

ANTICIPATED PROJECT SCHEDULE

It is anticipated that the project will be developed and constructed through a “Design-Build” process in which a team of design and construction firms will be selected to complete the final design and construct the project.

- ♦ Award of the construction contract is scheduled for late 2013.
- ♦ Right-of-way acquisition could begin in early 2014.
- ♦ Construction could begin as early as mid-2014.

TITLE VI COMPLIANCE

The SCDOT, in response to the nondiscrimination requirements set forth by the Federal regulations issued by the U.S. Department of Transportation to effectuate Title VI of the Civil Rights Act of 1964, as amended, complies with all regulations in this regard.

Any person who believes that he or she has been discriminated against because of race, color, religion, sex, age, handicap/disabilities or national origin under a program receiving Federal Aid has the right to file a complaint with the SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at (803) 737-1372 or at the address below. 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.

COMMENTS

SCDOT appreciates your attendance and strongly encourages you to provide your input regarding the project.

You may comment in three ways:

1. Complete a comment form and leave it in the comment box provided.
2. Mail or email your comment to:

Mr. Tommy Elrod, P.E.
Program Manager—SCDOT
252 S. Pleasantburg Dr.
Greenville, SC 29607
elrodjt@scdot.org

3. Fax your comment to
(864)241-1010

4. Submit your comment online at:

http://www.scdot.org/inside/public_hearings.aspx

Please submit comments concerning the project no later than November 30, 2012.



WELCOME TO THE PUBLIC HEARING

For the I-85 / I-385 Interchange Improvement Project

Greenville County, South Carolina

November 15, 2012 5:00 - 7:00 PM

PUBLIC HEARING PARTICIPANT

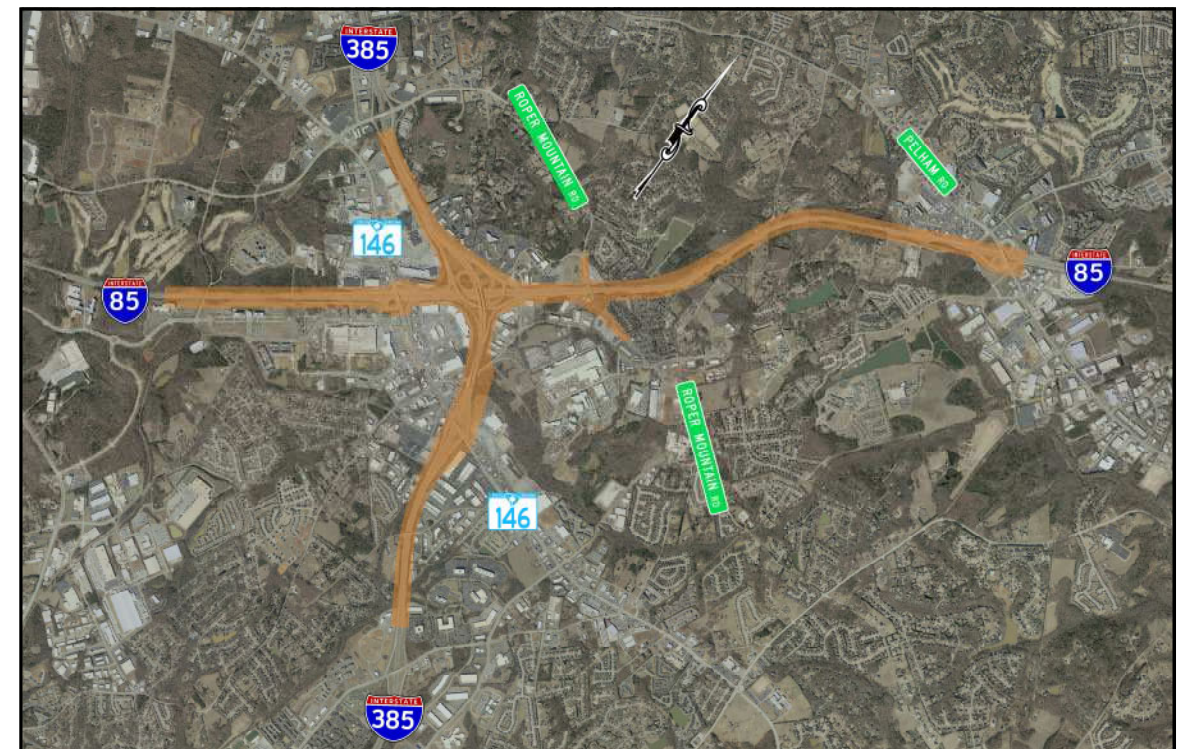
The South Carolina Department of Transportation (SCDOT) is very pleased to have you attend this public hearing on the proposed design to improve the I-85 / I-385 Interchange located in Greenville County.

The purpose of the hearing is to provide an opportunity to review and discuss individually, with representatives of the SCDOT, plans for the proposed project. Another purpose of the meeting will be to gather information from the public or any interested organization on historic or cultural resources in the area.

From 5:00 p.m. until 6:00 p.m., the hearing format will be informal. Large aerial displays of the entire project will be available for viewing, and project team members from SCDOT will be present to discuss the project with interested citizens on an individual basis.

At 6:00 p.m., SCDOT will make a brief, formal presentation about the project purpose and need, schedule, and potential impacts to the natural and human environments. Immediately following the presentation, citizens will have the option to make formal, verbal comments regarding the proposed project. Anyone who wishes to verbally comment must sign up between 5:00 p.m. and 5:55 p.m. when entering the public hearing. Each comment will be limited to two minutes and may not be transferred. The informal portion of the public hearing will continue during this time.

PROJECT LOCATION



ENVIRONMENTAL IMPACTS

The SCDOT conducted an assessment of social, economic, and environmental impacts for the proposed project. An Environmental Assessment was approved by the Federal Highway Administration on September 18, 2012, and is available for your review at this hearing or by visiting http://www.scdot.org/inside/public_hearings.aspx

Purpose and Need: The primary purpose of the project is to improve operational efficiency of the existing I-85/I-385 interchange to accommodate existing and projected traffic volumes. The secondary purpose of the project is to improve the safety of the interchange.

Impacts:

- Total amount of acreage needed for the Preferred Alternative is approximately 20 acres;
- Two commercial relocations may be required;
- Anticipated impacts from traffic noise:
 - ◊ Existing Conditions = 81 dwelling units (i.e. receivers)
 - ◊ 2035 No-Build Conditions = 115 dwelling units
 - ◊ 2035 Proposed Conditions = 139 dwelling units
- Eight properties within area of new right-of-way have been identified as potential contamination sites;
- Potential impacts to Jurisdictional Wetlands of the U.S. (preferred alternative):
 - ◊ Streams-2,370 linear feet
 - ◊ Wetlands-<0.1 acres
- 2.1 acre impact to Floodplains;
- Minimal impacts to Biotic Communities, and “no effect” on any federally protected species;
- No impact to sites eligible or potentially eligible for listing in the National Register of Historic Places or to section 4(f) and 6(f) resources.

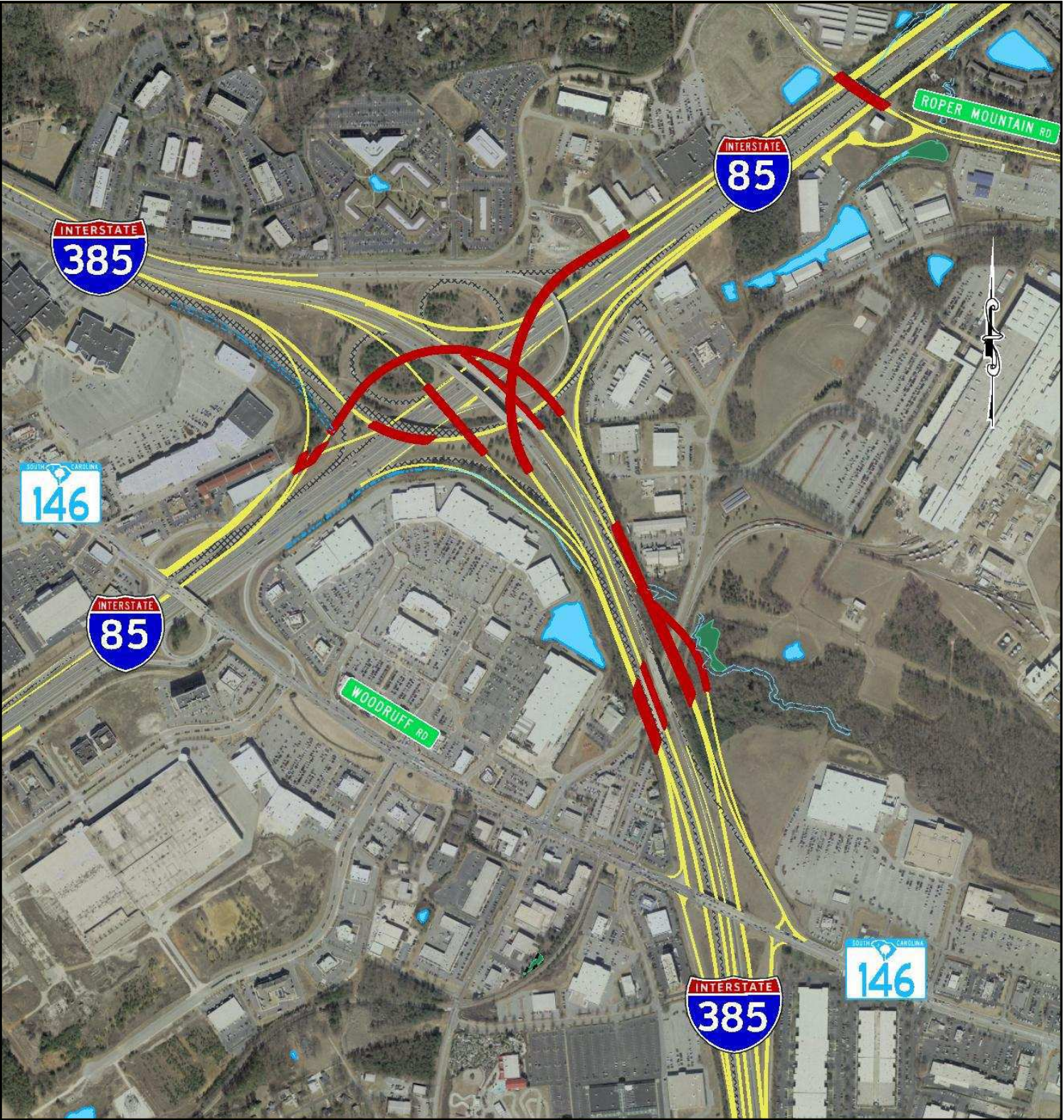
PROJECT INFORMATION

The South Carolina Department of Transportation (SCDOT) has identified the need to reconfigure the existing I-85 and I-385 interchange in Greenville County. Specifically, this interchange currently ranks #2 on the SCDOT priority list of deficient interchanges. The proposed reconfiguration of the I-85/I-385 interchange is currently included in the Greenville-Pickens Area Transportation Study (GPATS), Fiscal Year 2012-2017 Transportation Improvement Program (TIP) along with the South Carolina State Transportation Improvement Program (STIP). The STIP currently documents an estimated funding cost of approximately \$245 Million .

The preferred alternative would reconstruct the existing facility to improve the overall operating conditions. The following is a list of the key improvements:

- The existing loop ramps are replaced with direct-connect ramps eliminating undesirable movements and conflicts.
- A new Collector-Distributor roadway is provided along I-385 which removes merge points off of I-385, and provides greater weave distances which improves LOS.
- The I-85 southbound Collector-Distributor roadway is eliminated which eliminates undesirable weave movements and conflicts.
- Merge points are isolated and strategically located (an example is the I-85 southbound movement to I-385 northbound, which merges to I-385 prior to the merge of I-85 northbound to I-385 northbound traffic).
- Extends the interchange ramps along I-85 to the I-85/Pelham Road interchange; this allows more efficient access to/from the interchange, preventing potential backup of traffic along the Interstate through lanes.
- Widen I-385 to six-lanes which would provide continuity with the existing facility
- Maintains existing structures, including the I-385 and Woodruff Road bridges over I-85, which offers potential cost saving measures over the other alternatives. The Roper Mountain Road bridge over I-85 will be replaced.
- Eliminates access from I-385 north- and southbound to I-85/Woodruff Road interchange.

Preferred Alternative



LEGEND

- | | |
|--|--|
|  New Bridge |  Open water/streams |
|  New Roadway |  Wetlands |
|  Pavement Removal | |