

Project Information & Frequently Asked Questions

Project Benefits:



Travel time savings



Emissions cost savings



Travel time reliability



Freight inventory cost savings



Vehicle operating cost savings



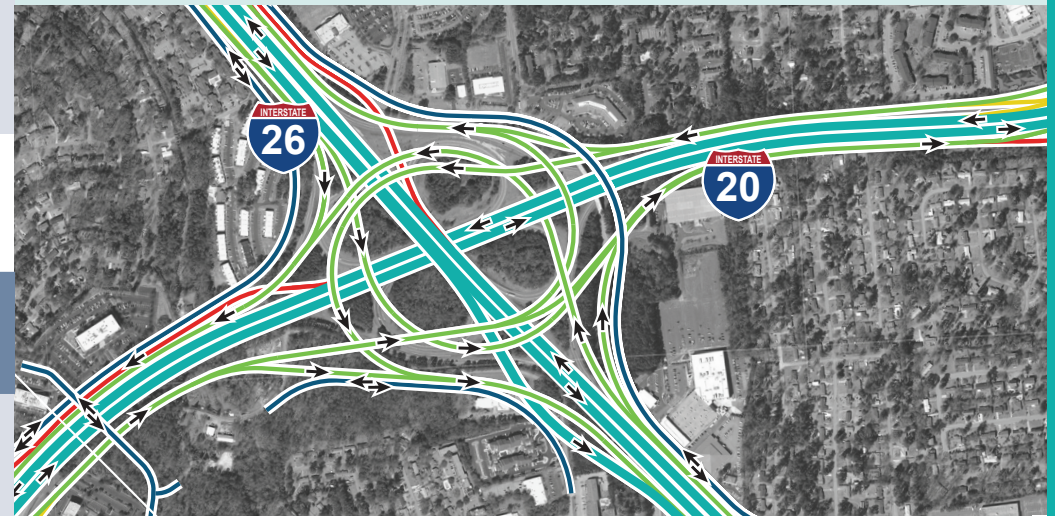
Pavement maintenance cost savings



Accident cost savings

There is a key difference in design at the I-20 and I-26 system interchange; take a closer look below at the turbine interchange in RA1 and the directional interchange in RA5 Modified. Review the DEIS Level 3 Screening Results to see the criteria impacts of each alternative.

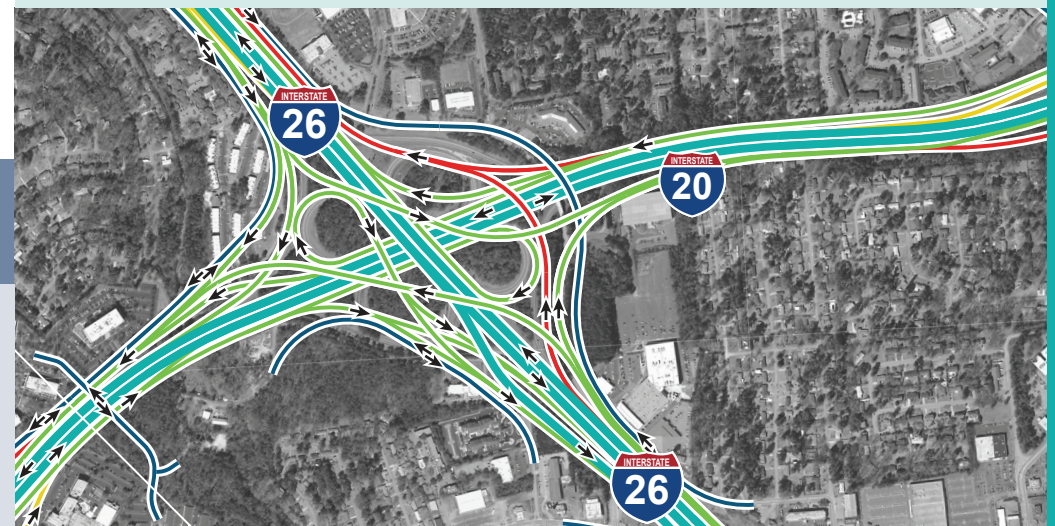
Reasonable Alternative 1



Turbine Interchange

Features a proposed turbine interchange at the I-20 and I-26 junction, which replaces all loop ramps with higher speed directional ramps.

Reasonable Alternative 5 Modified



Directional Interchange

Features a proposed directional interchange with two upgraded opposing loop ramps in the NW and SE quadrants. It also provides directional flyover ramps connecting I-26 and I-20 to replace the existing NE and SW loop ramps.

Project Quick Facts:



19 Existing Bridges



12 Interchanges



14 Interstate (miles)



166 Roadway (Lane miles)



134k AADT (Between St. Andrews & I-20)

Public Participation Stats:

Public and Community Meetings
33

Online Meetings
04

In-Person Meeting Attendees
770

Online Meeting Participants
23,989

Comments Total Between All Meetings
3,033

RA1

- I-26 @ Broad River
- I-26 @ Lake Murray
- I-26 @ Harbison
- I-26 @ Piney Grove
- I-26 @ St Andrews
- I-26 @ I-20
- I-26 @ Bush River
- I-26 @ US-378
- I-20 @ Broad River
- I-20 @ Bush River
- I-126 @ Colonial Life Blvd

