



**We're here to:**

- 1 Present alternatives for the project**
- 2 Answer questions related to the screening process**
- 3 Gather your input**

**3 Interstates + 12 Key Interchanges**

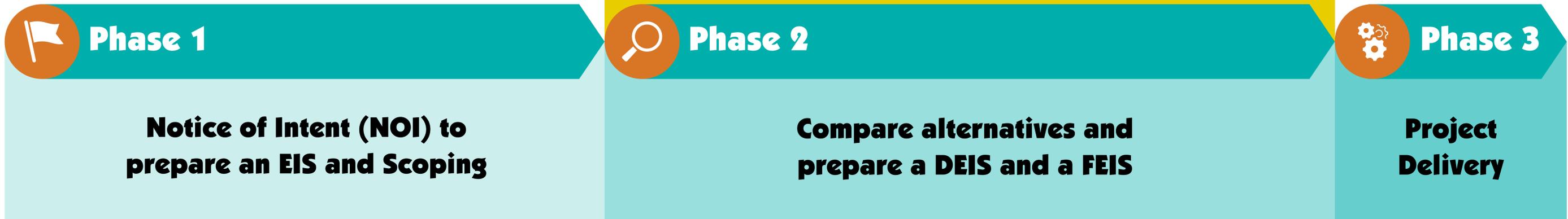
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**Finding an up-to-date solution is the number one statewide interstate priority in South Carolina.**

**It's your Road. Drive the Conversation.**    

## Project Phasing



**36 Months:** July 2015-Summer 2018

**2019 & beyond**

### Key Project Milestones

Project Initiation	Community Kick-off Meeting	Scoping & Initial Environmental Studies Notice of Intent	Public Scoping Meeting	Alternatives Development	Begin Development of Draft Environmental Impact Statement (DEIS)	<b>We are here</b> Alternatives Public Information Meeting	Development of Reasonable Alternatives	Reasonable Alternatives Public Information Meeting	Public Hearing on DEIS and Recommended Preferred Alternative	Final Environmental Impact Statement (FEIS) Record of Decision (ROD)	Procurement of Contractor & Begin Right of Way Acquisition	Project Delivery/ Construction
March 2015	May 12, 2015	July 2015	September 10, 2015	2015-2016	July 2016	October 4, 2016	October 2016 - Summer 2017	Summer 2017	Fall 2017	Summer 2018	2019	2019 & beyond

### Anticipated Date

## The Benefits of using Envision & Invest

**Sustainable infrastructure designed for resiliency to future changing conditions.**

**Applies the Triple-bottom-line approach to decision making (social, economic and environmental impacts).**

**Reduces negative impacts on the community and the environment.**



**The Carolina Crossroads Project is needed to:**

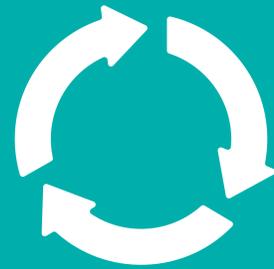
**Primary Purpose and Need**

**Secondary Needs**



**Reduce Congestion**

**Improve Mobility**




**Improve freight mobility**



**Improve safety in the corridor**



**Improve system linkages**

# What are the preliminary alternatives?



## LEGEND

- St. Andrews Improvements
- Broad River Improvements
- Proposed Corridor Arterial
- Proposed Corridor Expressway
- Study Area
- Municipal Boundaries
- Key Interchange



- OUTSIDE CORRIDOR**
- Northern Alignment Arterial
  - Northern Alignment Expressway
  - Widen Broad River Road
  - Widen St. Andrews Road
- INTERSTATE IMPROVEMENTS**
- MAINLINE WIDENING**
- I-20@ Bush River (EXIT 63)
  - I-20@ Broad River (EXIT 65)
  - I-26@ Broad River (EXIT 101)
  - I-26@ Lake Murray (EXIT 102)
  - I-26@ Harbison (EXIT 103)
  - I-26@ Piney Grove (EXIT 104)
  - I-26@ St. Andrews (EXIT 106)
  - I-26@ I-20 (EXIT 107)
  - I-26@ I-126/Bush River (EXIT 108)
  - I-26@ US378 (EXIT 110)
  - I-126 / I-20 East - West Connector (EXIT 108)

# When will the next public meeting be?

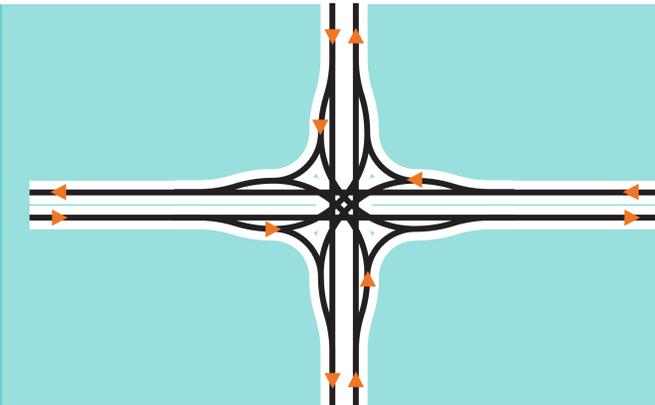


## Preliminary Interchange Alternative Types

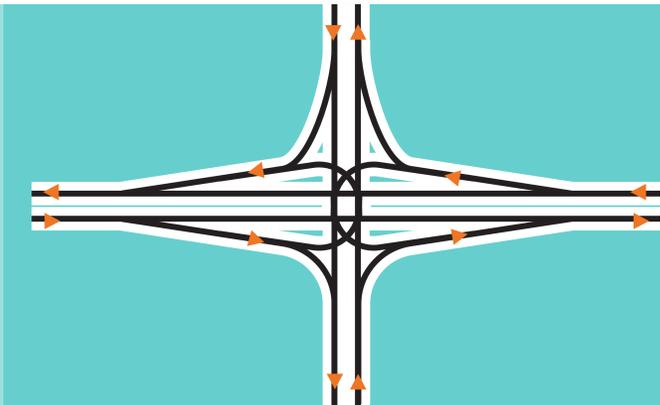
**Preliminary interchange alternative designs may include:**



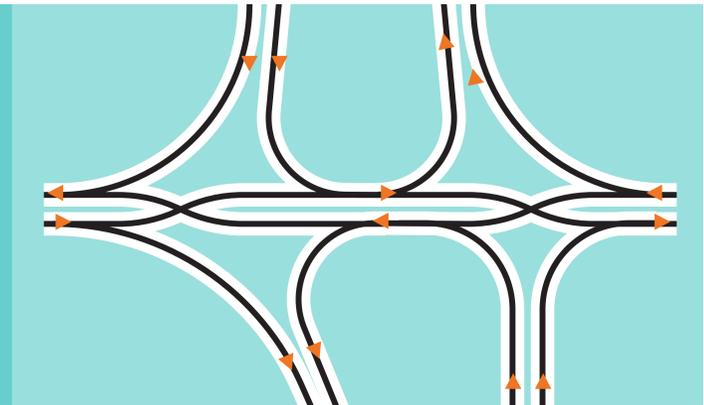
**Trumpet Interchange**



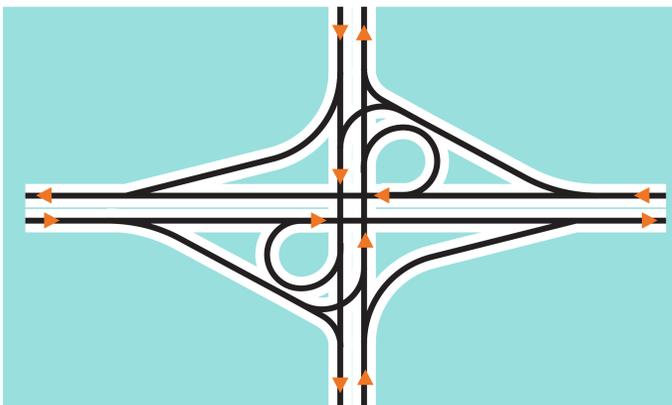
**Fully Directional Interchange**



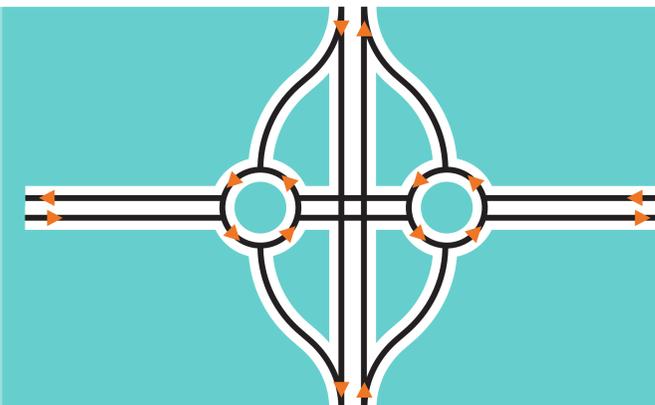
**Diamond Interchange**



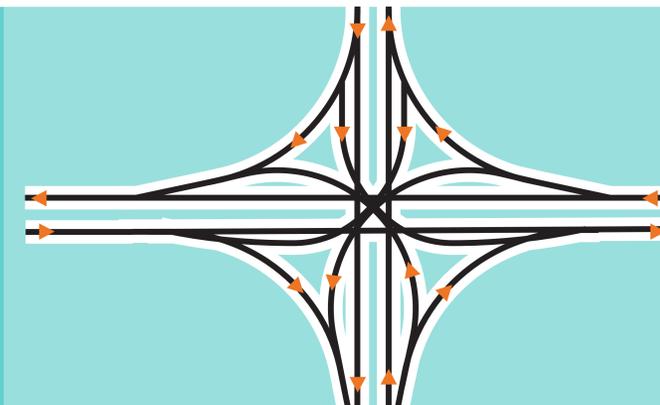
**Diverging Diamond Interchange (DDI)**



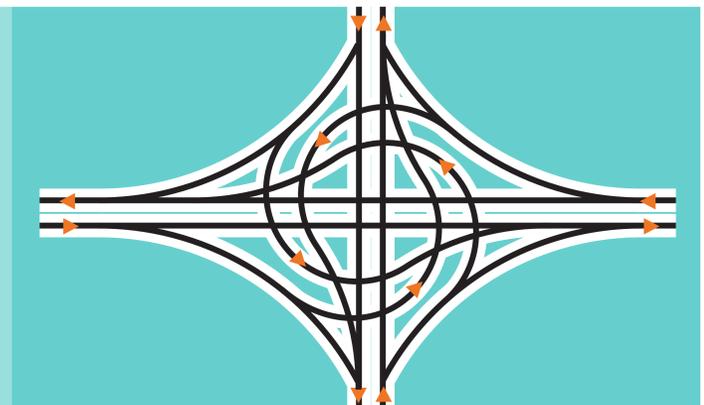
**Partial Cloverleaf Interchange**



**Roundabout Interchange**



**Single Point Urban Interchange**



**Turbine Interchange**

## Mainline Improvements

The entire corridor will be connected with mainline interstate improvement options that advance as reasonable alternatives. These will include the evaluation of:

1

**Adding new lanes**

2

**Adding transit accommodations**

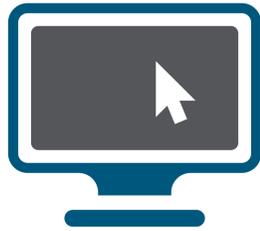
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**Adding TSM**

4

**Adding TDM**

## Contact Us



**[www.SCDOTCarolinaCrossroads.com](http://www.SCDOTCarolinaCrossroads.com)**



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**1-800-601-8715**



**Look for us on social media!**

 **@sdotcrossroads**

 **SCDOTCrossroads**

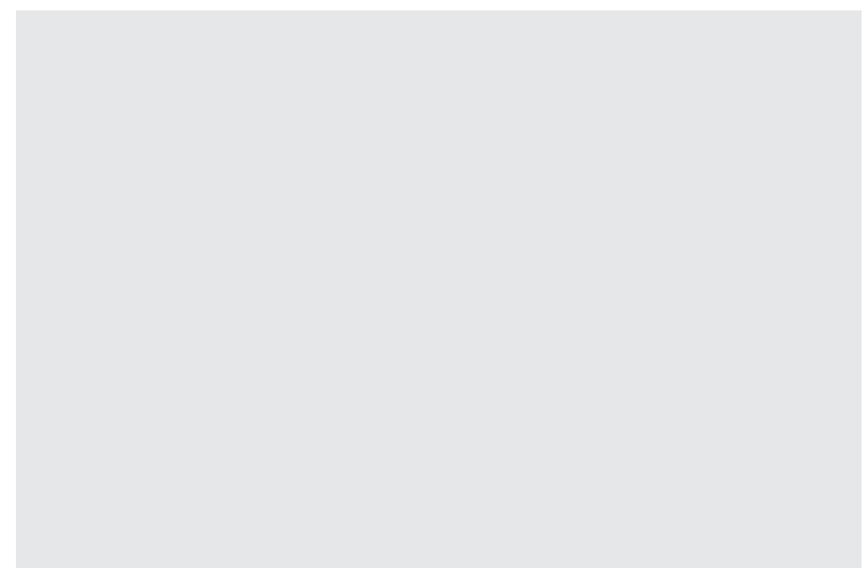
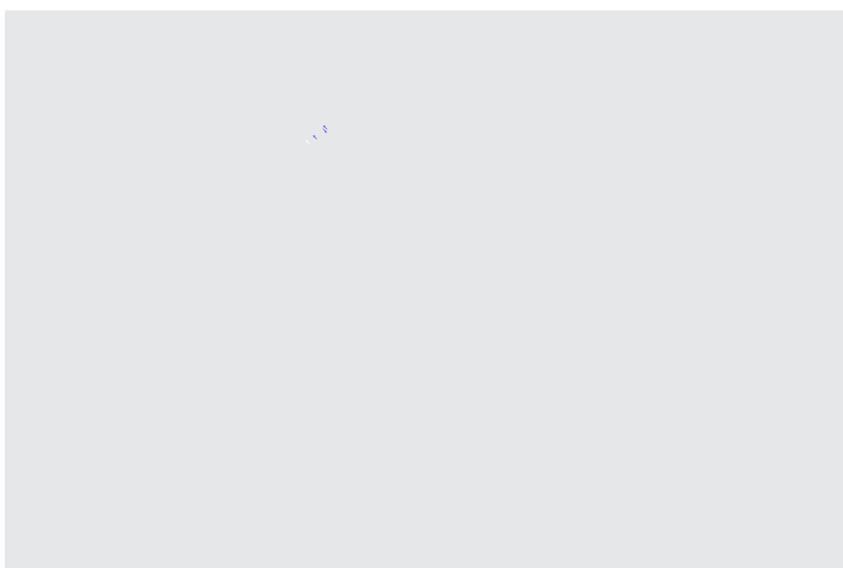
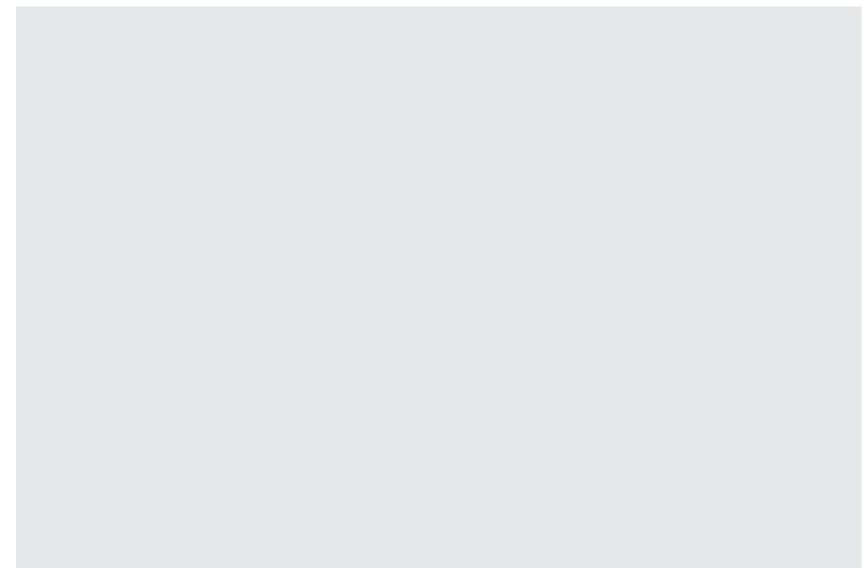
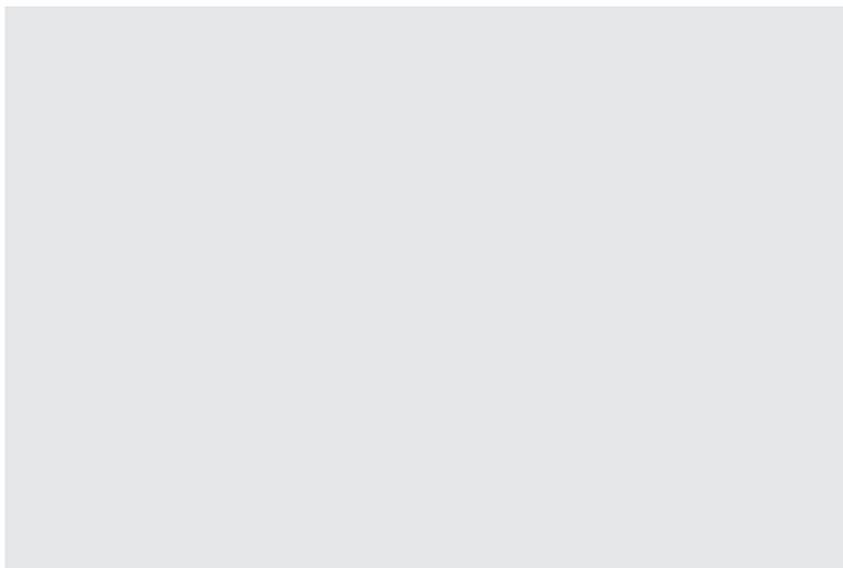
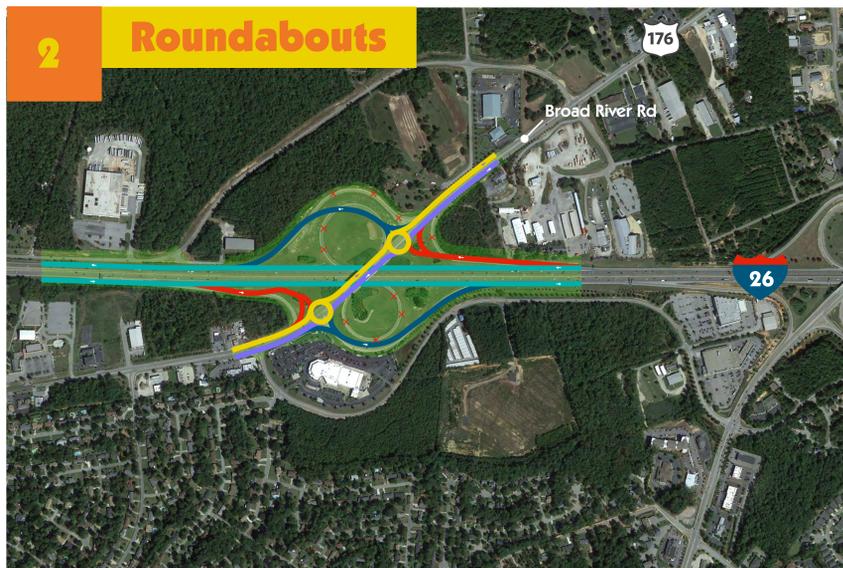
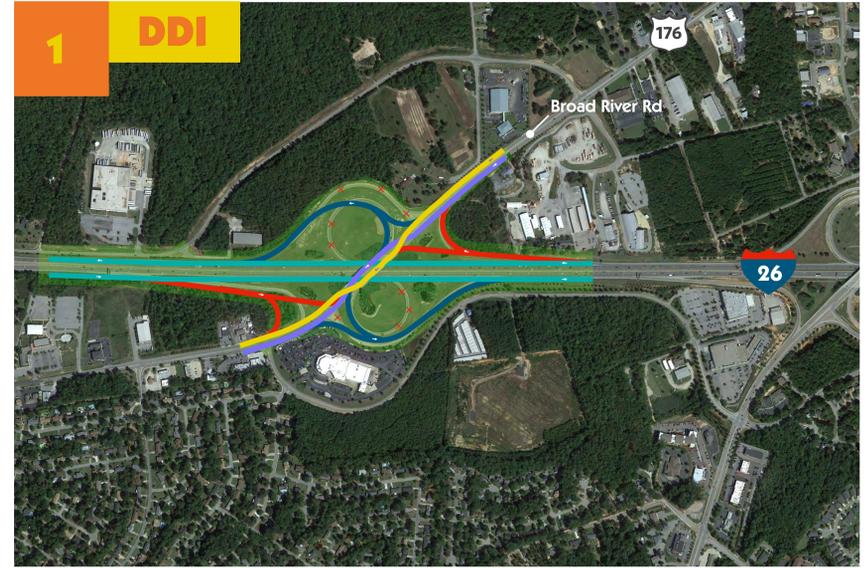
 **SCDOT Carolina Crossroads**



### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 DDI	24	0.42	389	Medium
2 Roundabouts	23	0.37	365	Medium
3 Tight Diamond	24	0.42	389	Low

- Potential Property Impacts
- Traffic Flow

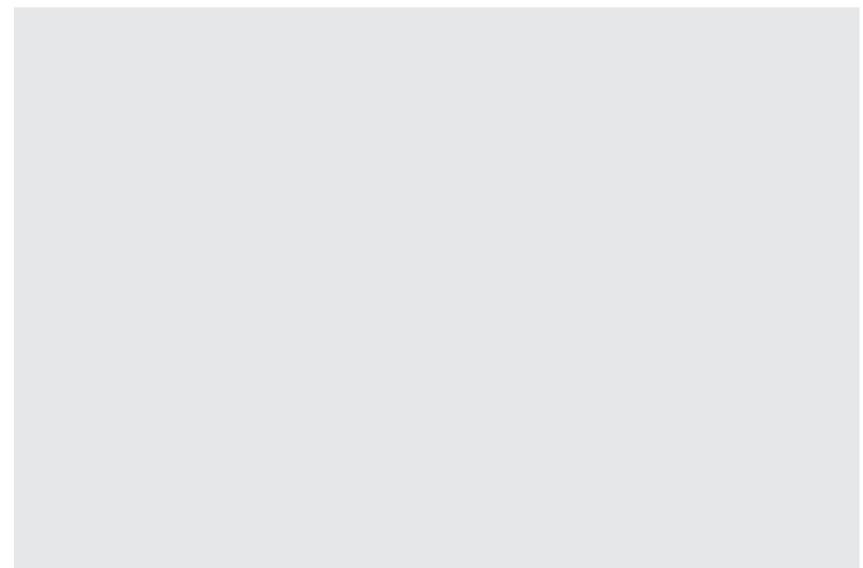
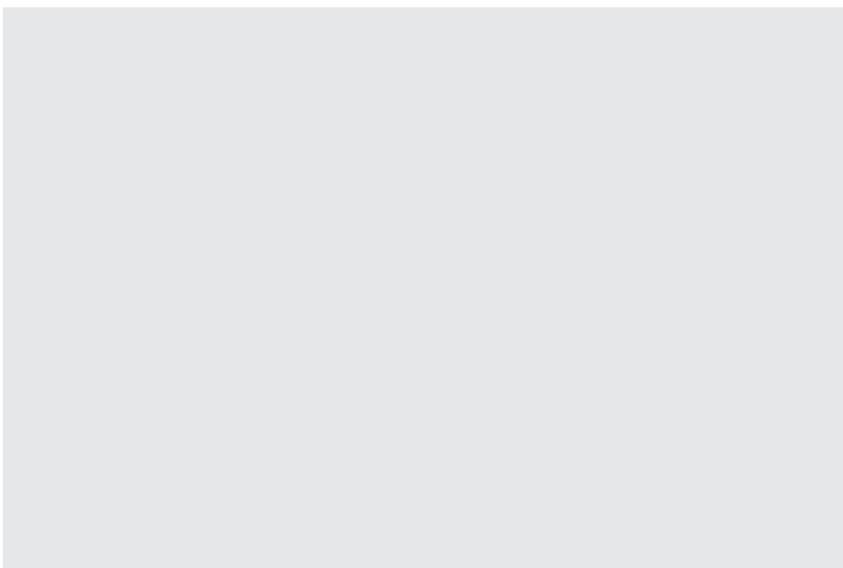
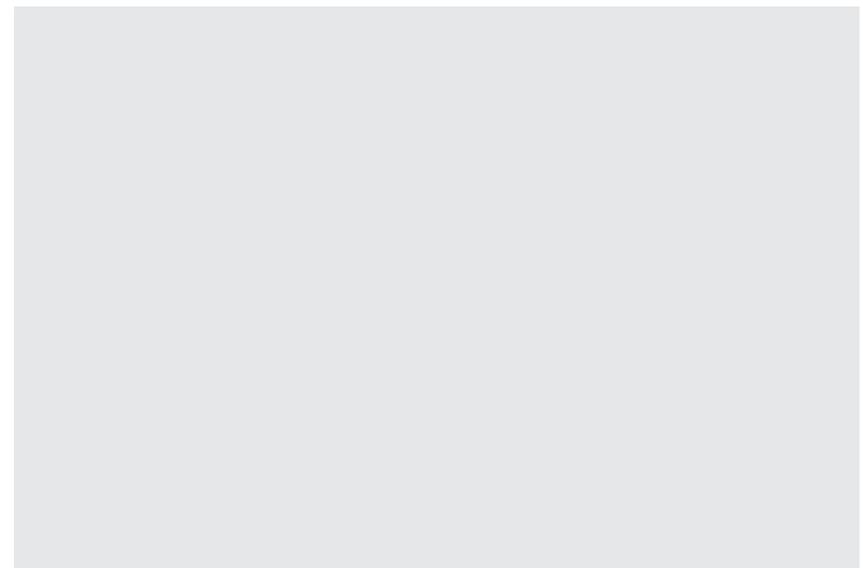
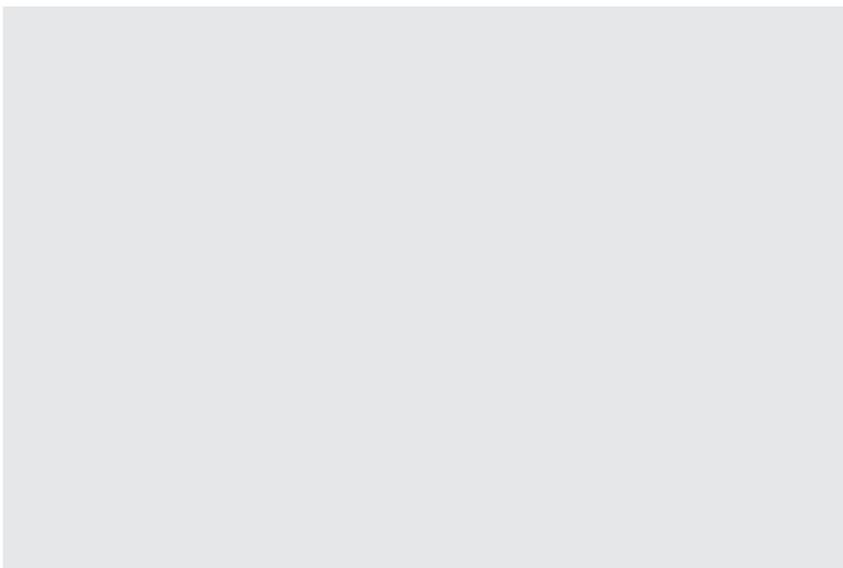
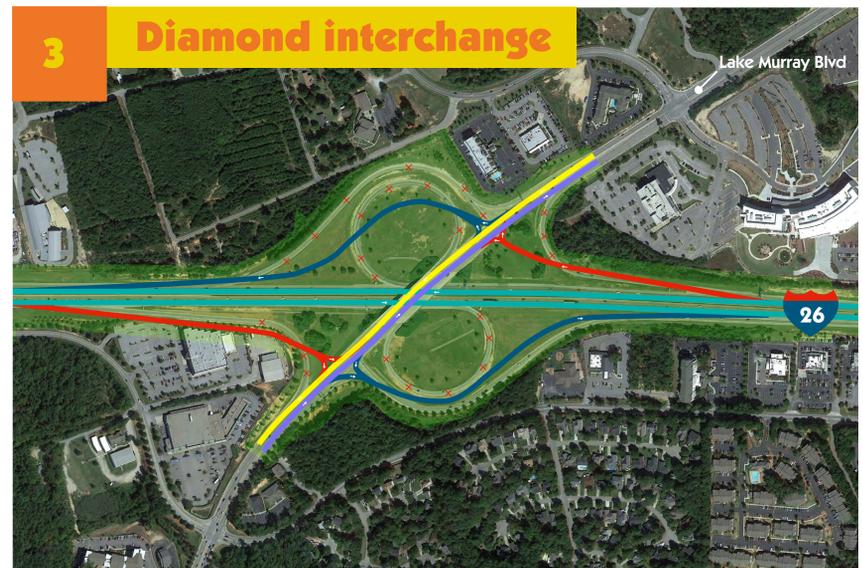
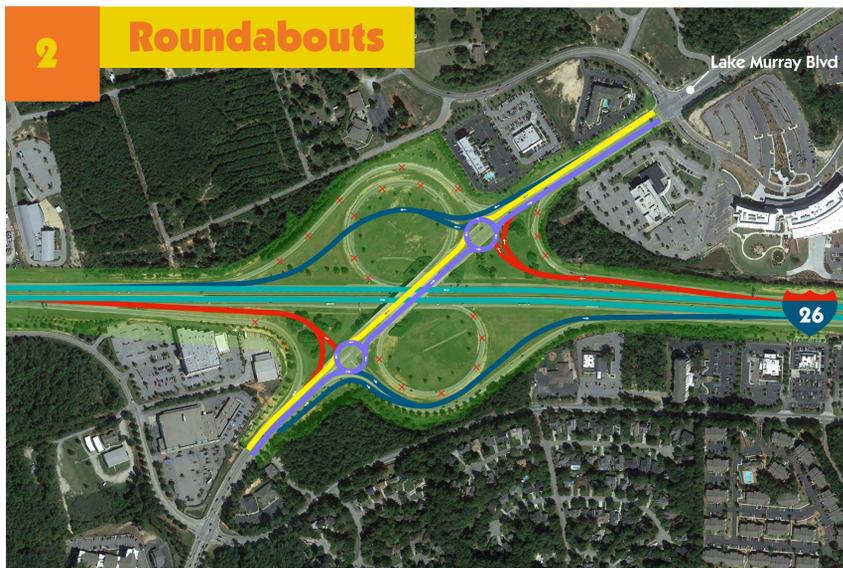
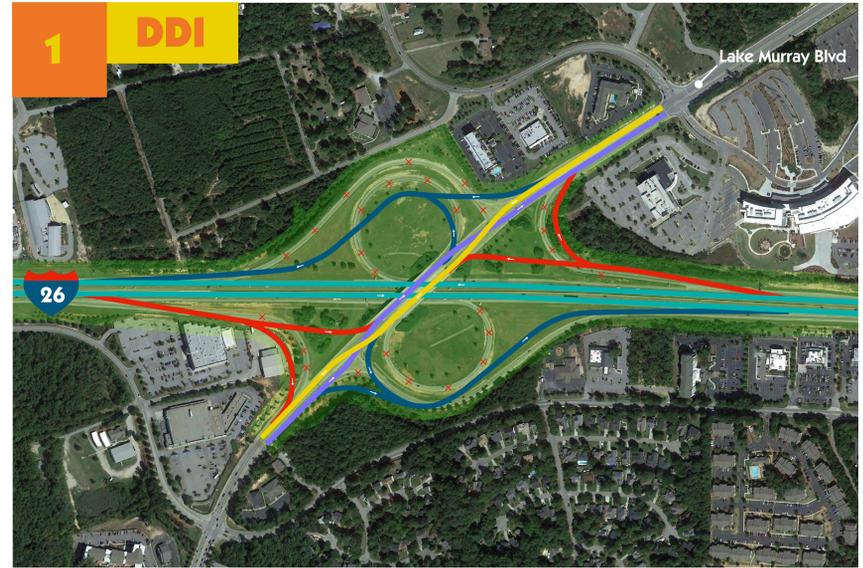
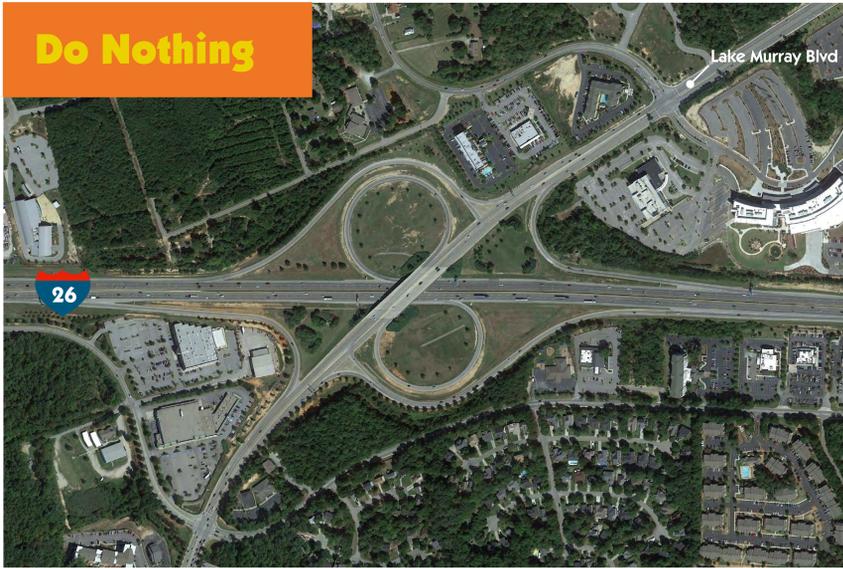




### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 DDI	25	0.00	2,088	Medium
2 Roundabouts	18	0.00	1,949	Medium
3 Diamond interchange	28	0.00	2,245	Low

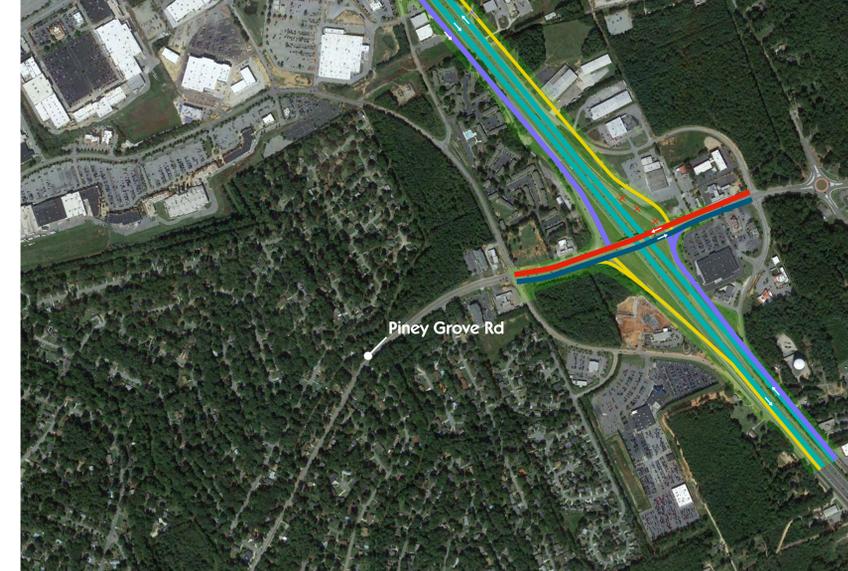
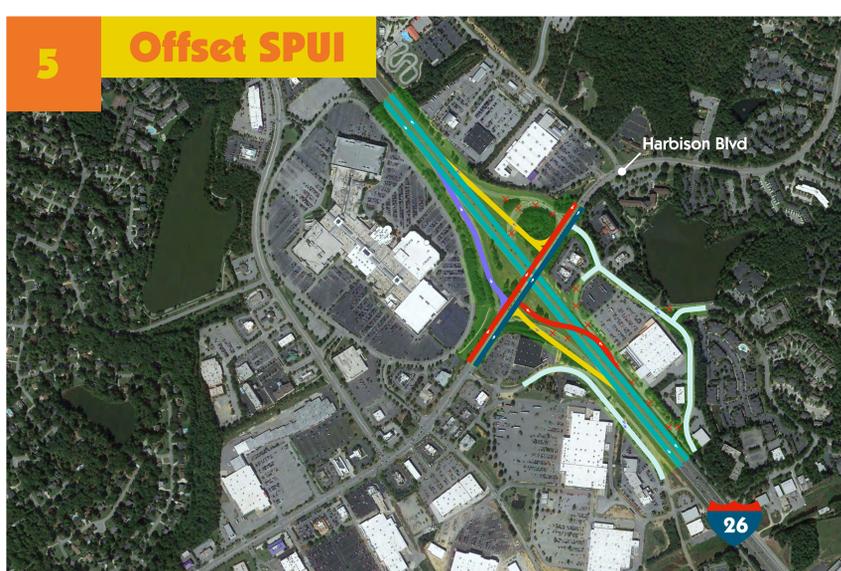
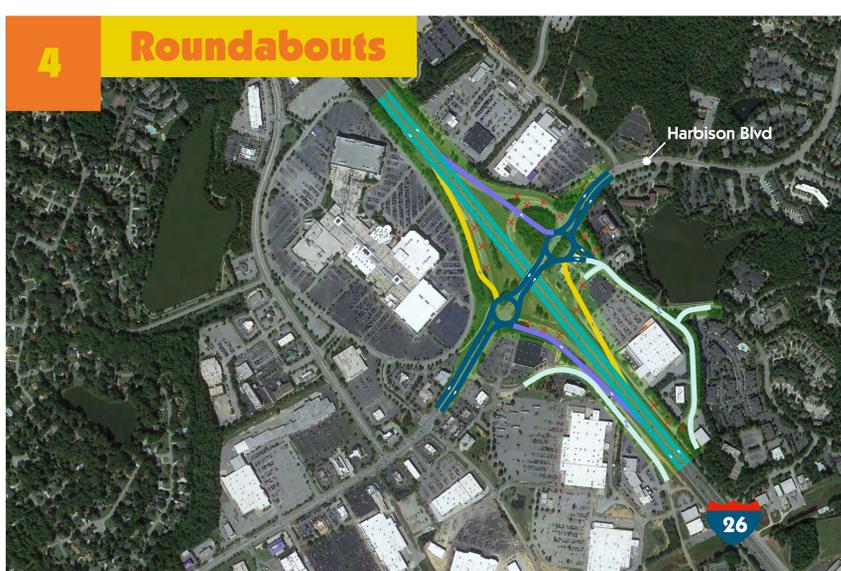
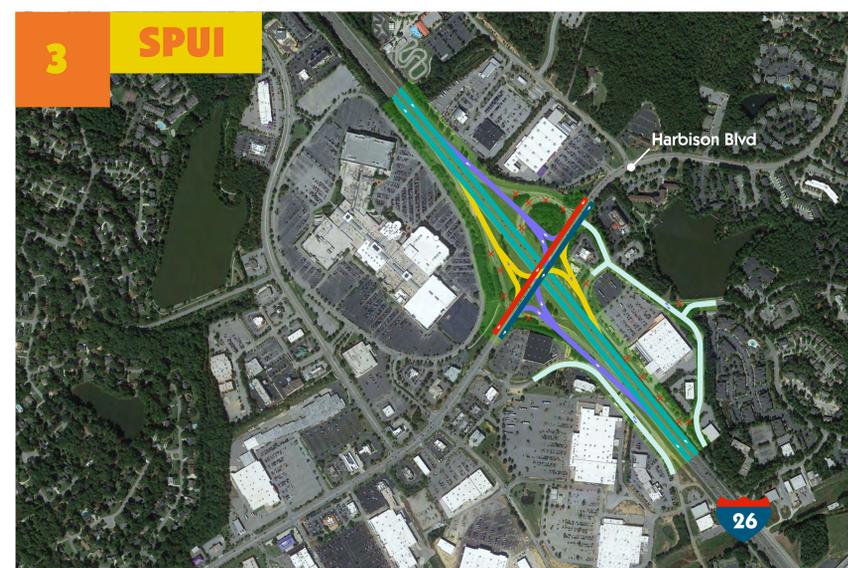
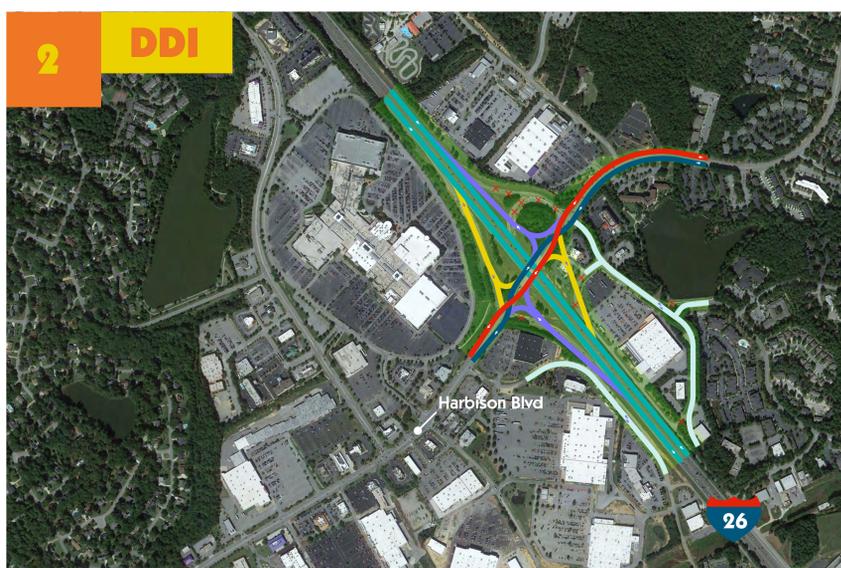
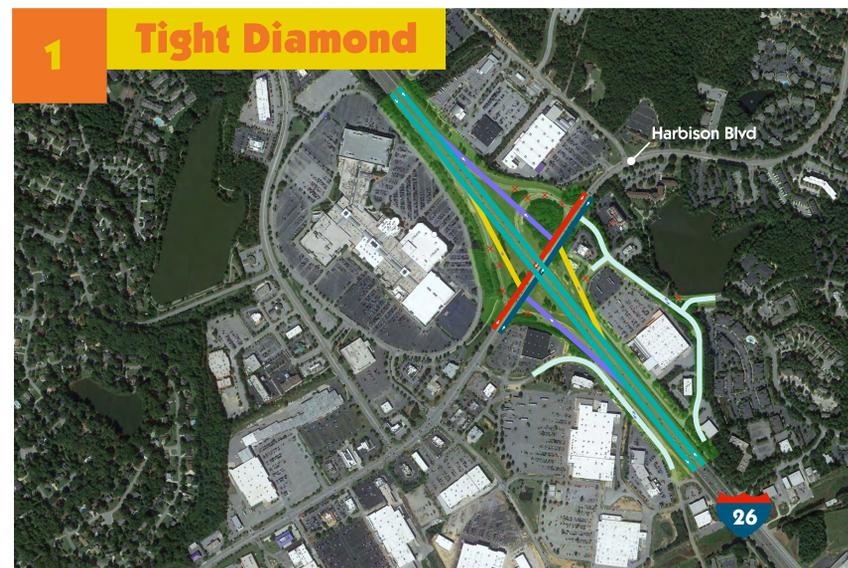
- Potential Property Impacts
- Traffic Flow



### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 Tight Diamond	12	0.00	110	Medium
2 DDI	12	0.00	110	Medium
3 SPUI	17	0.00	215	Medium
4 Roundabouts	12	0.00	110	Medium
5 Offset SPUI	16	0.00	110	Medium
6 Split Diamond	30	0.77	2,241	High

Potential Property Impacts  
 Traffic Flow

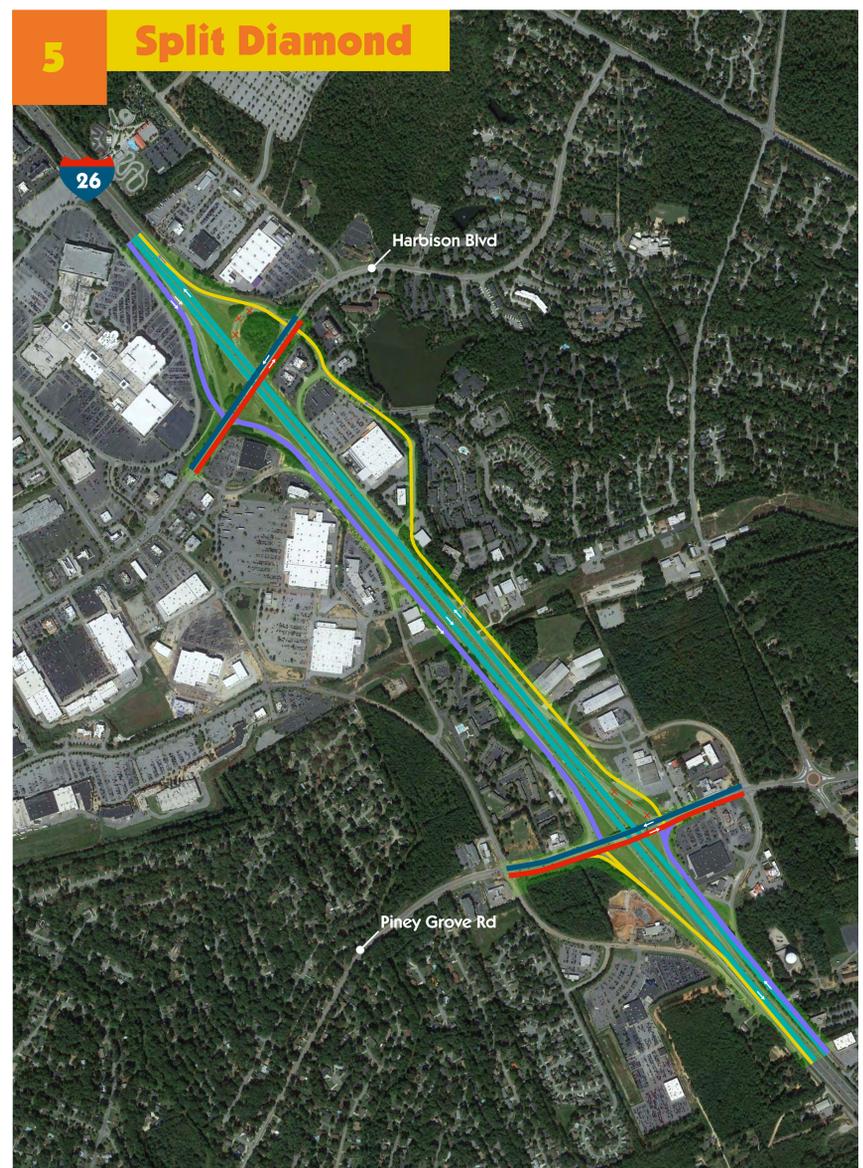
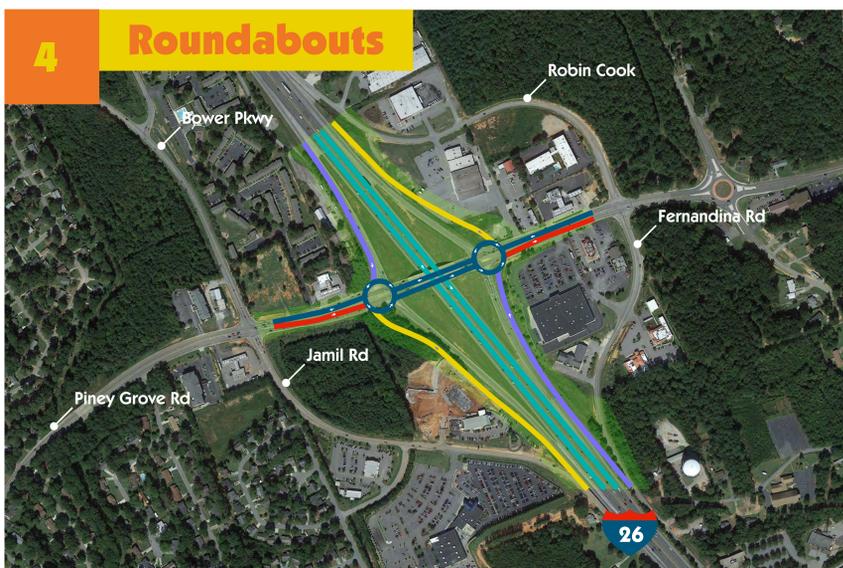
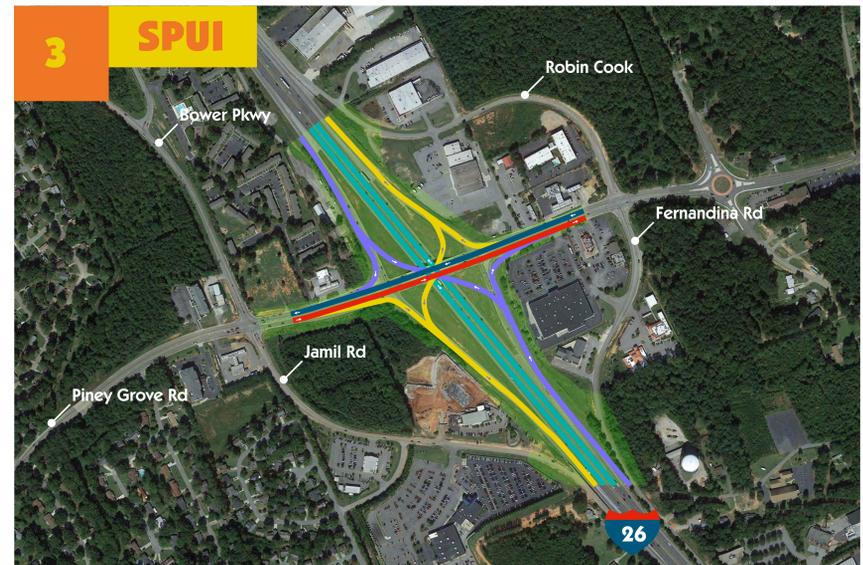
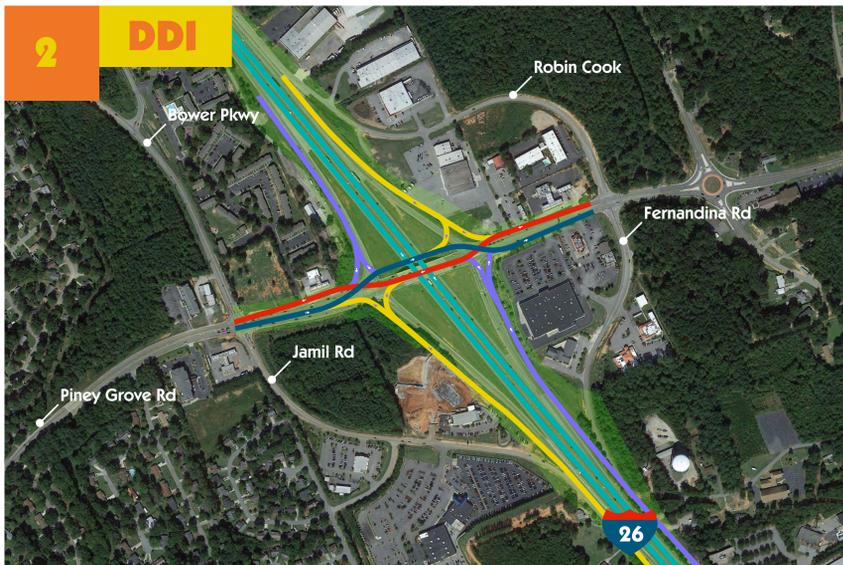


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### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 Existing Improvements	14	0.00	0.00	Low
2 DDI	15	0.00	678	Medium
3 SPUI	14	0.00	595	Medium
4 Roundabouts	15	0.00	693	Medium
5 Split Diamond	30	0.77	2,241	High

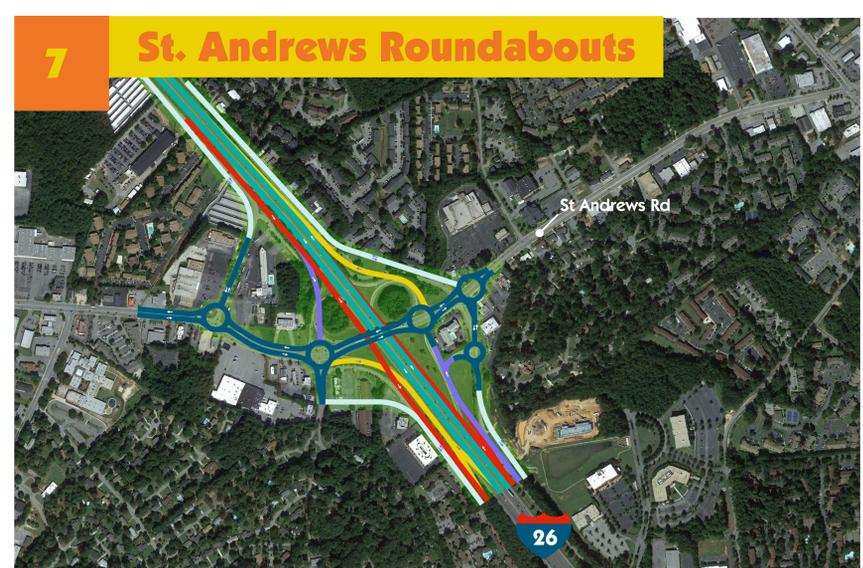
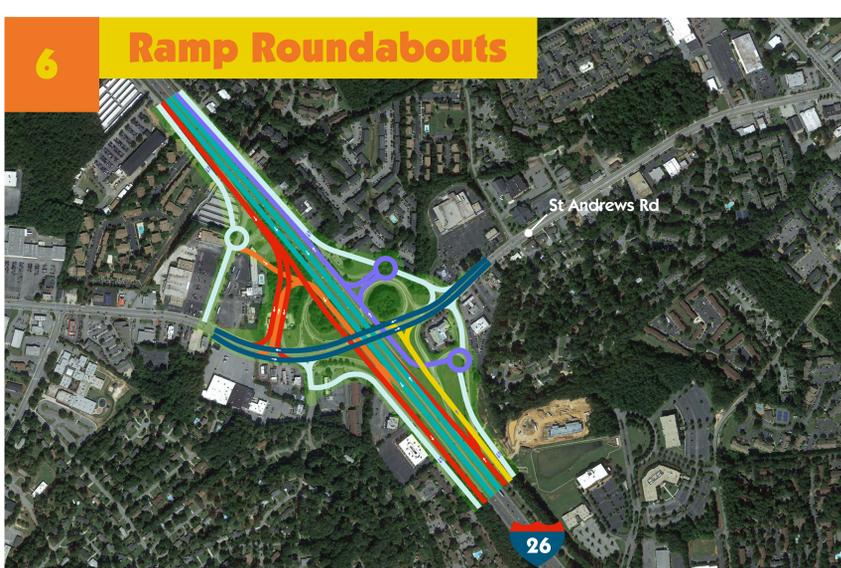
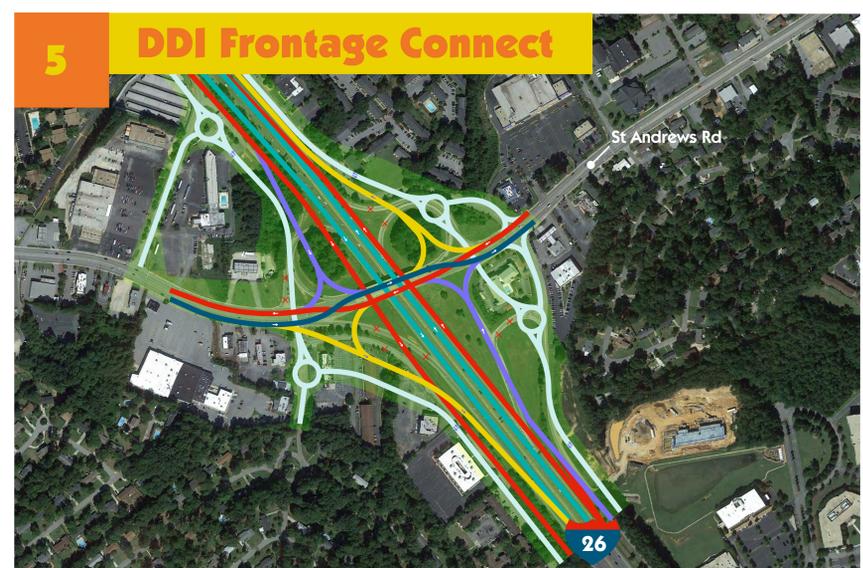
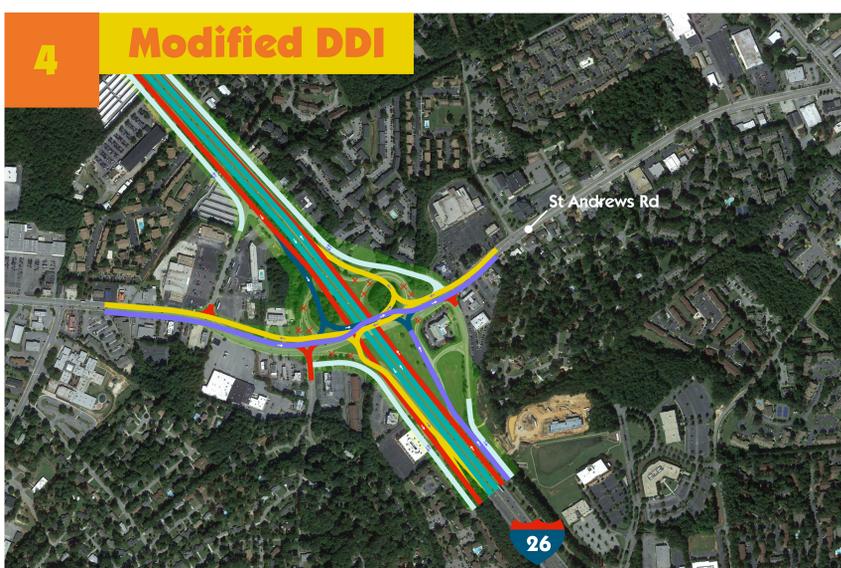
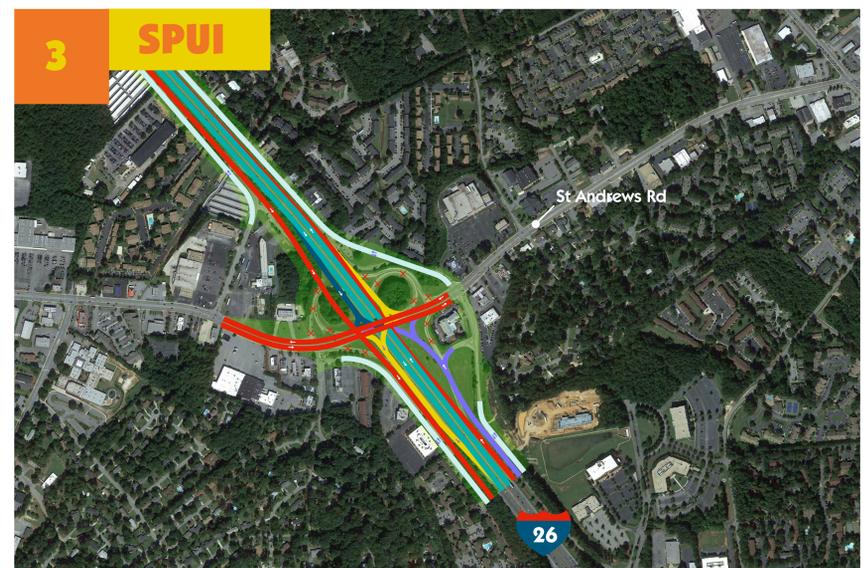
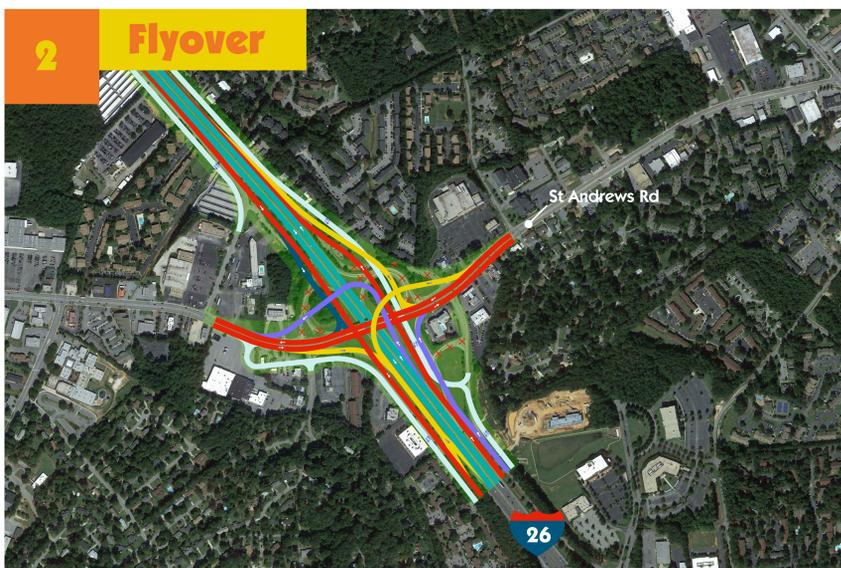
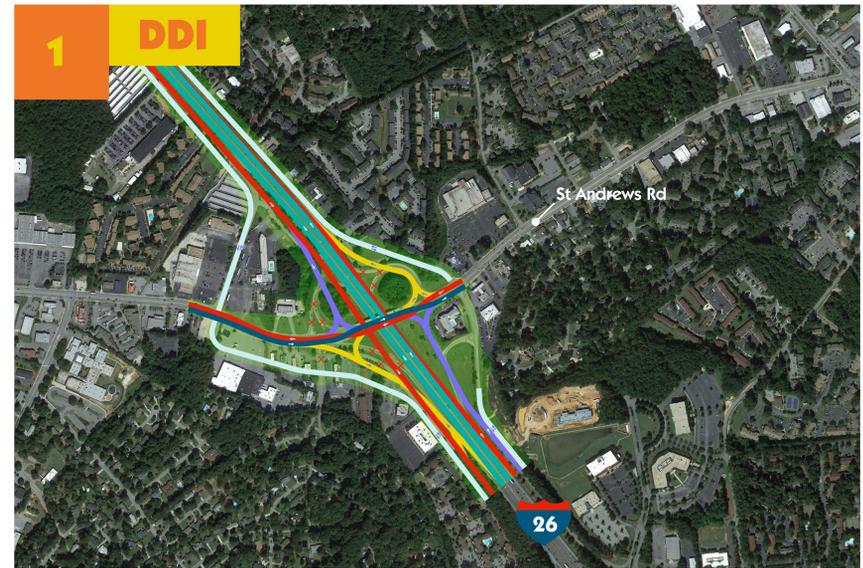
Potential Property Impacts  
 Traffic Flow



### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 DDI	40	0.00	2,999	Medium
2 Flyover	35	0.00	2,610	High
3 SPUI	21	0.00	2,357	High
4 Modified DDI	33	0.00	2,357	High
5 DDI Frontage Connect	29	0.00	2,497	High
6 Ramp Roundabouts	34	0.00	2,491	High
7 St. Andrews Roundabouts	37	0.00	2,562	High

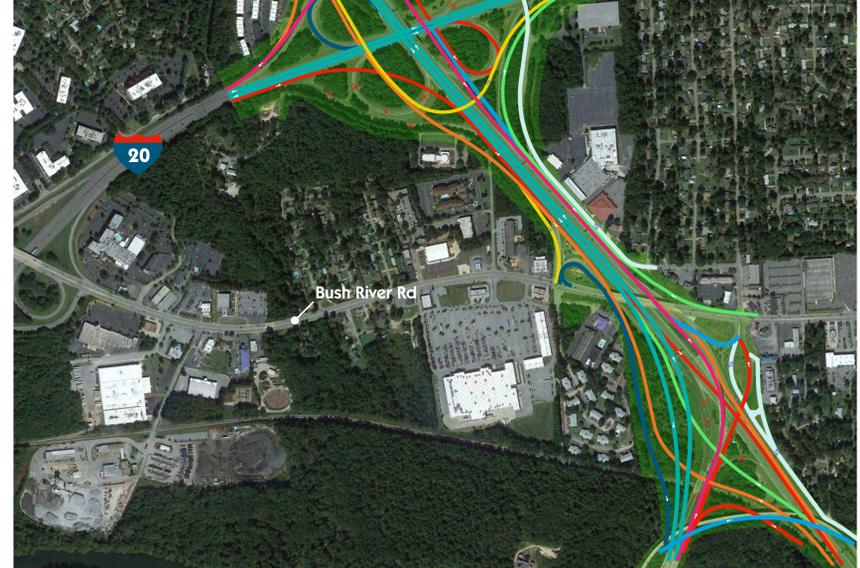
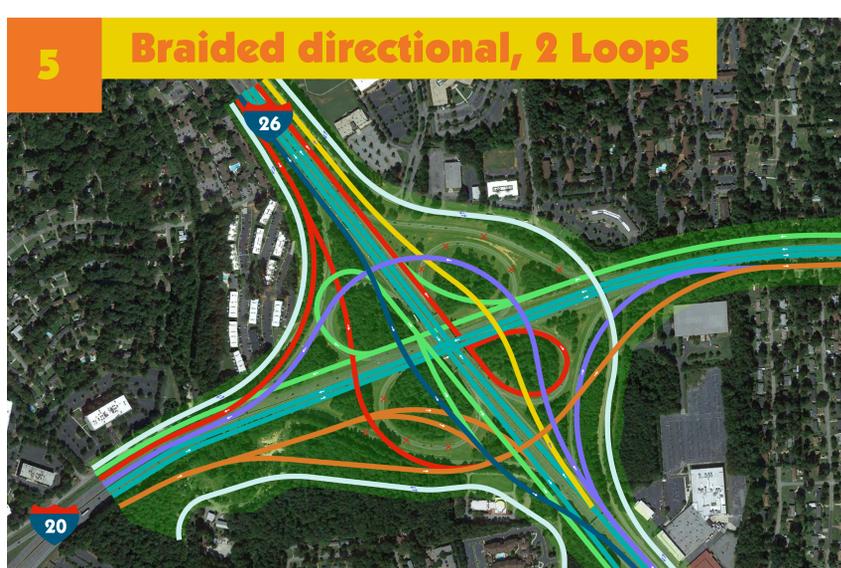
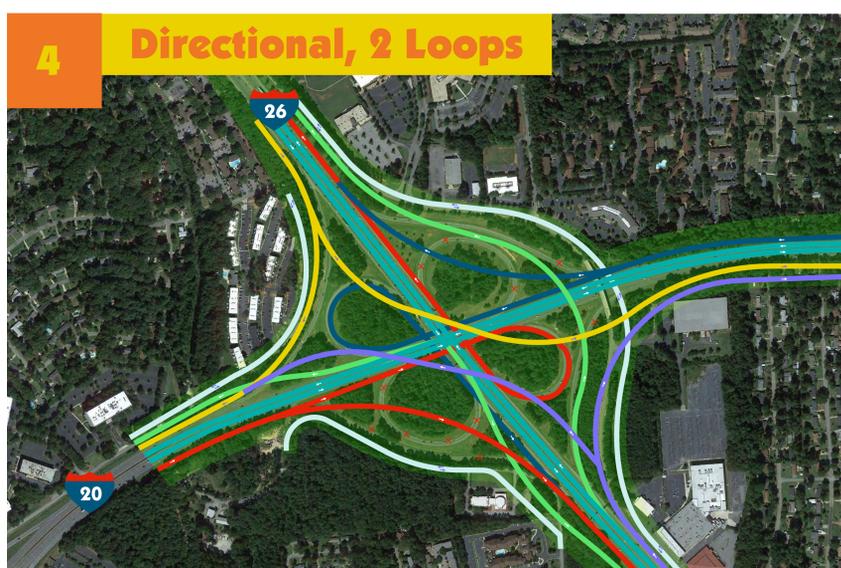
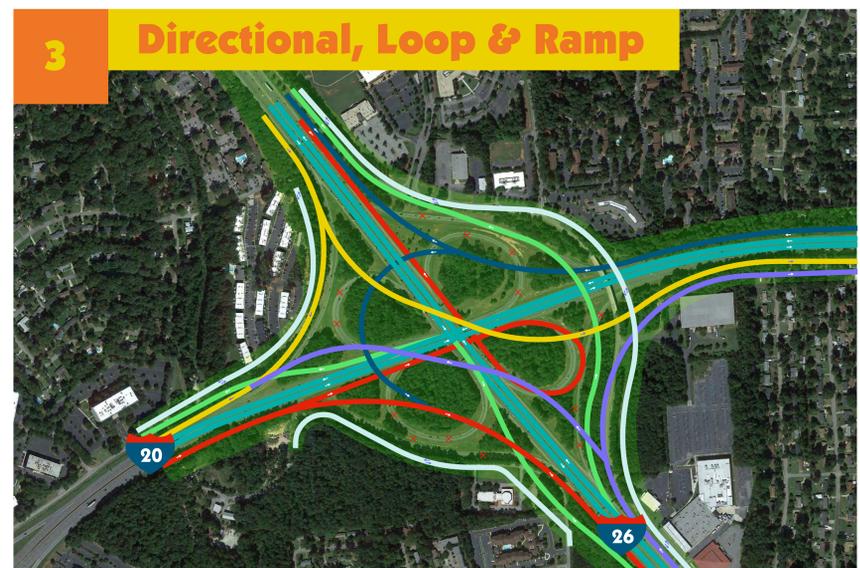
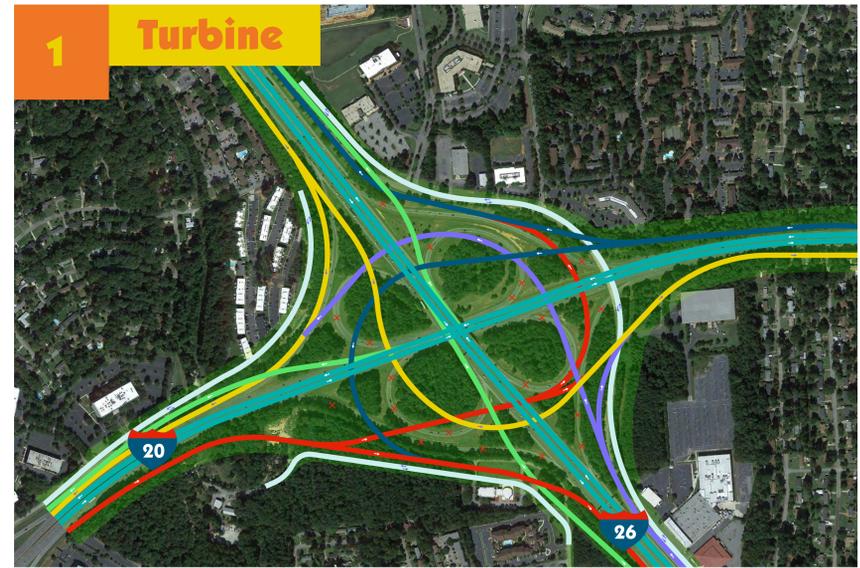
Potential Property Impacts  
 Traffic Flow



### Human and Natural Environment Impacts

		Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
1	Do Nothing	0	0.00	0	0
2	Turbine	45	0.01	1,194	Medium
3	Directional, Interior Rights	39	0.01	1,106	High
4	Directional, Loop & Ramp	43	0.01	1,159	High
5	Directional, 2 loops	44	0.01	1,165	High
6	Braided directional, 2 loops	42	0.01	1,372	High
6	Semi Directional, 2 loops	42	0.01	1,089	Medium

Potential Property Impacts  
 Traffic Flow

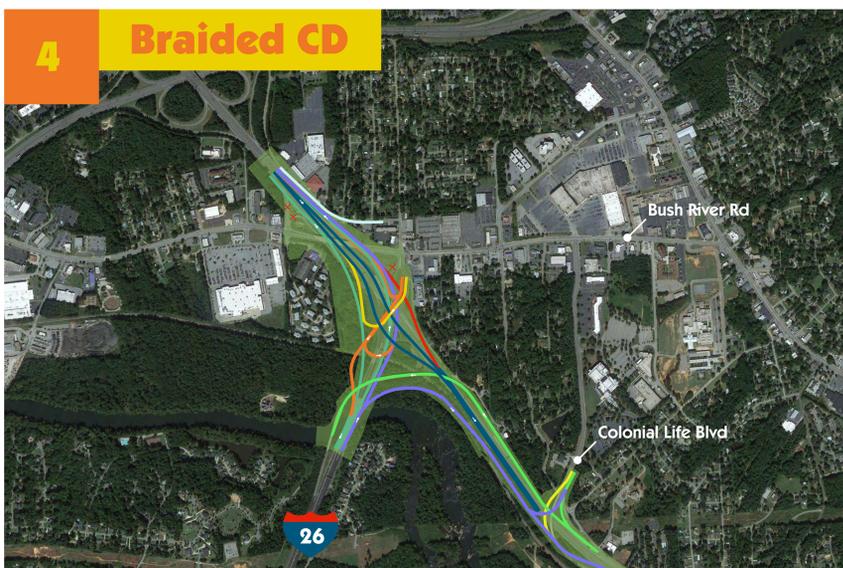
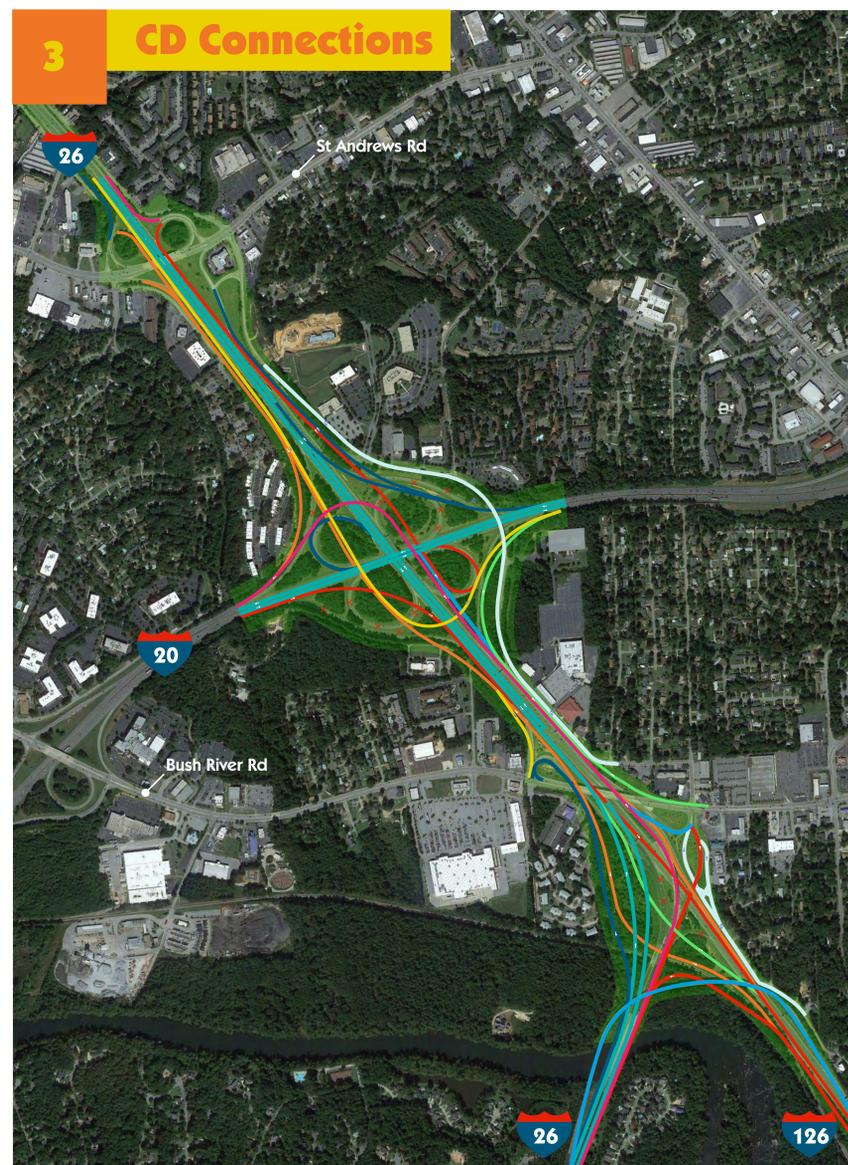


### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 Offset Diamond	19	3.76	3,966	High
2 Semi Directional Flyover	12	3.25	3,868	Low
3 CD Connections	20	3.99	4,225	Medium
4 Braided CD	20	5.42	4,063	High

Potential Property Impacts

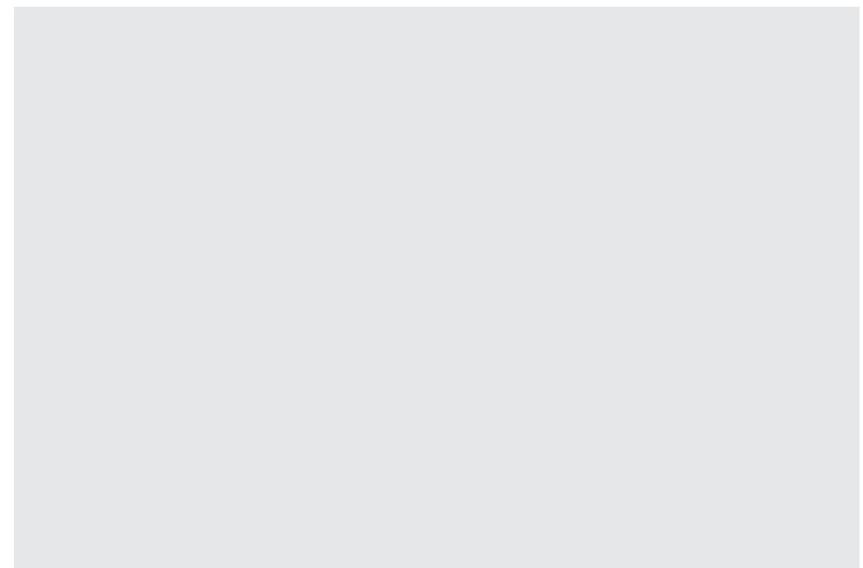
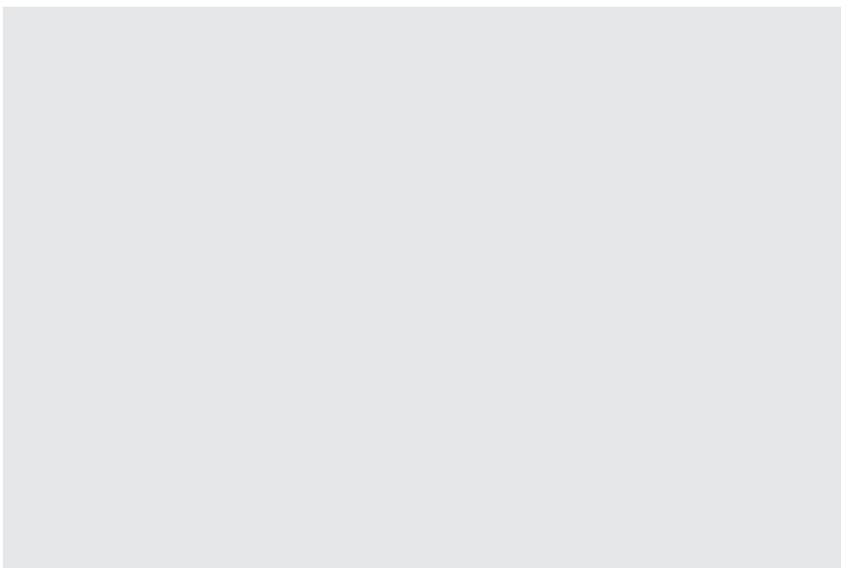
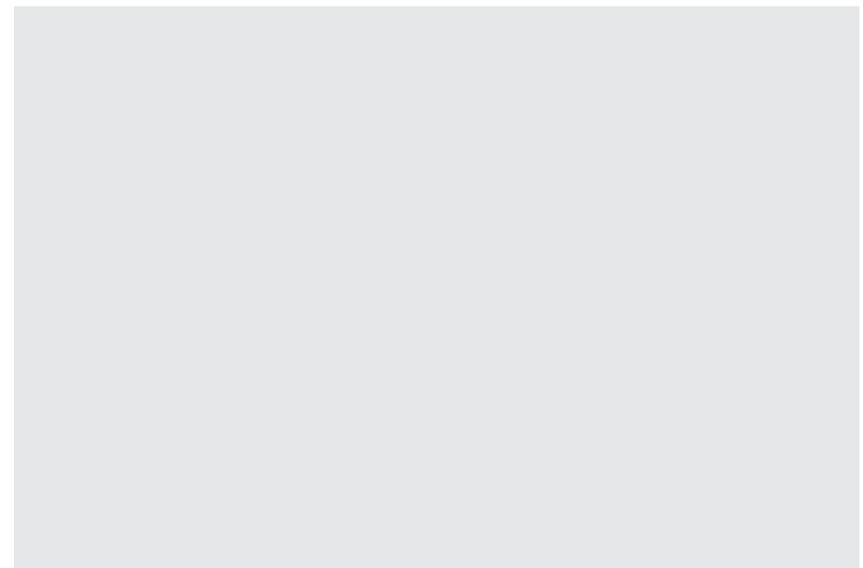
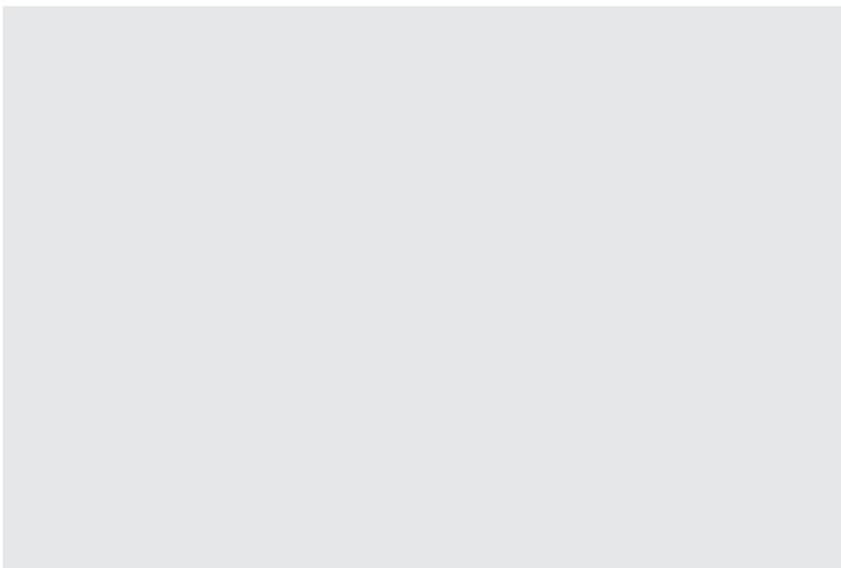
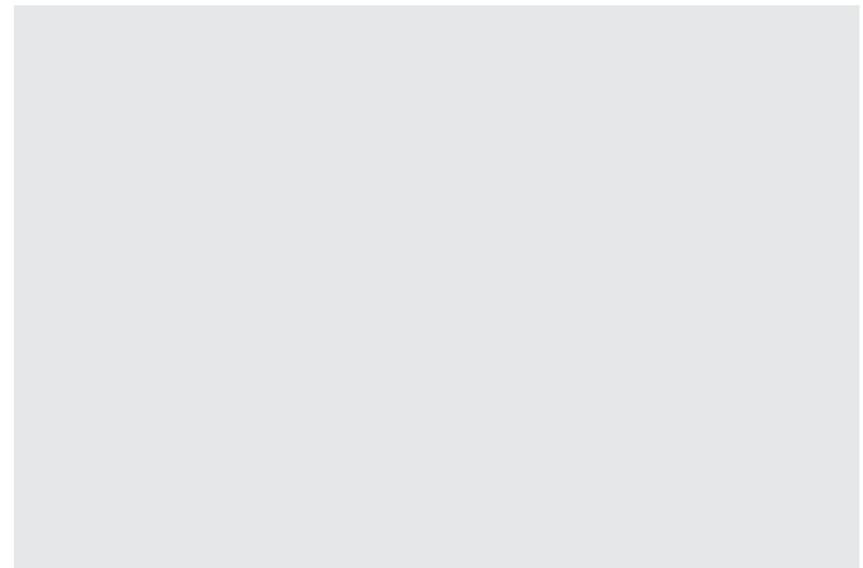
Traffic Flow



### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 EB Ramp Extension	0	0.00	882	Low
2 EB Hospital Direct Connect	4	0.00	893	Medium

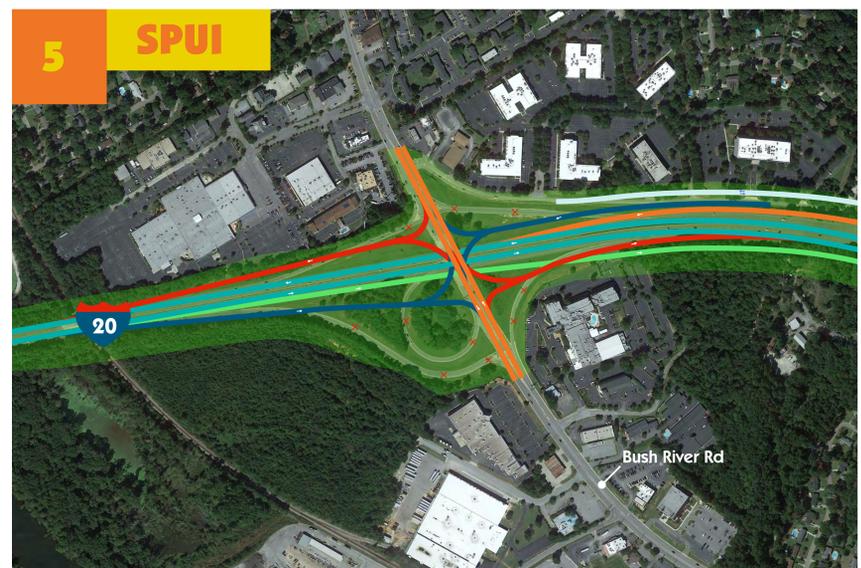
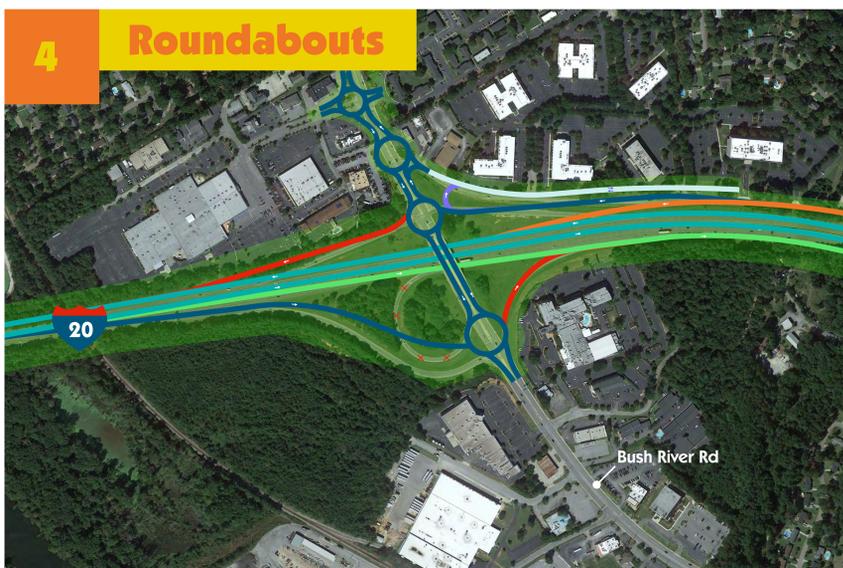
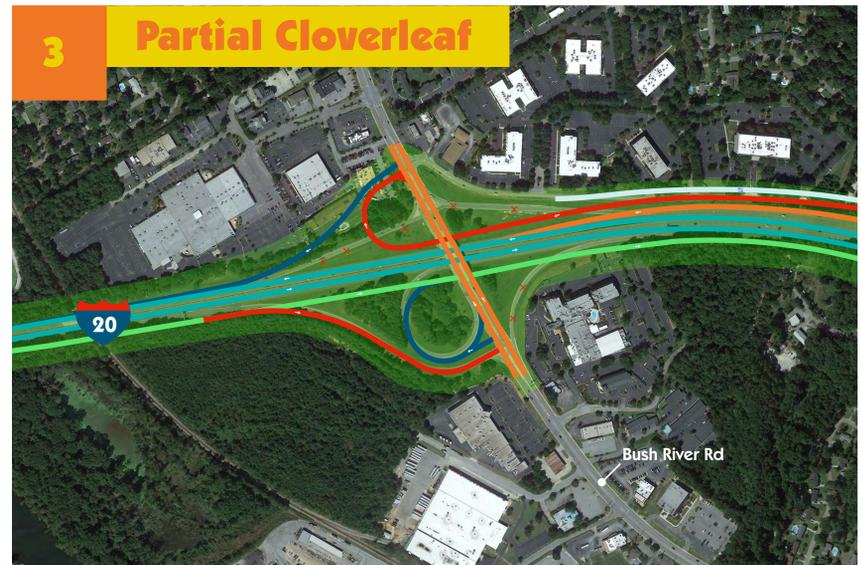
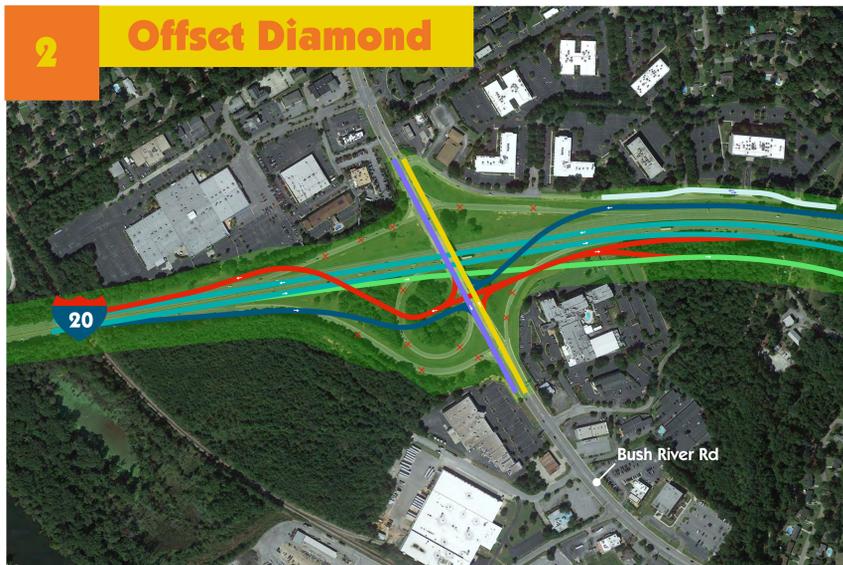
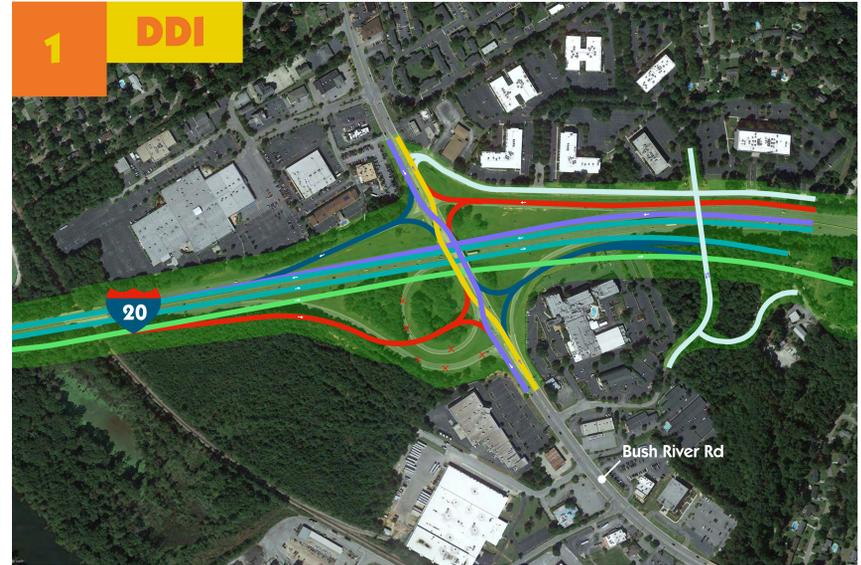
- Potential Property Impacts
- Traffic Flow



### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 DDI	13	1.24	1,210	Medium
2 Offset Diamond	10	1.24	1,002	High
3 Partial Cloverleaf	13	1.25	966	Low
4 Roundabouts	18	1.24	970	High
5 SPUI	9	1.24	970	Medium

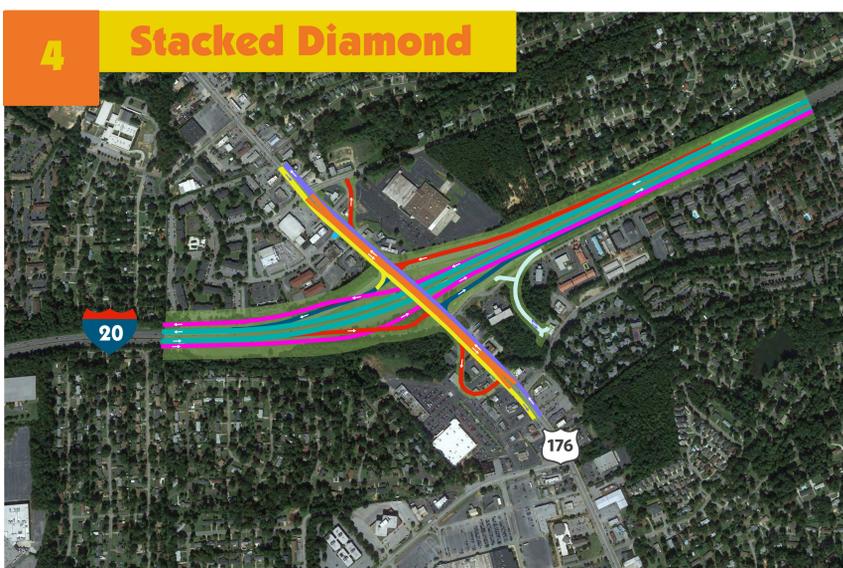
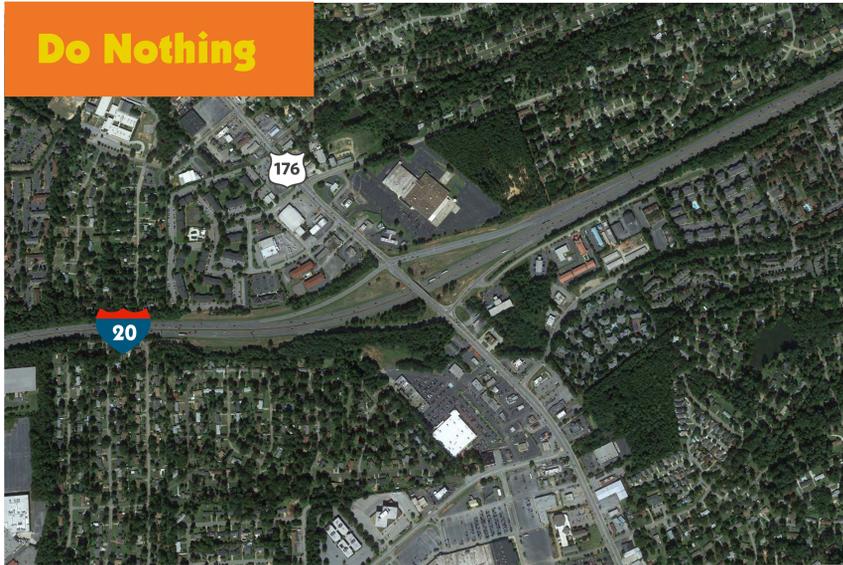
Potential Property Impacts  
 Traffic Flow



### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 DDI	92	0.00	3,173	Low
2 Roundabouts	42	0.00	2,099	Medium
3 SPUI	37	0.00	2,099	Medium
4 Stacked Diamond	60	0.00	2,099	High
5 Offset Left	37	0.00	2,099	Medium

Potential Property Impacts  
 Traffic Flow

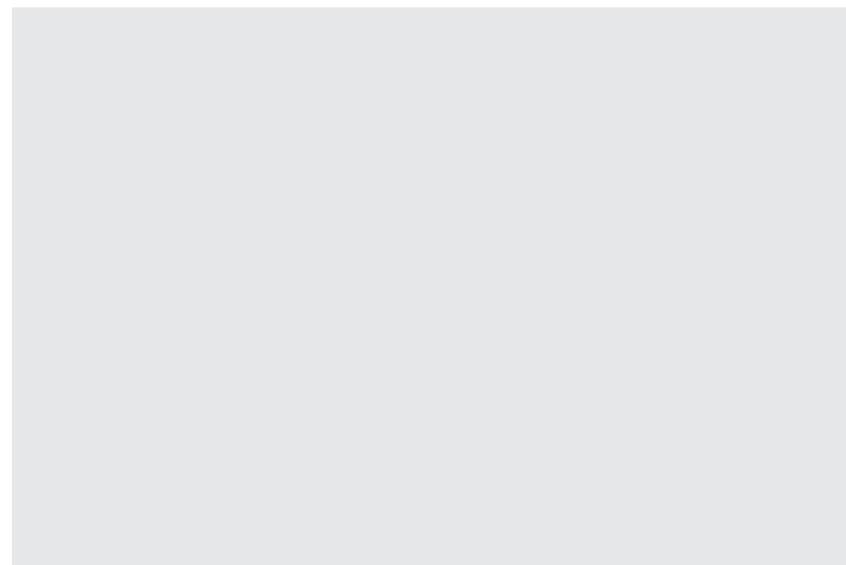
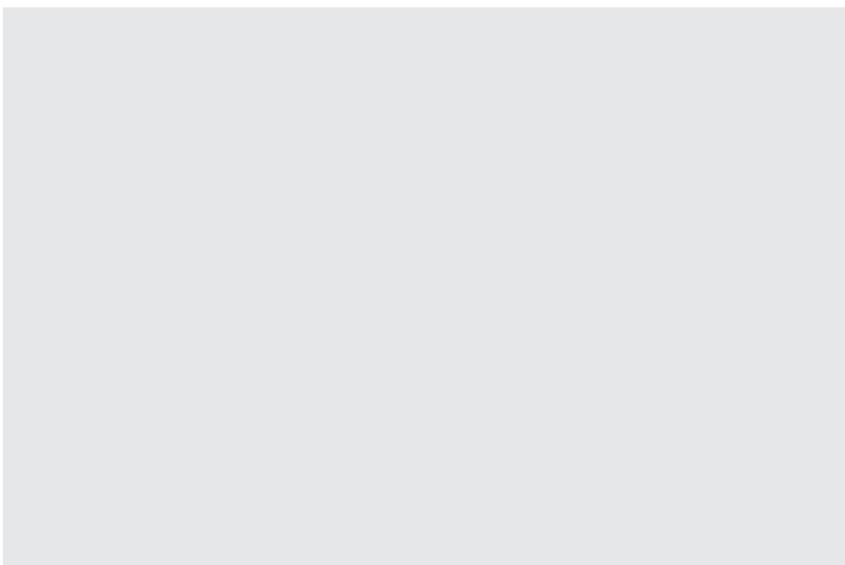
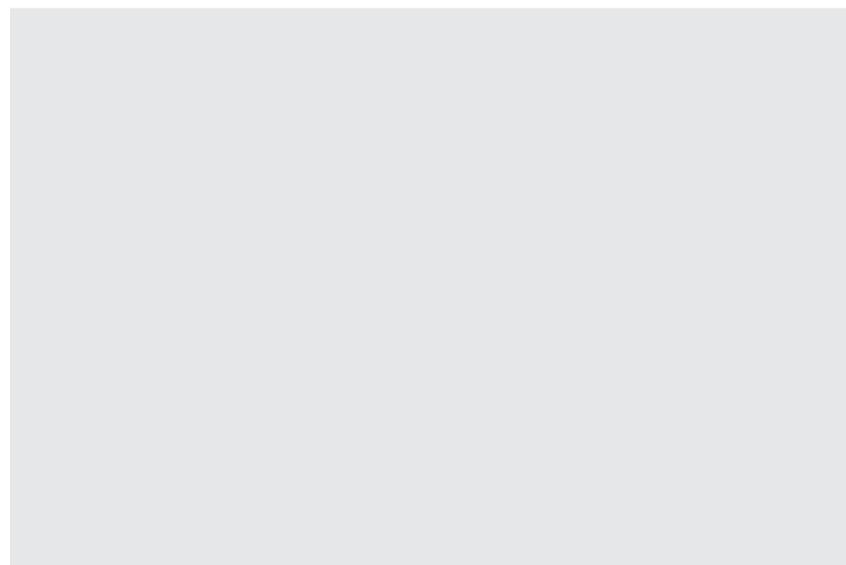
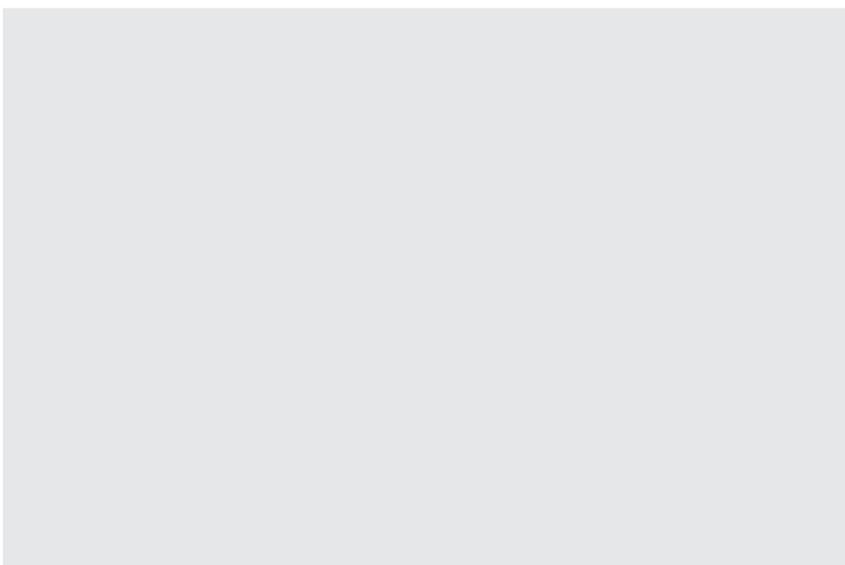
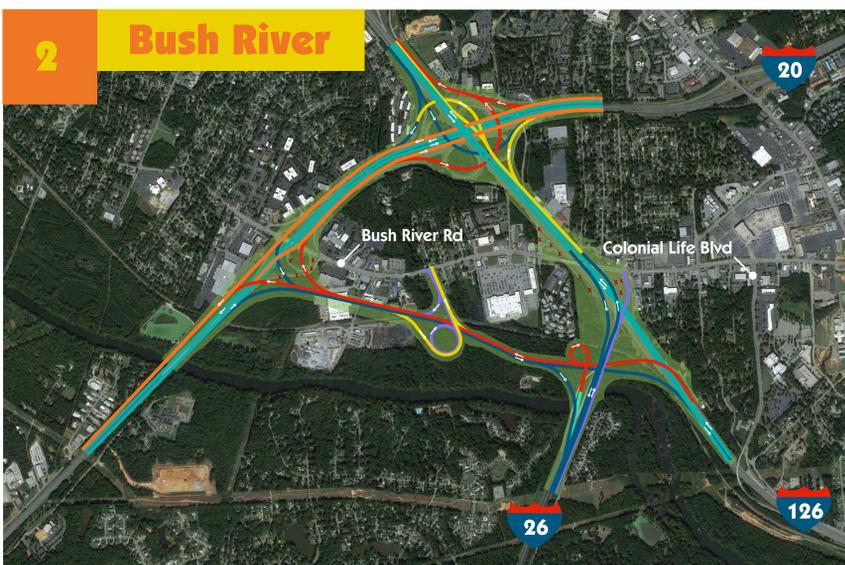
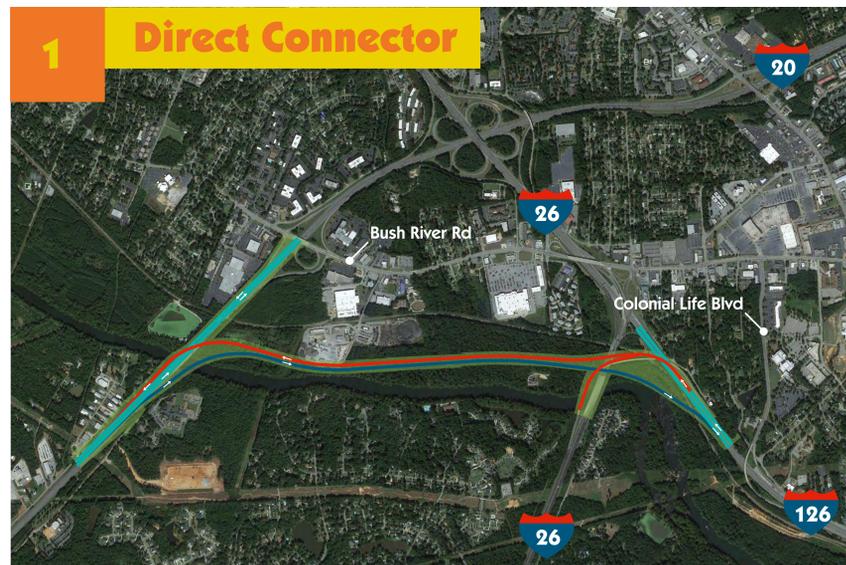




### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 Connector	34	12.64	2,311	Low
2 Bush River	82	13.40	6,522	Medium
3 Directional Interchange	236	9.97	7,057	High

- Potential Property Impacts
- Traffic Flow



20



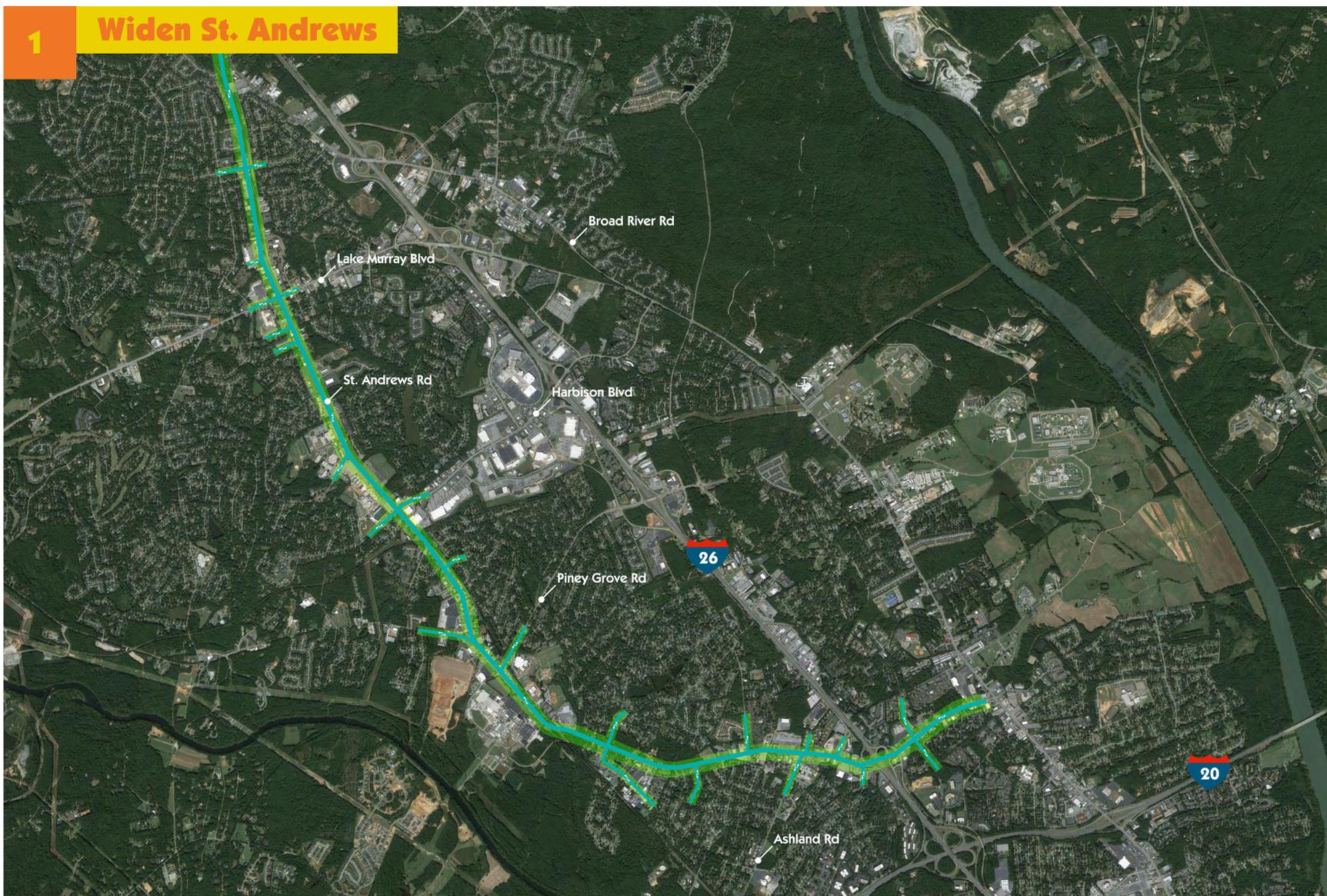
### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 Widen St. Andrews	705	0.10	0	High
2 Widen Broad River	999	3.03	2489	High

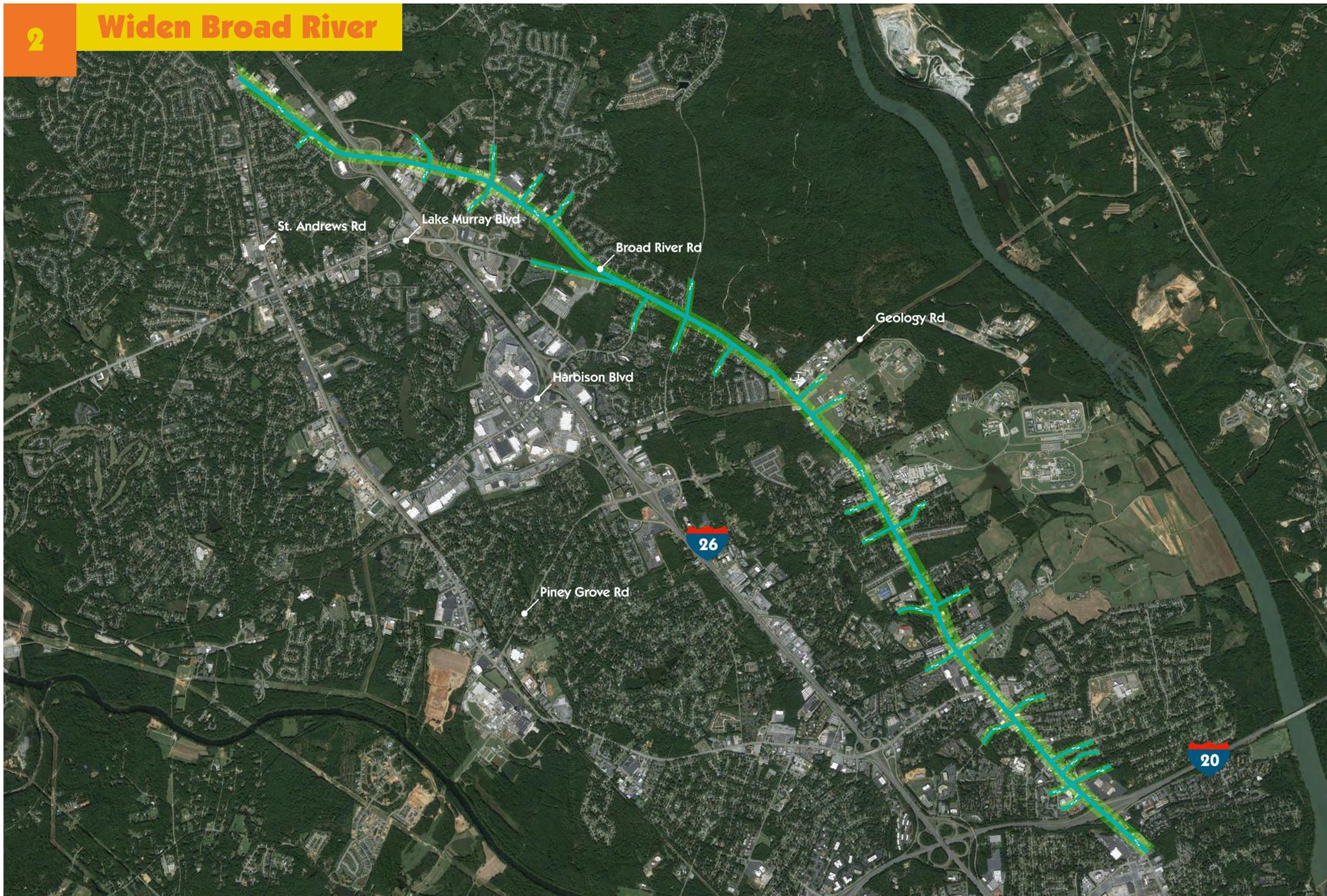
Potential Property Impacts

Traffic Flow

### 1 Widen St. Andrews



### 2 Widen Broad River

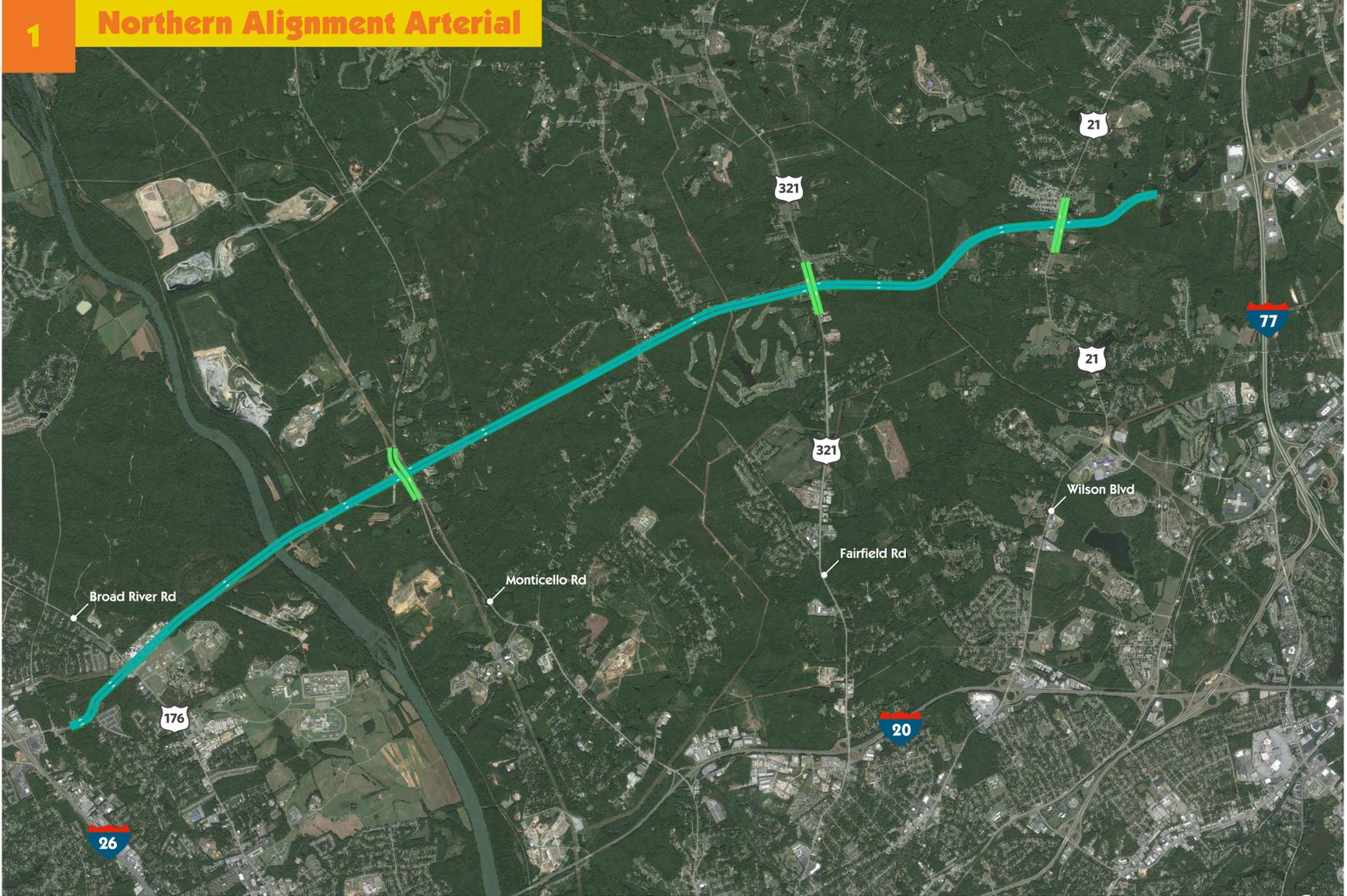


### Human and Natural Environment Impacts

	Potential Property Impacts	Wetland Impacts (acres)	Stream Impacts (linear feet)	Cost
Do Nothing	0	0.00	0	0
1 Northern Alignment Arterial	206	36.62	11,243	High
2 Northern Alignment Expressway	98	21.7	6,110	High

- Potential Property Impacts
- Traffic Flow

### 1 Northern Alignment Arterial



### 1 Northern Alignment Expressway

