I-26 Widening and Interchange Improvements
Newberry, Lexington, and Richland Counties

Public Hearing
March 13, 2018
Project Location Map

I-26 WIDENING
MM 85 - 101

FIGURE 1
PROJECT LOCATION

Legend
- Approximate Project Limits
- Interstate
- SC Route
- US Route

Newberry, Lexington, and Richland Counties
Purpose and Need

• **What does the project do (Purpose)?**
  • Increase roadway capacity to address the projected increased traffic volumes.
  • Correct geometric deficiencies along the mainline and at several interchanges and overpasses in this section of I-26 by bringing them into compliance with current state and federal design standards.
  • Improve safety by improving the geometric design of the facility.

• **Why is the project necessary (Need)?**
  • Increase capacity of the roadway system to account for peak hour demand which leads to congestion, delays, and crashes;
  • Improve interchanges to meet traffic and safety requirements; and
  • Improve public safety through reducing traffic congestion.
Existing I-26 Conditions

• Four lane interstate from mile marker 85 near Little Mountain to MM 101 near Columbia
• Three interchanges and 7 major bridge overpass structures
• Rolling terrain with varying grades
Exits 85 and 91: Interchange Deficiencies
Exit 97: Interchange Deficiencies

LEGEND
- Road Access from Ramp
- Intersection spaced too close together
- Business access close to interchange
- Turn lane storage needed

Scale: 0 110 220 440 660 Feet

[Map of the interchange with marked deficiencies]
Proposed Project

• Widen I-26 from two lanes to three lanes (MM 85-97) and from two lanes to four lanes (MM 97 – 101) to increase roadway capacity

• Interchange Improvements at Exits 85, 91, and 97 improving safety and traffic flow
Typical Section

PROPOSED I-26 WIDENING TYPICAL SECTIONS

USE THIS SECTION MM 85 TO MM 97
* VARIES STA. 1049+30 +/- TO STA. 1101+00 +/-

USE THIS SECTION MM 97 TO MM 101

EARTH SHOULDER
EXISTING PAVEMENT
EXISTING GRASS MEDIAN
FILL
NEW PAVEMENT
EXISTING PAVEMENT
EARTH SHOULDER

CONSTRUCTION

SCDOT
U.S. Department of Transportation
Federal Highway Administration
National Environmental Policy Act of 1969 (NEPA)

- Ensures effects of project on human and natural environment are considered
- Ensures environmental information is available to public before action is taken
Alternatives Analysis of all Reasonable Alternatives

<table>
<thead>
<tr>
<th>Categories</th>
<th>Mainline Build Alternative*</th>
<th>Exit 85 Alternative 1A (Diamond w/ Partial Cloverleaf)</th>
<th>Exit 85 Alternative 2A (Partial Cloverleaf)</th>
<th>Exit 85 Alternative 3 (Bowtie)</th>
<th>Exit 91 Alternative 2 (Partial Cloverleaf)</th>
<th>Exit 91 Alternative 3 (Diverging Diamond)*</th>
<th>Exit 97 Alternative 1 (Diverging Diamond)*</th>
<th>Exit 97 Alternative 2 (Partial Cloverleaf)</th>
<th>Exit 97 Alternative 3 (Single Point Urban Interchange)</th>
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* Preferred Alternative
Exit 85 Preferred Alternative
Exit 91 Preferred Alternative
Exit 97 Preferred Alternative
# REMAINING PROJECT MILESTONES

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<tr>
<th>Milestone</th>
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<tr>
<td>Public Hearing Comments</td>
<td>March 2018</td>
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<tr>
<td>NEPA Determination</td>
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<td>Conceptual Design Completed</td>
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<td>Design-Build Contract</td>
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<td>Begin Right-of-Way Acquisition</td>
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<td>Begin Construction</td>
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<td>Complete Construction</td>
<td>Fall 2023</td>
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**Estimated Project Cost:** $530 million
Comments

Your input is very important to us!

▪ Please complete comment cards
▪ Drop them in the box as you exit, email, or mail them
▪ Deadline for comments March 28, 2018

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