



I-26 CORRIDOR

MM 145-172 IN ORANGEBURG AND DORCHESTER COUNTIES

IMPROVEMENT PROJECT

July 2025

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!

ABOUT THE PROJECT

SCDOT proposes to **improve I-26 from mile marker (MM) 145 to MM 172** in Orangeburg and Dorchester Counties to improve capacity.

The project includes widening the 27-mile corridor from 4 lanes to 6 lanes, replacing overpass bridges (except S-50/Four Holes Road over I-26), addressing culverts and drainage, installing barrier walls and cable guardrail, and improving the interchanges and ramps at Exits 149, 154, 159, and 165. To minimize impacts, lanes would be widened toward the center median where possible. The interchange at I-26 and I-95 is excluded from this project and is being improved via a separate project.

The project will be implemented in **two phases**:

- **Phase 1** includes I-26 from the eastern limits of the interchange with US 601 (Exit 145) through the interchange with US 301 (Exit 154).
- **Phase 2** includes I-26 from the eastern limits of the interchange with US 301 (Exit 154) to the western limits of the interchange with US 15 (Exit 172).



27

Miles of
Widening



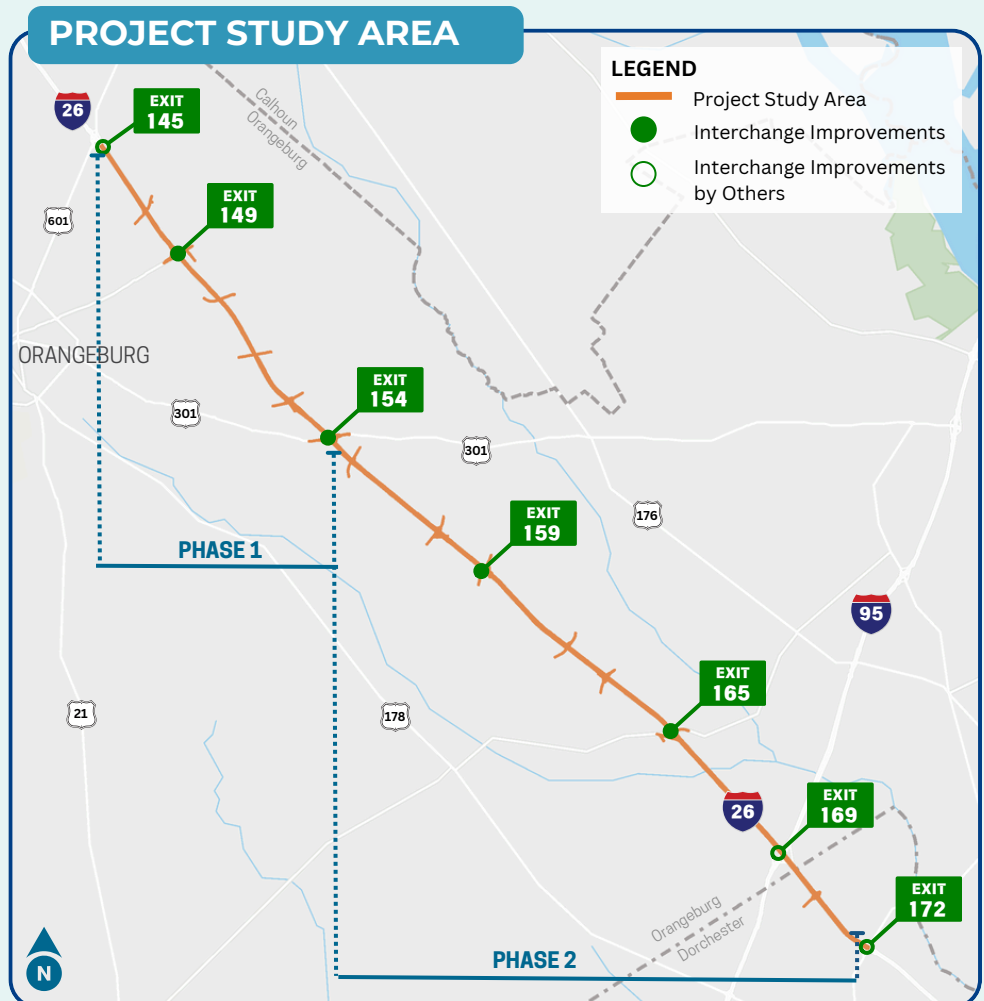
15

Bridges



4

Interchanges



Purpose & Need

The project purpose and need indicates why a project is needed and what it should accomplish.

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

TRAFFIC ANALYSIS

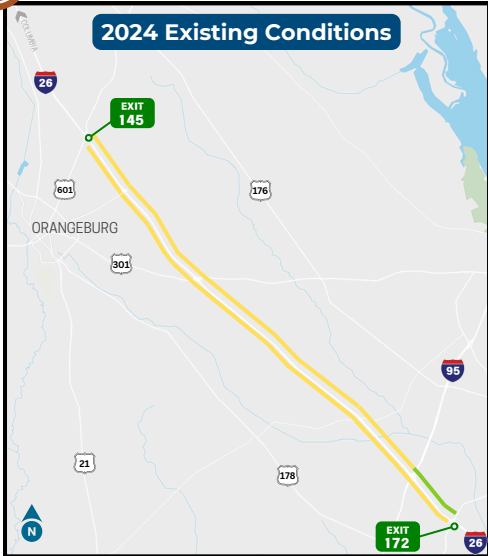
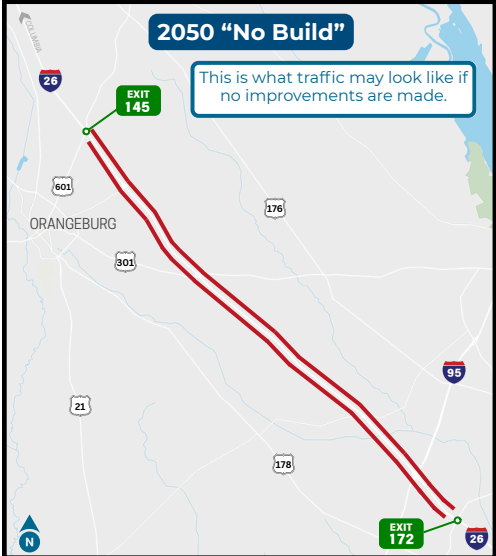
The Project Team completed a traffic study that analyzed the existing and future conditions for I-26 if no improvements are made. Traffic performance is measured by **Level of Service**. As shown in the figures below, I-26 operates relatively well today; however, without improvements, conditions will worsen significantly in the future.



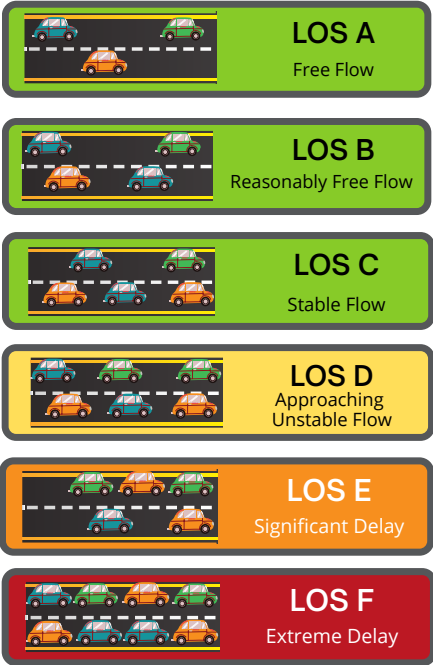
Weekday Morning Peak Hour



Weekday Evening Peak Hour



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).



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.

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

LEGEND

Mainline Typical Sections

- Widening to the Inside
- Widening to the Inside with Median Barrier
- Widening to the Outside

Bridges & Overpasses

- Staged Construction** (bridge remains open throughout construction)
- Group 1 Closure** (bridges are closed and traffic is detoured to Group 2 bridges)
- Group 2 Closure** (after Group 1 bridges are complete, Group 2 bridges are closed and traffic is detoured to new Group 1 bridges)

Map Labels:

- ORANGEBURG
- EXIT 145
- EXIT 149
- EXIT 154
- EXIT 159
- EXIT 165
- EXIT 169
- EXIT 172
- CHARLESTON

Overpasses:

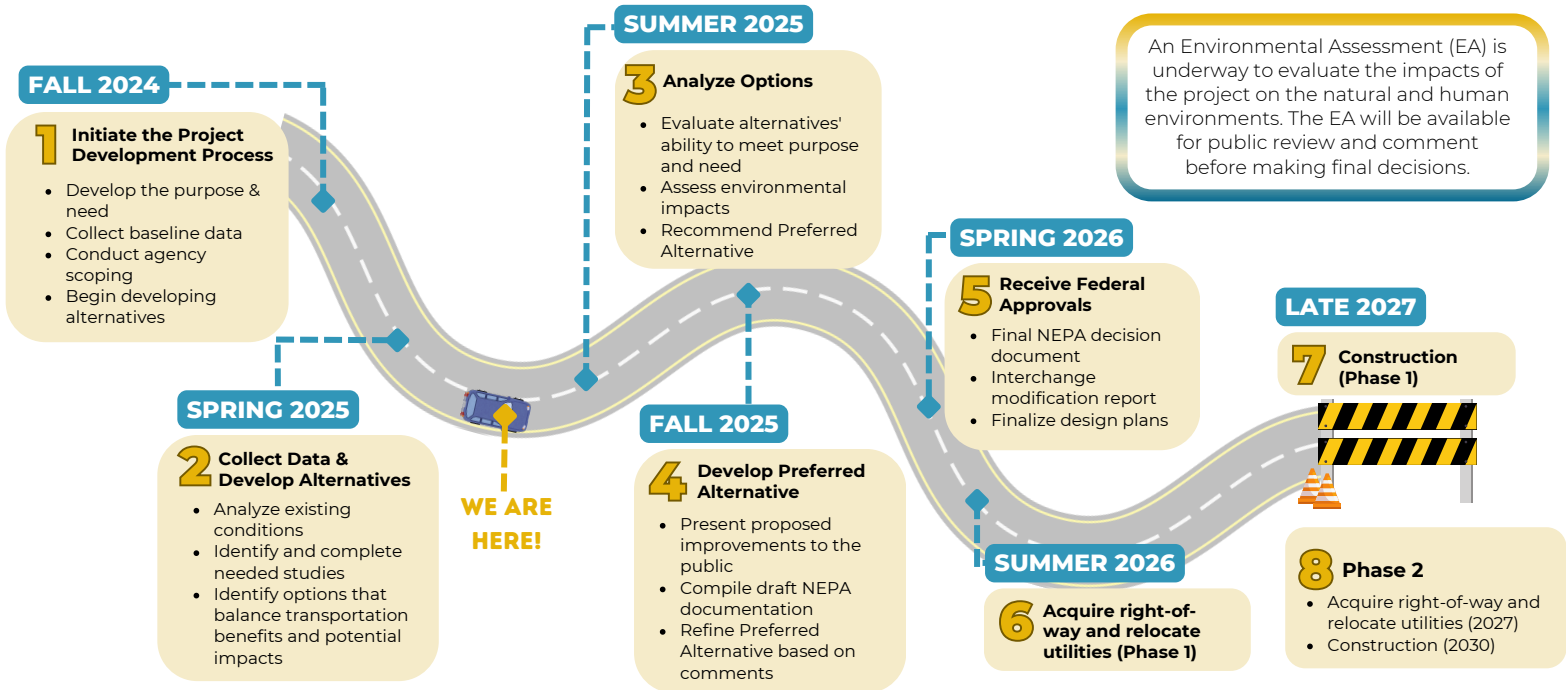
- S-29/Belleville Rd over I-26
- I-26 over SC 33/Cameron Rd & CSX RR
- S-65/Gramling Rd over I-26
- S-470/Old Ellore Rd over I-26
- US 301/Five Chop Rd over I-26
- S-196/Big Buck Blvd over I-26
- S-1303/Log Cabin Rd over I-26
- S-36/Homestead Rd over I-26
- S-692/Arista Rd over I-26
- S-92/Ebenezer Rd over I-26
- SC 210/Vance Rd over I-26
- I-26 over Cow Castle Creek
- S-337/Weathers Farm Rd over I-26

Highways:

- 601
- 21
- 26
- 95

PROJECT DEVELOPMENT PROCESS

The National Environmental Policy Act (NEPA) is a federally-mandated environmental review process for any project with federal involvement (federal funding or required approvals). The NEPA process helps the project team to avoid or minimize impacts to the human and natural environments and reach a decision that best meets the needs of the community stakeholders.



Comment

Comments will be accepted from July 2, 2025 through August 1, 2025!



Public Meeting

Complete a comment form and place it in the box provided at the meeting.



Project Website

Complete an online comment form using the QR code.

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



VISIT THE PROJECT WEBSITE!

WWW.I26IMPROVEMENTS.COM/MM145-172



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We appreciate your attendance and encourage your feedback on the project!

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