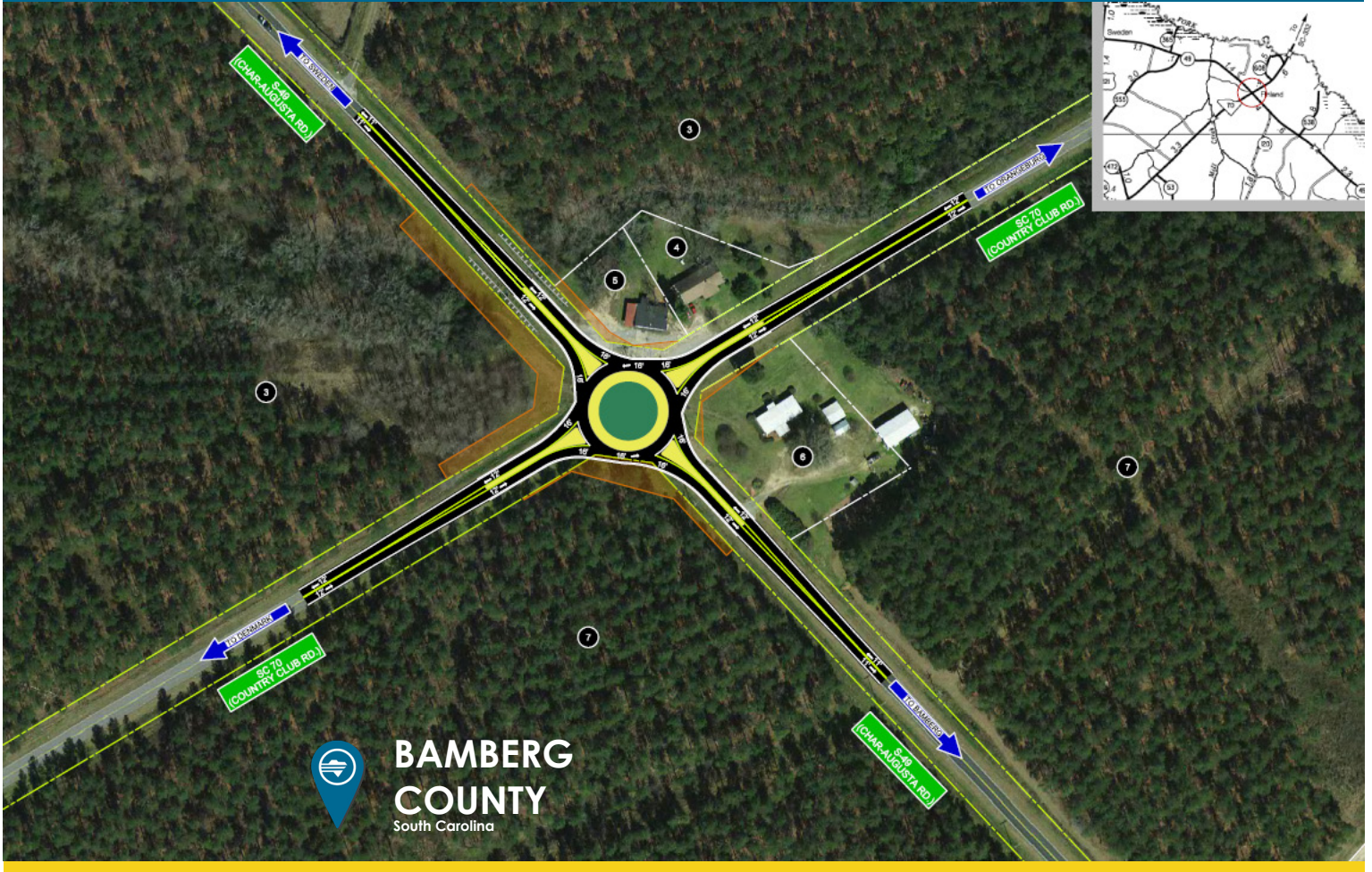


INTERSECTION IMPROVEMENT PROJECT



SC 70 (Country Club Rd.) at S-49 (Char-Augusta Rd.)



SCDOT proposes to improve the intersection of SC 70 (Country Club Road) at S-49 (Char-Augusta Road) by installing a single-lane roundabout.

This intersection was selected for improvement through the Highway Safety Improvement Program (HSIP), which uses a data-driven, strategic approach to identify locations with high crash rates or patterns. The HSIP program implements safety enhancements through infrastructure-related improvements.

The HSIP project-selection process requires an engineering study that includes an analysis of the crash data, an assessment of the field conditions, and an evaluation of the effectiveness of all potential countermeasures to ensure maximum safety benefits are obtained for the amount of funds invested.

Project Schedule

- Right of Way Acquisition: Mid-2026
- Construction: Mid-2027

Share Your Comments

February 5 to March 5, 2026

In Person: Complete a comment form

Web: projectportal.scdot.org/SC70Roundabout

Email: RiddleWK@scdot.gov

Mail: Keith Riddle, SCDOT Traffic Engineering,
PO Box 191, Columbia, SC 29202-0191



Scan for project website

What is a roundabout? How does it function?

A roundabout is a one-way circular intersection without stop signs or traffic signals. Unlike traffic circles of the past, modern roundabouts are typically smaller, have slower speeds, and require entering vehicles to yield to circulating traffic.

In South Carolina, roundabouts at high-risk intersections have proven effective, with data showing:

- a 66 percent reduction in total crashes,
- a 79 percent reduction in injury-causing crashes,
- and a 100 percent reduction in fatal crashes.

Why not just put in a traffic light?

- Roundabouts reduce the number of conflict points at the intersection, reducing the likelihood of crashes.
- Roundabouts are designed to slow traffic while allowing it to move more freely, making them safer and more efficient than signalized or stop-controlled intersections.
- Roundabouts help reduce right-angle crashes, which are often the most severe type of crash. Also, placing a traffic light at a location where traffic volumes don't meet federal signal warrants can often make it less safe.
- Roundabouts enhance the operation of the intersection. Drivers will experience a reduction in delays and queues at roundabouts, especially during peak travel times.

Top Roundabout Driving Tips

- Yield to vehicles already in the roundabout.
- Keep moving. **Do not stop** in the roundabout.

Can large trucks or emergency vehicles use roundabouts?

Modern roundabouts are designed to accommodate vehicles of all sizes, including emergency vehicles, buses, farm equipment and semitrucks with trailers. Oversize vehicles and vehicles with trailers may straddle both lanes while driving through a roundabout.

Roundabouts are designed with a truck apron, a raised section of pavement around the central island that acts as an extra lane for large vehicles. The back wheels of an oversize vehicle can easily drive on the apron so that the vehicle may complete the turn.

How do I drive a roundabout?

As you approach the roundabout, you will see a speed limit sign. Slow down as you approach the roundabout.

Look to your left as you approach the roundabout, when you reach the yield sign and the dashed yield-line at the entrance to the roundabout.

Yield to oncoming traffic already in the roundabout.

Once you see a gap in traffic, enter the circle and proceed to your exit. If there is no traffic in the roundabout, you may enter without yielding.

Use your turn signal before you exit.

