



W E L C O M E T O T H E

I-26

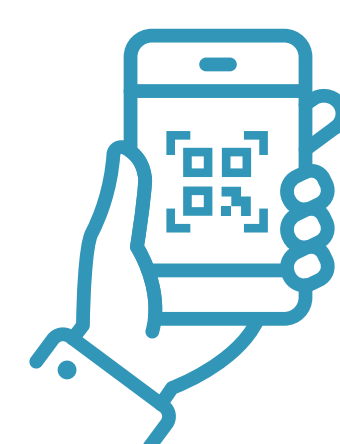
MM 145-172

CORRIDOR

IMPROVEMENT PROJECT

PUBLIC INFORMATION
MEETING

All materials
presented at the
public meeting are
available on the
project website!



VISIT THE
PROJECT
WEBSITE!

WWW.I26IMPROVEMENTS.COM/MM145-172



THE PURPOSE OF TODAY'S PUBLIC INFORMATION MEETING IS TO:

- Introduce the project to the community,
- Gather initial comments from the public,
- Identify the needs for the project, and
- Identify concerns about the improvements or impacts to the natural and human environment.

*Your attendance and feedback are very
important components of the project
development process!*

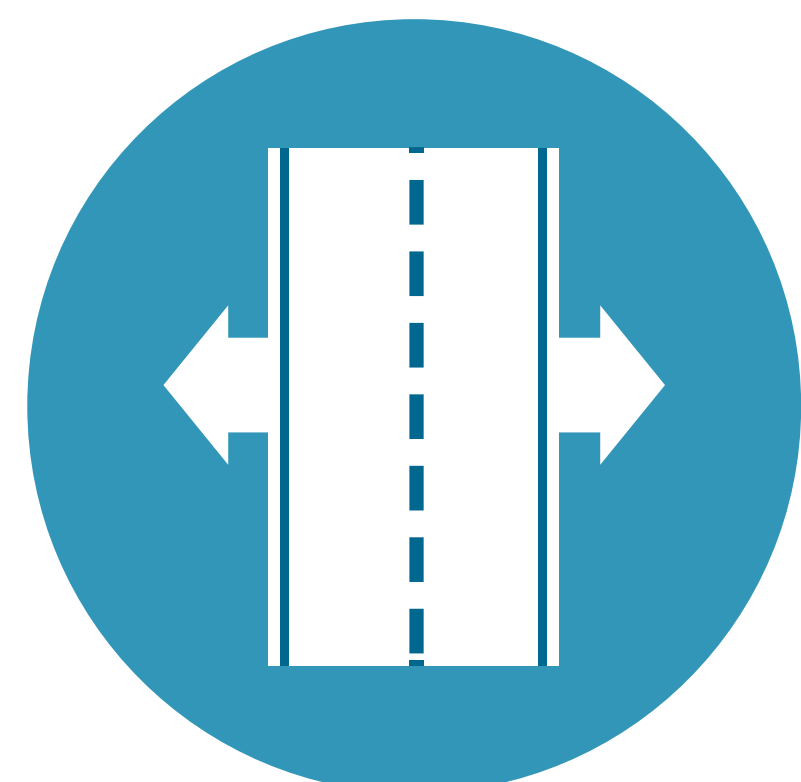


PROJECT STUDY AREA

PROJECT PHASES

1 East of Exit 145 (US 601) to East of Exit 154 (US 301)

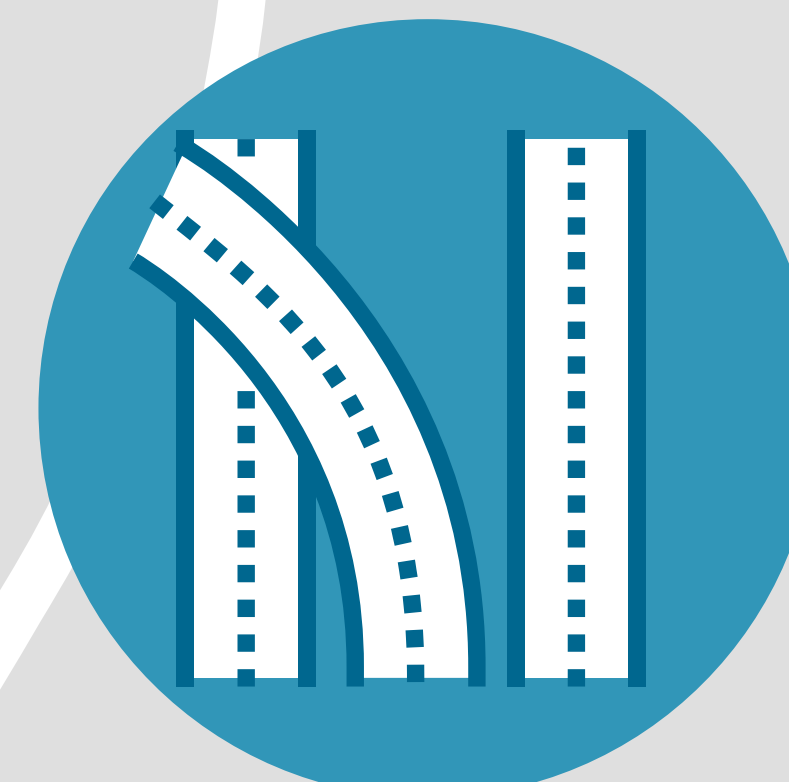
2 East of Exit 154 (US 301) to West of Exit 172 (US 15)



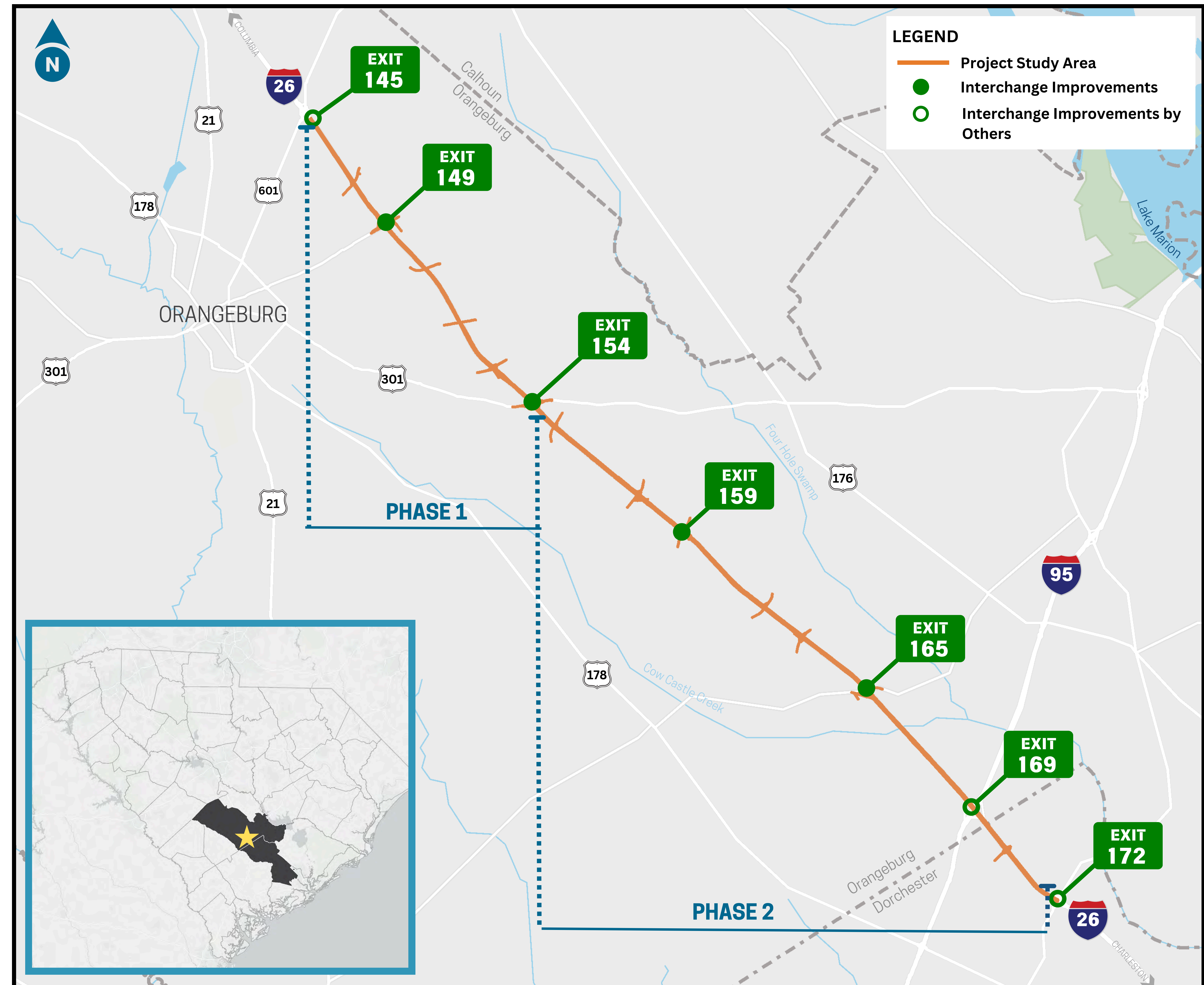
27
Miles of
Widening



15
Bridges



4
Interchanges





DRAFT PURPOSE & NEED

DRAFT PURPOSE

The purpose of the project is to **increase capacity** within the project study limits to alleviate existing and future congestion, **address geometric deficiencies** along I-26 and at the interchanges by bringing them up to current interstate design standards, and **improve corridor safety** by addressing deficiencies that contribute to the corridor's crash rate.

DRAFT NEED

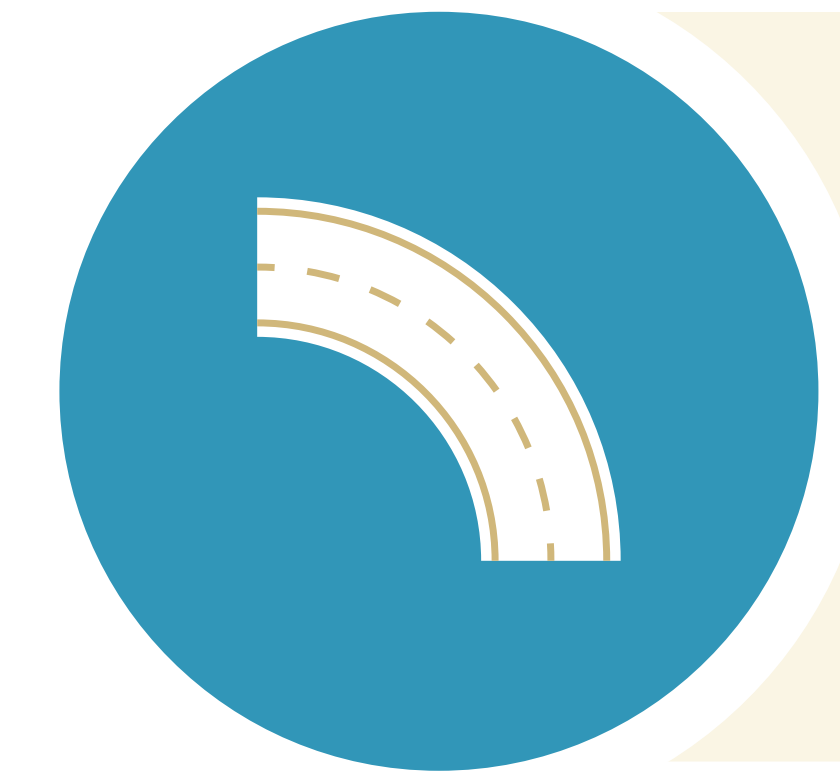
Improvements are needed to address:

- existing and future **congestion** due to insufficient capacity on I-26
- **operational issues** and **safety concerns** caused by geometric deficiencies that do not meet current standards at interchanges



CAPACITY

Increase the number of vehicles that can travel on the segment safely.



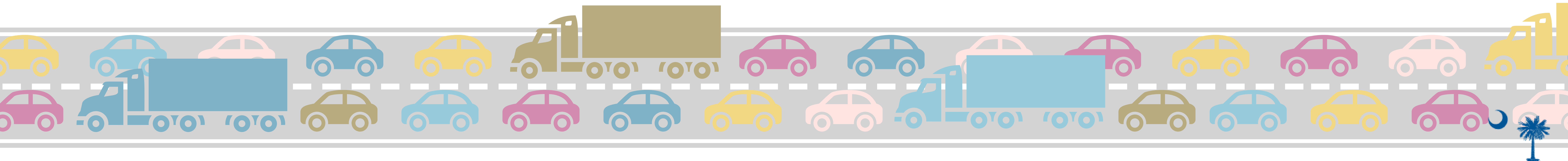
OPERATIONS

Update interchanges and bridges to current design standards and desired performance levels.



SAFETY

Address deficiencies that contribute to the corridor's crash rate.





PROJECT DEVELOPMENT PROCESS

FALL 2024

1 Initiate the Project Development Process

- Develop the purpose & need
- Collect baseline data
- Conduct agency scoping
- Begin developing alternatives

SPRING 2025

2 Collect Data & Develop Alternatives

- Analyze existing conditions
- Identify and complete needed studies
- Identify options that balance transportation benefits and potential impacts

**WE ARE
HERE!**

SUMMER 2025

3 Analyze Options

- Evaluate alternatives' ability to meet purpose and need
- Assess environmental impacts
- Recommend Preferred Alternative

FALL 2025

4 Develop Preferred Alternative

- Present proposed improvements to the public
- Compile draft NEPA documentation
- Refine Preferred Alternative based on comments

SPRING 2026

5 Receive Federal Approvals

- Final NEPA decision document
- Interchange modification report
- Finalize design plans

SUMMER 2026

6 Acquire right-of-way and relocate utilities (Phase 1)

LATE 2027

7 Construction (Phase 1)



8 Phase 2

- Acquire right-of-way and relocate utilities (2027)
- Construction (2030)

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

An Environmental Assessment (EA) is underway to evaluate the impacts of the project on the natural and human environments. The EA will be available for public review and comment before making final decisions.

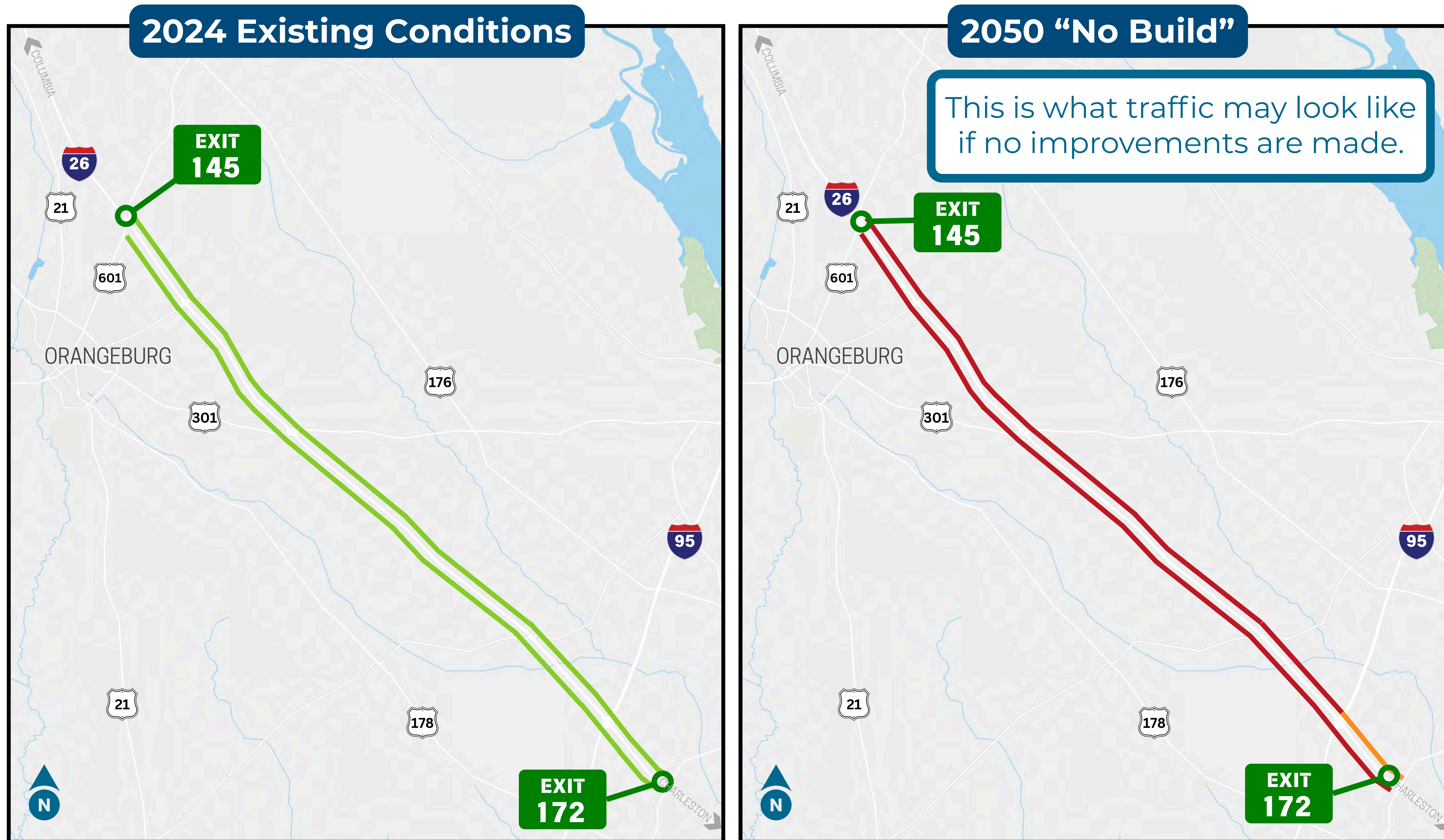


I-26 MAINLINE PERFORMANCE

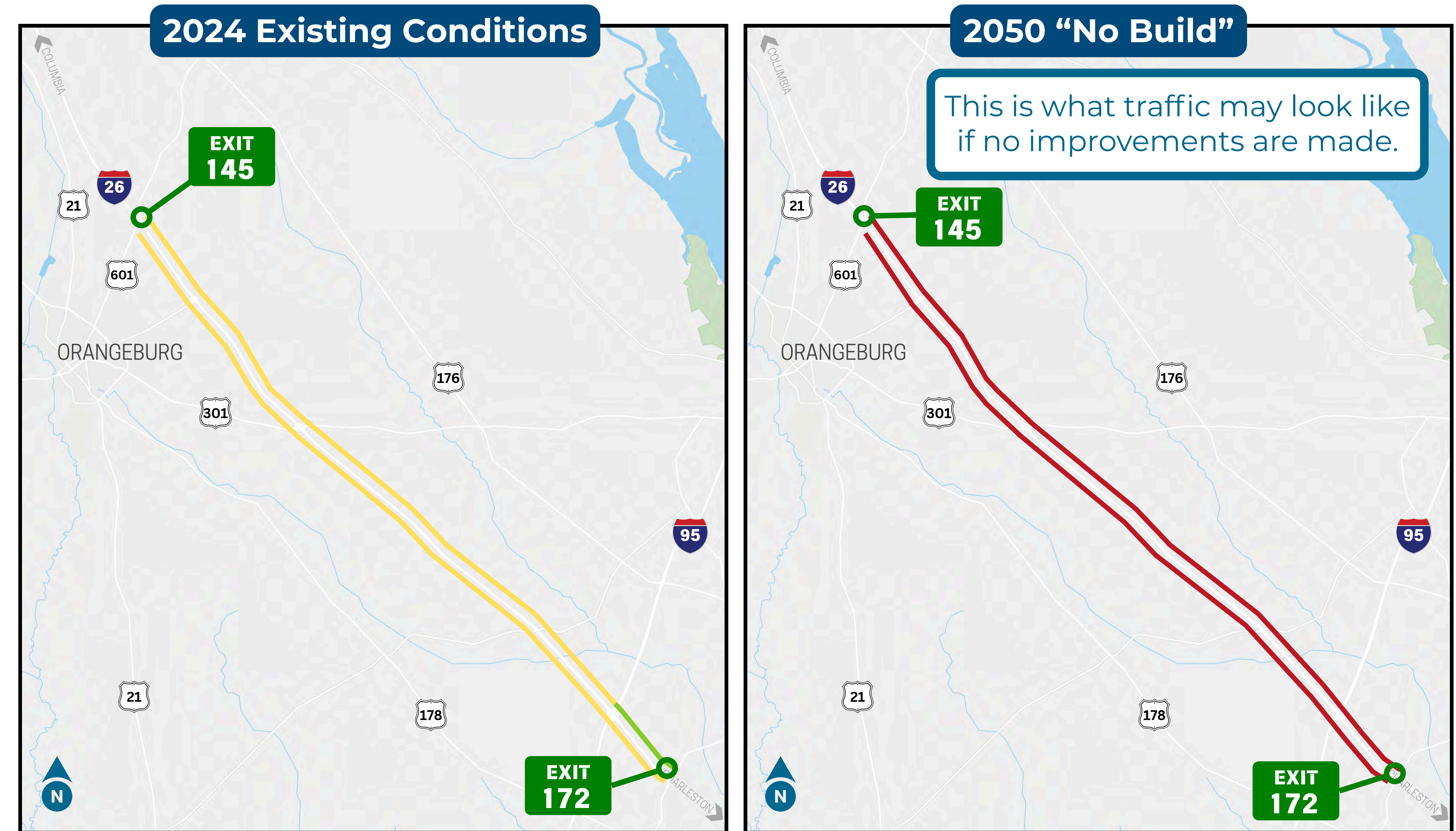
Level of Service (LOS) is a rating system that uses letter grades to describe traffic operations.
LOS ranges from A (free flow) to F (stop-and-go).



Weekday Morning Peak Hour



Weekday Evening Peak Hour



Peak Hour: The highest volume of traffic on a roadway within a 1-hour period, typically morning and evening rush hour. This represents the worst traffic conditions on an average day.



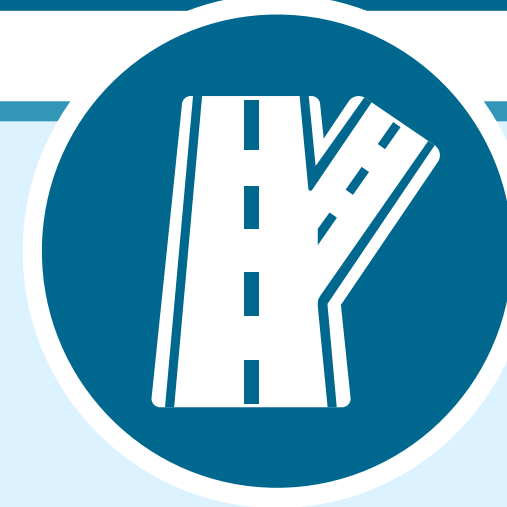


EXITS 149 & 154 (PHASE 1)



GEOMETRIC DEFICIENCY

Physical feature of the road that does not meet current design standards



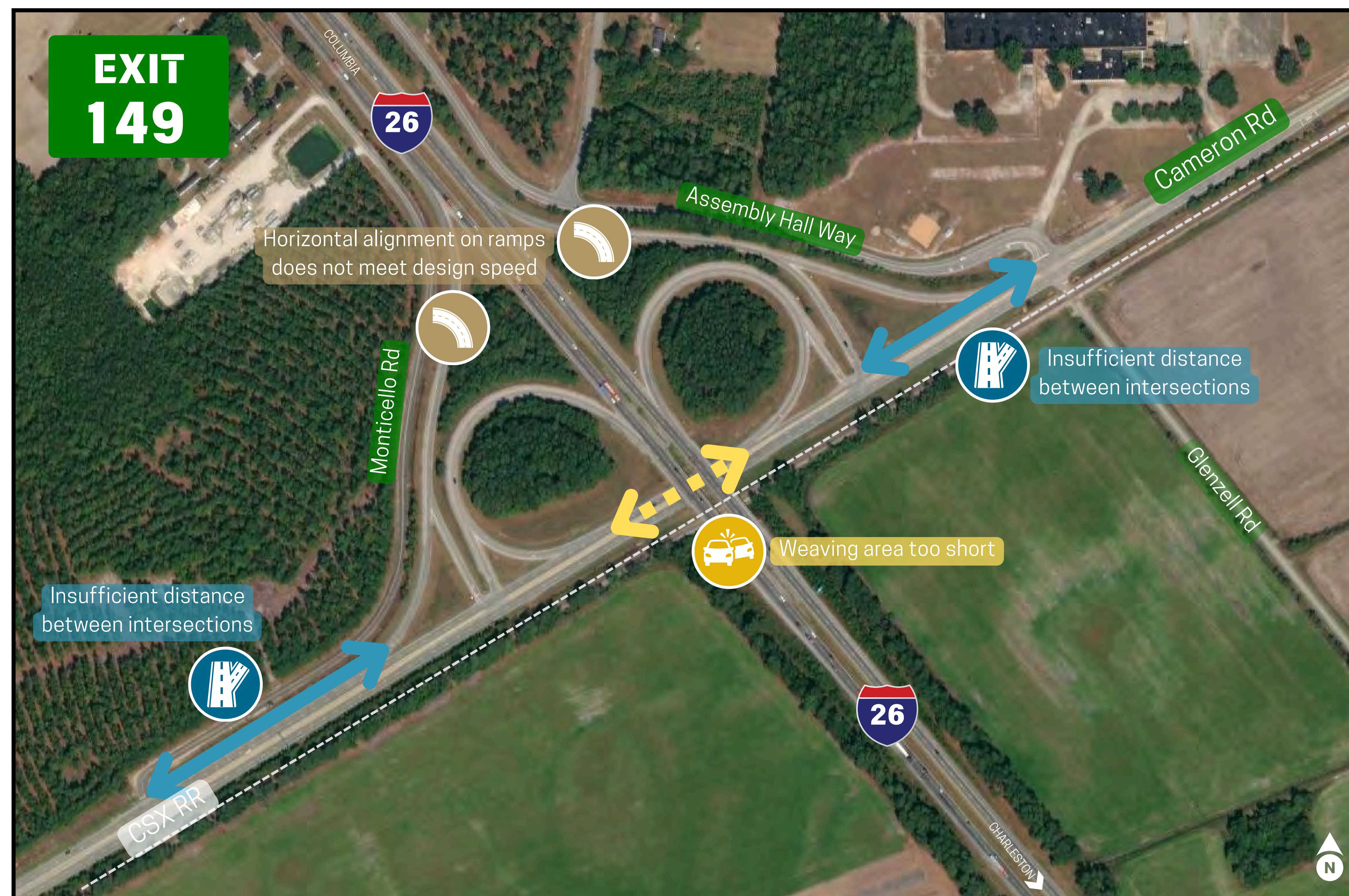
INTERSECTION SPACING

Intersections, driveways, and/or ramp terminals are closer than recommended



SAFETY CONCERN

Potential hazard that could compromise safety



Exit 149 (SC 33/Cameron Rd and CSX RR)



Exit 154 (US 301/Five Chop Rd)



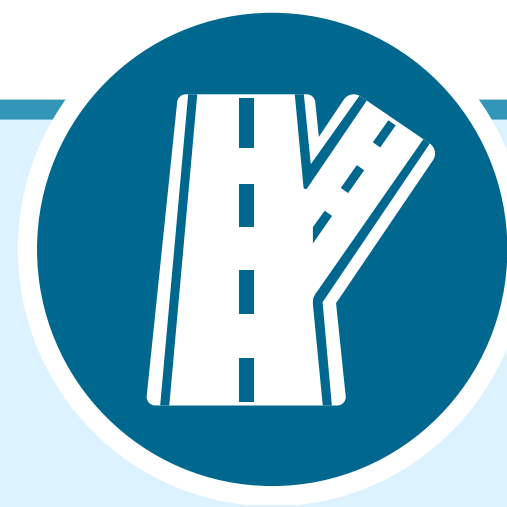


EXITS 159 & 165 (PHASE 2)



GEOMETRIC DEFICIENCY

Physical feature of the road that does not meet current design standards



INTERSECTION SPACING

Intersections, driveways, and/or ramp terminals are closer than recommended

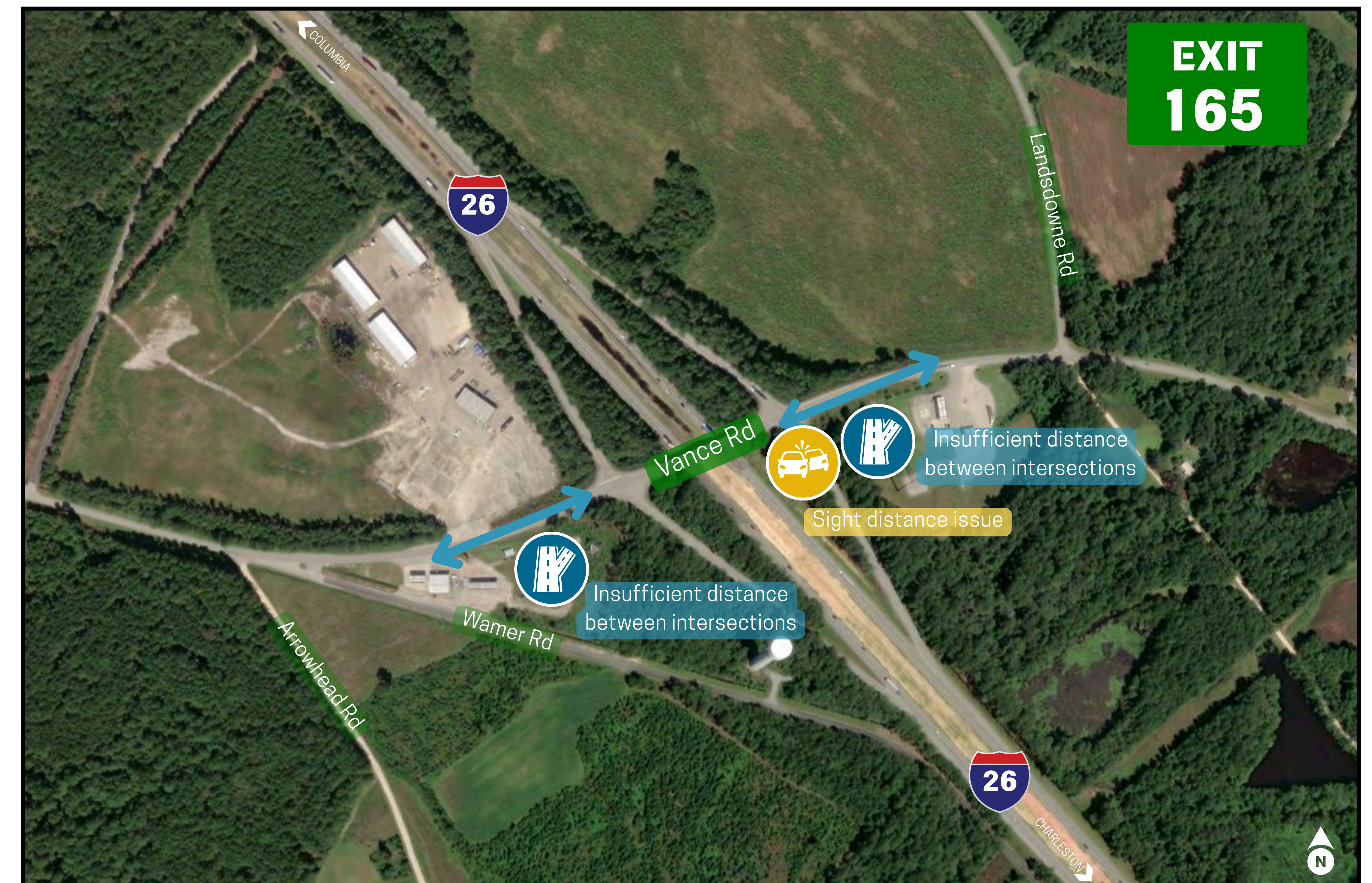


SAFETY CONCERN

Potential hazard that could compromise safety



Exit 159 (S-36/Homestead Rd)

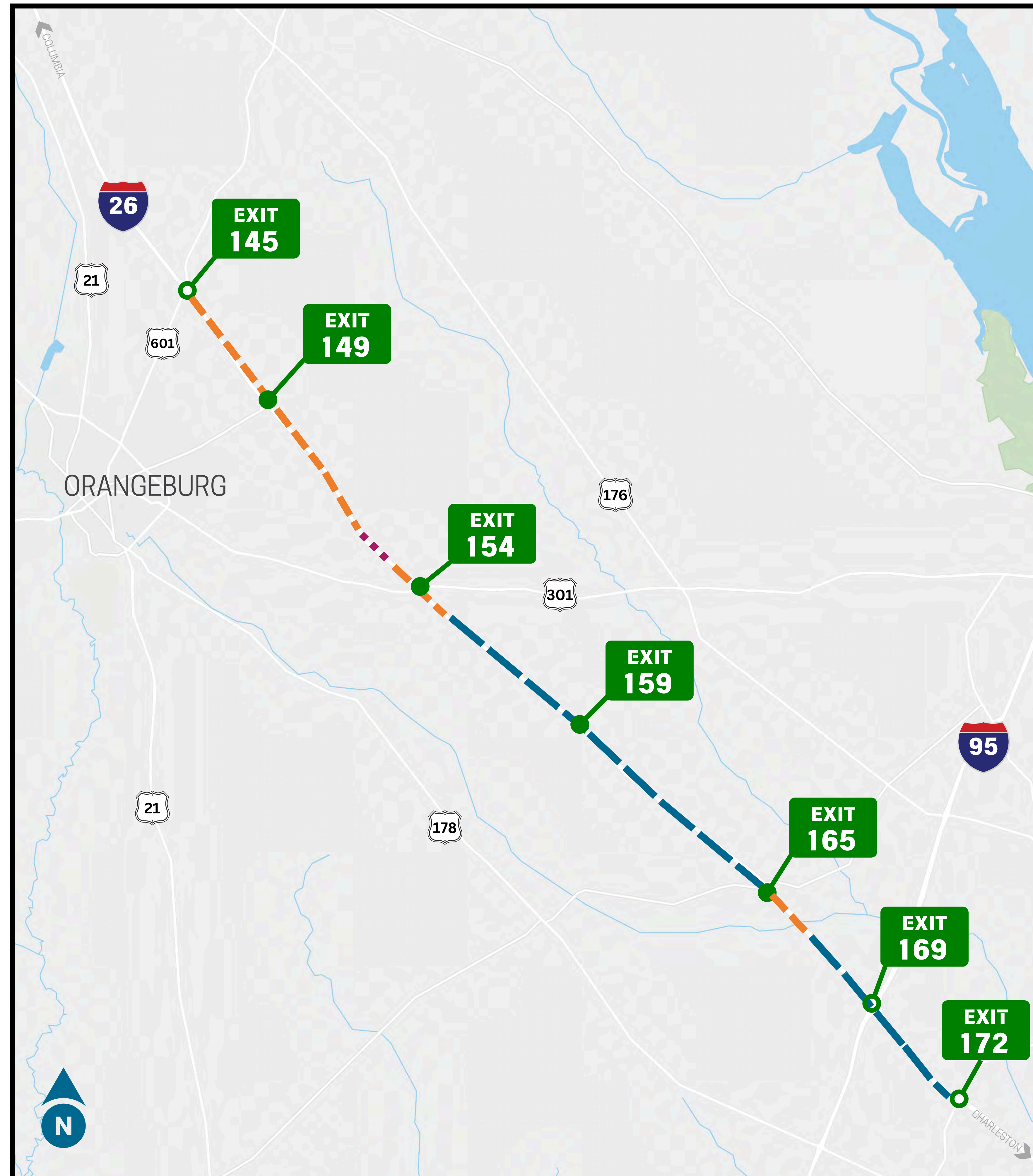


Exit 165 (SC 210/Vance Rd)

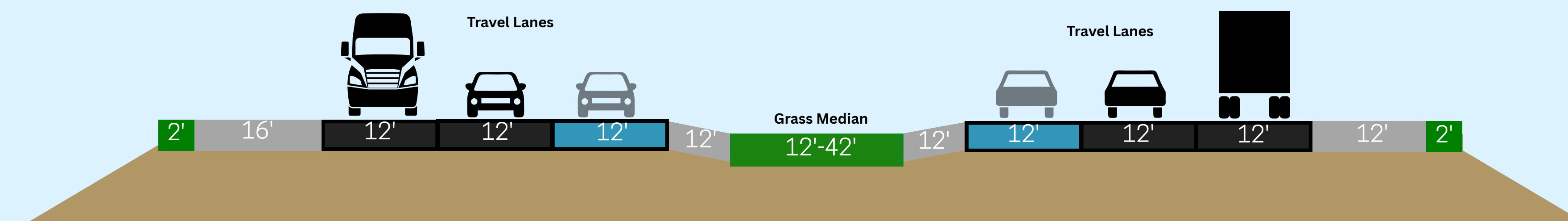




I-26 MAINLINE TYPICAL SECTIONS

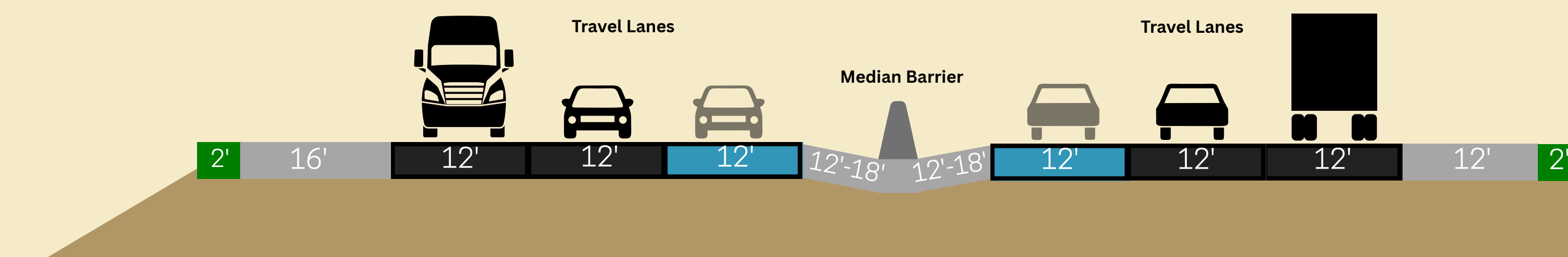


WIDENING TO THE INSIDE



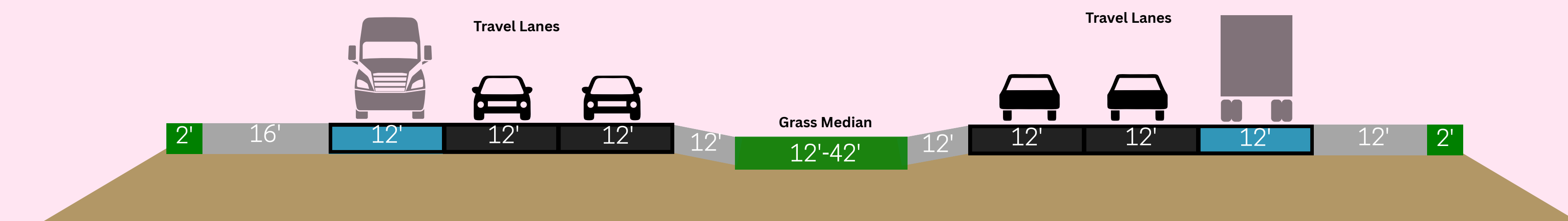
- Three 12' travel lanes in each direction
- Paved shoulders
- Grass median with cable barrier

WIDENING TO THE INSIDE - MEDIAN BARRIER



- Three 12' travel lanes in each direction
- Paved shoulders
- Concrete median barrier

WIDENING TO THE OUTSIDE



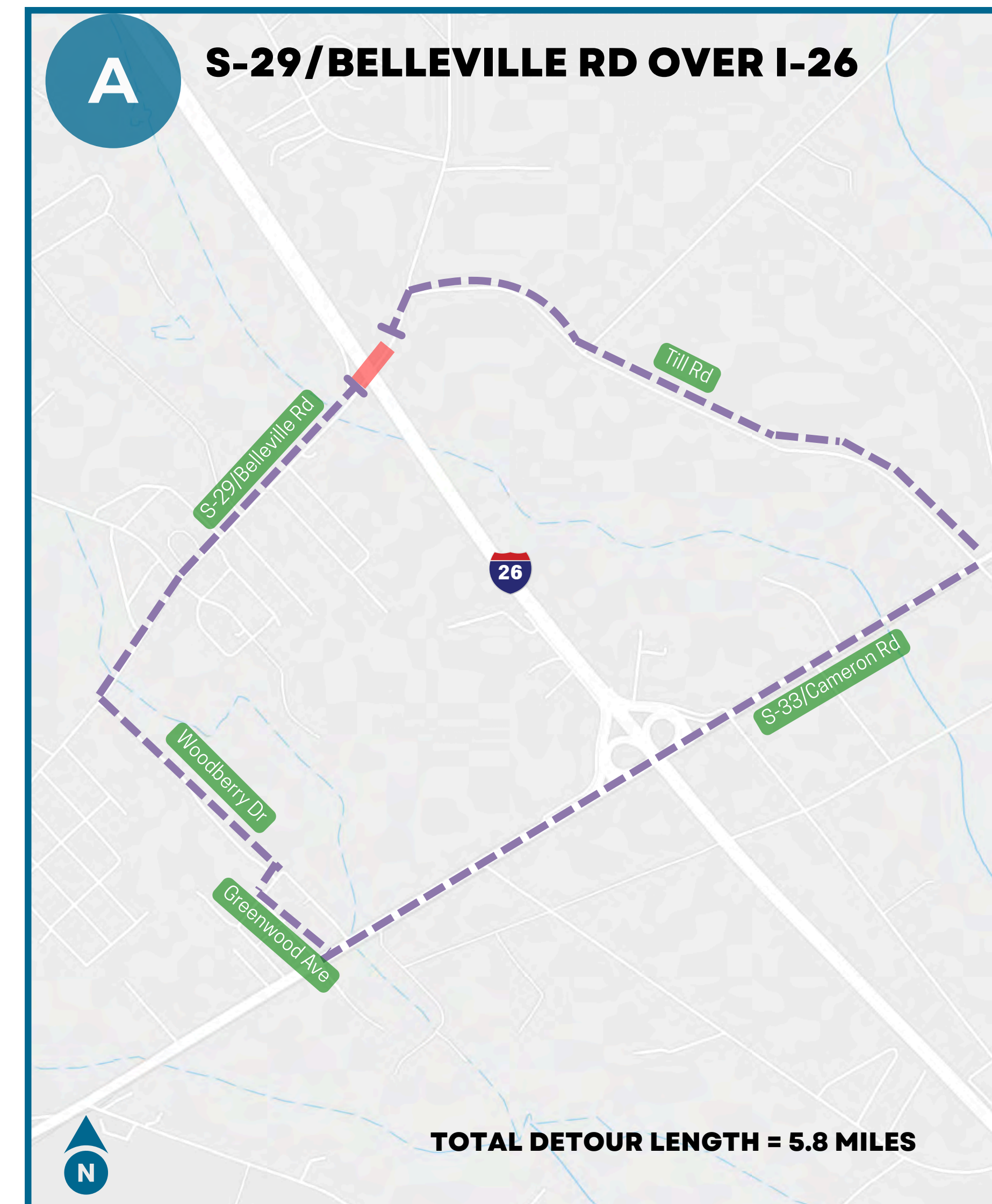
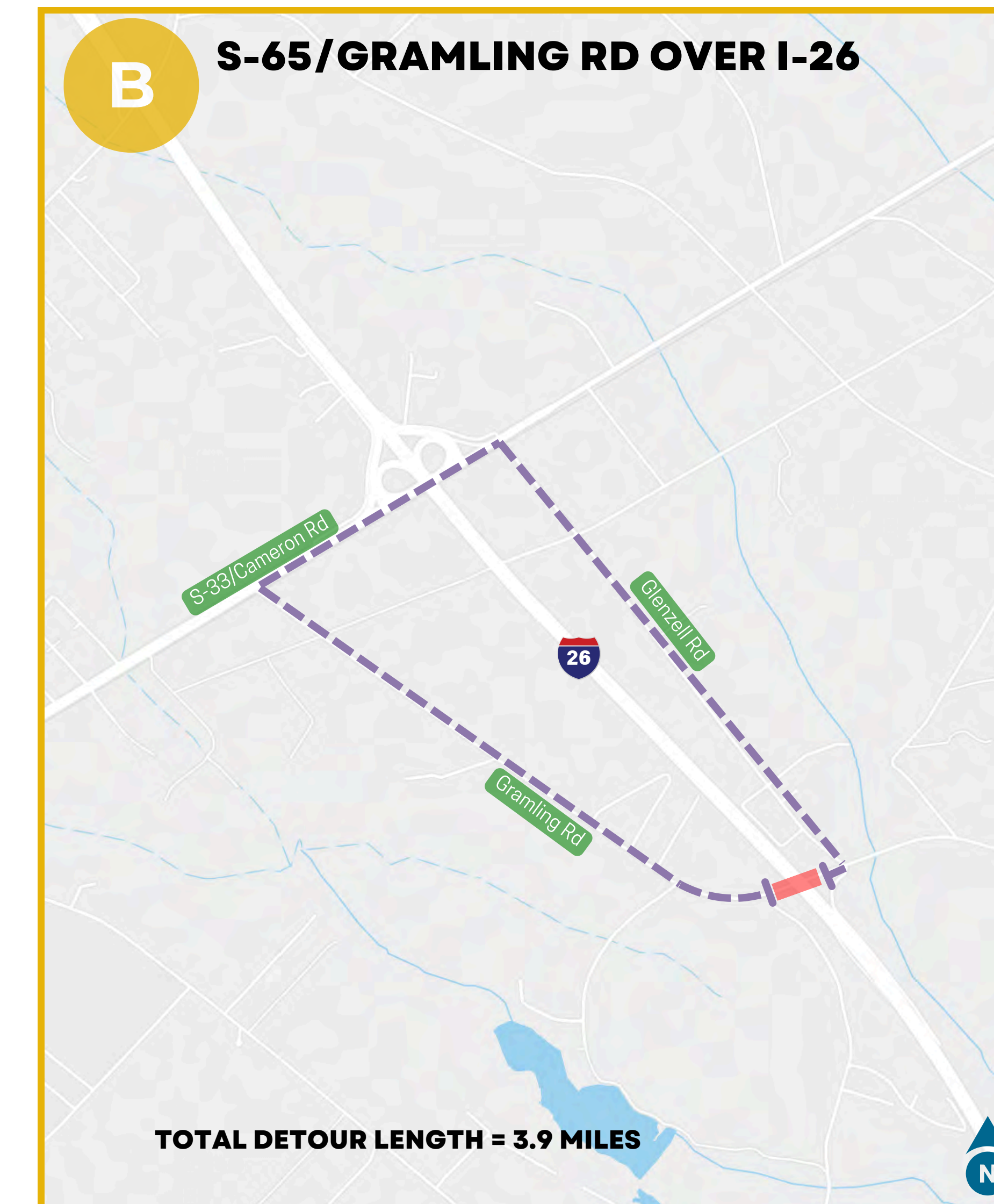
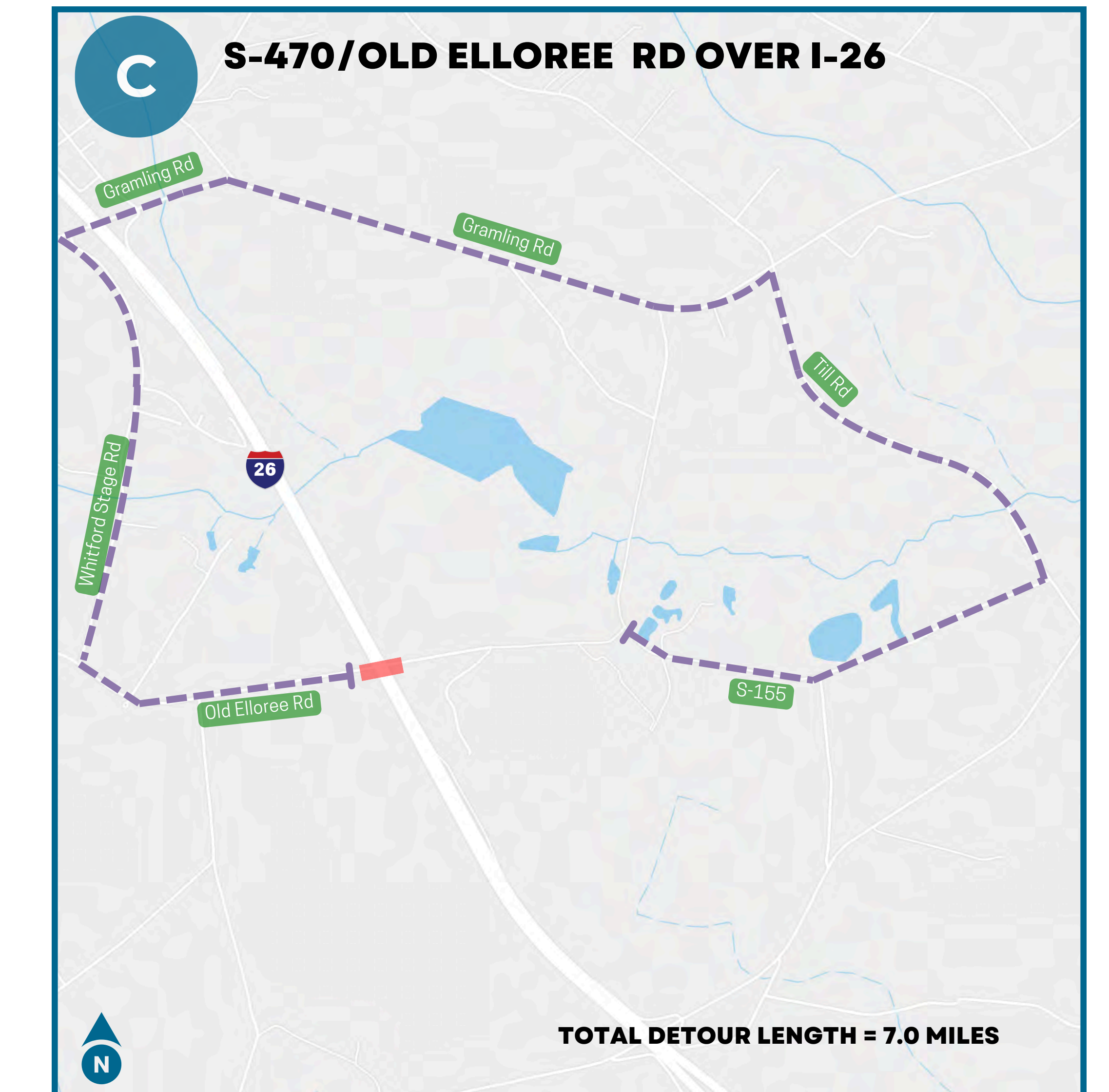
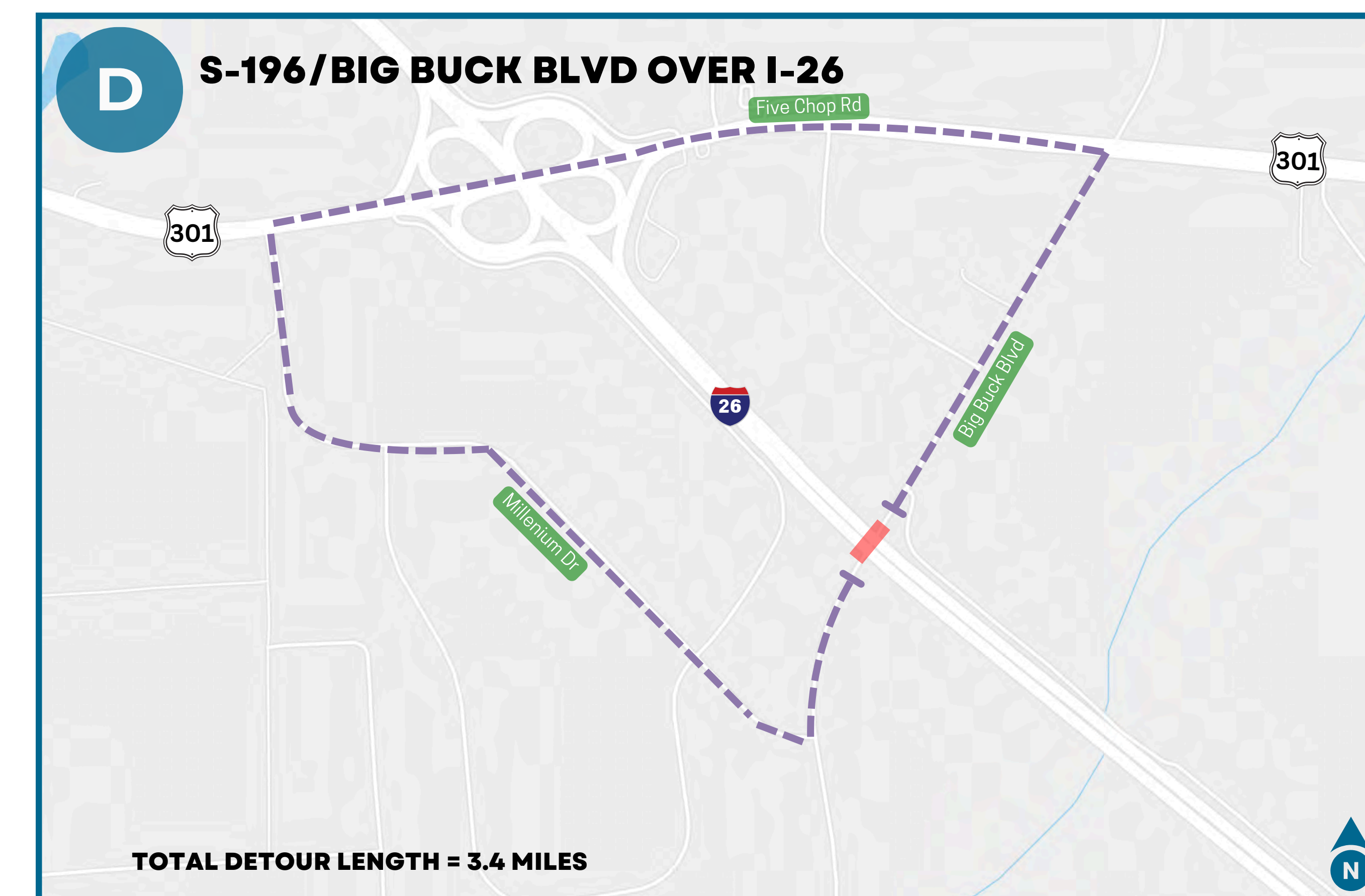
- Three 12' travel lanes in each direction
- Paved shoulders
- Grass median with cable barrier

KEY: Existing travel lanes New travel lanes Paved Shoulder Grass



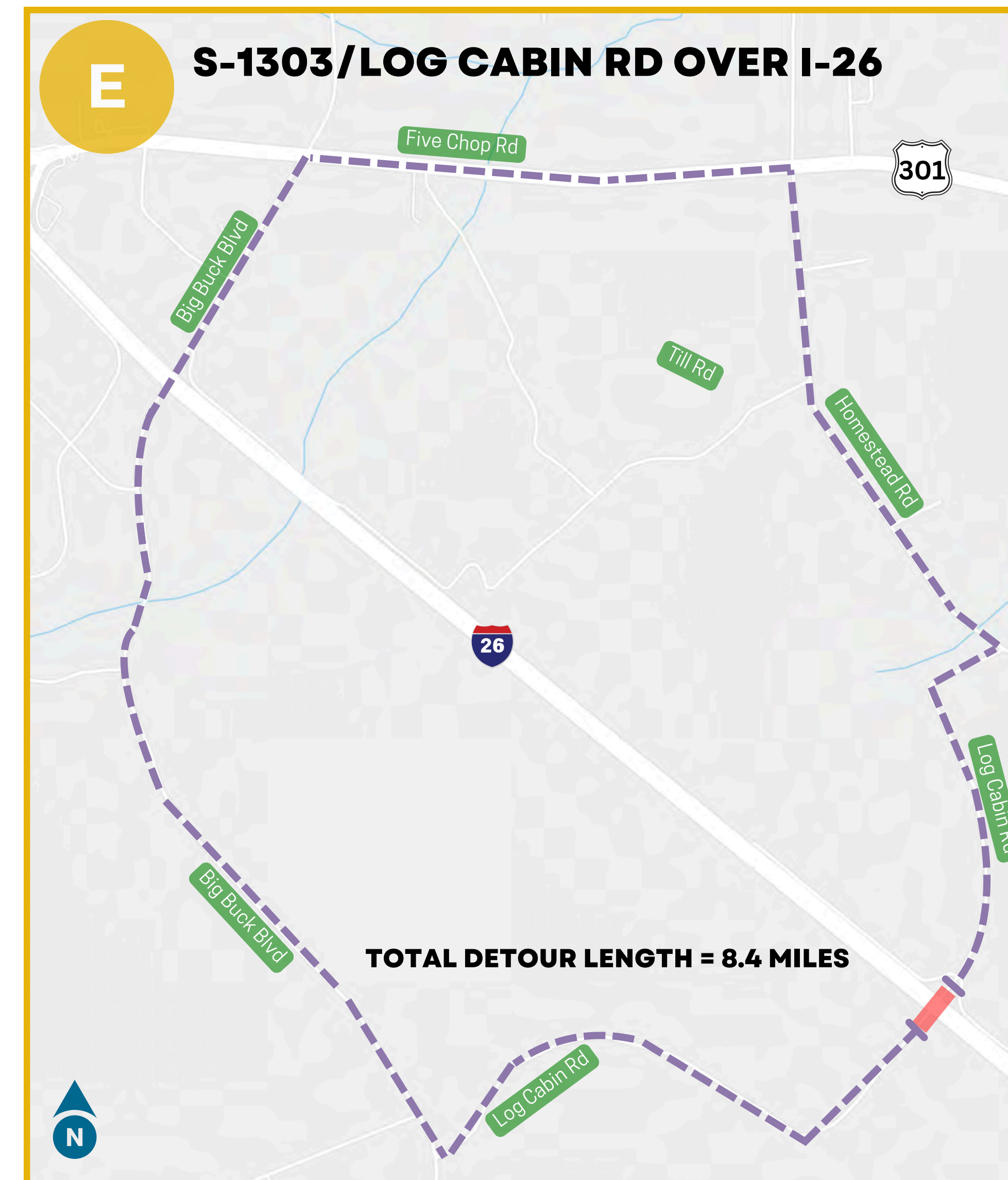
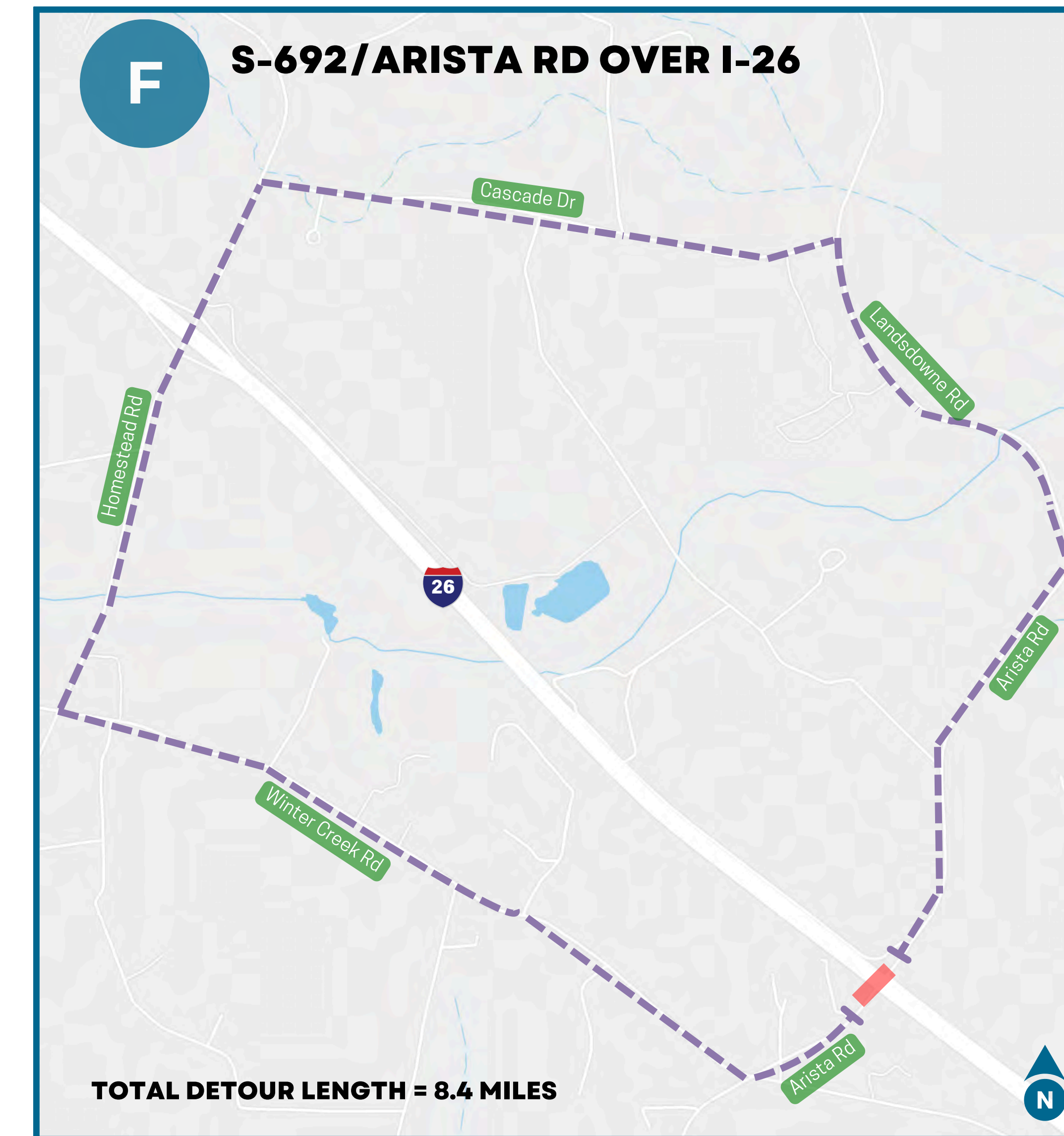
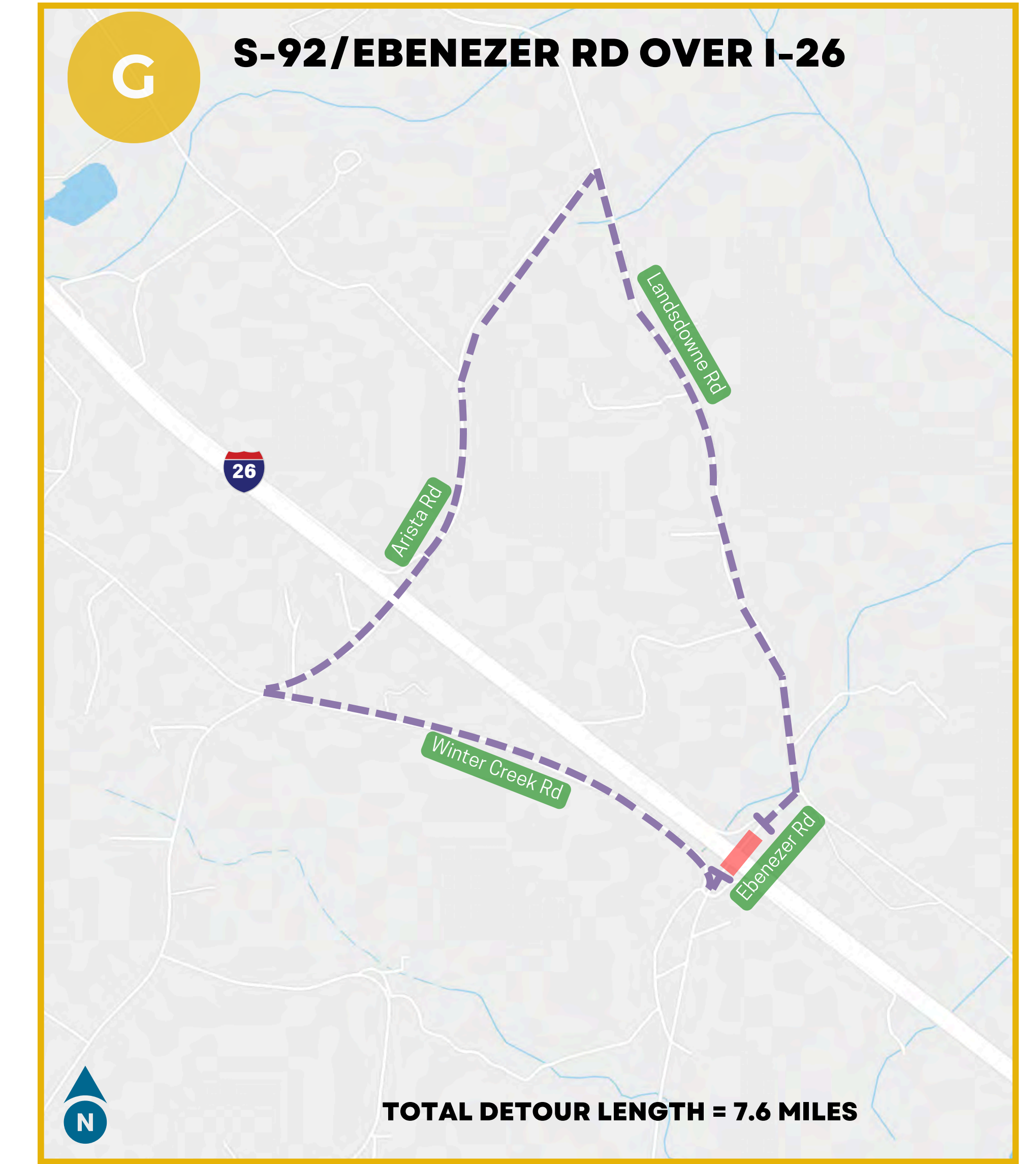


BRIDGES & OVERPASSES - PHASE 1





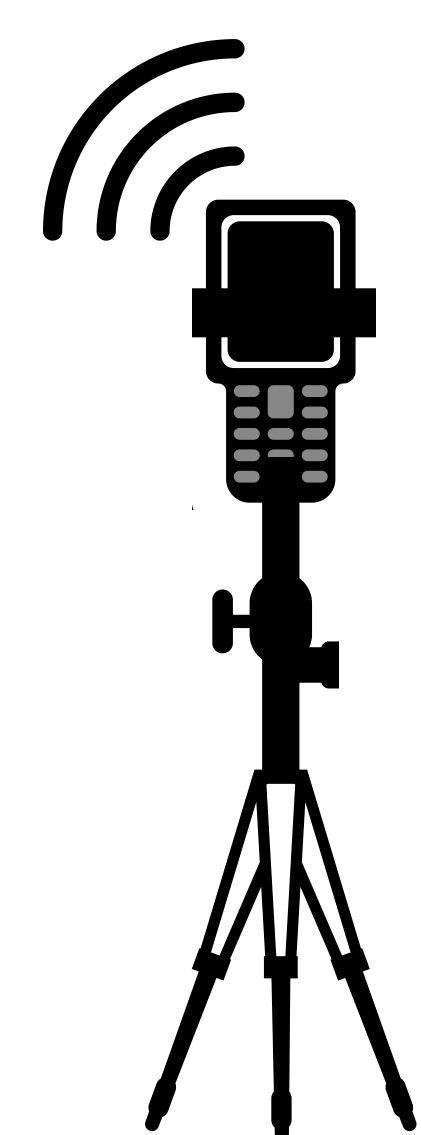
BRIDGES & OVERPASSES - PHASE 2





NOISE EVALUATION PROCESS

Federal regulations require SCDOT to conduct noise studies and consider the impacts of a highway expansion project on nearby residents when a project is developed with federal funds. Below describes the process SCDOT uses to determine the reasonableness and feasibility of constructing noise walls.



1 MONITOR Existing Conditions

SCDOT takes field measurements within the project corridor to validate existing noise levels



2 MODEL Noise Change

Computer models for calculating existing, No-Build (2024) and Build (2050) conditions are created to compare all three scenarios



3 IDENTIFY Noise Impacts

Based on model results, SCDOT identifies existing and future noise impacts within the project corridor

What is a noise impact?

Noise is defined as unwanted or excessive sound. FHWA and SCDOT have established thresholds, or Noise Abatement Criteria, to determine when noise impacts occur. These thresholds establish what further analysis is required to determine if noise levels can be reduced as part of the project.

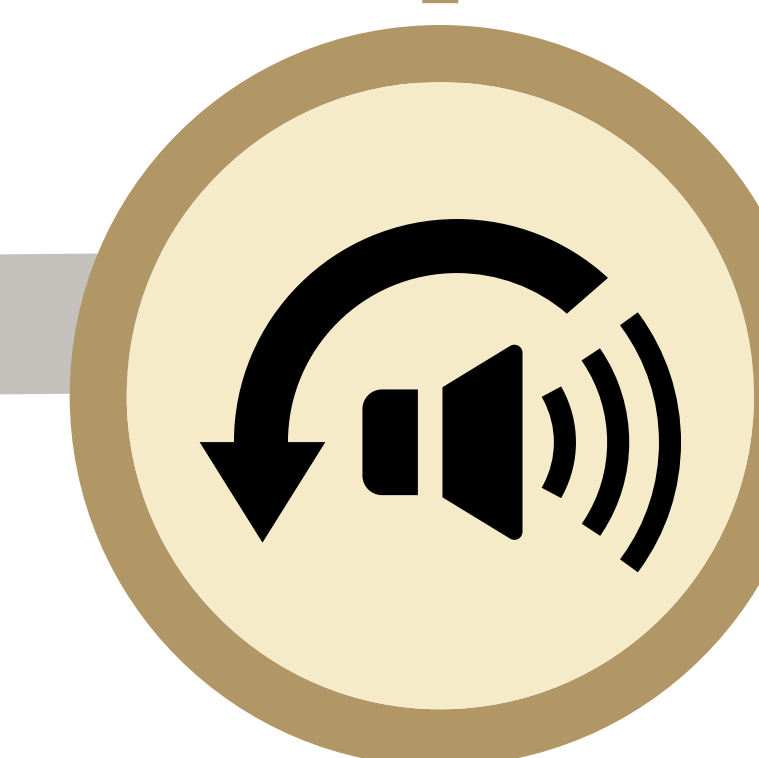


4 CONSIDER Noise Reduction Measures

SCDOT evaluates if it is reasonable and feasible to reduce noise levels for impacted properties

What are the next steps for the noise analysis?

The noise analysis will be completed as part of the Environmental Assessment. Any design changes made after reviewing public comments will require a review of the noise analysis. Noise ballots will also be sent out to those who would benefit from the noise wall for their input.



After the identification of noise impacts, SCDOT also considers the following questions:

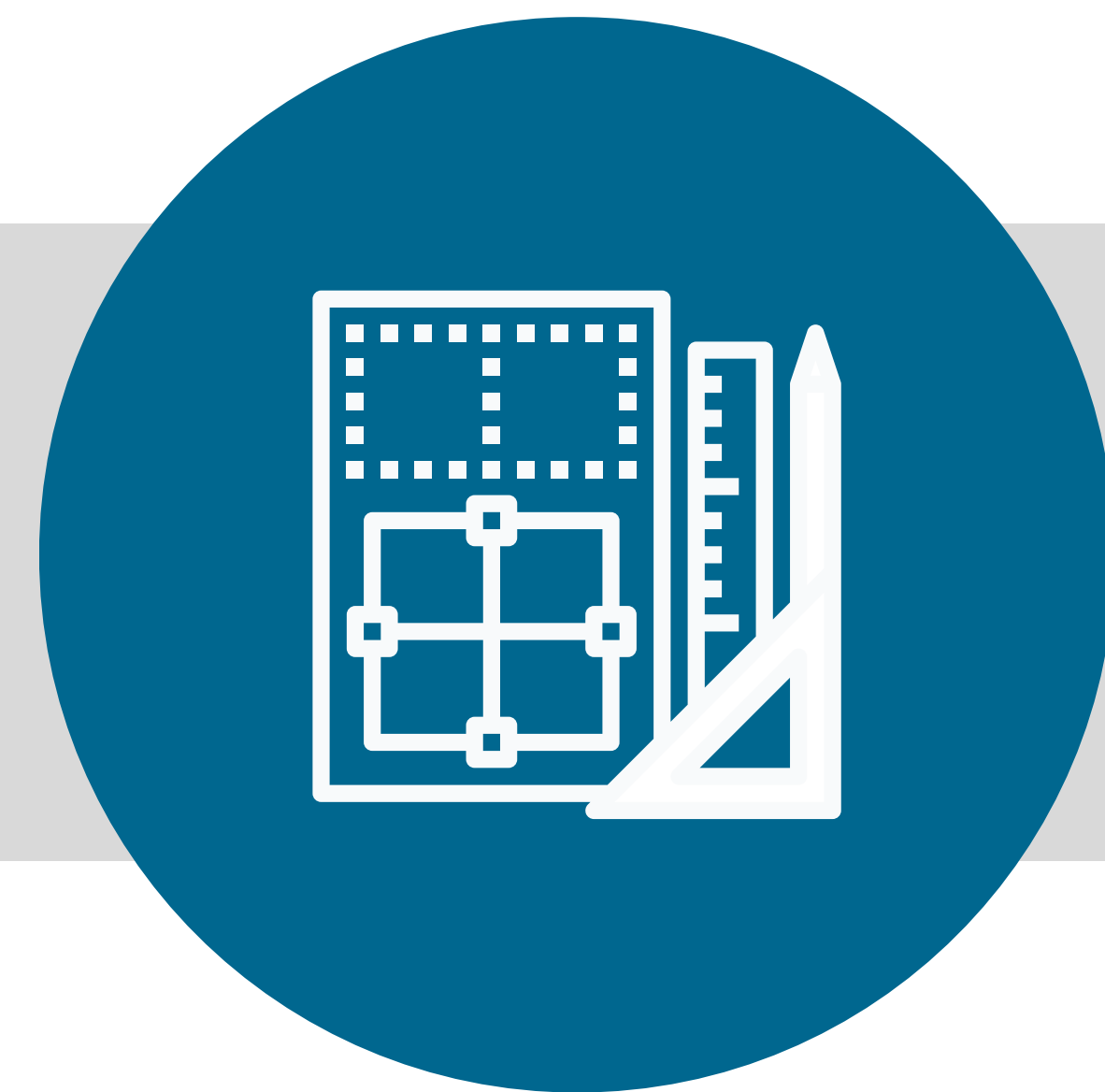
- Would a noise wall reduce the noise enough to justify its construction?
- Is a noise wall technically feasible? Could it be constructed?
- How many people would hear a difference in noise?
- Do a majority of property owners and tenants who would receive a noise reduction benefit from the construction of a noise wall actually want the wall?





TYPICAL RIGHT-OF-WAY PROCESS

SCDOT right-of-way processes follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970



Design



Initial Contact



Appraisals



Offers



Relocations



**Closing,
Payment**

