



PUBLIC INFORMATION MEETING

I-85 and I-385 Interchange Improvement Project, Greenville County

January 27, 2011

Beck Academy, 901 Woodruff Road

Welcome

The South Carolina Department of Transportation (SCDOT) is very pleased to have you attend this public meeting on the proposed I-85 and I-385 interchange improvement project. The purpose of this meeting is to provide an opportunity to review and discuss individually with representatives from the SCDOT the need for the project, limits of the project, and the various alternatives that have been developed. Personnel from, and representing the SCDOT will be available to answer questions and discuss the project with interested citizens on an individual basis. In addition, participants are encouraged to submit any comments or questions utilizing the available comment forms; electronically through the SCDOT website (<http://www.scdot.org>, "Public Hearings Quicklink"); or by contacting Mr. Tommy Elrod.

Project Background

The South Carolina Department of Transportation (SCDOT) has identified the need to reconfigure the existing I-85 and I-385 interchange in Greenville County. The purpose of the project is to improve the existing deficient interchange to accommodate the existing and projected traffic volumes. Specifically, this interchange currently ranks #2 on the SCDOT priority list of deficient interchanges. Due to the unknown and potentially widespread impacts of this interchange reconfiguration on I-385, I-85, and the adjacent interchanges, the project was divided into multiple phases of work, as described below:

Phase I (Complete): Phase I consisted of traffic analysis, alternative conceptual designs, and an overview of potential impacts of several alternatives. The results of this phase will be incorporated into Phase II.

Phase II (In progress): Phase II includes the preparation of an Environmental Assessment per the National Environmental Policy Act (NEPA) and ultimate development of final right-of-way plans.

Phase III (To be determined): Phase III includes the negotiation/acquisition of new right-of-way; development of final construction plans; and construction of the project. Phase III is anticipated to begin as early as 2012 with right-of-way negotiations.

"The primary purpose of the project is to improve the existing deficient I-85/I-385 interchange to accommodate the existing and projected traffic volumes".



Comments will be accepted until February 11, 2011

For Additional Information Contact:

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Existing Deficiencies



- Deficiency 1:** I-385 southbound PM peak hour back-up going to I-85 northbound;
- Deficiency 2:** I-85 southbound AM peak hour back-up at I-385 northbound off-ramp;
- Deficiency 3:** Weave area along I-85 southbound collector-distributor;
- Deficiency 4:** Weave area along I-385 southbound between I-85 and Woodruff Road;
- Deficiency 5:** Weave area along I-385 northbound between Woodruff Road and I-85;
- Deficiency 6:** Safety issue on I-385 northbound loop off-ramp to I-85 southbound;
- Deficiency 7:** Weave area along I-85 northbound collector-distributor between Woodruff Road and I-385.
- Deficiency 8:** Weave area along I-385 northbound between I-85 and Roper Mountain Road due to back-up on Roper Mountain Road off-ramp during the AM peak hour.

Proposed Alternatives

Numerous design alternatives to improve the existing transportation deficiencies have been previously developed and evaluated. Many of these alternatives were determined to be not feasible or practicable due to various issues, including but not limited to inability to address the deficiencies, impacts to current transportation facilities, right-of-way impacts, impacts to current businesses/development, and costs. As a result, the following two alternatives have been identified and are being further evaluated in the determination of the ultimate preferred alternative.

- **Alternate 2C:** New direct-connect ramp from I-85 southbound to I-385 southbound; improve radius on loop from I-385 northbound to I-85 southbound; and remove access from I-385 southbound to I-85/Wodruff Road Interchange. This interchange eliminates the weave along the existing I-85 southbound CD through construction of the direct-connect I-85 southbound to I-385 southbound ramp as well as the relocation of the I-85 southbound to Woodruff Road ramp to the north of the I-385 northbound to I-85 southbound loop. The Roper Mountain Road bridge will be reconstructed to accommodate the additional ramp lanes along I-85. Collector-Distributor roadways will be constructed northbound and southbound along I-385 to remove the weaving movements between I-85 and Woodruff Road off of I-385.
- **Alternate 4:** New direct-connect ramps from I-85 southbound to I-385 southbound and I-385 northbound to I-85 southbound; and remove access from I-385 northbound to I-85/Wodruff Road interchange. This interchange eliminates the weave along the existing I-85 southbound CD through construction of the direct-connect ramps from I-85 southbound to I-385 southbound and I-385 northbound to I-85 southbound as well as the relocation of the I-85 southbound to Woodruff Road ramp to the north of the direct connect ramps. The Roper Mountain Road bridge will be reconstructed to accommodate the additional ramps lanes along I-85. Collector-Distributor roadways will be constructed northbound and southbound along I-385 to remove the weaving movements between I-85 and Woodruff Road off of I-385.



HOW WILL ALTERNATIVE 2C ADDRESS THE DEFICIENCIES?

Deficiency 1: I-385 SB to I-85 NB back-up will be improved by merging the two ramps from I-385 together separately from the I-85 mainline and a two-lane entrance will be provided with improved merge lengths. In addition, the fourth lane on I-85 NB will be extended across Rocky Creek to the exit ramp at Pelham Road.

Deficiency 2: I-85 SB to I-385 NB back-up will be improved by providing two 2-lane exits to I-385 NB & SB and Woodruff Road which will eliminate the bottleneck at the existing exit. Additionally, a fourth lane on I-85 SB will be provided for the entire length between Pelham Road and I-385.

Deficiency 3: The short weave along I-85 SB between I-385 and Woodruff Road will be improved by providing a two-lane loop to align the traffic from I-385 NB for the I-85/Woodruff split. In addition, all traffic to Woodruff Road will be removed from the weave by providing separate ramps.

Deficiency 4: The short weave along I-385 SB between I-85 and Woodruff Road will be improved by separating the weaving movement from the I-385 mainline.

Deficiency 5: The short weave along I-385 NB between Woodruff Road and I-385 will be improved by separating the weaving movement from the I-385 mainline. Additionally, Woodruff Road to I-385 NB traffic will be removed from the weave with the addition of a bridge carrying the I-385 to I-85 traffic over the on ramp.

Deficiency 6: The safety issues associated with the existing loop carrying I-385 NB to I-85 SB will be addressed by providing a separate bridge for the loop ramp traffic which will allow for adequate rotation of the pavement surface approaching the loop departure. In addition, the radius of the new loop will be increased to achieve a 30 MPH design speed.

Deficiency 7: The short weave length on the C-D along I-85 NB has not been improved. However, the C-D/Ramp system will be reconfigured to reduce the potential conflict points.

Deficiency 8: The weave area along I-385 NB between I-85 and Roper Mountain Road will not be significantly improved. However, the heavier traffic volume from I-85 SB will be moved to the inside of the lighter volume movement from I-85 NB.



HOW WILL ALTERNATIVE 4 ADDRESS THE DEFICIENCIES?

Deficiency 1: I-385 SB to I-85 NB back-up will be improved by merging the two ramps from I-385 together separately from the I-85 mainline and a two-lane entrance will be provided with improved merge lengths. In addition, the fourth lane on I-85 NB will be extended across Rocky Creek to the exit ramp at Pelham Road.

Deficiency 2: I-85 SB to I-385 NB back-up will be improved by providing two 2-lane exits to I-385 NB & SB and Woodruff Road which will eliminate the bottleneck at the existing exit. Additionally, a fourth lane on I-85 SB will be provided for the entire length between Pelham Road and I-385.

Deficiency 3: The short weave along I-85 SB between I-385 and Woodruff Road will be eliminated by the removal of both existing loop ramps and by providing a separate ramp for Woodruff access from I-85.

Deficiency 4: The short weave along I-385 SB between I-85 and Woodruff Road will be improved by separating the weaving movement from the I-385 mainline.

Deficiency 5: The short weave along I-385 NB between Woodruff Road and I-385 will be improved by separating the weaving movement from the I-385 mainline. Additionally, Woodruff Road to I-385 NB traffic will be removed from the weave with the addition of a bridge carrying the I-385 to I-85 traffic over the on ramp.

Deficiency 6: The safety issues associated with the existing loop carrying I-385 NB to I-85 SB traffic will be eliminated with the addition of a directional flyover ramp.

Deficiency 7: The short weave length on the C-D along I-85 NB has not been improved. However, the C-D/Ramp system will be reconfigured to reduce the potential conflict points.

Deficiency 8: The weave area along I-385 NB between I-85 and Roper Mountain Road will be improved by providing two separate entrances from I-85 NB & SB and increasing the spacing between the I-85 entrance and Roper Mountain Road exit. In addition, the heavier traffic volume from I-85 SB will be moved to the inside of the lighter volume movement from I-85 NB.