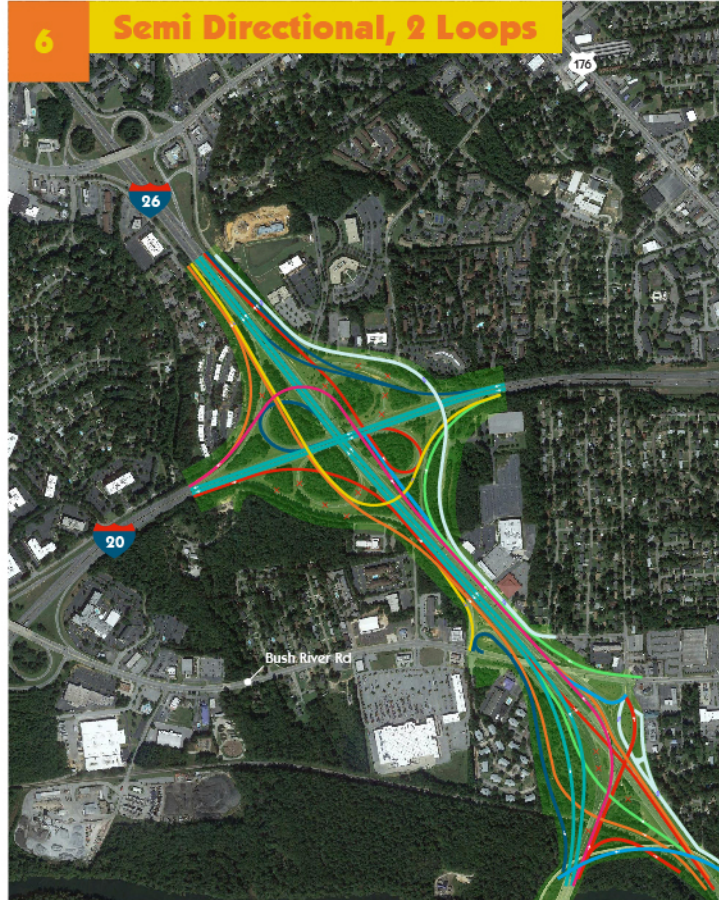
1

Turbine



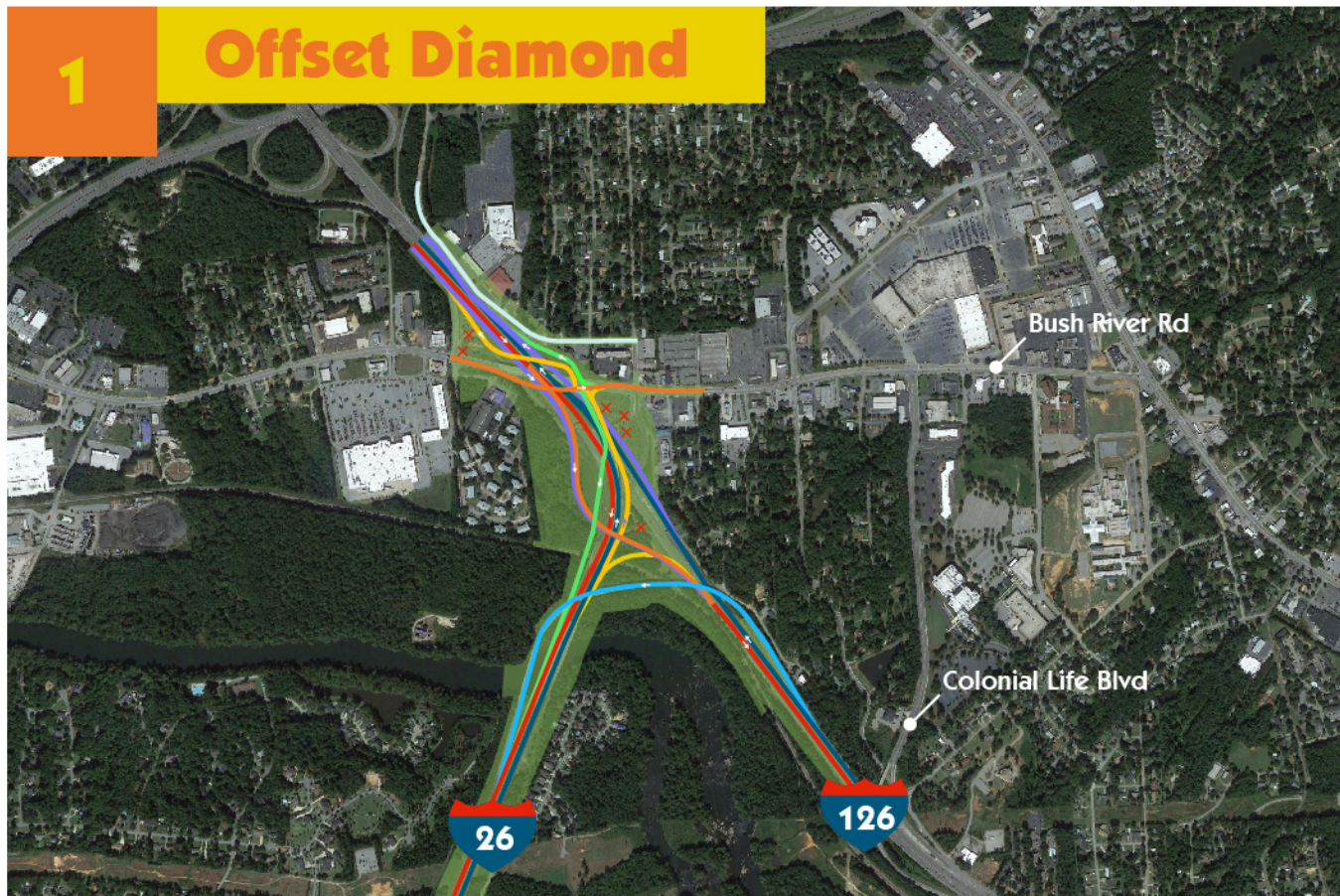






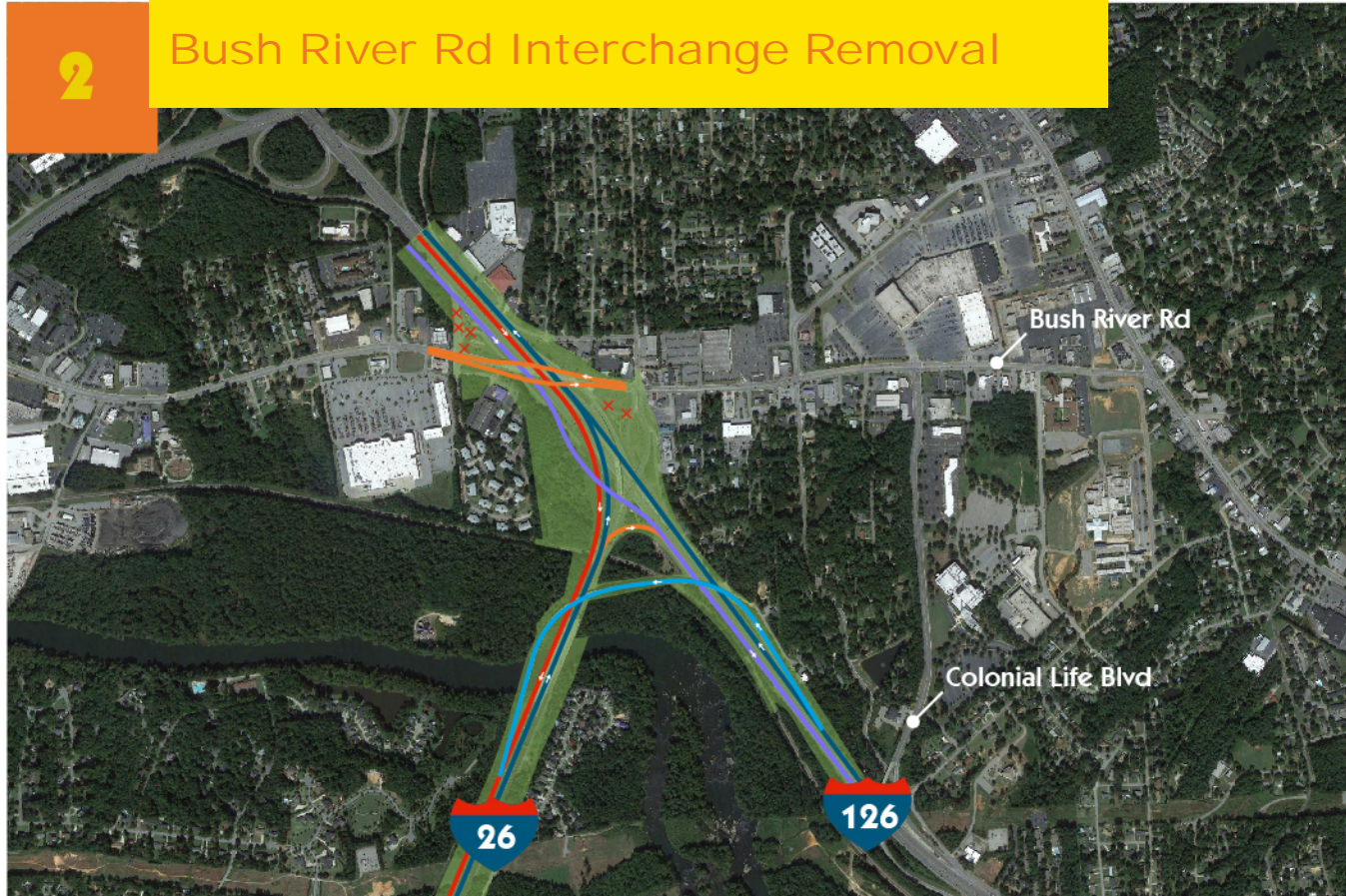
1

Offset Diamond



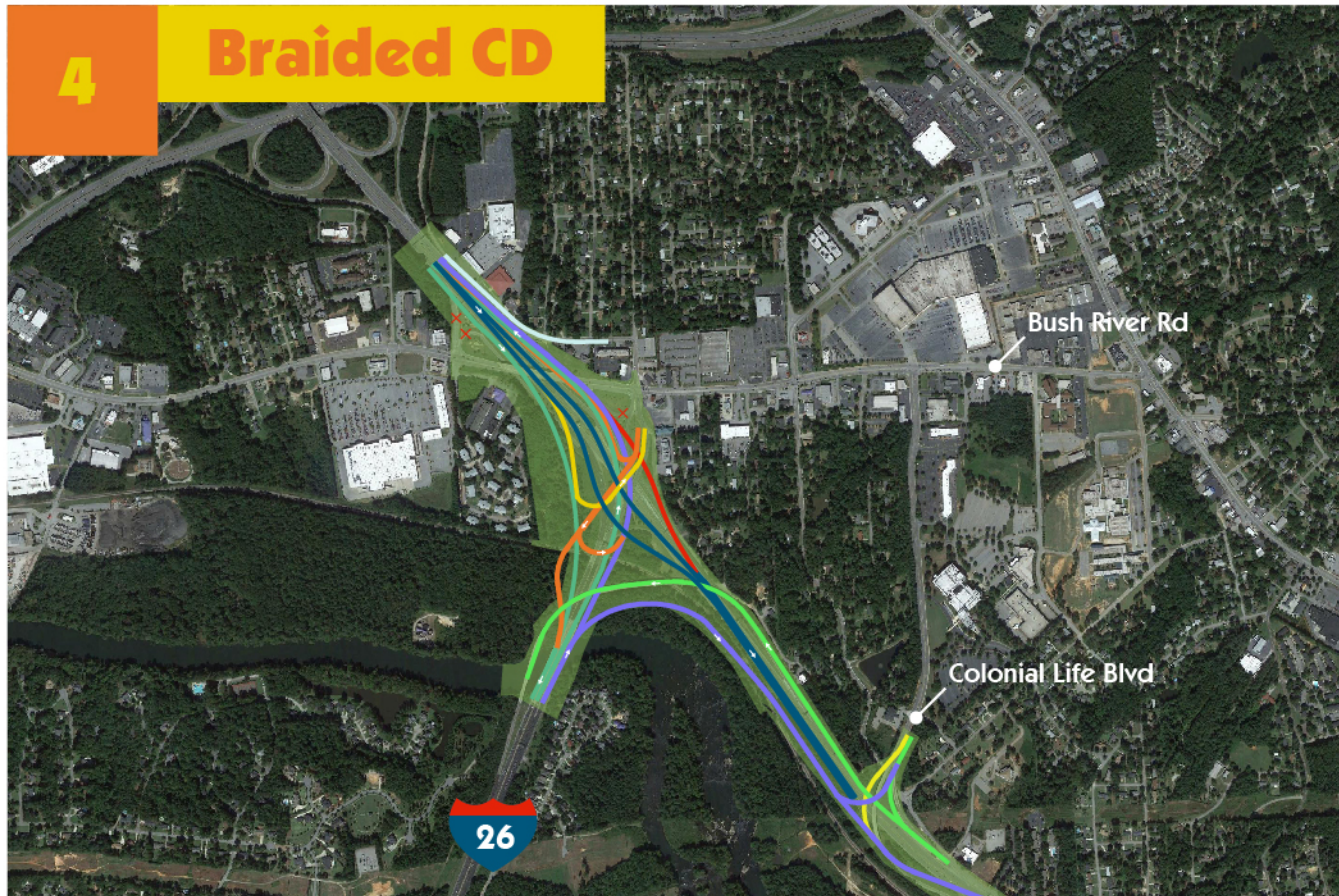
2

Bush River Rd Interchange Removal



4

Braided CD



Mainline Alternatives



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



**Two-Way
Communication**

between the community and the
Project Team.

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.

Corridor Projects

- 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.

Online Alternatives Tool

The screenshot displays the 'Carolina Crossroads' Online Alternatives Tool interface. At the top, a navigation bar lists various interchange locations, with 'I-20 @ Broad River' selected. The main map area shows an aerial view of the interchange with several colored overlays representing different design alternatives. To the right of the map is a summary dashboard with four panels: 'Cost' (Medium), 'Property Impacts' (37), 'Wetland Impacts' (0 acres), and 'Stream Impacts' (2099 acres). Below the map, there is a section for selecting an alternative, with radio buttons for Diverging Diamond, Stacked Diamond, Roundabouts, Offset Lefts, and Single-Point Urban Interchange. The bottom of the screen features logos for SCDOT and the South Carolina Department of Transportation, along with social media icons for Facebook, Twitter, Instagram, and YouTube.

Carolina Crossroads

I-20 @ Broad River | I-20 @ Bush River | I-26 @ S1 Andrews | I-26 @ I-20 | I-26 @ I-126/Bush River | I-126 WB/I-20 WB Connector | I-26 @ Pinney Grove | I-26 @ Harblson
I-26 @ Lake Murray | I-26 @ Broad River | I-26 @ US-378 | Outside Corridor

I-20 @ Broad River

Cost Medium

Property Impacts 37

Wetland Impacts 0 acres

Stream Impacts 2099 acres

Add Comment

Select an alternative for this interchange below

Diverging Diamond

Stacked Diamond

Roundabouts

Offset Lefts

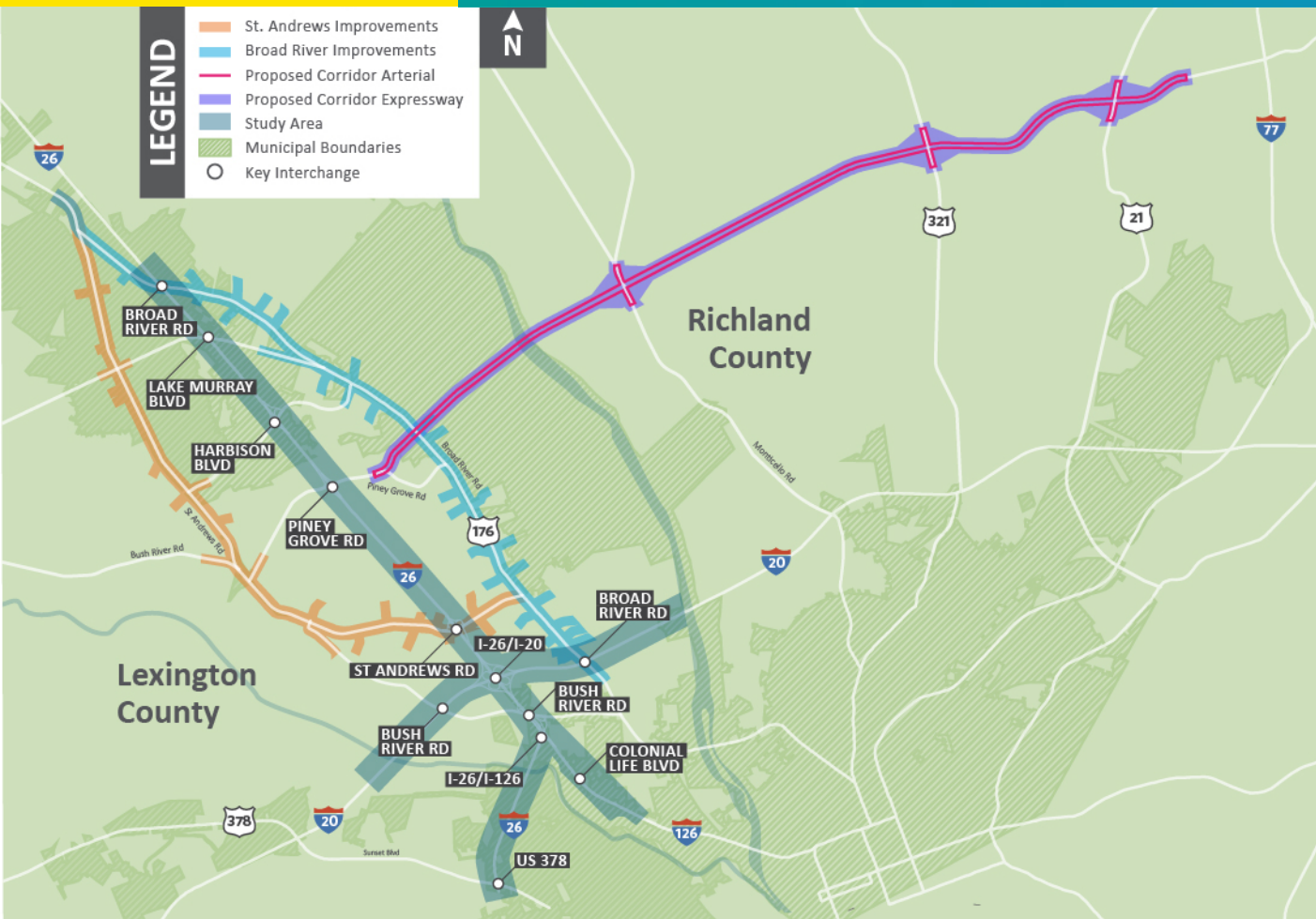
Single-Point Urban Interchange

SCDOT South Carolina Department of Transportation

LEAP 2011 NETWORK
Transportation Administration

Facebook Twitter Instagram YouTube

Room Key



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Contact Us



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info@CarolinaCrossroadsSCDOT.com



1-800-601-8715



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