

# WELCOME TO THE PUBLIC INFORMATION MEETING

## Woodruff Road Congestion Relief Project

Tuesday, April 5, 2022, 5-7 p.m.  
Beck International Academy  
901 Woodruff Road, Greenville, SC 29607  
[www.FixWoodruffRoad.com](http://www.FixWoodruffRoad.com)

### PUBLIC INFORMATION MEETING/PROJECT OVERVIEW

The South Carolina Department of Transportation (SCDOT) welcomes you to the public information meeting for the Woodruff Road Congestion Relief Project. All meeting materials including displays, recorded presentations and additional information is available online at [FixWoodruffRoad.com](http://FixWoodruffRoad.com).

The purpose of the meeting is to provide an opportunity for the public to review, discuss, and comment on revisions to the proposed project. The project was initiated in 2017 and the first public meeting was held in November 2017 to present preliminary alternatives. After thorough analysis, Alternative 6C was selected as the Preferred Alternative and the environmental assessment (EA) document for the project was approved by the Federal Highway Administration (FHWA) on April 6, 2020. The Preferred Alternative was presented during a public hearing in July-August 2020 and a subsequent finding of no significant impact (FONSI) was issued in November 2020. The EA and previous meeting materials can be found at [FixWoodruffRoad.com](http://FixWoodruffRoad.com) under the Project Resources tab. Since issuance of the FONSI in 2020, revisions have been made to the Preferred Alternative alignment. The alignment between Market Point Drive and Carolina Point Parkway has changed due to development in the area, and the proposed design has been further developed to form Alternative 6E. An environmental re-evaluation is being completed for the revised alignment. This public information meeting is presenting the revised Preferred Alternative (Alternative 6E).

### PURPOSE OF THE PROJECT

Greenville-Pickens Area Transportation Study (GPATS) and SCDOT have identified the need to alleviate traffic congestion along Woodruff Road. The purpose of the project is to improve operational efficiency and alleviate traffic congestion on Woodruff Road to improve mobility in the busy commercial area between I-385 and Roper Mountain Road/Verdae Boulevard.

### PUBLIC INFORMATION MEETING AND PROJECT SCHEDULE

Written comments will be accepted for 30 days from **March 29, 2022** through **April 28, 2022**. Comments will be responded to at the end of the comment period. An environmental re-evaluation, and updated technical studies, are being prepared to address the changes to the Preferred Alternative. The anticipated project schedule is:

- Respond to Public Comments: May-June 2022
- Finalize Environmental Document (Reevaluation): Summer 2022
- Begin Right-of-Way Acquisition (Tentative): Spring 2023
- Construction Begins: Spring 2026
- Construction Ends: Spring 2029

### COMMENTS

SCDOT appreciates your participation and encourages you to provide your input regarding the project. You may comment in four ways:

1. Fill out a comment card and drop it in the comment box during the in-person meeting on **April 5, 2022**
2. Submit written comments online at the project website: [FixWoodruffRoad.com](http://FixWoodruffRoad.com)
3. Mail your comments to the SCDOT project manager:

Casey Lucas, PE  
SCDOT  
955 Park Street, P.O. Box 191  
Columbia, SC 29201-3959

4. Email comments to the project email address: [FixWoodruffRoad@scdot.org](mailto:FixWoodruffRoad@scdot.org)

Please submit written comments concerning the project by **April 28, 2022**.

All comments received during the comment period will be evaluated and included in the project record. Only written comments will be responded to. Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act (FOIA).

### FUNDING

The total estimated cost for the proposed project is \$121,100,000, including engineering, right-of-way, and construction. The 2017-2022 Statewide Transportation Improvement Program (STIP) (last updated July 9, 2019) documents that a total of \$23,950,000 has been allocated to the project for engineering and right-of-way acquisitions, with \$12,450,000 allocated for 2023 and beyond. The GPATS Transportation Improvement Program – FY 2021-2026 Financial Statement (approved March 2022) documents a total of \$37,100,000 allocated for 2021-2026, with \$76,000,000 for 2026 and beyond. Because federal funds have been allocated, compliance with the National Environmental Policy Act (NEPA) is required.

### TITLE VI COMPLIANCE

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 SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator; contact information is located to the right. 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.

### Complaint Filing Information

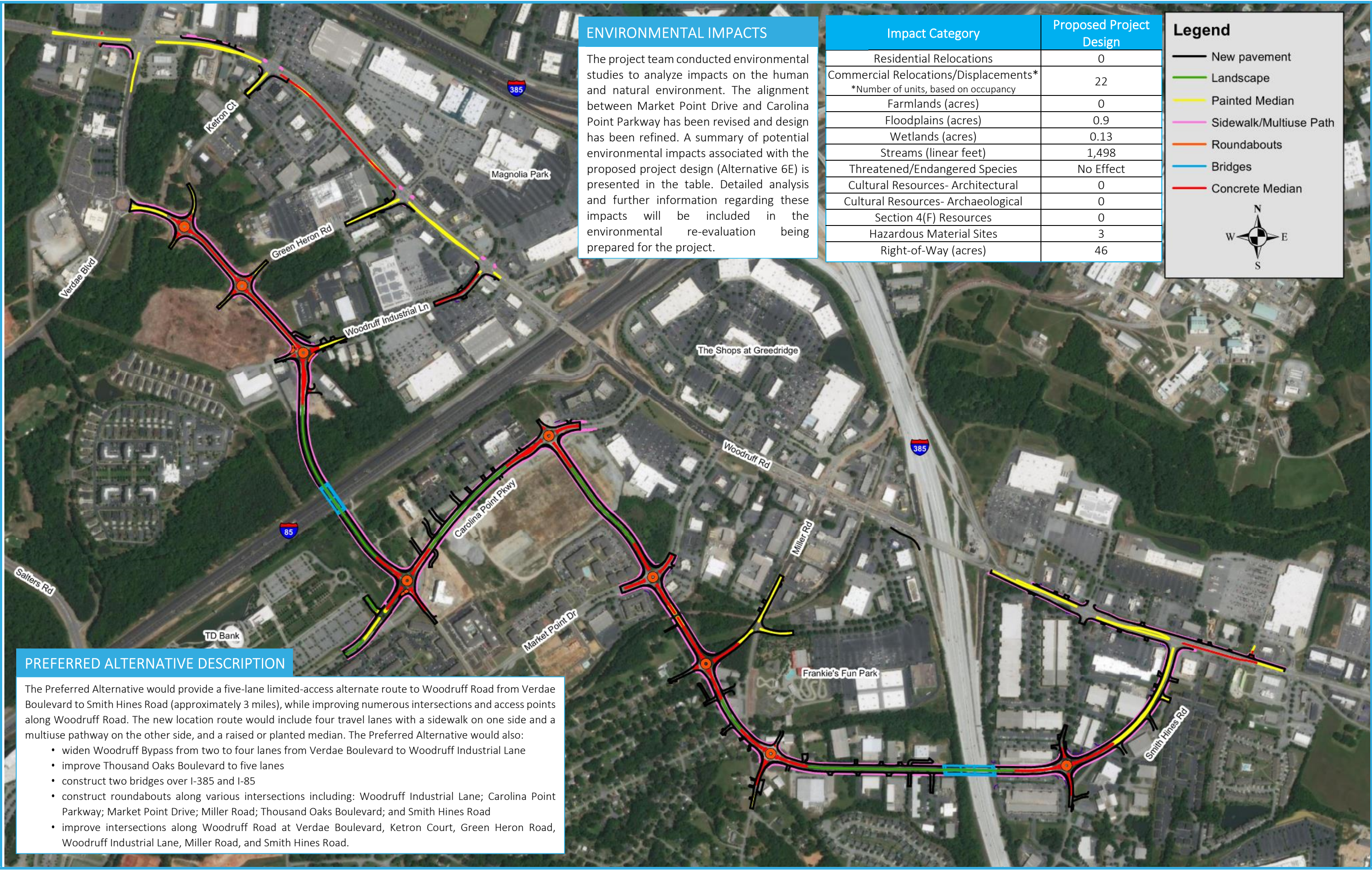
**Address:**

Title VI Program Compliance  
Coordinator  
Office of Business Development  
& Special Programs  
955 Park Street, Suite 117  
Columbia, SC 29202

**Phone:**

803.737.5095





### ENVIRONMENTAL IMPACTS

The project team conducted environmental studies to analyze impacts on the human and natural environment. The alignment between Market Point Drive and Carolina Point Parkway has been revised and design has been refined. A summary of potential environmental impacts associated with the proposed project design (Alternative 6E) is presented in the table. Detailed analysis and further information regarding these impacts will be included in the environmental re-evaluation being prepared for the project.

Impact Category	Proposed Project Design
Residential Relocations	0
Commercial Relocations/Displacements* <small>*Number of units, based on occupancy</small>	22
Farmlands (acres)	0
Floodplains (acres)	0.9
Wetlands (acres)	0.13
Streams (linear feet)	1,498
Threatened/Endangered Species	No Effect
Cultural Resources- Architectural	0
Cultural Resources- Archaeological	0
Section 4(F) Resources	0
Hazardous Material Sites	3
Right-of-Way (acres)	46

### Legend

- New pavement
- Landscape
- Painted Median
- Sidewalk/Multiuse Path
- Roundabouts
- Bridges
- Concrete Median

### PREFERRED ALTERNATIVE DESCRIPTION

The Preferred Alternative would provide a five-lane limited-access alternate route to Woodruff Road from Verdae Boulevard to Smith Hines Road (approximately 3 miles), while improving numerous intersections and access points along Woodruff Road. The new location route would include four travel lanes with a sidewalk on one side and a multiuse pathway on the other side, and a raised or planted median. The Preferred Alternative would also:

- widen Woodruff Bypass from two to four lanes from Verdae Boulevard to Woodruff Industrial Lane
- improve Thousand Oaks Boulevard to five lanes
- construct two bridges over I-385 and I-85
- construct roundabouts along various intersections including: Woodruff Industrial Lane; Carolina Point Parkway; Market Point Drive; Miller Road; Thousand Oaks Boulevard; and Smith Hines Road
- improve intersections along Woodruff Road at Verdae Boulevard, Ketron Court, Green Heron Road, Woodruff Industrial Lane, Miller Road, and Smith Hines Road.