



I-26

MM 145-172

CORRIDOR

IMPROVEMENT PROJECT

PUBLIC HEARING



VISIT THE
PROJECT
WEBSITE!

WWW.I26IMPROVEMENTS.COM/MM145-172

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



THE PURPOSE OF TODAY'S PUBLIC HEARING IS TO:

- **Educate** the public on key project components, including the Environmental Assessment (EA), Purpose & Need, Preferred Alternative, and potential impacts.
- **Share next steps** in the project timeline and development process.
- **Gather input** on the Preferred Alternative.

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

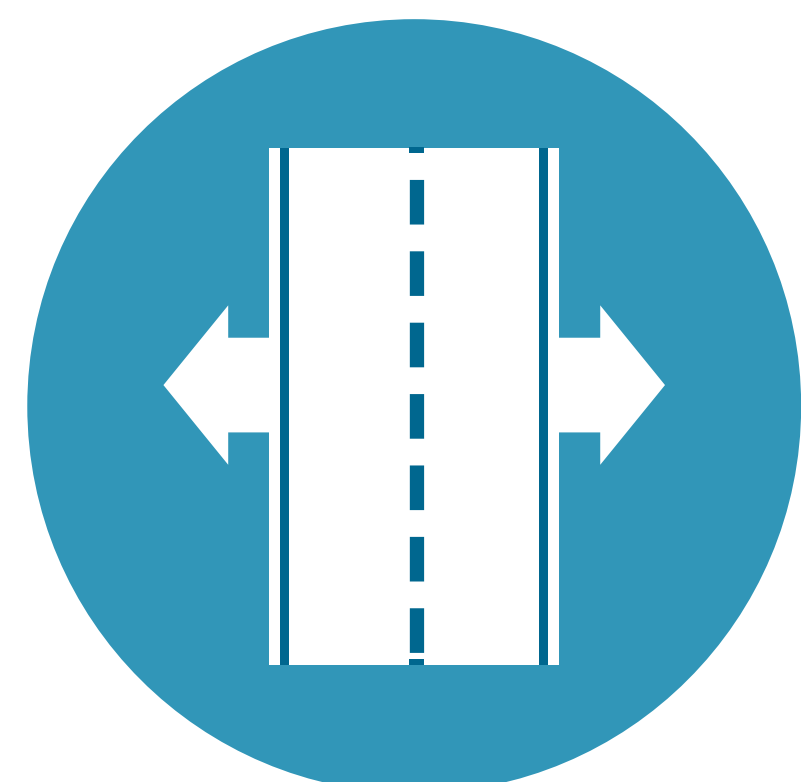


PROJECT STUDY AREA

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)



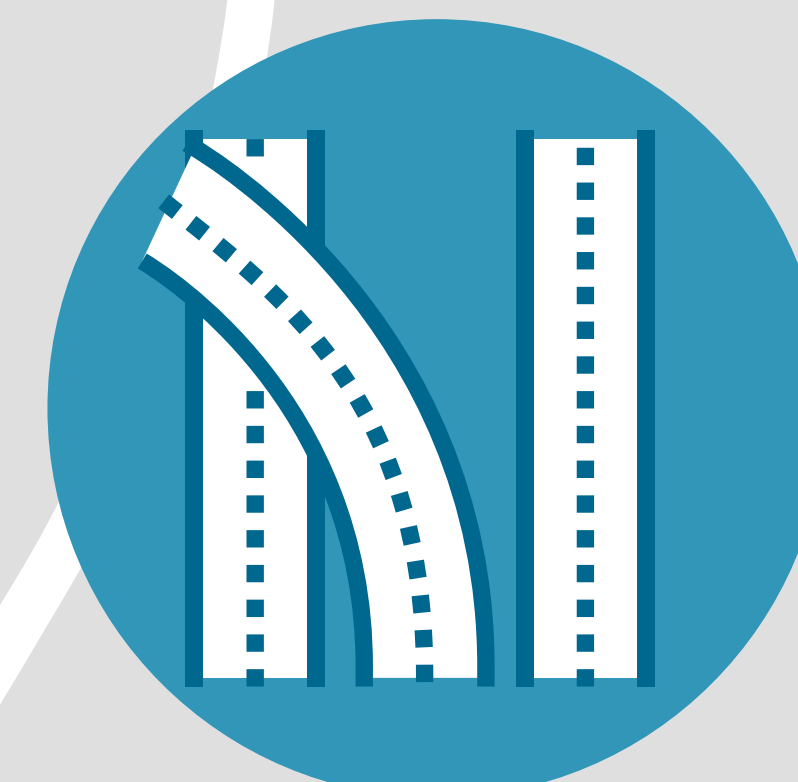
27

Miles of Interstate Corridor



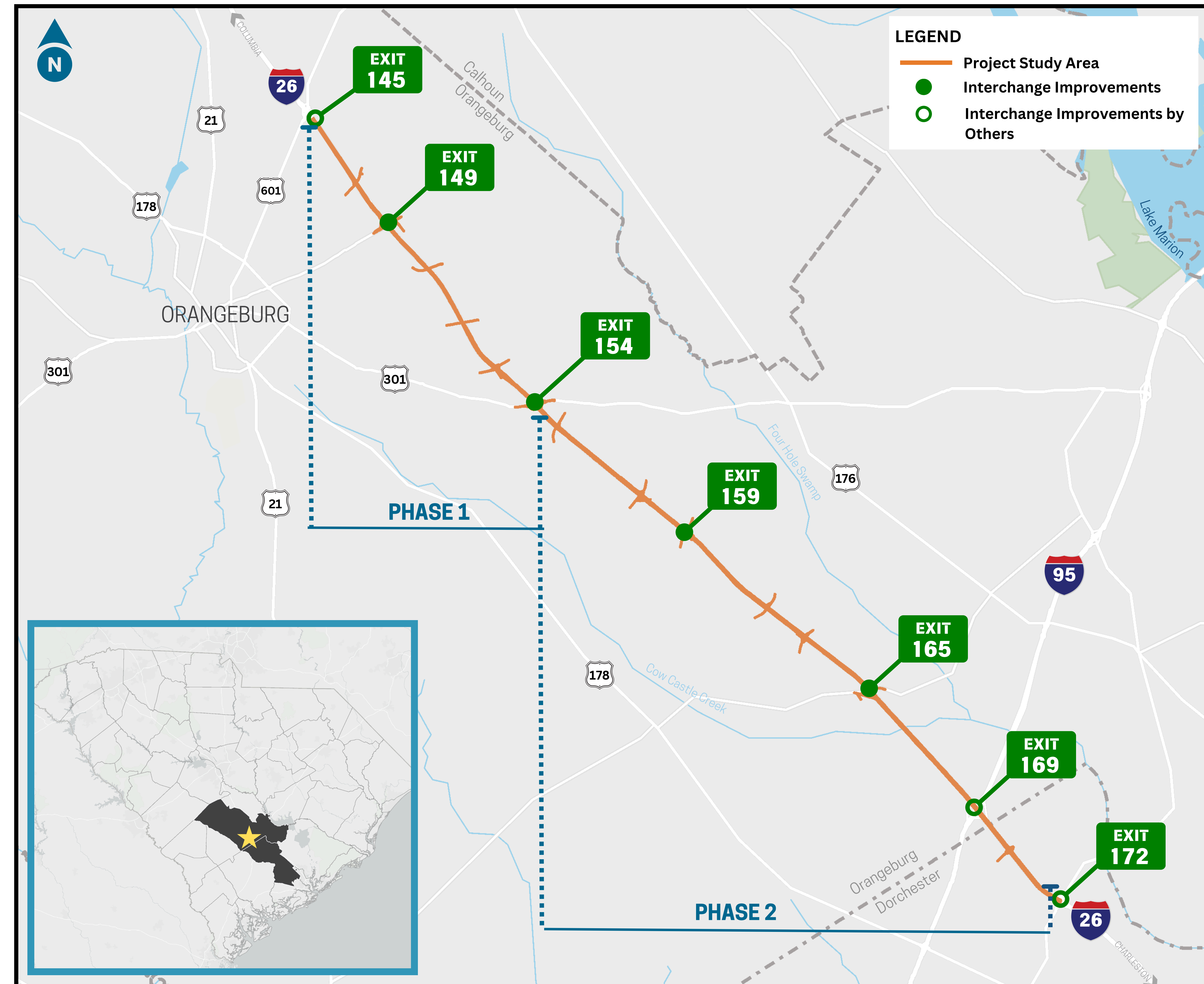
15

Bridges



4

Interchanges





PURPOSE & NEED

PURPOSE

The purpose of the proposed 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.

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

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) has been prepared to evaluate the project's impacts. **The EA is available for public review and comment through January 23, 2026.**

WE ARE
HERE!



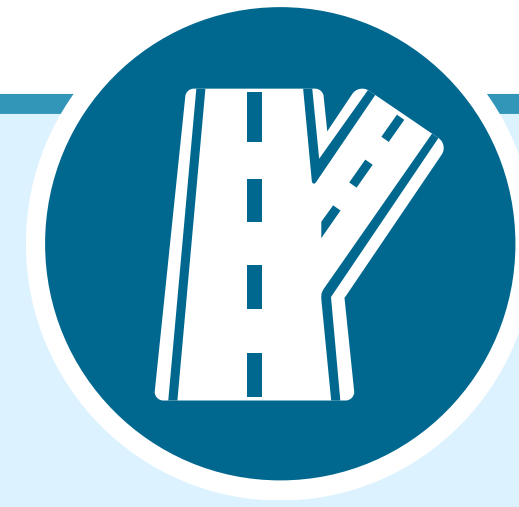


EXITS 149 & 154 (PHASE 1)



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)



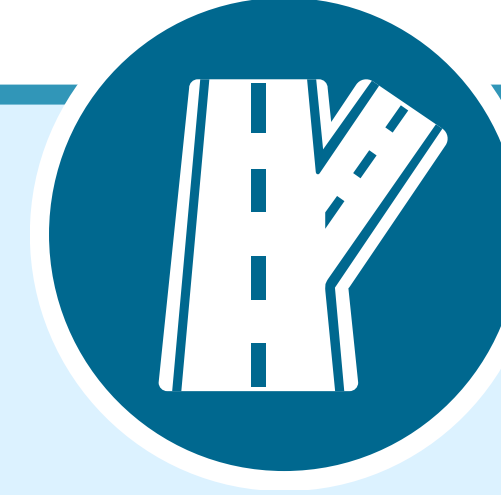


EXITS 159 & 165 (PHASE 2)



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)

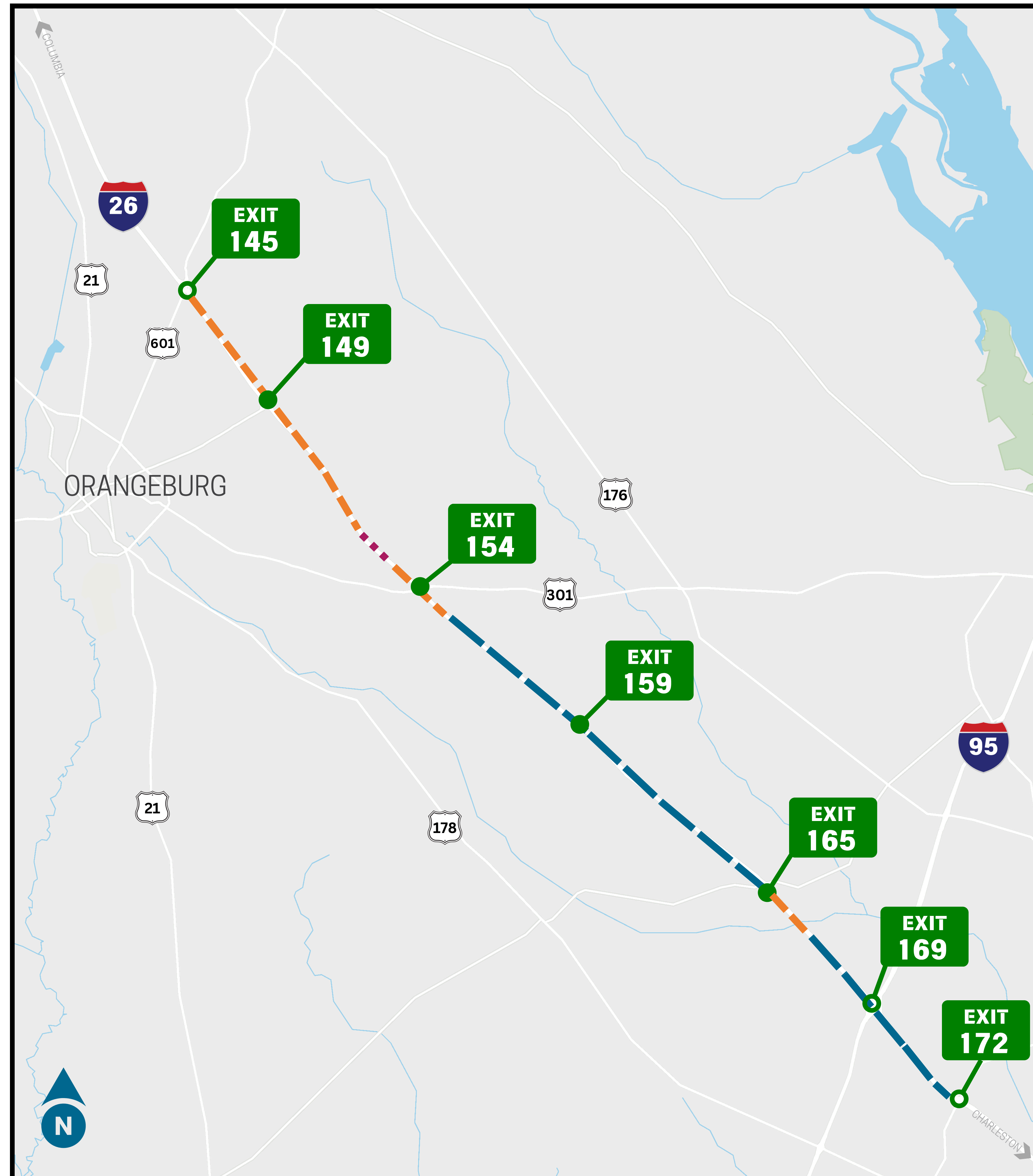


Exit 165 (SC 210/Vance Rd)

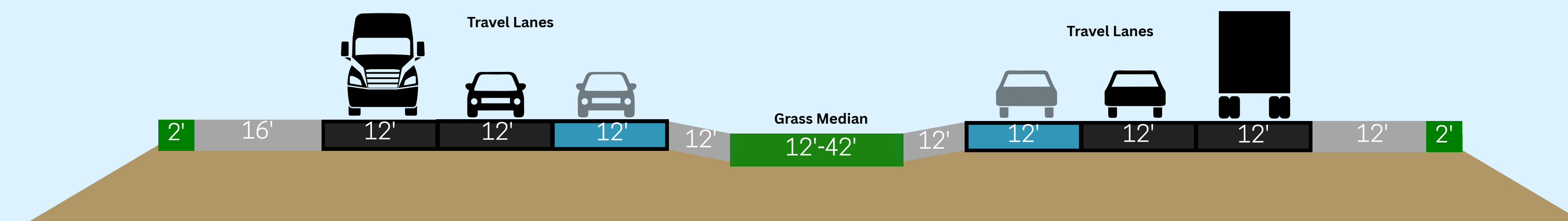




I-26 MAINLINE TYPICAL SECTIONS

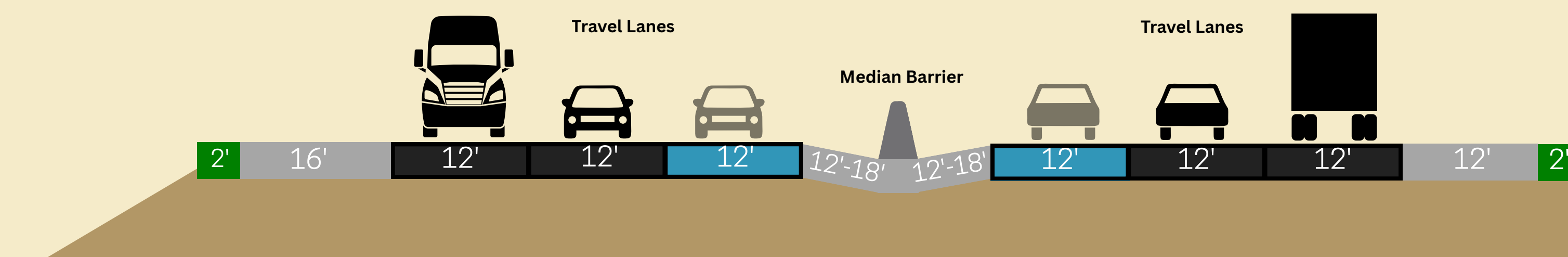


WIDENING TO THE INSIDE



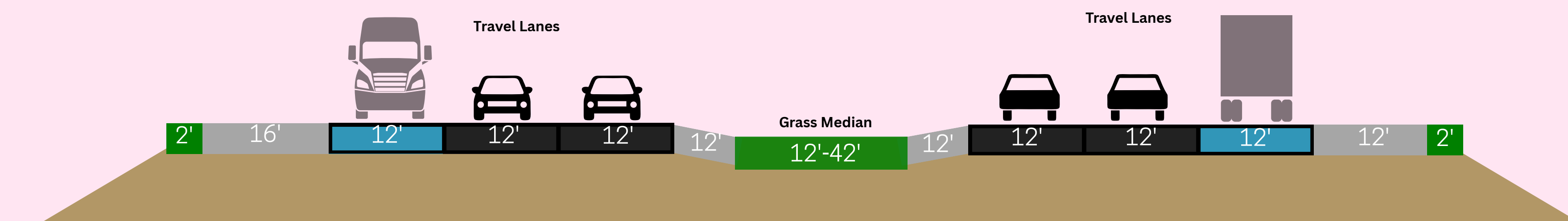
- Three 12' travel lanes in each direction
- Paved shoulders
- Grass median with cable barrier

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



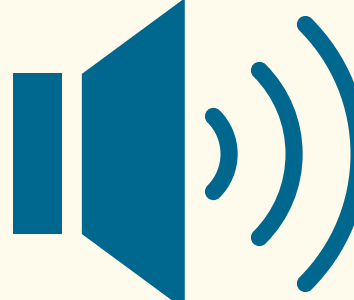
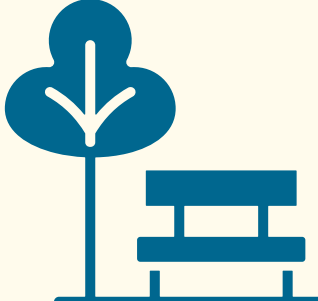


POTENTIAL IMPACTS

COMPARISON OF THE NO-BUILD AND PREFERRED ALTERNATIVES

As part of the Environmental Assessment, **impacts have been evaluated based on proposed right-of-way limits** for conceptual designs dated November 2025 for the mainline widening, interchange improvements, and overpasses.

For some resources, such as wetlands and waters of the US, impacts will decrease as designs progress and construction limits are defined within the ROW. Therefore, impacts presented in EA represent the maximum potential impacts of the Preferred Alternative. The matrix below compares potential impacts of the No-Build Alternative and Preferred Alternative.

Evaluation Criteria		No-Build Alternative	Preferred Alternative
 Meets Purpose & Need	Improves Traffic Operations	✗	✓
	Addresses Operational Deficiencies at Interchanges	✗	✓
	Meets Project Safety Goals	✗	✓
 Right-of-Way Impacts	Anticipated Relocations	0	2 residences / 4 billboards
	Properties Impacted	0	144
	Total Acres	0	120
	Noise Impacts*	103 locations	104 locations
	Cultural Resource Impacts	0	0
	Total Wetland Impacts	0 acres	59 acres
	Threatened and Endangered Species	none	not likely to adversely affect
	Farmland**	0 acres	80 acres
	Hazardous Waste Sites	0	14 sites require further assessment

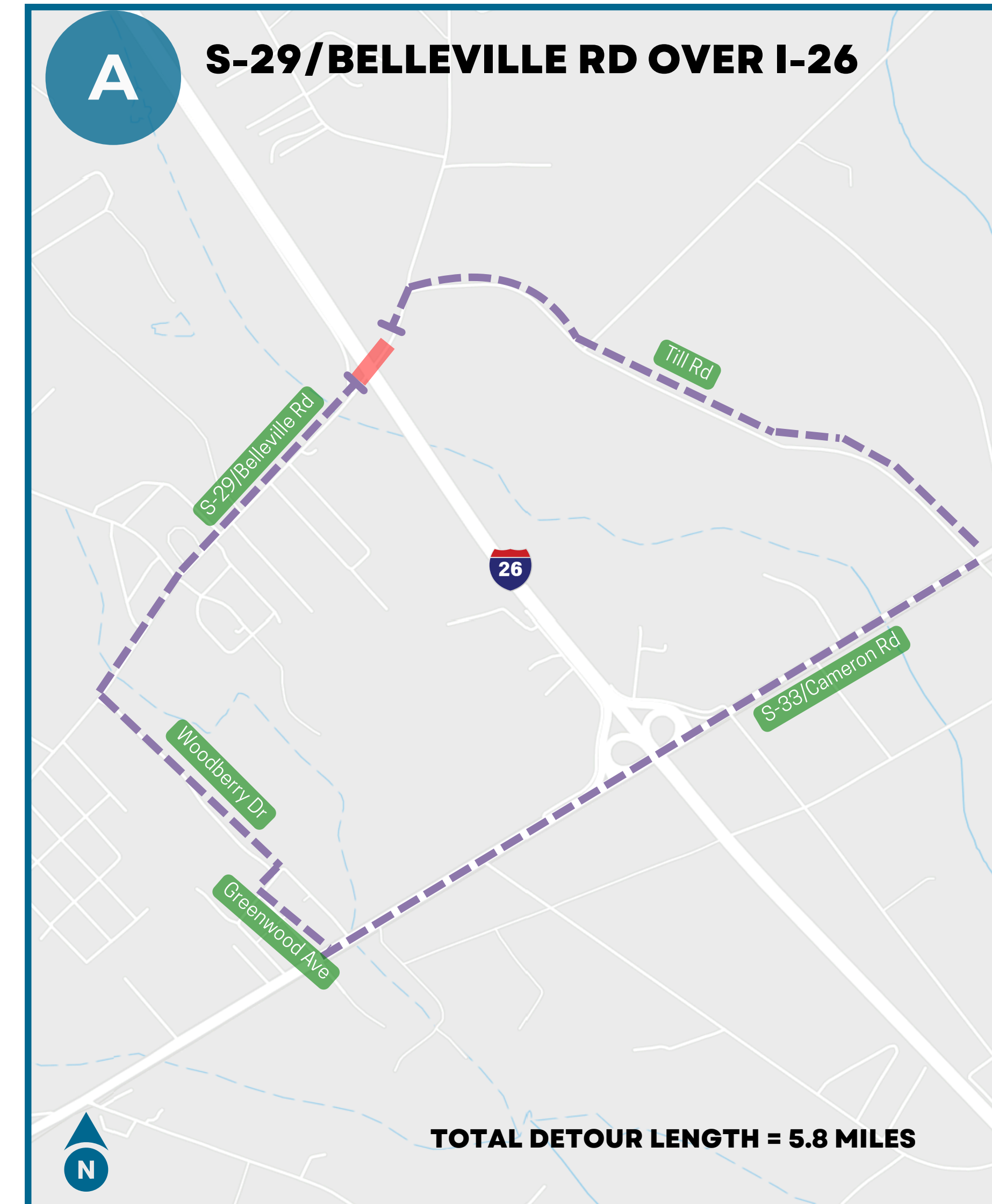
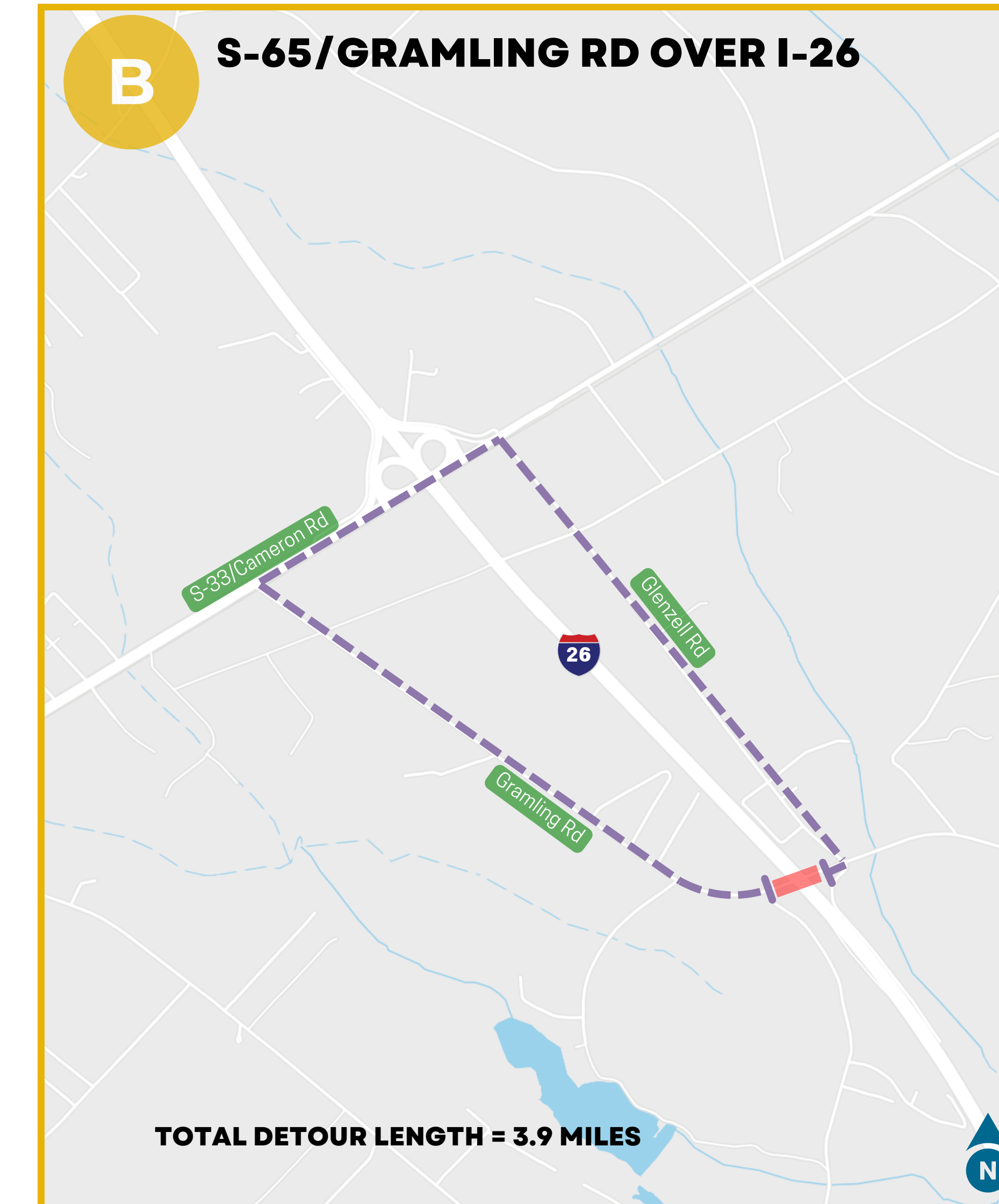
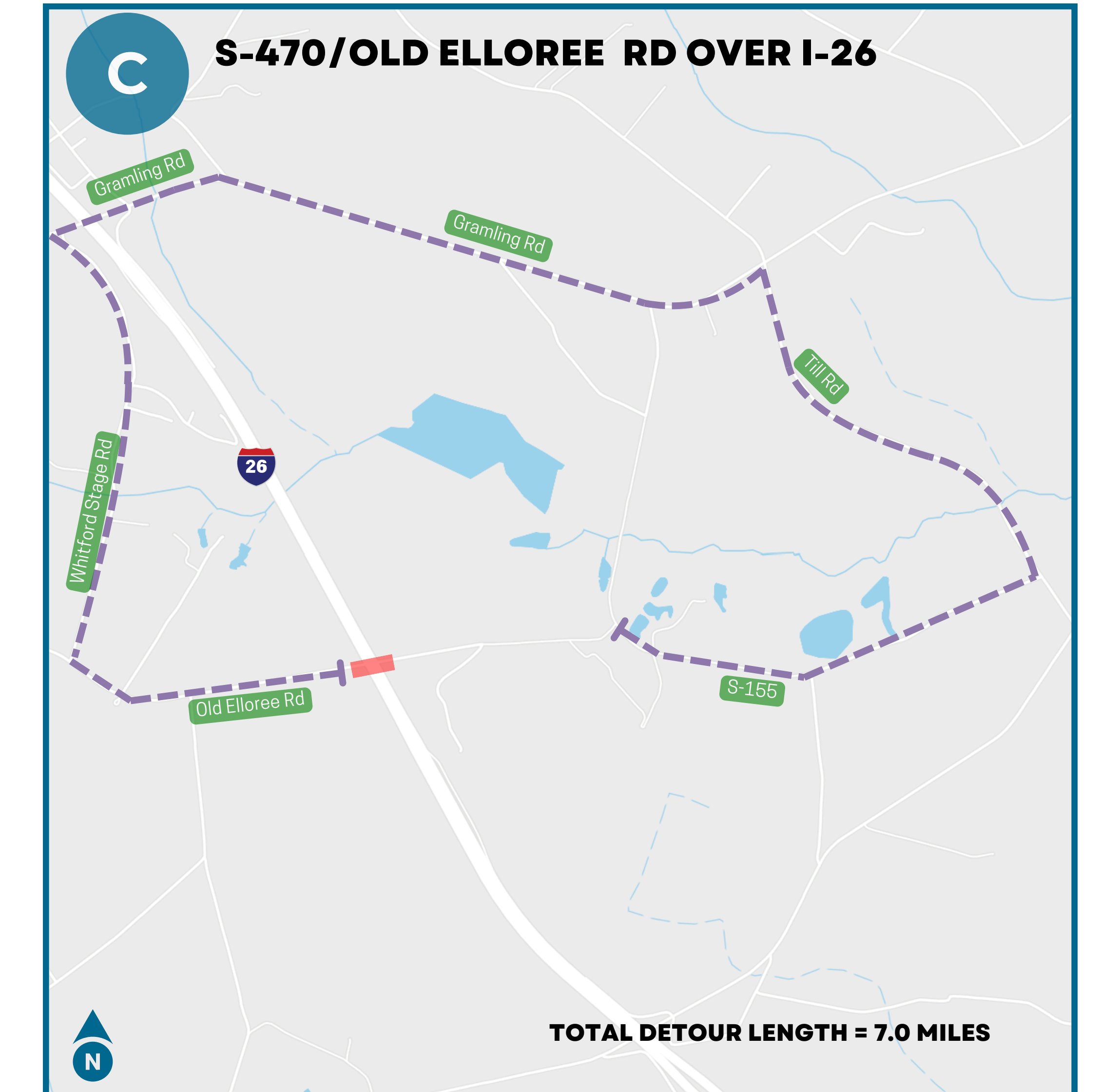
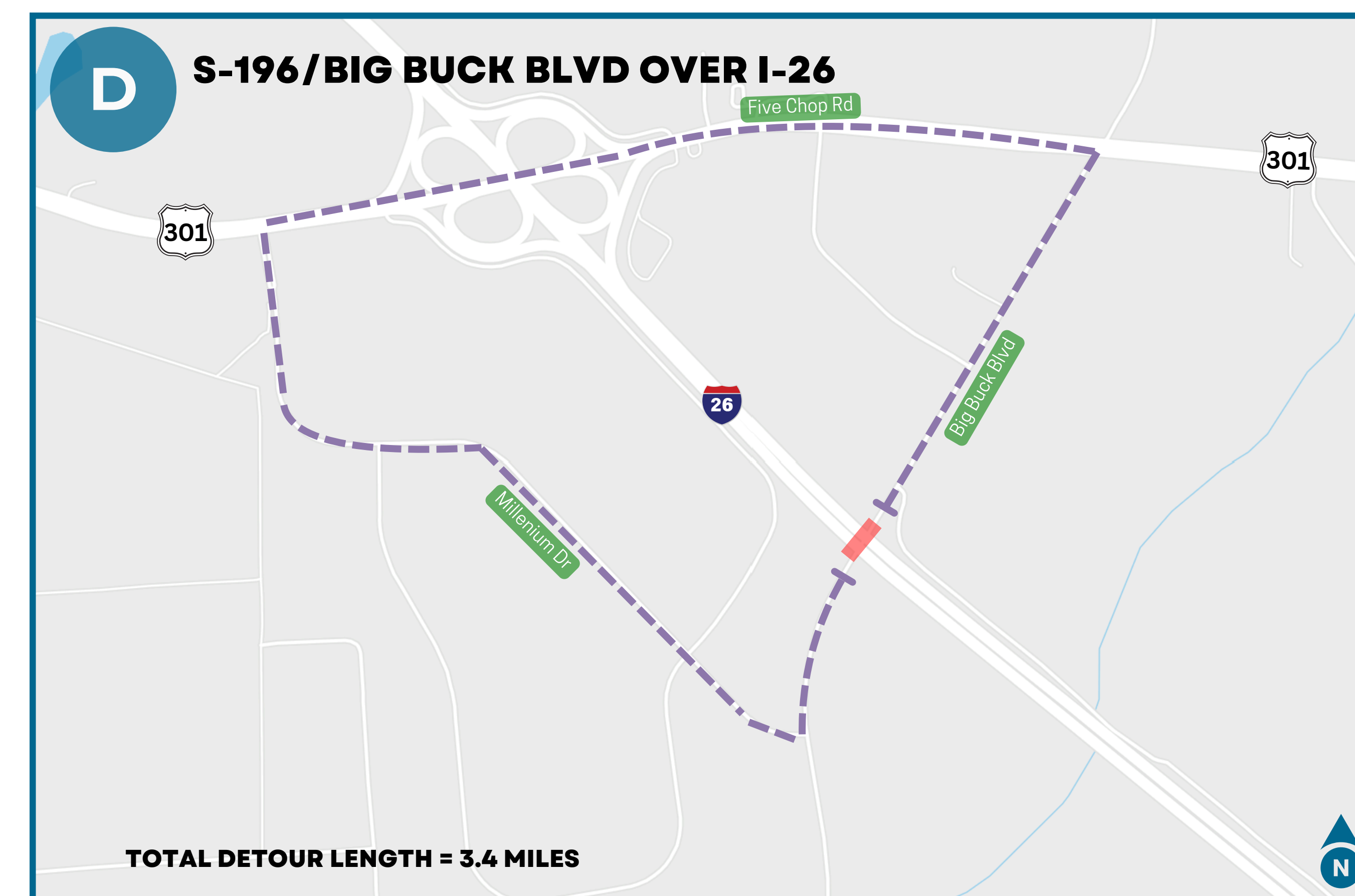
*Properties are considered impacted by noise if the sound from the highway exceeds 66 dBA (schools, parks, churches, etc.) or 71 dBA (outdoor dining, hotel pools, etc.)

**Farmland impacts are determined based on the soil composition and its ability to support agriculture. Land does not have to be currently used for agricultural purposes to be considered a farmland impact.



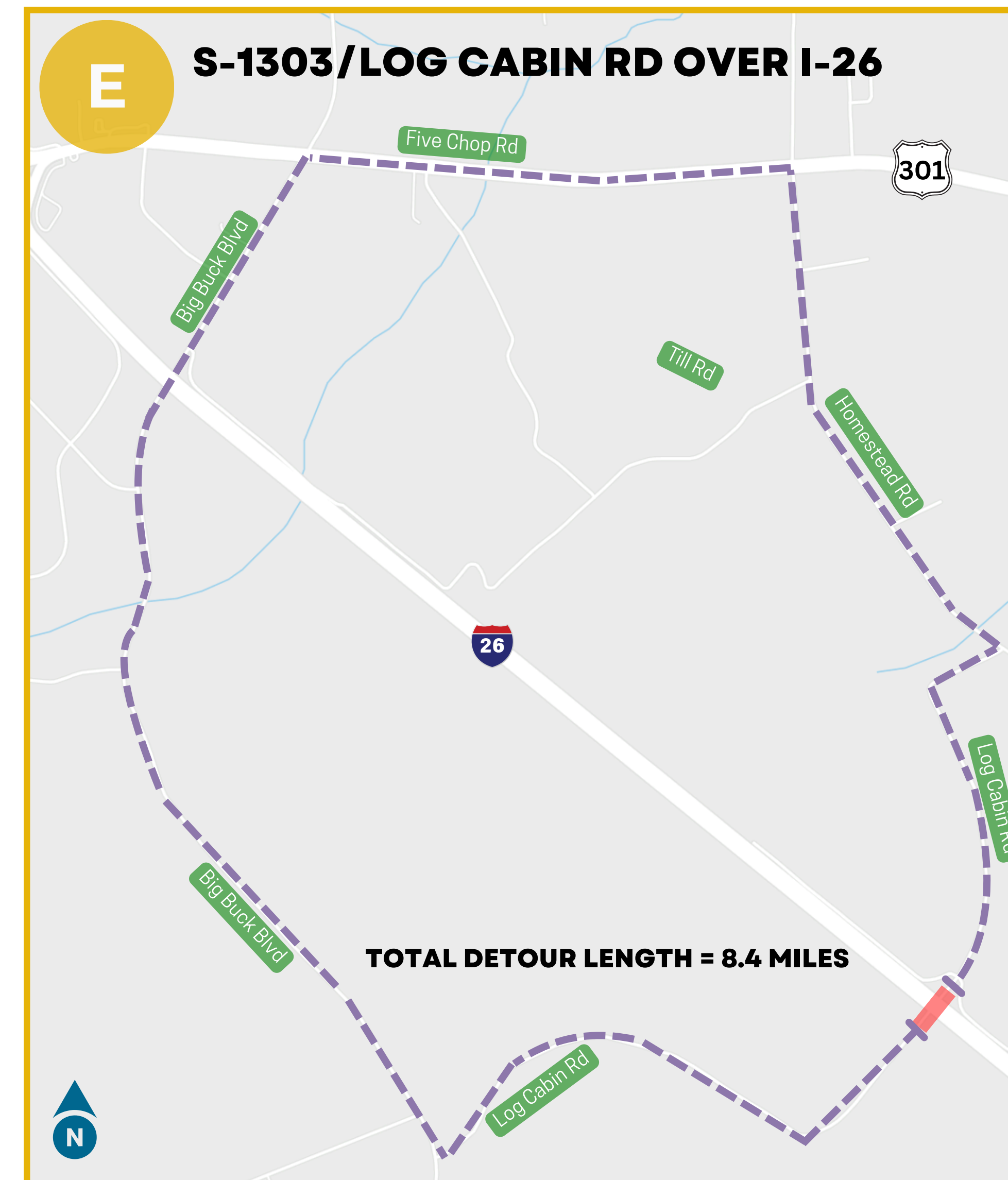
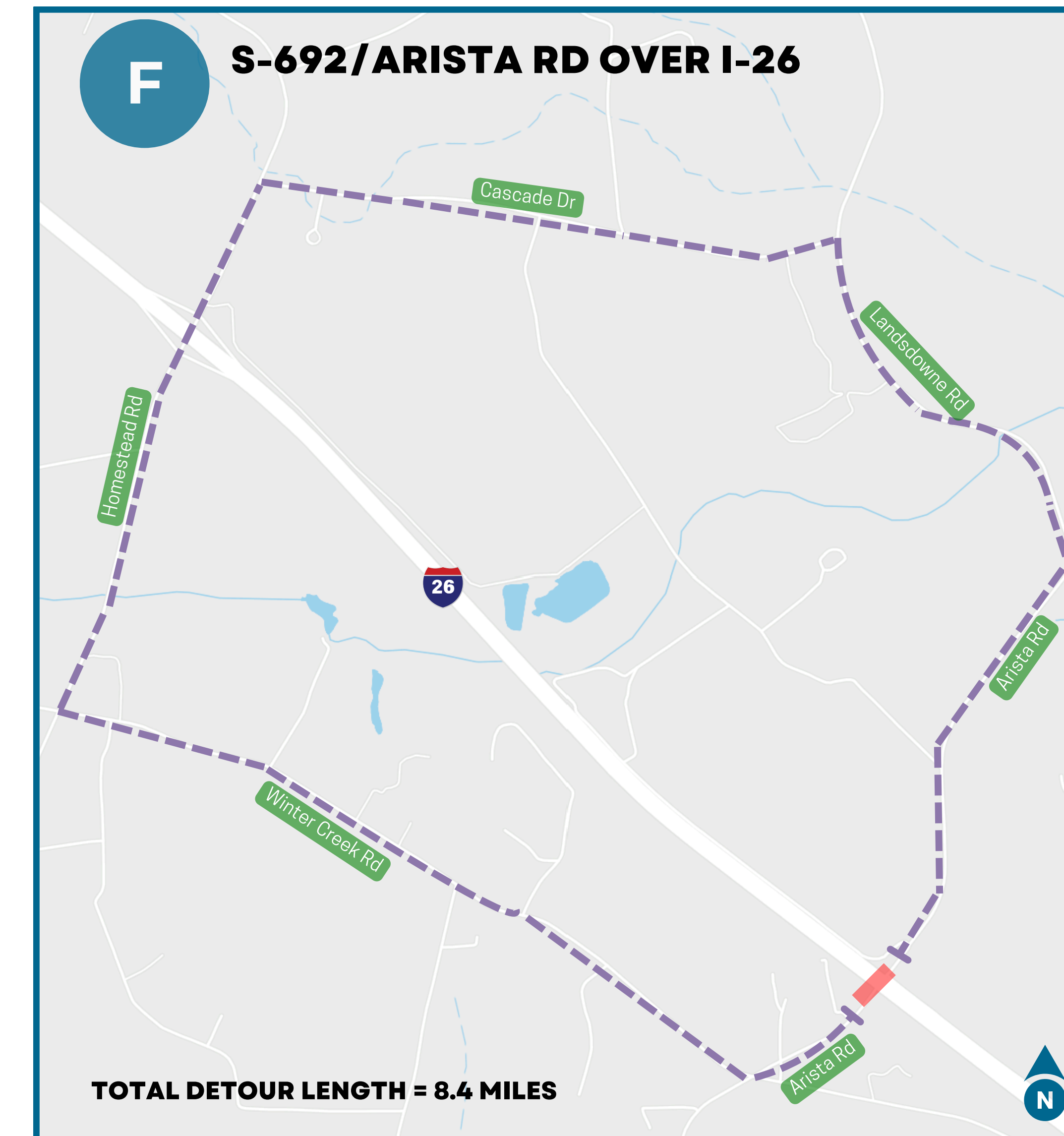
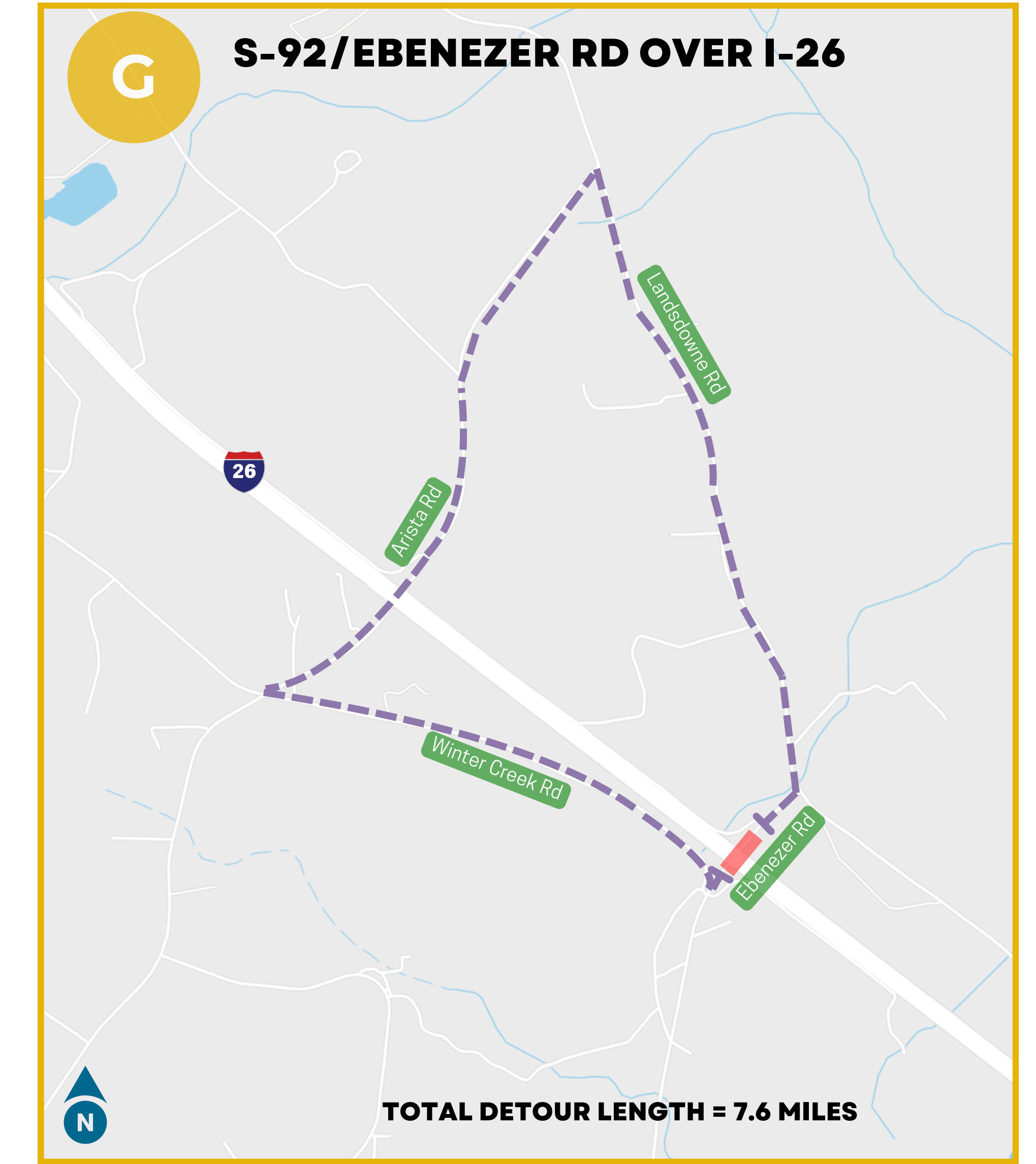


BRIDGES & OVERPASSES - PHASE 1





BRIDGES & OVERPASSES - PHASE 2

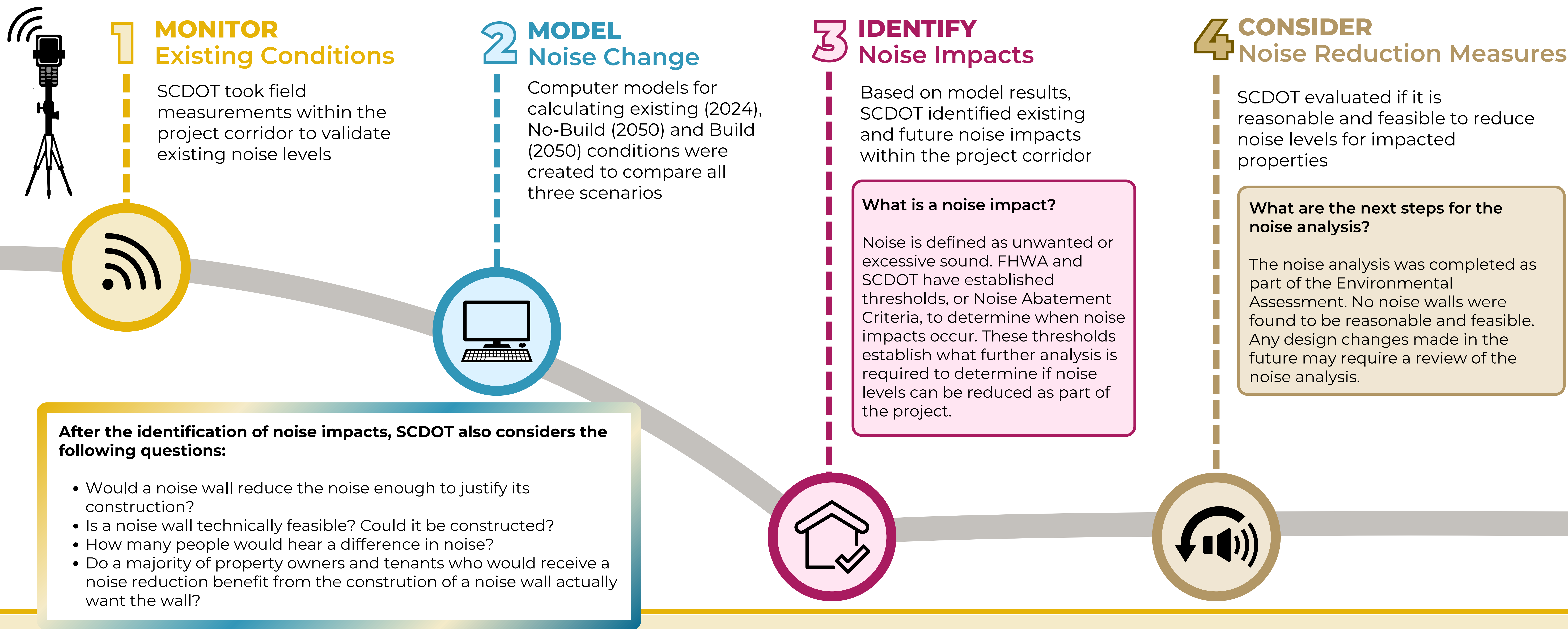




NOISE EVALUATION PROCESS

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.

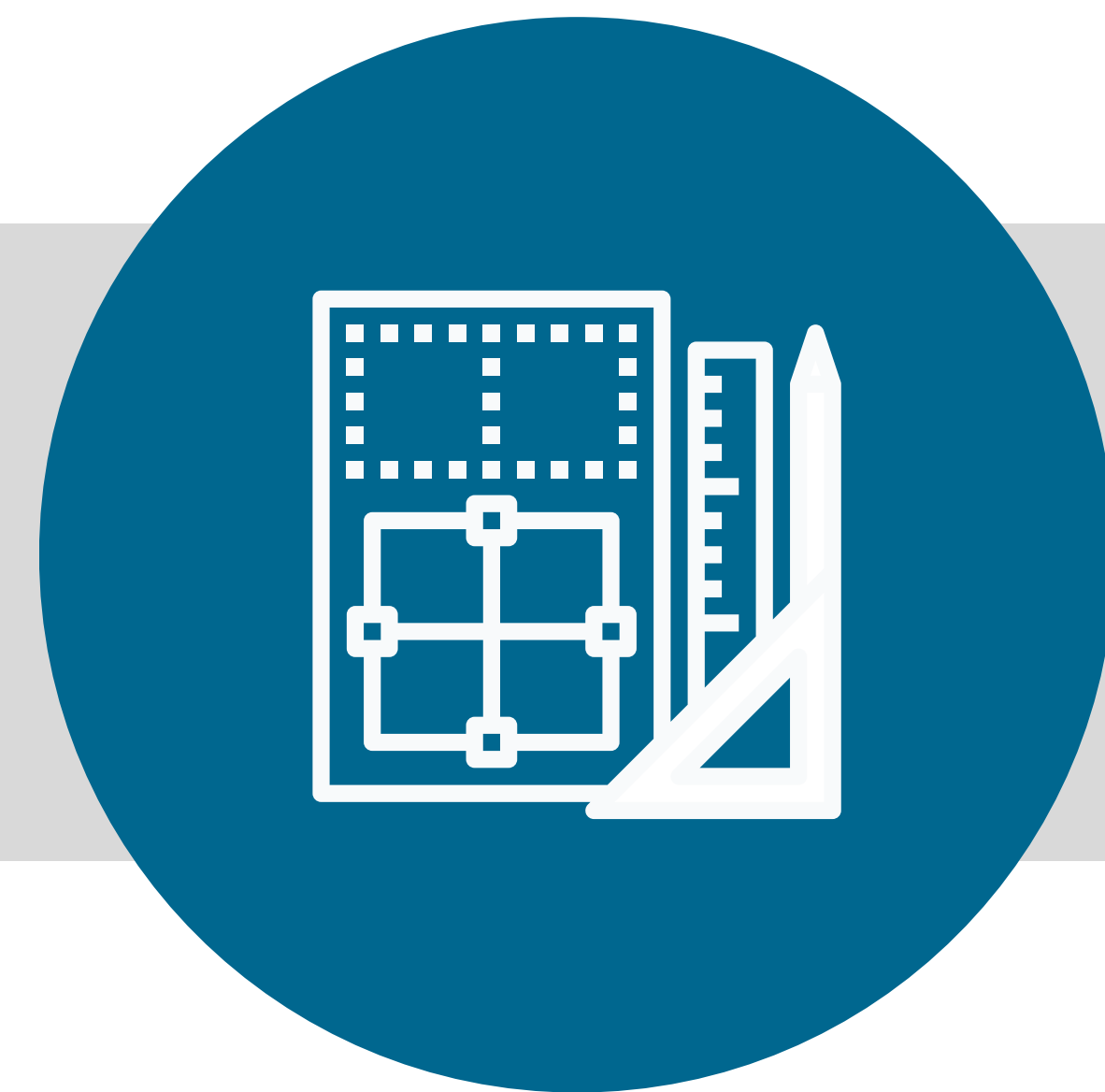
The full Traffic Noise Analysis is included in Appendix C of the Environmental Assessment.





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**

