

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

About the Project

The County of Lexington, through coordination with the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA), proposes the construction of a new full-access interchange at the existing Interstate 20 (I-20) overpass at Calks Ferry Road (S-278). The proposed project is needed to address the lack of network connectivity between I-20 and the western portion of the Town of Lexington (Town) and Lexington County (County) to accommodate traffic from current and planned growth. The purpose of this project is to improve the system linkage of I-20 to the western portion of the Town and County to alleviate existing and forecasted congestion resulting from development and intensive zoning in the project vicinity. Another desirable outcome of the proposed project is to reduce the existing and forecasted congestion at I-20 at Longs Pond Road (Exit 51).

Project Funding

Currently the project is funded only for conceptual design and FHWA approval though a \$1 million SC Legislative Earmark. If Lexington County receives approval to move forward, total cost estimates range from \$85 Million to \$125 Million. The project is seeking funding from Lexington County, SCDOT, Central Midlands Council of Governments, Federal Earmarks, and SC Legislative Earmarks, and the SC Infrastructure Bank.

Next Steps

Public comments will be collected and along with technical analysis, they will guide the path forward for project development.

Planning and environmental studies are in progress in order to comply with the National Environmental Policy Act (NEPA). Design alternatives (including the no-build alternative) will be assessed based on their impact on both the human and natural environments and a preferred alternative will be selected. The preferred alternative will be presented to the public near the end of 2026.

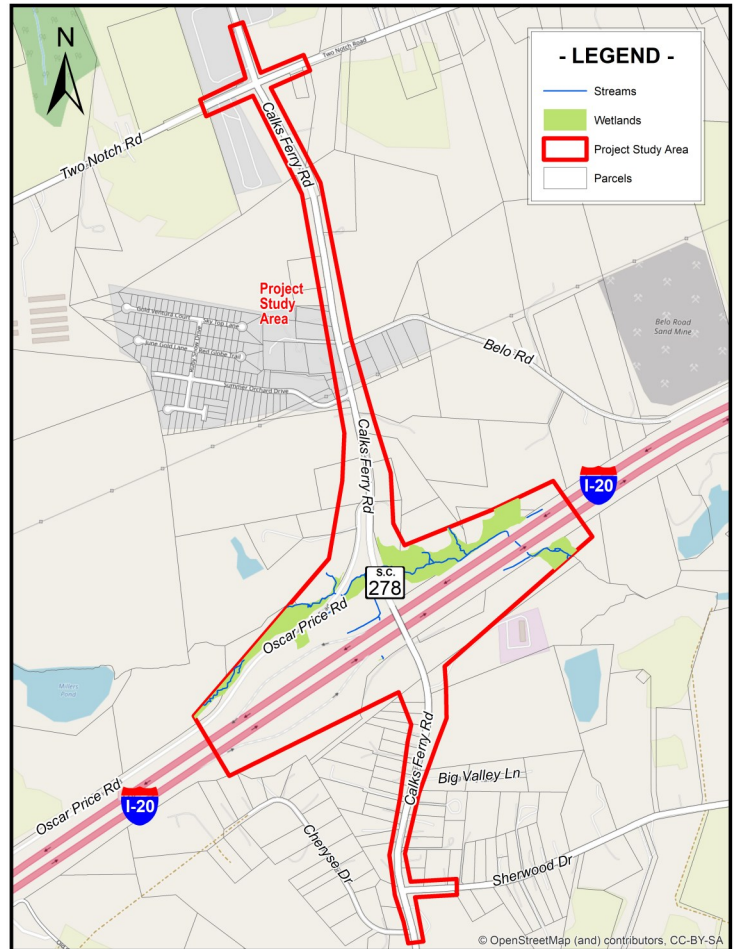


Figure 1: Project Study Area — This is the extent of surveys and environmental studies, Project limits can be found on Figures 2-4.

Your Participation

Today’s meeting is another important step in Lexington County’s efforts to keep you, the public, involved in the planning and development of the project. This meeting is being held to obtain your input on the project.

You can use the enclosed comment sheet to submit comments at today’s meeting or you can submit comments via mail, email, or on the project website. Comments should be received by May 8, 2026.

Info@CalksFerryInterchange.com

CalksFerryInterchange.com

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Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072



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Concepts Considered

Plans for three design concepts, alternatives that would meet the purpose and need of the project, are being prepared within the proposed interchange limits.

Concept 1 (Partial Cloverleaf)

The partial cloverleaf interchange concept includes a new bridge constructed on new alignment for Calks Ferry Road parallel with the existing Calks Ferry Road overpass, which will be ultimately removed. A loop is proposed in the southwest interchange quadrant to facilitate free flow southbound (SB) traffic on Calks Ferry Road to eastbound (EB) I-20 toward Columbia. This is the heaviest movement in the morning peak hour.

Calks Ferry Road is proposed to be widened to four lanes (two each way) prior to the ramp terminal intersections and remain four lanes within the new interchange limits.

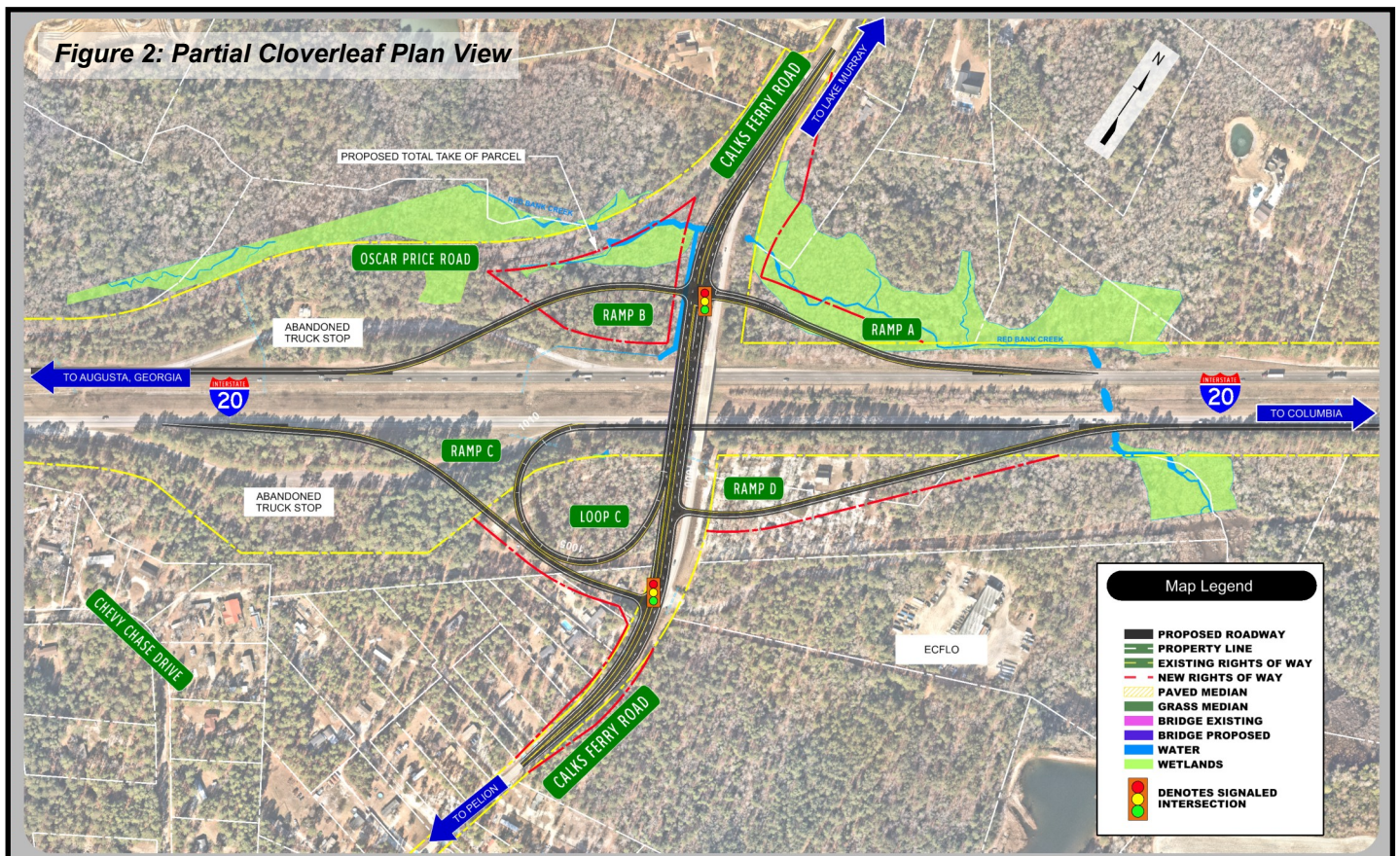
Ramp "A" is the I-20 westbound (WB) exit ramp to Calks Ferry Road which is located adjacent to Red Bank Creek and floodplain. It provides motorists options to turn onto NB and SB Calks Ferry Road.

Ramp "B" is the I-20 WB entrance ramp from Calks Ferry Road. It crosses the abandoned weigh station site which will be removed.

Ramp "C" is the I-20 EB exit ramp to Calks Ferry Road. It provides motorists options to turn onto NB or SB Calks Ferry Road.

Loop "C" is the I-20 EB entrance ramp from Calks Ferry Road which will be used by Calks Ferry SB traffic traveling toward Columbia using I-20.

Ramp "D" is the I-20 EB entrance ramp from Calks Ferry Road, which will be used primarily by Calks Ferry Road NB traffic traveling toward Columbia using I-20.





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Concept 2 (Diverging Diamond)

The diverging diamond interchange (DDI) concept includes a new bridge constructed on new alignment for Calks Ferry Road parallel with the existing Calks Ferry Road overpass, which will be ultimately removed.

The DDI is a type of diamond interchange in which the opposing directions of travel on Calks Ferry Road temporarily cross over at a new signal on either side of the interchange. Traffic crossing over I-20 on the overpass bridge operates on the opposite (left) side, facilitating more left turns onto the I-20 entrance ramps without increasing the number of lanes and traffic signals. This interchange design reduces the number of conflict points, reduces the need for separate turn lanes, and facilitates higher left turn movements onto I-20 entrance ramps.

Depending on the direction of travel, motorists will access the interstate one of two ways:

1. Before they cross to the other side at the traffic signal, drivers may go right to reach the on-ramp.
2. After they have crossed to the other side, drivers may simply turn left, without having to stop or wait for any on-coming traffic, to reach the on-ramp to go in the other direction.

Motorists going straight through the intersection proceed through a second traffic signal and follow their lane back to the right side of the road.

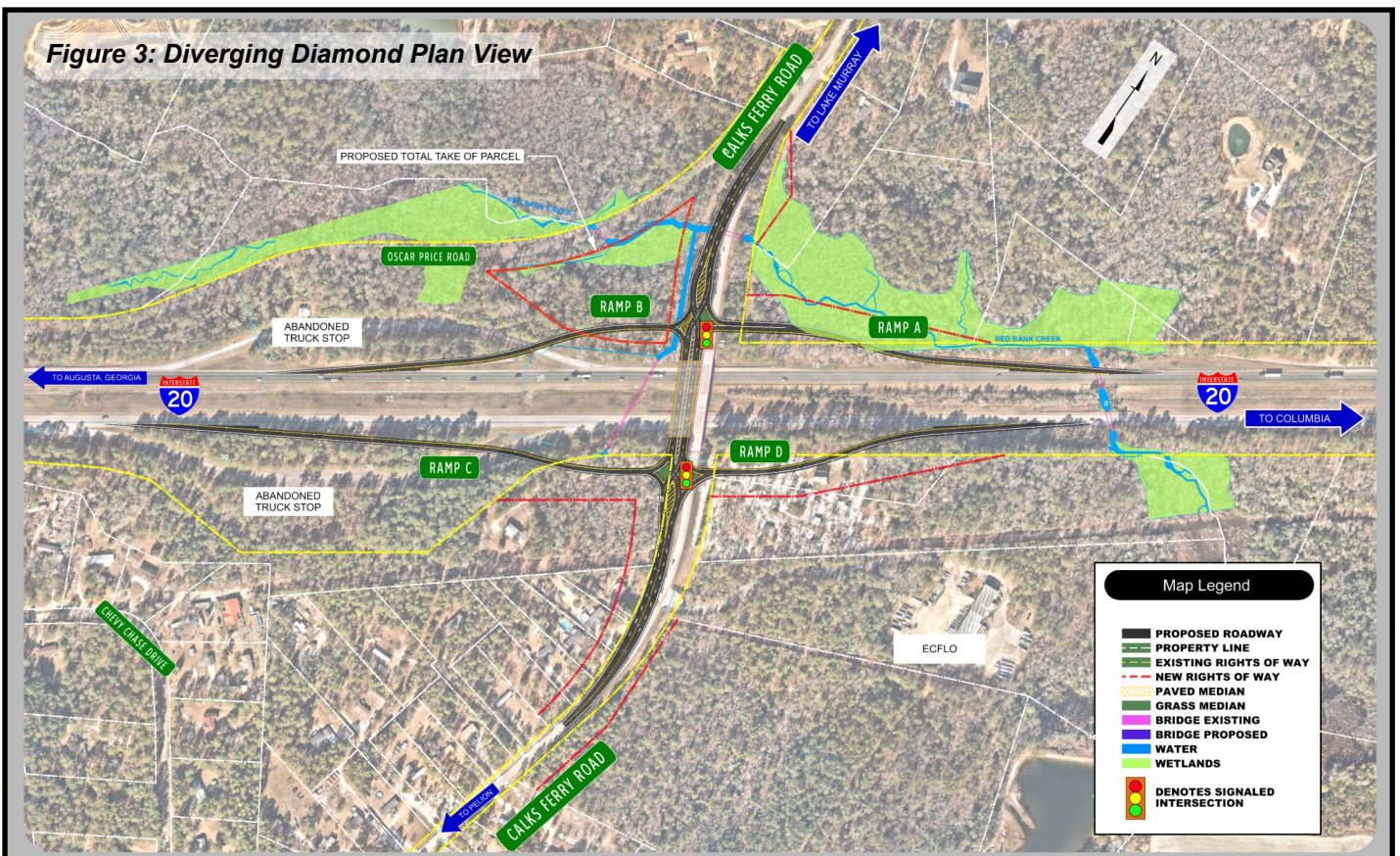
Calks Ferry Road is proposed to be widened to four lanes (two each way) prior to the ramp terminal intersections and remain four lanes within the new interchange limits.

Ramp "A" is the I-20 westbound (WB) exit ramp to Calks Ferry Road which is located adjacent to Red Bank Creek and floodplain. It provides motorists options to turn onto northbound (NB) or SB Calks Ferry Road.

Ramp "B" is the I-20 WB entrance ramp from Calks Ferry Road which crossed the abandoned weigh station site which will be removed.

Ramp "C" is the I-20 EB exit ramp to Calks Ferry Road. It provides motorists options to turn onto NB or SB Calks Ferry Road.

Ramp "D" is the I-20 EB entrance ramp from Calks Ferry Road.





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Concept 3 (Dual Roundabout /Diamond - "Dogbone")

The Dual Roundabout or "Dog bone" interchange concept includes a new bridge constructed on new alignment for Calks Ferry Road parallel with the existing Calks Ferry Road overpass, which will be ultimately removed.

New roundabouts are proposed at Calks Ferry Road and ramp terminal intersections to facilitate turning movements from ramps to Calks Ferry Road instead of intersections controlled by stop signs or signals.

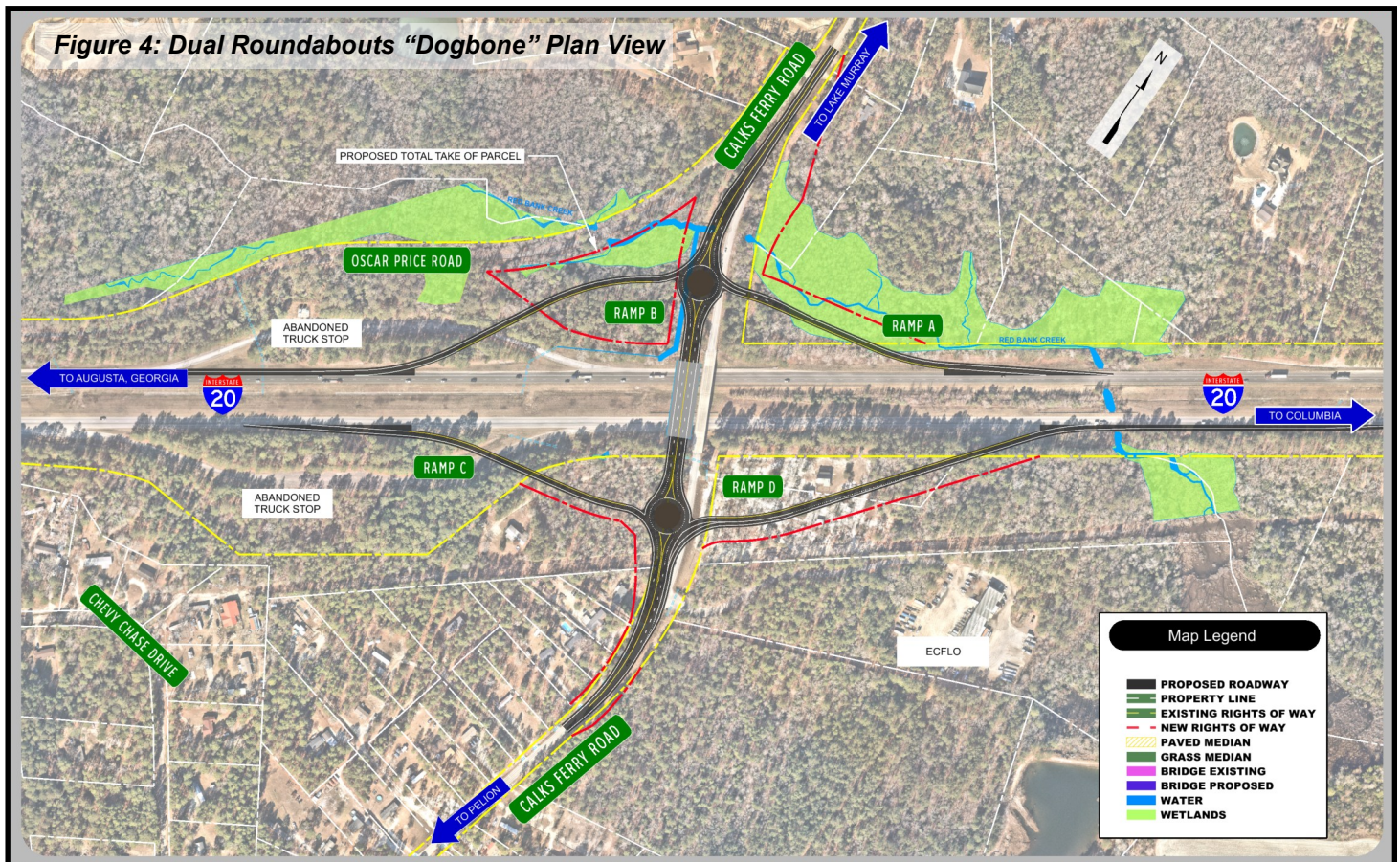
Calks Ferry Road is proposed to be widened to four lanes (two each way) prior to the roundabouts and between the new interchange limits.

Ramp "A" is the I-20 westbound (WB) exit ramp to Calks Ferry Road and terminates in a roundabout. At the roundabout, motorists have the option to access northbound (NB) or SB Calks Ferry Road.

Ramp "B" is the I-20 WB entrance ramp from Calks Ferry Road which crosses the abandoned weigh station site which will be removed.

Ramp "C" is the I-20 EB exit ramp to Calks Ferry Road and terminates in a roundabout. At the roundabout, motorists have the option to access NB or SB Calks Ferry Road.

Ramp "D" is the I-20 EB entrance ramp from Calks Ferry Road.



More Information

The maps on display at this public meeting can be found on the project website using this QR code or at www.CalksFerryInterchange.com

Check the website often for updates!

