



On behalf of the Carolina Crossroads project team, we thank you for taking time to attend this meeting.

Reasonable Alternative 1 (RA1), which was presented at a public input meeting in September 2017, has been advanced as the Recommended Preferred Alternative (RPA) for the Carolina Crossroads I-20/26/126 Corridor Improvement Project.

The Recommended Preferred Alternative design is only conceptual and provides a footprint of impact for the project. As the design process continues into the Final Environmental Impact Statement (FEIS), the Record of Decision (ROD), and the design-build contract, further refinements to design elements may take place that could result in modifications to roadway alignments, the location and construction of noise walls, and access to businesses at service interchanges. SCDOT is committed to providing the public with information related to any design changes as the project proceeds.

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), have prepared a Draft Environmental Impact Statement (DEIS) for the Carolina Crossroads I-20/26/126 Corridor Project. The EIS promotes informed decision making in the development of a transportation solution(s) to improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor, while accommodating future traffic needs (2040 is the design year).

The purpose of this Public Hearing is to present the Recommended Preferred Alternative for the project and to solicit comments on the DEIS. We are excited to reach this important milestone and to present this alternative for your input.

Primary Purpose and Need



Secondary Needs



An alternatives development and screening process was used to identify a set of reasonable alternatives that best satisfies the purpose and need for the project while minimizing impacts on the human and natural environment. Furthermore, the screening process stipulates reasons why an alternative might be determined as not reasonable and eliminated from further consideration. Namely:

- 01** The alternative does not satisfy the purpose of and need for the project.
- 02** The alternative is determined to be not practical or feasible from a technical and/or economic standpoint.
- 03** The alternative substantially duplicates another alternative.

The project team identified and developed alternatives through information derived from previous traffic studies, stakeholder working groups, public meetings and comments to identify and develop a range of alternatives.

1 Preliminary Screening: Range of Alternatives	2 Level 1A Screening: Interchange Designs	3 Level 1B Screening: Representative Alternatives	4 Level 2 Screening: Environmental Screening	5 Level 3 Screening: DEIS
<p>Range of Alternatives evaluated against the Primary Purpose and Need:</p> <ul style="list-style-type: none"> • Mass transit • Transportation system management • Improvements in existing corridor • New alignment • Improvements to arterial roadways • No-Build <p>In addition to the Range of Alternatives, a detailed traffic analysis was conducted for the following three options suggested by the public:</p> <ul style="list-style-type: none"> • Construction of the Northern Alignment • Widening of Broad River Road • Widening of St. Andrews Road <p>Result:</p> <p>The only alternatives to advance through this screening process included:</p> <ul style="list-style-type: none"> • Improvements in existing corridor • No-Build Alternative 	<p>Evaluated 54 different interchange designs that could improve operations at each of the 12 interchanges located in the corridor. They were evaluated on:</p> <ul style="list-style-type: none"> • Reduced conflict points • Improved operations on the mainline • Improved connections on the mainline • Reduced/eliminated geometric deficiencies • Whether the interchange operated under, at, or over capacity in the design year of 2040 <p>Result:</p> <p>Nine Representative Alternatives that holistically encompassed the entirety of the project corridor were developed.</p>	<p>Nine Representative Alternatives were evaluated based on:</p> <ul style="list-style-type: none"> • Improved traffic and operations (Level of Service) • Improved through travel time • Improved through travel speed • Reduced/eliminated geometric deficiencies <p>Result:</p> <p>Four Representative Alternatives were carried forward for Level 2 Screening.</p>	<p>The four remaining Representative Alternatives were evaluated in comparison to each other for:</p> <ul style="list-style-type: none"> • Property impacts • Wetland impacts • Stream and river impacts • Floodplain impacts • The degree for which the primary purpose and need was met • Consistency with city, county, or regional transportation or land-use plans • Overall project costs <p>Result:</p> <p>Representative Alternatives RA1, RA5, and the No-Build Alternative were recommended to be carried forward into the DEIS. Following the public comment period, RA5 Modified was advanced because it outperformed RA5. Adjustments included a diverging diamond interchange design at the I-20/Bush River Road interchange, instead of a partial cloverleaf design, and a bridge across I-26 at Tram Road/Beatty Road was added.</p>	<p>RA1, RA 5 Modified and the No-Build Alternative were further evaluated based on:</p> <ul style="list-style-type: none"> • Traffic operation metrics <ul style="list-style-type: none"> – Improved travel time – Improved level of service • Environmental impacts including: <ul style="list-style-type: none"> – Historic Resource Impacts – Community impacts – Hazardous materials sites – Noise impacts – Environmental justice impacts <p>Result:</p> <p>When comparing the detailed traffic analysis, detailed environmental analysis, input from the public and from elected officials, input from resource and regulatory agencies, constructibility factors, and construction costs, RA1 best satisfies the public need while minimizing impacts to the human and natural environment. Therefore, RA1 has been advanced as the Recommended Preferred Alternative.</p>

Alternatives Screening Process

The DEIS is the culmination of technical studies and reports, inter-agency coordination, community outreach and feedback. The DEIS considers potential community and environmental impacts to identify a solution that will benefit the greater Columbia area, as well as the regional mobility of commerce, travelers, and commuters between the Upstate and Lowcountry. Both alternatives evaluated in the DEIS have similar key features and include improvements to several interchanges along the corridor. Here are five key features you need to know about these alternative designs:

- 1 More lanes on I-26.**
To improve mobility and reduce traffic congestion, I-26 would be widened to include one additional lane in each direction.
- 2 No more weaving on mainline.**
Both Reasonable Alternatives eliminate the current cloverleaf design of the I-20 at I-26 interchange and replace it with a modern system interchange to create seamless movement for traffic between the interstates.
- 3 Introducing collector-distributor lanes.**
Both Reasonable Alternatives feature collector-distributor (CD) lanes. These new longer separated ramps allow traffic to move seamlessly throughout the system by removing exiting vehicles to their destinations sooner and preventing on/off conflicts.
- 4 The relocation of Bush River Road at I-26 interchange.**
Both Reasonable Alternatives would relocate the Bush River Road at I-26 interchange to a new, full access interchange at Colonial Life Boulevard and I-126. Removing the direct connection between Bush River Road and I-26 will eliminate weaving maneuvers between Bush River Road and the I-20 at I-26 interchange. The interchange at Colonial Life Boulevard and I-126 will be improved to allow for movements in all directions, improve traffic flow on I-26, and reduce traffic congestion.
- 5 Environmental considerations.**
Both alternatives have fewer impacts on communities, wetlands, streams, and properties compared to the other Representative Alternatives that were evaluated during the screening process. The alternatives also have improved travel time and speed along the corridor compared to No-Build conditions.

Frequently Asked Questions

- 1 WHAT IS THE PROJECT SCHEDULE MOVING FORWARD?**
Following the Public Hearing, SCDOT will collect, respond to, and evaluate comments from the public for inclusion in the Final Environmental Impact Statement (FEIS) and RPA. Comments will be accepted until September 17, 2018. The FEIS will be completed in late 2018, and FHWA anticipates publishing an FEIS and issuing a Record of Decision concurrently in late 2018 or early 2019.
- 2 WHAT IS THE RECOMMENDED PREFERRED ALTERNATIVE?**
RA1 has been identified as the Recommended Preferred Alternative for the project. It is important to note, the RPA design is only conceptual and provides a footprint of impact for the project. As the design process continues into the FEIS/ROD and the design-build contract, further refinements to design elements may take place that could result in modifications to roadway alignments, the location and construction of noise walls, and access to businesses. SCDOT is committed to providing the public with information related to any design changes as the project proceeds.
- 3 WHY ARE YOU PROPOSING THE RELOCATION OF THE BUSH RIVER ROAD INTERCHANGE AT I-26 IN THE RECOMMENDED PREFERRED ALTERNATIVE?**
By removing the direct connection between Bush River Road and I-26, traffic conflict points and weaving maneuvers between Bush River Road and the I-20/I-26 interchange will be eliminated, thereby reducing traffic congestion and improving traffic flow on I-26. People will have improved access to destinations along Bush River Road through the proposed full access Colonial Life Boulevard interchange with I-126 and at the existing interchange of Bush River Road and I-20.
- 4 HOW DOES SCDOT WORK WITH IMPACTED LANDOWNERS?**
Right-of-way (ROW) acquisition is not anticipated to begin until 2019. At that time, should ROW be required, SCDOT will work with affected property owners based on third-party property valuations and according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. In extraordinary cases or emergency situations, SCDOT may request and the FHWA may authorize the acquisition of a particular property or a limited number of properties within the proposed highway corridor prior to completion of processing the Final EIS (FEIS) and Record of Decision (ROD). These requests will be handled on a case-by-case basis. If your property is impacted by this project please visit our ROW website at <https://www.scdot.org/business/right-of-way.aspx> and review the Highways and You booklet.
- 5 WHERE WILL NOISE WALLS BE CONSTRUCTED?**
Following guidelines in the SCDOT Noise Policy, barriers were assessed at 26 different locations to determine if they were reasonable and feasible. Of the 26 barriers evaluated, 10 preliminary noise barriers were determined to be both reasonable and feasible. The preliminary noise barrier locations and an overview of the evaluation process can be viewed online at SCDOTCarolinaCrossroads.com or at the public hearing.

A detailed noise analysis will be completed for the Recommended Preferred Alternative (RA1) prior to the Record of Decision being issued by the FHWA. Results of the detailed noise study may change the recommended noise barriers presented in this meeting. SCDOT is committed to informing landowners and tenants of noise barrier changes once the detailed noise study is completed.

Project Information & Frequently Asked Questions



● = Fewer Impacts			
Level 3 Screening Results		RA1	RA5 Modified
How many properties will be impacted?	Full Acquisitions	162	241
	Partial Acquisitions	226	236
How many acres of wetlands will be impacted?	Fill (acres)	6.55	6.89
	Ponds	0.02	0.02
	% High Quality	36%	34%
How many linear feet of streams are impacted?	Total Linear Feet	15,750	16,600
	% High Quality	14%	17%
How many acres of floodplains are crossed?	Zone AE	15.94	16.64
	Zone AE Floodway	6.97	7.05
How many hazardous material sites are impacted?		18	18
How many preliminary noise barrier locations are identified? <small>Following the public hearing, a detailed noise analysis will be completed on the RPA. SCDOT is committed to informing landowners and tenants of noise barrier changes once the detailed noise study is completed.</small>		10	9
What is the estimated project cost? (billions)		\$1.46	\$1.54

RA1 is the Recommended Preferred Alternative because it has the least property, stream, floodplain and wetland impacts, and has the lowest project costs.

● = Greatest Improvement to Speed/Time				
In 2040, what will my speed (miles per hour) be when traveling...		RA1	RA5 Modified	No Build
Eastbound in the morning peak	I-26 from Broad River Rd to I-26 Sunset Blvd	57	57	29
	I-26 from Broad River Rd to I-126 Elmwood Ave	47	47	31
	I-26 from Broad River Rd to I-20 Monticello Rd	43	44	32
	I-26 from Broad River Rd to I-20 Sunset Blvd	56	57	33
	I-20 from Monticello Rd to I-26 Sunset Blvd	54	52	41
	I-20 from Sunset Blvd to Monticello	49	47	45
	I-20 from Sunset Blvd to I-126 Elmwood Ave	47	44	41
Eastbound in the afternoon peak	I-26 from Broad River Rd to Sunset Blvd	63	63	37
	I-20 from Monticello Rd to I-26 Sunset Blvd	42	39	22
Westbound in the afternoon peak	I-26 from Sunset Blvd to Broad River Rd	60	59	31
	I-126 from Elmwood Ave to Sunset Blvd	52	49	33
	I-20 from Monticello Rd to I-26 Broad River Rd	47	46	38
	I-20 from Sunset Blvd to I-26 Broad River Rd	56	57	49
	I-26 from Sunset Blvd to I-20 Monticello Rd	54	53	27
	I-20 from Monticello Rd to I-20 Sunset Blvd	48	44	38
	I-126 from Elmwood Ave to I-20 Sunset Blvd	48	43	30
In 2040, how many minutes will it take me to drive...		RA1	RA5 Modified	No Build
Eastbound in the morning peak	I-26 from Broad River Rd to I-26 Sunset Blvd	14:30	14:28	28:25
	I-26 from Broad River Rd to I-126 Elmwood Ave	19:39	19:40	28:19
	I-26 from Broad River Rd to I-20 Monticello Rd	22:59	21:03	29:48
	I-26 from Broad River Rd to I-20 Sunset Blvd	17:08	17:01	29:12
	I-20 from Monticello Rd to I-26 Sunset Blvd	10:58	10:27	13:13
	I-20 from Sunset Blvd to Monticello Rd	14:41	14:19	14:57
Eastbound in the afternoon peak	I-20 from Sunset Blvd to I-126 Elmwood Ave	13:54	15:08	15:12
	I-26 from Broad River Rd to Sunset Blvd	13:07	13:11	22:18
Westbound in the afternoon peak	I-20 from Monticello Rd to I-26 Sunset Blvd	13:58	14:05	24:43
	I-26 from Sunset Blvd to Broad River Rd	13:51	14:09	26:36
	I-126 from Elmwood Ave to I-26 Broad River Rd	17:36	18:53	26:53
	I-20 from Monticello Rd to I-26 Broad River Rd	20:34	20:02	24:26
	I-20 from Sunset Blvd to I-26 Broad River Rd	17:54	17:41	20:25
	I-26 from Sunset Blvd to I-20 Monticello Rd	10:13	09:37	18:56
	I-20 from Monticello Rd to I-20 Sunset Blvd	14:51	15:08	17:36
I-126 from Elmwood Ave to I-20 Sunset Blvd	13:56	15:34	22:05	

RA1 is the Recommended Preferred Alternative because it has the lower average travel time and the improved average speed through the corridor.

Comments may be submitted until Monday, September 17, 2018. The DEIS and Public Hearing materials are available online by visiting SCDOTCarolinaCrossroads.com

Comments may also be submitted via the email and hotline below or mailed to:

Carolina Crossroads Corridor Improvement Project
C/O South Carolina Department of Transportation
Mega Projects Division, Room 122
PO Box 191
Columbia, SC 29202-0191



SCDOTCarolinaCrossroads.com



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Look for us on social media

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Si necesita ayuda para traducir al idioma español al participar en este proyecto, por favor envíenos un correo electrónico a info@CarolinaCrossroadsSCDOT.com

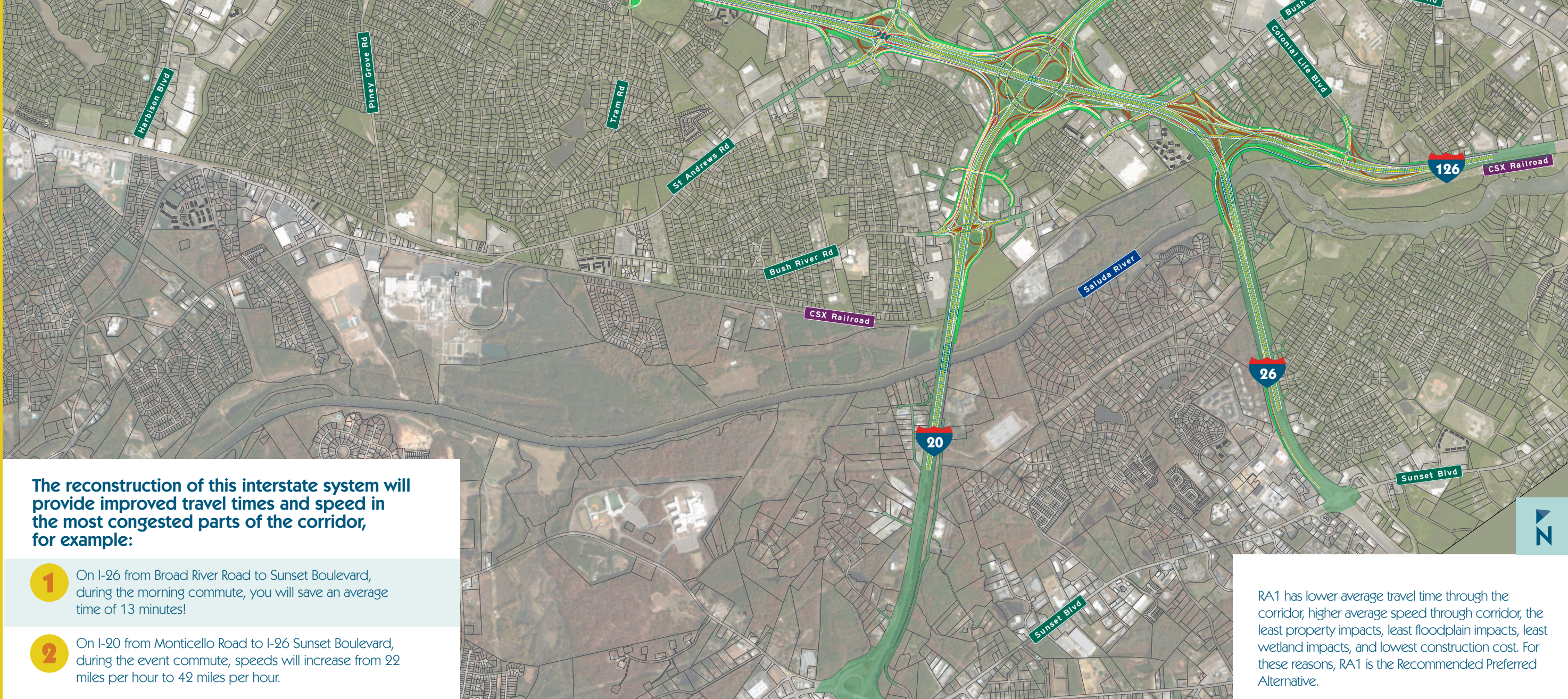
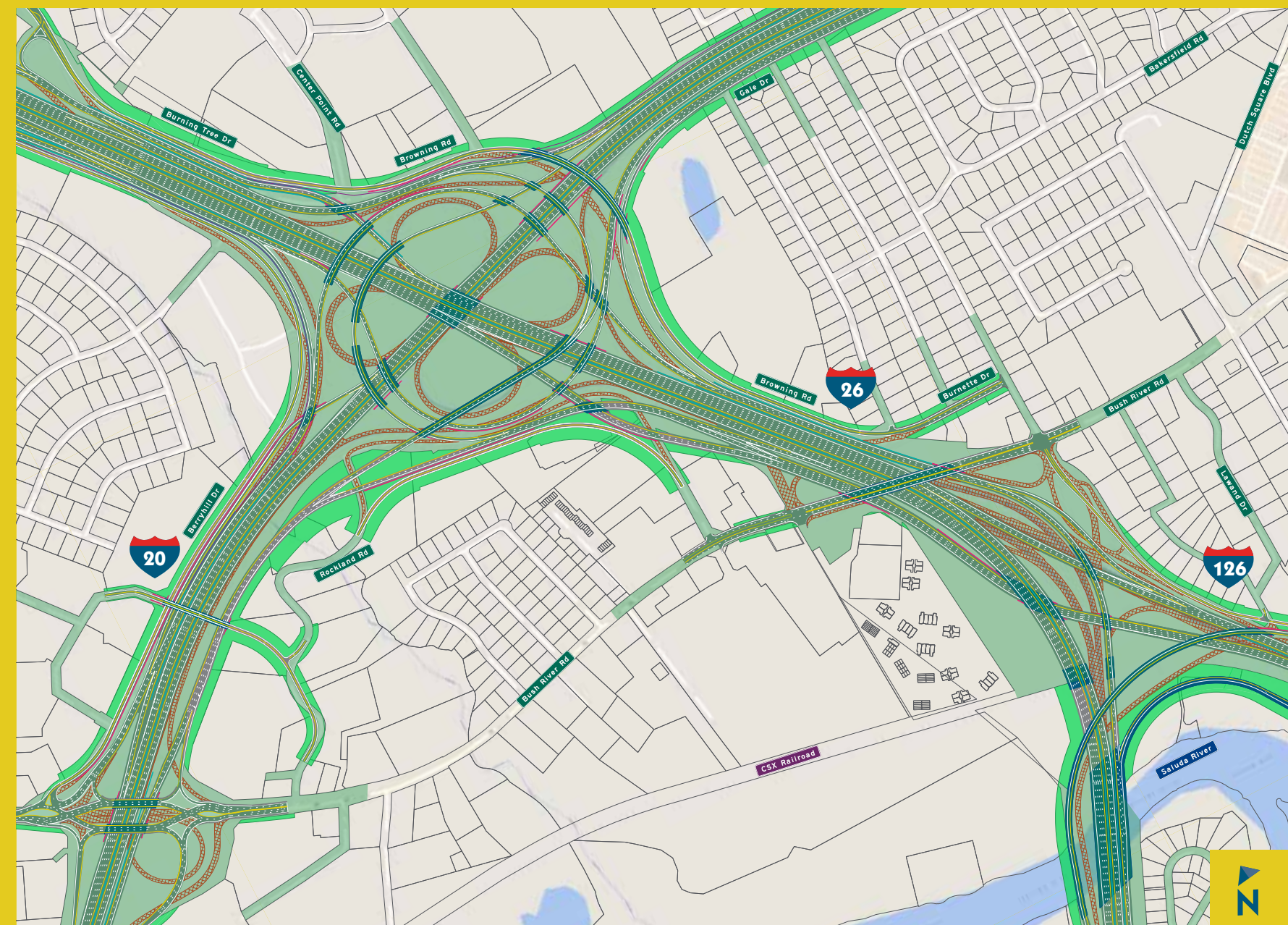
Title VI of the Civil Rights Act of 1964
SCDOT will take reasonable steps to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or national origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special Programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803-737-5095. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.

The newly designed I-20/26/126 Corridor will feature improvements along the entire 14-mile stretch of these interstates. A few of the overall features include:

- 1 An additional travel lane in each direction along I-26.
- 2 A 12-foot inside shoulder that will provide safe harbor for travelers in the event of an emergency.
- 3 Installation of median mile markers for better location identification for EMS, fire department, police and drivers.
- 4 New exits separating departing traffic from through traffic, which will eliminate existing entrance-exit conflicts on the mainline interstate.



Map Detail



The reconstruction of this interstate system will provide improved travel times and speed in the most congested parts of the corridor, for example:

- 1 On I-26 from Broad River Road to Sunset Boulevard, during the morning commute, you will save an average time of 13 minutes!
- 2 On I-20 from Monticello Road to I-26 Sunset Boulevard, during the event commute, speeds will increase from 22 miles per hour to 42 miles per hour.

RA1 has lower average travel time through the corridor, higher average speed through corridor, the least property impacts, least floodplain impacts, least wetland impacts, and lowest construction cost. For these reasons, RA1 is the Recommended Preferred Alternative.

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

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

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.

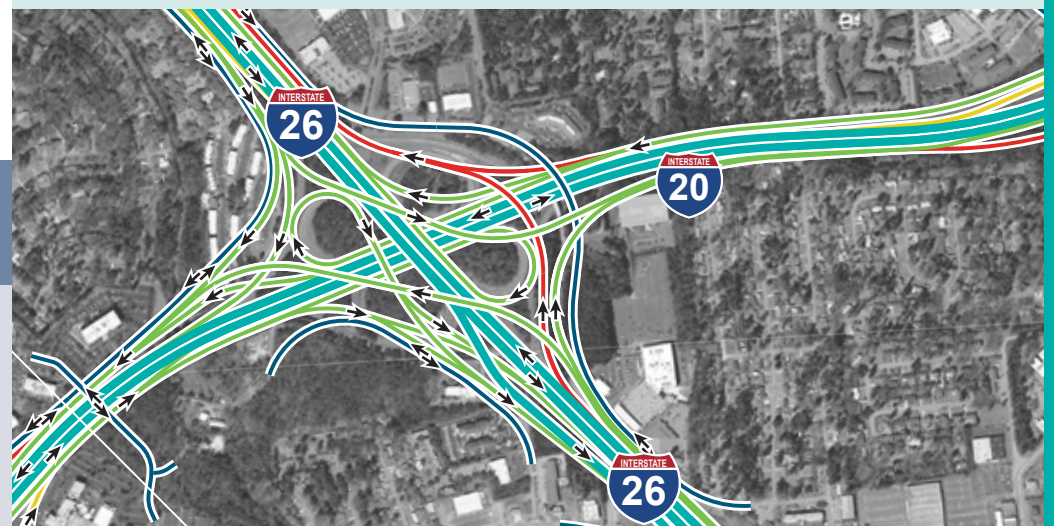
Reasonable Alternative 1



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.